

**HUDSON COMPREHENSIVE PLAN STEERING COMMITTEE**  
**CITY OF HUDSON, WISCONSIN**

**Monday, May 4, 2020 1:00 p.m.**  
**Virtual Zoom Meeting**

To access the meeting please use the link or phone number below. If you cannot access the meeting via the methods below, or need any special accommodations, please contact Aaron Reeves at 715-716-5741 or [areeves@hudsonwi.gov](mailto:areeves@hudsonwi.gov).

**Join Zoom Meeting:**

<https://us02web.zoom.us/j/89873894988?pwd=bkR0ckxUSGIxWmRmMXBRTmFUdTNoQT09>

**Meeting ID:** 898 7389 4988

**Password:** 810707

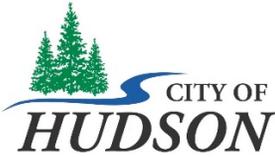
**Call-in Phone Number:** [312-626-6799](tel:312-626-6799)

**AGENDA**

(Click on agenda items highlighted in blue to access documents related to that item)

1. Call to Order
2. [Discussion and possible action on the April 13, 2020 meeting minutes.](#)
3. New Business
  - A. [Discussion on Community Survey Results](#)
  - B. [Discussion on Drafted Comprehensive Plan Chapters](#)
  - C. [Discussion on Public Involvement Workshop #2](#)
4. Communications and Items for Future Agendas
5. Adjournment

Posted to City of Hudson's website and emailed to *Star Observer* on 5/1/2020



REGULAR MEETING OF THE COMPREHENSIVE PLAN  
STEERING COMMITTEE  
CITY OF HUDSON  
Monday, April 13, 2020

The Hudson Comprehensive Plan Steering Committee meeting was called to order by Weiss at 1:03 p.m.

PRESENT. Rich O'Connor, Fred Yoerg, Tiffany Weiss, Michael Mroz, Aaron Reeves, and Jim Webber.

ABSENT. Michael Johnson.

OTHERS PRESENT. Brea Grace and Nate Day.

Discussion and possible action on February 3, 2020 meeting minutes. Motion by Mroz, seconded by Webber to approve the minutes of the February 3, 2020 Comprehensive Plan Steering Committee. All Ayes (6). Motion Carried.

**UNFINISHED BUSINESS.**

None.

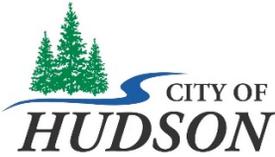
**NEW BUSINESS.**

Community Survey Results Update. Grace gave an update on the number of surveys received online through POLCO (the number of received surveys roughly representing 2% of the population). O'Connor inquired why City residents are not responding and what we could do to improve the numbers to reach a response rate of 10-12%. Grace showed some analytics from the project website which expressed two big spikes in number of online surveys taken (spike in November when it was first announced and another smaller spike in February after the postcards were mailed out).

Yoerg inquired into the possibility of pushing another press release, or some other communication outreach method, to get more residents to respond with a note specifying an end date when the survey will be closed to stop people from thinking they have all the time in the world to take the survey. Discussion was held amongst Committee members to keep the survey open for at least another month, until Memorial Day (May 25<sup>th</sup>).

Motion by Yoerg, seconded by O'Connor to close all main comprehensive plan survey collections on Memorial Day (May 25<sup>th</sup>, 2020). All Ayes (6). Motion Carried.

Further discussion was held regarding how to reach out to community members one last time to take the survey. Yoerg inquired about the previous post card mailing. Weiss noted that the previous post card mailing was sent to 5,311 addresses which cost the City \$1,588 to print, package, and send. Webber asked if the mailing was also sent to apartments since the list was based off of utility bills and not everyone pays a utility bill (some landlords pay water bills for their renters). Weiss noted that the list does include renters (several addresses in the mailing list had unit numbers). In instances where the property was single-family housing being rented out, the mailing was sent to the physical property addresses to "Current Residents" and not specific people.



REGULAR MEETING OF THE COMPREHENSIVE PLAN  
STEERING COMMITTEE  
CITY OF HUDSON  
Monday, April 13, 2020

Motion by O'Connor, seconded by Webber to mail out a second post card to City of Hudson addresses noting the survey's closing date of May 25<sup>th</sup> (Memorial Day). All Ayes (6). Motion Carried.

Hot Air Affair Event Follow-up and Report. Grace discussed the activities that took place at the booth during the Hot Air Affair Event in February and noted down the various comments that were received by community members:

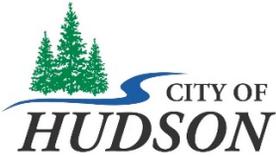
- Keep downtown Hudson quaint/historic/original
- Community events are valued (i.e. kid friendly, music in the park)
- Keep small town charm
- Hudson's parks and beach are valued and need to be maintained
- Interest in a new splash pad/community pool
- Local businesses are appreciated in Hudson
- Parking meters/free parking/more parking
- More bike/pedestrian paths needed, especially around schools
- Interest in expanding transit – maintaining disability/senior citizen transportation services
- Inclusion/acceptance/kindness

Further discussion was held toward the involvement of future in-person meetings, workshops and activities, and the likelihood of pursuing these outreach options in September at the earliest.

Grace mentioned that a vision statement would be drafted and shared with committee members after the main comprehensive plan survey has closed on Memorial Day. This will allow SEH staff to look for themes that pop up from public comments that were received and incorporate them into their corresponding chapters. Grace also noted that she spoke with Weiss regarding the development of web map applications online to allow people to provide specific comments using polygons/polylines/and points on a virtual map, similar to how the Bike/Ped web map application was developed for the Master Bike Ped Plan.

O'Connor said the Housing Element should be the first topic of discussion with residents and not transportation since staff hear more comments from the community regarding housing issues rather than transportation issues (outside of downtown parking concerns). Grace said this could be done. Yoerg noted that the Housing Element would tie in well with the Land Use Element of the comprehensive plan.

Discussion on City of Hudson Demographic Data. Weiss inquired if any Committee members had any questions regarding the recent draft of the Demographics section of the Comprehensive Plan. Webber noted the increase in elderly population in Hudson and St. Croix County and how this would require the city to keep or increase the amount of senior housing. Yoerg noted the trend is likely due to the high costs of housing permits in Minnesota. Webber also mentioned there is a 'notable weakness' in the City's middle-aged population where numbers slowed, interpreted to mean that younger adults are leaving the City of Hudson for opportunities elsewhere. O'Connor questioned the population data for the City of Hudson on page there where it noted the City's population would be over 15,000 (currently city staff are aware of the population recently going above 14,000 as of 2019 population estimates).



REGULAR MEETING OF THE COMPREHENSIVE PLAN  
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Grace requested further comments from committee members at the next meeting on May 4<sup>th</sup>. More drafted chapters would be brought forward to committee members as well potentially by that point for more review.

**COMMUNICATIONS AND ITEMS FOR FUTURE AGENDAS.**

Next meeting date was scheduled for Monday, May 4, 2020 at 1:00 p.m.

Weiss noted that the upcoming May Public Involvement Workshop would possibly need to be cancelled or moved to a later date, but discussion regarding that should happen at the next Steering Committee meeting when more details come to light regarding the COVID-19 pandemic. Mroz also noted that impacts the virus is having on the overall Comprehensive Plan update should be mentioned.

**ADJOURNMENT.**

Motion by Mroz, seconded by Yoerg to adjourn at 2:06 p.m. All Ayes (6). Motion Carried.

Respectfully submitted,  
Tiffany Weiss, Acting Secretary



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**TO:** Hudson Comprehensive Plan Steering Committee  
**FROM:** Community Development  
**DATE:** May 5, 2020  
**SUBJECT:** Discussion on Community Survey Results

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**BACKGROUND:**

At its last meeting on April 13th, the Comprehensive Plan Steering Committee requested that another postcard mailing be sent out to community residents stating a deadline of May 25<sup>th</sup> (Memorial Day). Since then, staff and SEH have sent out notices via social media, a press release in the newspaper, and the postcard mailing itself. The social media notice was posted on April 21<sup>st</sup> stating the following:

**“REMINDER:** Please use the following link to complete the Community Survey by May 25th, 2020 to help direct Hudson's future in housing, parks, infrastructure updates and more! [www.hudsoncomprehensiveplan.com](http://www.hudsoncomprehensiveplan.com)”

The press release was included in the Star Observer's April 30<sup>th</sup> issue. And the mailing was printed and delivered to the post office to be mailed out on May 1<sup>st</sup>. At this time, all residents should have received the mailing.

**ATTACHMENTS:**

None

Prepared by: Tiffany Weiss, Associate City Planner  
Through: Mike Johnson, AICP, Community Development Director



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**TO:** Hudson Comprehensive Plan Steering Committee  
**FROM:** Community Development  
**DATE:** May 4, 2020  
**SUBJECT:** Discussion on Drafted Comprehensive Plan Chapters

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**BACKGROUND:**

The attached document is a snapshot of the preliminary draft Comprehensive Plan. There are sections of the Plan that:

- Still have holes to be filled;
- Information/details to be gathered;
- Community input to be added and goals, policies, objectives to be influenced by the community survey and future outreach activities;
- Priority items to be included/emphasized; and
- Goals, objectives, policies to be reviewed and refined.

**ATTACHMENTS:**

Hudson Comprehensive Plan Draft Sections

Prepared by: Tiffany Weiss, Associate City Planner  
Through: Mike Johnson, AICP, Community Development Director



# 2040 Comprehensive Plan - 04/30/2020

## Preliminary Draft

### City of Hudson, WI

152551 | April 30, 2020



Building a Better World  
for All of Us®

Engineers | Architects | Planners | Scientists

# Part One Contents

- 1 Introduction
- 2 Neighborhoods / Context for Planning
  - 2.1 Hudson's Neighborhoods
  - 2.2 Context for Planning
- 3 Values and Vision
- 4 Hudson's Planning Principals
- 5 Hudson's Priorities

# Part Two Contents

## 1 Introduction

- 1.1 Background
- 1.2 Regional Context
- 1.3 Past Planning Efforts.
- 1.4 Scope of the 2020-2040 Comprehensive Plan Update
- 1.5 Planning Process and Public Input

## 2 Issues and Opportunities Element

- 2.1 Introduction
- 2.2 Vision Statement
- 2.3 Public Involvement
- 2.4 Population and Demographics

## 3 Housing Element

- 3.1 Existing Conditions
- 3.2 Assessment of Future Conditions
- 3.3 Housing Programs
- 3.4 Goal, Objectives, Policies

## 4 Transportation Element

- 4.1 Introduction
- 4.2 Background Data / Existing Conditions
- 4.3 Carmichael Road Corridor Study
- 4.4 Relationship to State and Regional Transportation Plans
- 4.5 Assessment of Future Needs.
- 4.6 Potential Funding Sources for Transportation
- 4.7 Goals, Objectives, and Policies

## 5 Utilities and Community Facilities Element

- 5.1 Introduction
- 5.2 Existing Conditions
- 5.3 Assessment of Future Needs
- 5.4 Potential Funding Sources for Utilities / Facilities
- 5.5 Goals, Objectives, and Policies

## 6 Agricultural, Natural, and Cultural Resources Element

- 6.1 Introduction
- 6.2 Background Data / Existing Conditions
- 6.3 Existing Agricultural, Natural and Cultural Programs
- 6.4 Assessment of Future Needs
- 6.5 Goals, Objectives, and Policies

## 7 Economic Development Element

- 7.1 Introduction
- 7.2 Background Data / Existing Conditions
- 7.3 Assessment of Future Needs
- 7.4 Local Plans and Programs
- 7.5 Goals, Objectives, and Policies

## 8 Intergovernmental Cooperation Element..

- 8.1 Introduction
- 8.2 Existing Intergovernmental Agreements and Partnership
- 8.3 Opportunities for Collaboration
- 8.4 Goals, Objectives, and Policies

## 9 Land Use Element

- 9.1 Introduction
- 9.2 Land Use Survey
- 9.3 Existing Land Uses and 2040 Recommended Land Use Plan
- 9.4 Land Demand and Prices
- 9.5 Land Use Projections / Future Land Use Districts
- 9.6 Goals, Objectives, and Policies.

## 10 Implementation Element

- 10.1 Introduction
- 10.2 Action Plan
- 10.3 Plan Integration and Consistency
- 10.4 Plan Monitoring and Evaluation
- 10.5 Plan Amendments and Updates

## 3 Housing Element

Housing is an essential component to a healthy and vibrant community. Providing safe and affordable housing, as well as a variety of housing types, is a common community goal. An analysis of housing conditions will help the City gain a better understanding of the changes which have occurred over the past decade. It will also provide insight into future change that can be anticipated. This information will create a foundation from which decisions regarding future housing development can be based. Demographic information presented in Section 2: Issues and Opportunities Element is not repeated here. Below is a summary of the existing housing conditions in the City of Hudson and St. Croix County.

### 3.1 Existing Conditions

The City of Hudson has and will continue to experience significant growth because of its close proximity to the Minneapolis/St. Paul metropolitan area, combined with historical appeal and small town character. As change and development continue to take place, it will be important for the City to manage this growth and maintain the character of the community. Many individuals and families who choose to live in Hudson do so because of its community character, location, quality of life and proximity to jobs.

In 2017, the City had 5,909 housing units. Since 2000, the City has experienced a 5.8% increase in housing units. According to Wisconsin Department of Administration, the 2020 projection for households is 6,745 and for 2030 it is 8,331, which results in an increase of 2,422 households (41% increase).

In 2017, 59.8% of all housing units were owner-occupied and 40.2% were renter-occupied. The average household size was 2.41 for owner-occupied units and 2.23 for renter-occupied units. The median value of owner-occupied homes was \$231,500.

Details for the number of households and housing unit projections are located in Section 2.4.5: Households and Housing Unit Projections.

#### 3.1.1 Housing Stock Age Characteristics

The age of the local housing stock is an important component to be considered when preparing for the future. If there is a significant amount of older housing units among the housing supply, they will most likely need to be replaced, rehabilitated, or abandoned for new development within the planning period. Allowing for a new housing supply also requires planning regarding infrastructure, land availability, community utilities, transportation routes, and a variety of other public services to address community needs that are affected by new development.

Homes in the City of Hudson are well distributed by age. Information gathered from the U.S. Census Bureau in 2017 identified that little more than half of the homes (53.1%) were built since 1990 and are less than 30 years old. On the reverse, 46.9% of homes were built before 1990, and of this, 22.5% of these homes are more than 50 years old. Table 1 categorizes the amount of housing by year built.

Table 1 – Hudson and St. Croix County Year Structure Built (2017)

Year Structure Built	City of Hudson		St. Croix County	
	2017		2017	
	Total Housing Units	Percentage	Total Housing Units	Percentage
Built 2014 or later	47	0.8%	297	0.8%
Built 2010 to 2013	328	5.6%	908	2.6%
Built 2000 to 2009	1,682	28.5%	10,249	29.2%
Built 1990 to 1999	1,077	18.2%	6,011	17.1%
Built 1980 to 1989	801	13.6%	4,922	14.0%
Built 1970 to 1979	641	10.8%	4,593	13.1%
Built 1960 to 1969	301	5.1%	1,756	5.0%
Built 1950 to 1959	232	3.9%	1,401	4.0%
Built 1940 to 1949	142	2.4%	749	2.1%
Built 1939 or earlier	658	11.1%	4,266	12.1%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

### 3.1.2 Occupancy and Structural Characteristics

Housing occupancy is a measure to determine whether the housing supply is adequate to meet demand. A stable housing market is one where the availability of new and existing housing units roughly matches the needs of the population. According to the U.S. Department of Housing and Urban Development (HUD), an overall vacancy rate of 3% is considered to be optimal. Vacancy rates under the 3% standard may imply a tight housing market where demand exceeds supply, causing housing prices to rise. Conversely, a vacancy rate greater than 3% may indicate an over-supply of housing units, causing stagnation in housing prices. The vacancy rate in Hudson has decreased over the last decade by 1.5%. The current estimates show vacancy at approximately 4.3%, while St. Croix County is at about 5%.

Table 2 – Hudson and St. Croix County Housing Occupancy/Vacancy (2010 – 2017)

2010					
	Occupied Housing Units	Percentage	Vacant Housing Units	Percentage	Total No. of Housing Units
City of Hudson	5,243	94.2%	321	5.8%	5,564
St. Croix County	31,824	95.0%	1,671	5.0%	33,495

2017					
	Occupied Housing Units	Percentage	Vacant Housing Units	Percentage	Total No. of Housing Units
City of Hudson	5,656	95.7%	253	4.3%	5,909
St. Croix County	33,389	95.0%	1,763	5.0%	35,152

Source: U.S. Census Bureau, 2006-2010 and 2013-2017 American Community Survey 5-Year Estimates

Table 3 shows that between 2010 and 2017 the percentage of owner-occupied homes in Hudson has decreased from 66.4% (2010) to 59.8% (2017). The percentage of renter-occupied homes has increased from 33.6% (2010) to 40.2% (2017). St. Croix County also experienced an increase in renter-occupied homes (2.1%). In 2017, the percentage of owner-occupied homes in St. Croix County was 75.7%, which was 15.9% more than Hudson. Overall, the number of occupied housing units in Hudson has increased by 413.

**Table 3 – Hudson and St. Croix County Housing Units by Tenure (2010 – 2017)**

2010					
	Owner Occupied	Percentage	Renter Occupied	Percentage	Total Number of Occupied Housing Units
City of Hudson	3,479	66.4%	1,764	33.6%	5,243
St. Croix County	24,771	77.8%	7,053	22.2%	31,824

2017					
	Owner Occupied	Percentage	Renter Occupied	Percentage	Total Number of Occupied Housing Units
City of Hudson	3,380	59.8%	2,276	40.2%	5,656
St. Croix County	25,266	75.7%	8,123	24.3%	33,389

*Source: U.S. Census Bureau, 2006-2010 and 2013-2017 American Community Survey 5-Year Estimates*

Table 4 displays the number of units per structure in the City of Hudson and St. Croix County in 2017. The most common type of housing units in Hudson are one-unit detached structures (44.7%), commonly referred to as single-family homes. Detached housing units are one-unit structures that are detached from any other house, with open space on all four sides. Structures are considered detached even if they have an attached garage or contain a business unit. The second most common type of housing units in Hudson are one-unit attached structures (24.6%). Attached housing units are structures with one or more walls extending from ground to roof, separating them from adjoining structures. St. Croix County has a larger majority of single-family homes (72.1%) than the City of Hudson.

**Table 4 – Hudson and St. Croix County Units in Structure (2017)**

	City of Hudson		St. Croix County	
	Number	Percent	Number	Percent
1-unit, detached	2,644	44.7%	25,336	72.1%
1-unit, attached	1,451	24.6%	3,679	10.5%
2 units	239	4.0%	895	2.5%
3 or 4 units	425	7.2%	1,167	3.3%
5 to 9 units	266	4.5%	920	2.6%
10 to 19 units	268	4.5%	617	1.8%
20 or more units	616	10.4%	1,653	4.7%
Mobile home	0	0.0%	883	2.5%

*Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates*

### 3.1.3 Housing Value Characteristics

Providing affordable housing which meets the needs of current and future City residents is an important element in planning for the future. A lack of quality affordable housing has impacts on population migration patterns, economic development, and the tax base.

An owner-occupied housing unit is a unit where the owner or co-owner lives, even if it is mortgaged or not fully paid for. The U.S. Bureau of the Census determines value by the respondent's estimates of how much the property (house and lot, mobile home and lot, or condominium unit) would sell for if it were for sale. The figures presented may differ from assessed housing values as calculated by an assessor.

In 2017, the median value of owner-occupied homes in Hudson was \$231,500, while it was \$223,000 in St. Croix County. In Hudson, 43.8% of the owner-occupied units were valued between \$200,000 and \$299,999. The breakout of housing values follows in Table 5.

Table 5 – Hudson and St. Croix County Housing Value of Owner-Occupied Units (2017)

	City of Hudson		St. Croix County	
	Number	Percent	Number	Percent
Less than \$50,000	61	1.8%	1,051	4.2%
\$50,000 to \$99,999	22	0.7%	878	3.5%
\$100,000 to \$149,999	306	9.1%	3,436	13.6%
\$150,000 to \$199,999	806	23.8%	5,225	20.7%
\$200,000 to \$299,999	1,479	43.8%	8,028	31.8%
\$300,000 to \$499,999	631	18.7%	5,438	21.5%
\$500,000 to \$999,999	66	2.0%	1,052	4.2%
\$1,000,000 or more	9	0.3%	158	0.6%
Median (dollars)	\$ 231,500	-	\$ 223,000	-

*Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates*

### 3.1.4 Housing Affordability

The HUD defines affordable housing as housing which does not cost a household more than 30% of its monthly or annual income. This affordability benchmark is not an underwriting standard and it does not address the ability to pay for housing. Households may choose to pay more to get the housing it needs or wants. However, according to HUD standards, people should have the choice of having decent and safe housing for not more than 30% of their household income.

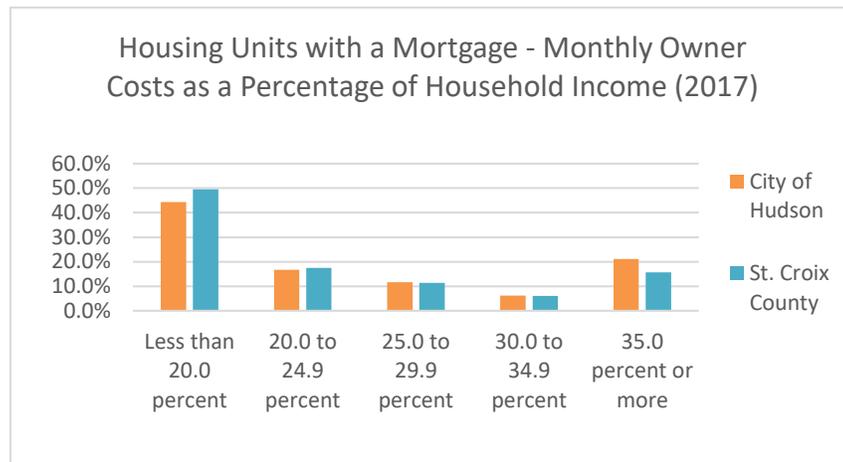
The majority of Hudson residents in owner-occupied housing with a mortgage (72.7%) pay less than 30% of their monthly household income on housing costs. However, 27.3% of Hudson residents are paying more than 30% on owner-occupied housing costs (with a mortgage). This is similar to the estimate for St. Croix County, with 21.6% of residents paying above 30% of their monthly household income. A breakout of costs is listed in Table 6 and is depicted in Figure 1.

**Table 6 – Hudson and St. Croix County Owner-Occupied Housing Units with a Mortgage - Monthly Owner Costs as a Percentage of Household Income (2017)**

	City of Hudson		St. Croix County	
	Number	Percent	Number	Percent
Less than 20.0 percent	1,136	44.3%	9,335	49.5%
20.0 to 24.9 percent	429	16.7%	3,304	17.5%
25.0 to 29.9 percent	299	11.7%	2,150	11.4%
30.0 to 34.9 percent	159	6.2%	1,135	6.0%
35.0 percent or more	541	21.1%	2,942	15.6%

*Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates*

**Figure 1 – Hudson and St. Croix County Owner-Occupied Housing Units with a Mortgage – Monthly Owner Costs as a Percentage of Household Income (2017)**



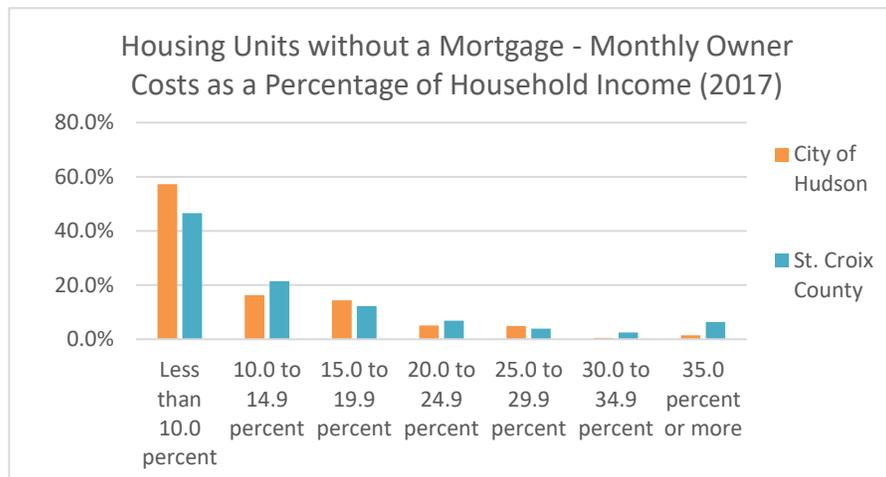
The majority of Hudson residents in owner-occupied housing without a mortgage (88%) pay less than 20% of their monthly household income on housing costs. In fact, 98% of Hudson residents in owner-occupied homes without a mortgage pay less than 30% of their monthly household income on housing costs. Only 2% of Hudson residents are paying more than 30% on housing costs (without a mortgage) compared to 8.9% of St. Croix County residents. Table 7 includes a full breakout of costs and is depicted in Figure 2.

**Table 7 – Hudson and St. Croix County Owner-Occupied Housing Units without a Mortgage - Monthly Owner Costs as a Percentage of Household Income (2017)**

	City of Hudson		St. Croix County	
	Number	Percent	Number	Percent
Less than 10.0 percent	464	57.3%	2,959	46.6%
10.0 to 14.9 percent	132	16.3%	1,358	21.4%
15.0 to 19.9 percent	117	14.4%	778	12.3%
20.0 to 24.9 percent	41	5.1%	439	6.9%
25.0 to 29.9 percent	40	4.9%	246	3.9%
30.0 to 34.9 percent	4	0.5%	159	2.5%
35.0 percent or more	12	1.5%	407	6.4%

*Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates*

**Figure 2 – Hudson and St. Croix County Owner-Occupied Housing Units without a Mortgage - Monthly Owner Costs as a Percentage of Household Income (2017)**



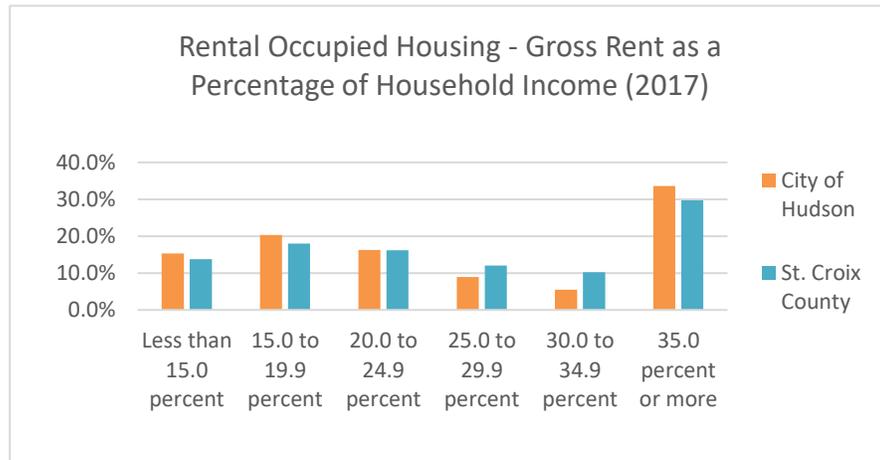
The majority of Hudson residents in rental occupied housing (60.8%) pay less than 30% of their monthly household income on rent. However, approximately 39.1% of Hudson’s renters are paying 30% or more of their monthly household income on rent. Similarly, 39.9% of St. Croix County’s renters are paying 30% or more. Table 8 includes a full breakout of costs and is depicted in Figure 3.

**Table 8 – Hudson and St. Croix County’s Renter-Occupied Housing - Gross Rent as a Percentage of Household Income (2017)**

	City of Hudson		St. Croix County	
	Number	Percent	Number	Percent
Less than 15.0 percent	340	15.3%	1,058	13.8%
15.0 to 19.9 percent	451	20.3%	1,377	18.0%
20.0 to 24.9 percent	362	16.3%	1,236	16.2%
25.0 to 29.9 percent	198	8.9%	916	12.0%
30.0 to 34.9 percent	121	5.5%	781	10.2%
35.0 percent or more	746	33.6%	2,271	29.7%

*Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates*

**Figure 3 – Hudson and St. Croix Renter-Occupied Housing - Gross Rent as a Percentage of Household Income (2017)**



## 3.2 Assessment of Future Conditions

Age and family status are closely related to housing, and people follow a typical pattern in their housing selection. People live with their parents as children and then tend to move out to rental housing as they enter adulthood. A first time home purchase will typically occur as they begin to form households. According to Zillow, the average age of a first-time home buyer in the United States is 33 years, which follows an average period of six years during which Americans typically rent. The first home purchase is often followed by a move to "upgrade" during the prime earning years. Retirement brings yet another move. This may be to a final home, or for some older retirees, to retirement housing or nursing care.

This cycle is important in that it creates turnover in the housing stock, freeing up properties for other buyers. Most of the homes purchased are existing homes. However, it is also important to understand how generational preferences for housing vary. The future desirability of neighborhoods and communities is going to be influenced by the degree to which the existing housing stock meets the desires of future home buyers.

The projection for households in the City of Hudson is an increase of 345 households by 2030, which is a 41% increase. Reviewing Figure 5 in Section 2, Hudson's age distribution, much of this future growth will be by households headed by someone over the age of 65 looking to downsize and by mid-aged buyers wanting newer homes on large rural lots. New rental housing will likely include various types of assisted living for Hudson's aging population.

### 3.3 Housing Programs

Wisconsin Comprehensive Planning legislation requires governments completing plans to compile a list of programs available to help provide an adequate supply of housing that meets existing and forecasted housing demand in their jurisdiction. Below is a partial listing of programs that are available.

#### Community Development Block Grant (CDBG) Small Cities Housing Program

The Wisconsin CDBG program, administered by the Wisconsin Department of Administration, provides grants of federal funds to local governments (with a population under 50,000) for housing programs which principally benefit low to moderate income (LMI) households. These funds are primarily used for rehabilitation of housing units, homebuyer assistance, and small neighborhood public facility projects. CDBG dollars are flexible and responsive to local needs.

#### Housing Choice Voucher Program (Section 8)

The Section 8 federal housing choice voucher program provides rent assistance to eligible low-income households so that family payment does not exceed 20% of annual income. Housing can include single-family homes, townhouses and apartments and is not limited to units located in subsidized housing projects. Housing choice vouchers are administered locally by Public Housing Agencies (PHA). A family that is issued a housing voucher is responsible for finding a suitable housing unit of the family's choice where the owner agrees to rent under the program. A housing subsidy is paid to the landlord directly by the PHA on behalf of the participating family. The family then pays the difference between the actual rent charged by the landlord and the amount subsidized by the program.

#### Low Income Housing Tax Credit (LIHTC)

The LIHTC Program is the most important resource for creating affordable housing in the United States. This program was created in 1986 by the Tax Reform Act. Federal housing tax credits are awarded to developers of qualified projects. Developers then sell these credits to investors to raise capital for their projects, which reduces the debt the developer would otherwise have to borrow. A tax credit property can then offer more affordable units because the debt is lower.

#### USDA- Rural Development

Rural Development administers federal funds to help secure loan options to assist LMI families with home purchases and rehabilitation. Rural Development generally funds individuals who cannot obtain conventional financing.

#### Wisconsin Housing and Economic Development Authority (WHEDA)

WHEDA serves Wisconsin residents and communities by working with others to provide creative financing resources and information to stimulate and preserve affordable housing, small business, and agribusiness.

### Wisconsin Property Tax Deferral Loan Program (PTDL)

This state program offers loans to Low-to-Moderate Income (LMI) elderly homeowners (65 years old with a spouse at least 60 years old, unless one is disabled) to help pay local property taxes so the elderly can afford to stay in their homes. The program is administered through WHEDA.

### Family Care Partnership (Partnership)

The Family Care Partnership (Partnership) program is administered by the Wisconsin Department of Health Services. The Partnership is a comprehensive program of services for frail elders and adults with developmental or physical disabilities in Wisconsin. The program integrates health and long-term support services and includes home and community-based services, physician services, and all medical care. Services are delivered in the member's home or a setting of his or her choice.

## 3.4 Goals, Objectives, Policies

The City has identified a number of goals, objectives, and policies that when implemented together will help achieve Hudson's community vision for 2040. These goals, objectives, and policies will help guide accomplishments and priorities for future investment both for publicly-maintained local systems and for property owners who will invest in and change Hudson's landscape over time. These goals, objectives, and policies provide the City with a means to measure the performance of implementation of this Comprehensive Plan, and as necessary, an opportunity to reassess, revise, and/or supplement the desires of the community.

Goals are general statements of desired outcomes of the community or what is to be achieved. Objectives are more specific and are a subset of goals, providing measurable strategies towards achieving a goal. Policies are operational actions that a community will undertake to meet the goals and objectives. The following goals, objectives, and policies are not ranked or presented in order of importance or need.

### **Housing Goal:** Strengthen and support existing City of Hudson neighborhoods.

#### **Objectives:**

1. New developments to be compatible with or enhance the character of existing adjacent residential neighborhoods.
2. Maintain buffering (i.e., land uses, landscaping, berming) between residential and commercial/industrial land uses.
3. Protect neighborhoods from incompatible land uses through effective land use and design controls.
4. Improve transportation connections where warranted, including bicycle paths/routes and pedestrian facilities.
5. Encourage and support the maintenance and rehabilitation of older housing stock.

#### **Policies:**

1. Enforce site design controls (i.e., buffering, landscaping standards) through the City's development review process.

2. Ensure development review process considers long-range transportation infrastructure needs and implements incremental solutions as sites are built-out.
3. Promote housing programs that provide funding for maintenance and rehabilitation including the CDBG-Small Cities Housing Program and USDA-Rural Development programs.

**Housing Goal:** Promote a balanced supply of housing types and prices throughout the City to meet the changing needs of Hudson's residents.

**Objectives:**

1. Support new residential development that is compatible with existing land uses.
2. Encourage the development of diverse and affordable housing for persons of all ages.
3. Accommodate senior and assisted living facilities in the City as Hudson's population ages.
4. Accommodate workforce housing so that residents can work and reside in close proximity.

**Policies:**

1. Encourage the private sector to provide affordable senior housing so that the long-term residents and retirees may continue to live in the City.
2. Promote housing programs that will provide financial assistance to Hudson residents who are paying more than 30% of their household income on monthly housing costs.
3. Inform residents about housing rental programs to accommodate the high percentage of renter-occupied housing in Hudson spending more than 30% of their household income on monthly housing costs, including the Housing Choice Voucher Program.
4. Educate residents of opportunities and programs that give low- to moderate-income families a chance at homeownership.
5. Work with property owners and developers to identify locations appropriate for new subdivisions which will enhance the character of Hudson's existing land uses.
6. Provide flexible land use regulations in areas where increased densities are appropriate (sewered and urban areas) in order to accommodate projected population growth and an aging population.
7. Provide options for developments with mixed housing units in order to avoid concentrating affordable units and senior-living in limited areas.
8. Identify areas within the City where diverse housing options could be available to include single-family, two-family, and multi-family in order to accommodate an increased population with various projected jobs and wages.

# 4 Transportation Element

## 4.1 Introduction

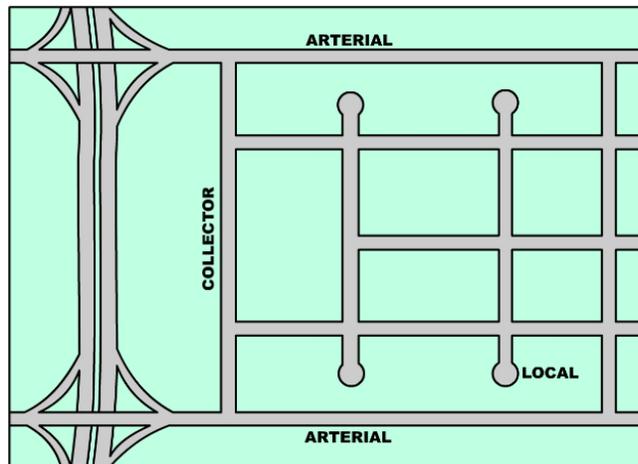
Transportation planning can be used as a tool to help guide and accommodate the growth a community envisions. Like the other elements in this Plan, transportation is interconnected, especially with land use. Transportation decisions, such as construction of new roadways or upgrading existing roads, can impact accessibility, land values, and land use development. The Village of Yorkville’s transportation system is largely focused on vehicular travel. However, there are options available for alternative transportation methods, such as walking and bicycling.

## 4.2 Background Data / Existing Conditions

### 4.2.1 Roads

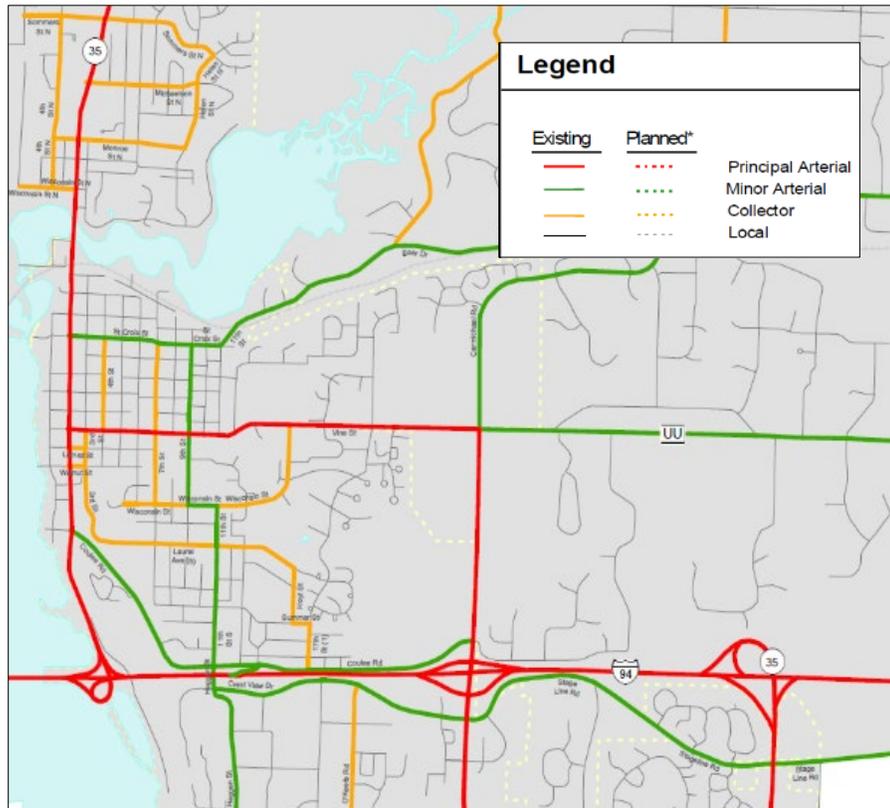
Roads can be generally classified into three categories – arterials, collectors, and local roads. Road classification is determined by the type of service it provides. Typically, arterials provide the least amount of access and highest level of mobility, while local streets provide the most access and lowest level of mobility. Collector roads provide a combination of access and mobility. A demonstration of the function of these roadways is shown in Figure 1.

Figure 1 – Roadway Functions



Major highway facilities serving the city include: Interstate Highway 94 (I-94) and State Trunk Highway 35 (STH 35). I-94 runs east/west while STH 35 runs north/south. Figure 2 illustrates I-94, STH 35, part of Carmichael Road, and Vine Street are classified as principal arterial routes, designed to provide interstate and interregional traffic mobility. County Highway UU (CTH UU), part of Carmichael Road, and others serves as a minor arterial roadway for moderate to large-sized places (cities, villages, towns, and clusters of communities) and other traffic generators providing intraregional and inter-area traffic movements.

Figure 2 – Hudson Area Road Functional Classification



Source: WisDOT

The I-94 Bridge crosses the St. Croix River linking Wisconsin to Minnesota. The nearest river crossing is the Stillwater Bridge located between Houlton and Stillwater, approximately seven miles to the north.

Residents of Hudson use I-94 to travel to and from the Twin Cities metropolitan area. Others in the nearby region travel to Hudson via I-94 as it is a hub for western Wisconsin with employment opportunities. Retail, industrial, residential, and commercial land uses are located on both sides of I-94 requiring travel across the freeway for goods and services.

STH 35 is a principal arterial and critical route in the Hudson transportation network. North of I-94, STH 35 provides one of the city's two continuous north/south routes (Carmichael Road is the other located approximately 1.5 miles to the east). STH 35 is also one of three locations in the area to cross the Willow River. STH 35/2nd Street is the main street through downtown Hudson.

East of I-94 Exit 1, STH 35 travels east and then south through Hudson to River Falls. The roadway is a divided four-lane expressway along this segment and has two interchanges in the city of Hudson, one at I-94 Exit 1 and the other at Hanley Road.

## 4.2.2 Traffic Counts

Annual average daily traffic (AADT) counts have been gathered from several locations throughout Hudson.

Table 1 – Hudson Annual Average Daily Traffic (AADT) Counts

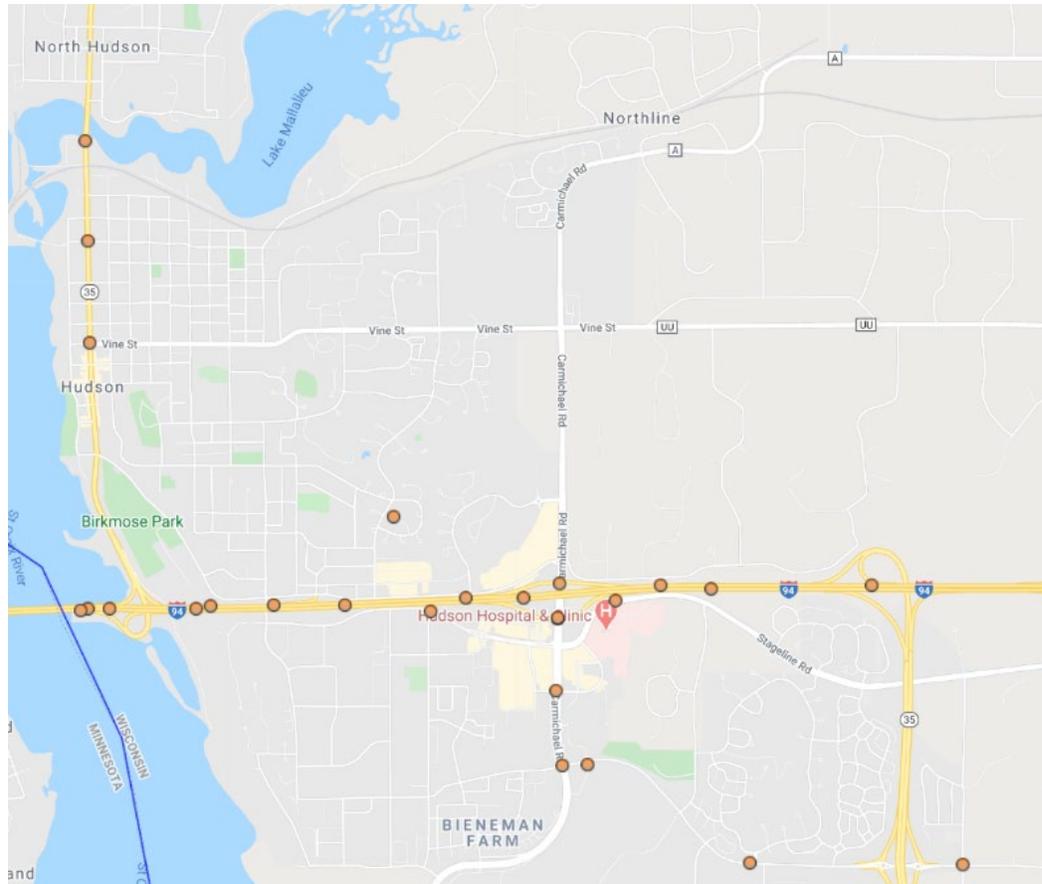
	2018	2017	2016	2015	2014	2013	2012
I-94 (W of STH 35N)	89,900	91,200	91,200	88,500	85,300	82,800	88,900
I-94/USH 12	N/A	N/A	N/A	72,000	N/A	N/A	71,200
I-94 (E of 14 <sup>th</sup> Street)	N/A	N/A	N/A	83,200	N/A	N/A	79,400
STH 35 (N of I-94)	N/A	N/A	N/A	15,200	N/A	N/A	14,300
STH 35 (at 6 <sup>th</sup> Street)	11,000	N/A	N/A	12,000	N/A	N/A	15,700
STH 35 (S of I-94)	N/A	N/A	N/A	17,500	N/A	N/A	17,100
Carmichael (N of CTH UU)	4,900	N/A	N/A	5,300	N/A	N/A	7,800
Carmichael (N of I-94)	13,100	N/A	N/A	12,200	N/A	N/A	13,000
Carmichael (S of I-94)	N/A	N/A	N/A	34,200	N/A	N/A	32,600

Source:

<https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=2e12a4f051de4ea9bc865ec6393731f8>

## 4.2.3 Crash Data

The illustration below shows the locations of crashes with suspected serious injuries from January 2016 through January 2020. These are concentrated along I-94 and STH 35. No fatalities occurred during this time period.



Source: <https://transportal.cee.wisc.edu/partners/community-maps/crash/search/BasicSearch.do>

## 4.2.4 Transit

Transit options existing in Hudson include:

**Specialized Van Transportation:** The purpose of the Specialized Van Transportation program is to provide transportation to persons 60 and older with disabilities, or the spouses of either. The general public may ride on a "space available" basis. The vans provide transportation to local senior centers / nutrition sites, medical, employment, shopping and social destinations within each community. The fare is \$2.00 per round trip with a \$.50 discount applied to persons needing transportation to the local senior center to participate in the Senior Nutrition Program.

**Disabled and Aging Rider Collaboration:** The ADRC of St. Croix County contracts with ATaxi to provide transportation on Saturdays and Sundays in Hudson or North Hudson to persons over 18 with a disability and individuals 60 and over.

## 4.2.5 Bridges

There are a total of 13 bridges in Hudson that appear in the WisDOT bridge structures database. Six of these are owned by WisDOT, two are owned by Union Pacific Railroad, and five are owned by the City of Hudson – one of which is a pedestrian bridge.

State and local bridges are inspected at least once every two years. WisDOT is responsible for all inspections of bridges along the state highway system. Municipalities complete the inspections for bridges along the local roadway.

Bridges are rated and categorized in terms of their functional and structural condition. A functionally obsolete bridge is typically older and no longer meets geometric standards, such as having narrow lanes or shoulders. However, this classification does not mean the bridge is unsafe. A structurally deficient bridge generally has an element that needs attention, such as potholes or rust.

Replacement is recommended on the following local bridges, due to structural deterioration that has occurred over time:

- 

## 4.2.6 Pedestrian and Bicycle Facilities

Sidewalks are present throughout the city, most notably in the downtown area. Located along the Saint Croix River, Hudson's Lakefront Park Trail is a 2.6 mile trail connects downtown Hudson to Afton, MN.

A system of signed bicycle routes connects the city's major parks and school systems with neighboring towns and the county routes. The city of Hudson established a Bicycle/Pedestrian Advisory Committee to review the bicycle/pedestrian related issues.

See Attachment X for a map of pedestrian and bicycle accommodations throughout the city.

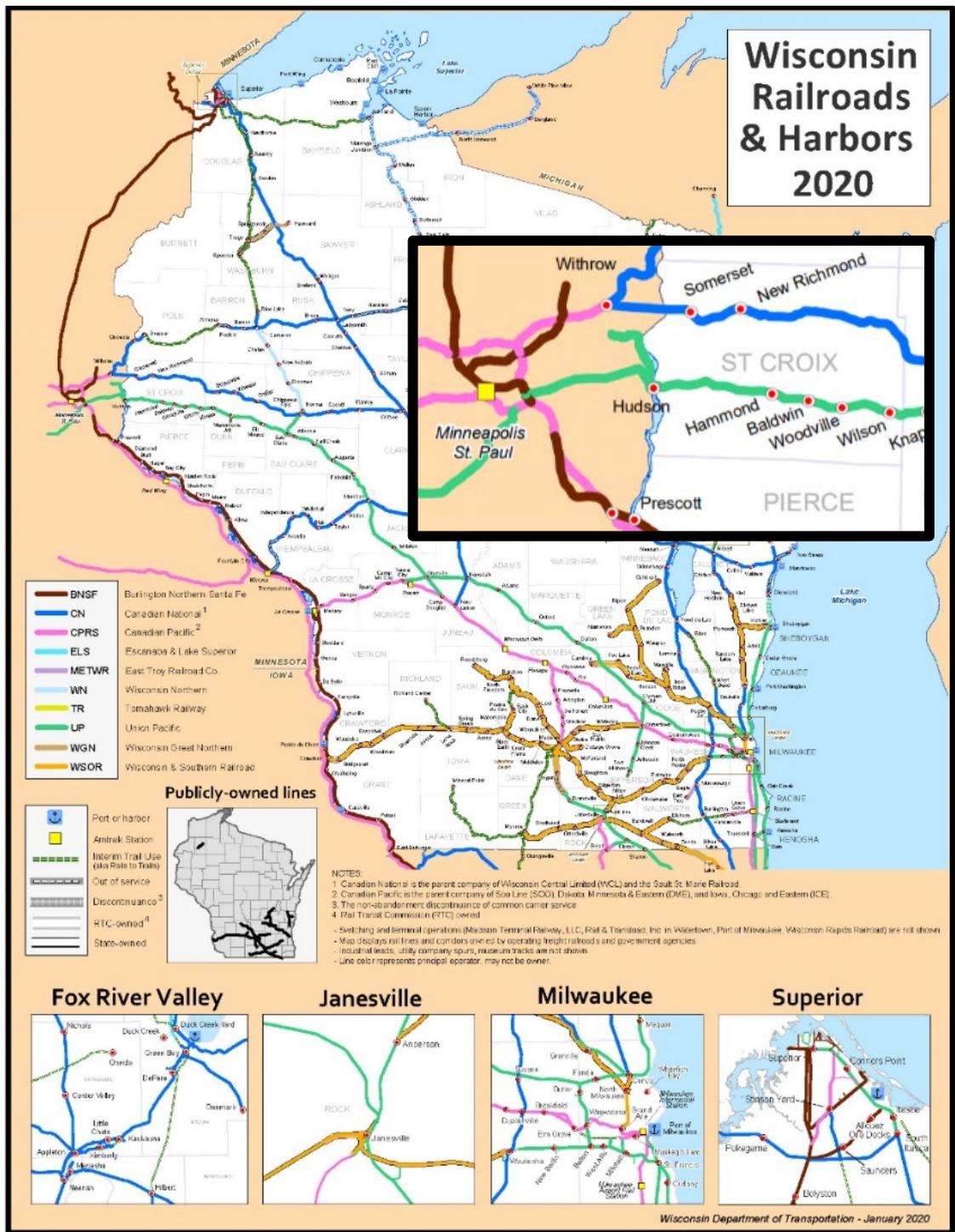
## 4.2.7 Air Transportation

Hudson is located near three regional airports. Lake Elmo, Minnesota is less than 10 miles away and is one of the Metro Area reliever airports handling private flights. New Richmond Airport, 15 miles to the north, is the 5<sup>th</sup> largest regional airport in Wisconsin, averaging 122 flights per day. River Falls Airport, 15 miles to the south, is the smallest of the three. None has scheduled passenger air service. The nearest scheduled air service is Minneapolis/St Paul International Airport approximately 25 miles southwest of Hudson. Taxi and limo service to the airport are available.

## 4.2.8 Railroads

The Union Pacific Railroad (UP) runs east/west through Hudson for freight travelling between Chicago and Minneapolis/St. Paul. Figure 3 shows the UP line and how it relates to other Wisconsin rail lines. Passenger rail service via Amtrak is available in St. Paul, MN.

Figure 3 – Wisconsin Railroads and Harbors 2020



## 4.3 Carmichael Road Corridor Study

The City conducted a Corridor Study for Carmichael Road in 2018. It included a review of undeveloped land uses and proposed development, provided traffic forecast volumes for future years 2025 and 2040, evaluated traffic operation with and without the Preferred Alternate Interchange, recommended improvements throughout the corridor, and developed a traffic signal coordination program for the existing signal system to provide some earlier congestion relief.

The recommendations from this study should be implemented as funding and need allow. The recommendations include:

- Reconstruct the I-94 interchange.
- Reconstruct Carmichael Road from Coulee Road to north of Vine Street to provide two through lanes and appropriate turn lanes at all intersections and major driveways.
- Complete the 2040 concept for the Vine Street intersection area.
- Widen and/or reconstruct Carmichael Road from Vine Street to Oakridge Circle.
- Coordinate any improvements needed for development along Carmichael Road with the recommendations from the Corridor Study.
- Lengthen eastbound right turn lane on Vine Street at Carmichael Road.
- Revise traffic signals on Carmichael Road, to provide uniform left turn phasing and indications consistent with capacity needs. Flashing Yellow left turn arrows should be installed on Carmichael Road at Vine Street and Hanley Road and other locations with protected/permissive left turn signal phasing but only after sight distance and intersection operation are considered.
- Revise the Albert Street northbound on-ramp to a one-lane ramp and merge condition. Include a northbound right turn lane to Maxwell Drive. This was part of the St. Croix Meadows development.
- Revise Albert Street under the Carmichael Road Bridge which also was part of the St. Croix Meadows development.
- Revise the Riverview Drive Intersection and provide for future traffic signals unless the revised St. Croix Meadows development traffic study changes the volumes.
- Complete the Carmichael Road Trail between Deer Haven Drive and Vine Street.
- Complete the Carmichael Road trail between Albert Street and Coulee Trail.
- Revise pavement markings and traffic signal phasing and detection on Hanley Road west of Carmichael Road.
- Revise the north entrance to the old golf course parking lot.
- Revise the pavement markings and traffic signal phasing and detection at Crest View Drive and Gateway Boulevard.
- Make the changes to pedestrian facilities and crosswalks.

## 4.4 Relationship to State and Regional Transportation Plans

### 4.4.1 Connections 2030

*Connections 2030* is a WisDOT multimodal plan developed in 2007. The Plan breaks down the transportation system into “System Level Priority Corridors” with the Chippewa Valley Corridor serving the Hudson area. This 80-mile corridor is part of a major passenger and freight corridor linking the Twin Cities, southern Wisconsin and Chicago, IL. It also provides critical economic links for the growing west central Wisconsin region, as well as Green Bay and the Fox Valley, to the fast growing Twin Cities metro area. St. Croix County is one of the fastest growing counties in the state as it becomes part of the extended Twin Cities metro area. The corridor includes the Wisconsin Veterans Memorial Highway (I-94 from the Illinois/Wisconsin state line to the Minnesota/Wisconsin state line). It also includes the urban and urbanized areas of Hudson, River Falls, Menomonie and Eau Claire.

The Plan’s future vision calls for “continued and enhanced [bicycle and pedestrian] accommodations and linkages along and across facilities.” It also promotes, “Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-94, USH 53, STH 29 and STH 35.”

### 4.4.2 WisDOT: Six-Year Highway Improvement Plan 2020-2025

The Six-year Plan identifies planned projects and represents WisDOT's best estimate of when projects will be ready for letting. The following WisDOT projects are planned in or near Hudson from 2020-2025:

#### **I-94 from Hudson to Baldwin**

- Travel Information Center
- Safety Weight Enforcement Facility (SWEF)
- Resurfacing from CTH U to West Junction STH 65
- Paved shoulders and rumble strips

#### **STH 35 (Second Street) Reconstruction**

Five main projects are scheduled in Hudson in 2021. General improvements to STH 35 will include:

- Road resurfacing, reconstruction and concrete repair
- Reconstruction or replacement of curb and gutter, including curb ramps
- Replacement of storm sewer systems
- Removal of median islands, realignment of left-turn lanes, new traffic signals and extension of the northbound right-turn lane at the Coulee Road/Buckeye Street intersection
- Addition of a two way left-turn lane between Sommers Street and North End Road

- Resurfacing of the Lake Mallalieu Bridge
- Addition of an on-street bicycle route spanning from Buckeye Street (west of STH 35) to 1st Street, looping back to STH 35 via River Street
- Water, sanitary and lighting improvements in the city of Hudson

The specific work scheduled for each project is listed below.

#### **Front Street to Vine Street**

- From Front Street to Coulee Road, concrete joint repairs will be performed.
- The City of Hudson will also replace sanitary sewer in this area.
- From Coulee Road to Vine Street, crews will grind down the existing pavement and resurface the road.
- The City of Hudson will also replace street lighting in this area.
- Sidewalk access will be restricted during street light replacements.
- Curb and gutter will remain in place in this area, with the exception of new curb ramps.
- Traffic signals at the Coulee Road intersection will be replaced.

#### **Coulee Road/Buckeye Street Intersection**

- This is a Highway Safety Improvement Program (HSIP) project.
- Median islands will be removed.
- Left-turn lanes will be aligned and the northbound right-turn lane will be extended.

#### **Vine Street to Willow River**

- STH 35 will be reconstructed with concrete pavement in this area.
- Curb, gutter and storm sewer will be replaced during reconstruction.
- The sidewalk in this area will remain, with the exception of curb ramp and driveway apron improvements.
- The City of Hudson will replace water lines and sanitary sewer in this area.
- New sidewalk will be required to accommodate this work.
- The profile of WIS 35 will be lowered under the railroad overpass to allow for greater clearance.

### **Lake Mallalieu Bridge to Sommers Street**

- WIS 35 will be reconstructed with concrete pavement in this area.
- Curb, gutter and storm sewer will be replaced during reconstruction.
- The sidewalk in this area will remain, with the exception of new curb ramps and driveway aprons.
- The Lake Mallalieu/Willow River Bridge will be resurfaced.

### **Sommers Street to North End Road**

- This is a Highway Safety Improvement Program (HSIP) Project.
- Resurfacing with a two-way left turn lane addition.
- Curb and gutter will be replaced and the road will be widened on the east side of STH 35.

## **4.5 Assessment of Future Needs**

As we look at future needs, reinvestment is needed to maintain and improve existing transportation systems. Future infrastructure needs identified by the City include:

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Going forward regionally within the planning horizon, we are going to continue to see development and increased use of electric vehicles. Nationally, we are seeing a trend to increase the availability of charging stations. This is likely something the City can accommodate if the need arises with relatively minimal efforts. We are also seeing private businesses and industries supplying these as a means to increase foot traffic.

Driverless vehicles are a “futuristic” approach to driving that is actually already being implemented in specific locations throughout the United States. Estimates vary greatly as to when this technology will actually be widespread and available, ranging from five to 20 years. Companies like Google, Tesla, and Uber are actively creating their versions of autonomous vehicles. Some of the pros and cons to this technology include:

- Pros: fewer serious accidents, better traffic flow
- Cons: increase in vehicles, privacy, and convenience; people may commute longer distances

It is important to consider the future impacts of this technology and to stay tuned-in to the infrastructure needs that these transportation improvements will require.

Few planning elements will impact how connected a community is more than transportation. Having a designed, accessible, and maintained transportation network – both motorized and non-motorized – is an important component to maintain economic vibrancy, attractive neighborhoods,

and creating steady market-demand throughout the community. Particularly in higher density areas or reasonably confined geographic areas, having non-motorized options, including pedestrian/on-street trails, sidewalks and/or bicycle options available will help to increase the social cohesion and integration, and will lead to a more engaging quality of life as neighbors interact with one another more.

## 4.6 Potential Funding Sources for Transportation

Several loan and grant funding programs may be available to help the City of Hudson fund municipal infrastructure projects including the following.

### 4.6.1 Wisconsin DOT Programs

- Congestion Mitigation and Air Quality Improvement Program (CMAQ) – Program to enhance public transit, bicycle/pedestrian facilities, ridesharing programs and facilities, and technologies that improve traffic flow and vehicle emissions.
- County Highway Improvement Program (CHIP) & Discretionary Improvement Program (CHIP-D) – Funding program for County highway projects.
- Highway Safety Improvement Program (HSIP) – Program to fund low-cost safety improvements that can be implemented quickly.
- Local Bridge Improvement Assistance Program – Program to assist with funding bridges not on state trunk highways or connecting highways with sufficiency ratings of 80 or less.
- Local Roads Improvement Program (LRIP) – Program for deteriorating highways, town roads, and city/village streets.
- Municipal Street Improvement Program (MSIP) and Municipal Street Discretionary Improvement Program (MSIP-D) – Funding program for road improvements for cities and villages.
- Surface Transportation Program - Rural (STPR) – Funding program for road functionally classified as principal arterial, minor arterial, or major collector, and highways outside of urban areas (usually for county highways).
- Transportation Alternatives Program (TAP) – Program to develop non-motorized improvements.
- Transportation Economic Assistance (TEA) – Funding assistance for road and storm sewer related to business creation and expansion.

### 4.6.2 Wisconsin Department of Natural Resources (WDNR) Programs

- Motorized Stewardship Grants [ATV Trail, UTV Trail, and Snowmobile Trail Aids] – Funding to acquire, insure, develop and maintain ATV/UTV trails, areas and routes, as well as well-signed and well-groomed snowmobile trails for public use and enjoyment.
- Recreational Trails Aids Program (RTP) – Funding program for:
  - Maintenance and restoration of existing trails;

- Development and rehabilitation of trailside and trailhead facilities and trail linkages;
- Construction of new trails (with certain restrictions on federal lands); and
- Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors (must comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended).

## 4.7 Goals, Objectives, and Policies

The following goals and objectives were developed as part of the 2009 Comprehensive Plan:

1. The transportation system should be planned, designed and constructed to accommodate future travel demand.
2. Work cooperatively with neighboring communities, St. Croix County, WisDOT and Minnesota agencies to plan the Hudson area transportation system.
3. Resolve the traffic congestion and circulation issues adjacent to and across the I-94 corridor.
4. Develop an overall transportation plan for residential growth that accommodates roadway needs across development boundaries.
5. As new development and redevelopment occur throughout various areas of the city, consider opportunities to combine driveways and modify intersections and street designs to improve traffic flow and safety in accordance with the functional classification of the primary roadways.
6. Require new development and redevelopment to provide an adequate system of local streets while limiting direct access to roadways consistent with functional classification in order to maintain safe and efficient operations on these roadways.
7. Use the Context Sensitive Solution process to address transportation concerns throughout the city. This is particularly important for the Downtown, historical areas and residential neighborhoods of Hudson.
8. Partner with the appropriate agencies to pursue transit alternatives for Hudson and St. Croix County.

The following goals were noted in the 3/2/2020 Bike/Ped Committee Meeting Minutes:

- Train individuals to better understand bicycle safety.
- Promote more walking and bicycling trips.
- Separate bicycle and motor vehicle traffic in hazardous locations (Carmichael Road and Crestview Drive) through alternate trail routes.
- Extra 4-5' width should be provided in road construction plans in locations where bicyclists are anticipated.
- Create pedestrian and non-motorized connections to parks and to existing and future neighborhoods.
- Connect neighborhoods to schools.

# 5 Utilities and Community Facilities Element

## 5.1 Introduction

Residents and businesses in the City of Hudson are served by a diverse set of public and private utilities and other service providers. Wisconsin's Smart Growth Law requires that comprehensive plans describe current utilities and public facilities, and provide guidance concerning the future need for new services or the rehabilitation of existing ones.

Hudson's quality of life is enhanced by outstanding and reliable utilities and services. These help to make Hudson a good place for residents and businesses alike. The City will continue to maintain a high standard of service for those utilities, services, and facilities under its direct management, and will work with others to ensure that they are supported in continuing to deliver quality service to their customers.

## 5.2 Existing Conditions

### 5.2.1 Utilities

## 5.2.2 Communities Facilities

### Municipal Services and Facilities

Buildings owned and maintained by the City of Hudson vary greatly in age and condition, as well as function. Sound and functional buildings with adequate space are a necessity to provide high quality services to the citizens of the community.

The purpose of this section is to summarize the buildings which are currently under ownership by the City, review the existing condition of these facilities, identify potential future needs, and list goals and policies that relate to city buildings.

#### **Administrative, Public Works, and Emergency Services**

The administrative, public works, and emergency services buildings owned and maintained by the City of Hudson are identified below. City buildings related to other departments such as Parks, Water and Wastewater are covered independently in other areas of this Plan.

#### **Administrative (City Hall)**

The City's administrative offices are housed at City Hall, which is located at 505 Third Street. The building was originally constructed in 1927 of masonry construction, and underwent renovation in 1994 which included an addition to the building. City Hall houses the administrative functions of the City, and also houses the Police Department in the lower level.

City Hall has a new roof and is generally in good condition, but lacks space for future expansion. A new boiler is needed, as well as an update to the technology and security systems. Currently, there is only a single equipment room which periodically overheats due to the amount of equipment in the room.

The lack of space at City Hall may be reduced in the future if the Police Department relocates to a new space, which could free up the lower level for other uses.

#### **Public Works**

The primary Public Works facilities include the Public Works East Garage, the Public Works West Garage (former Bus Garage) and the Buckeye Garage.

#### **Public Works East Garage**

The Public Works East Garage is located at 1520 Second Street, which serves as a maintenance garage for City vehicles, and also provides storage for salt and sand. This facility is generally in poor condition. Existing deficiencies include the lack of space, structural cracking in the walls, inadequate ventilation, and the need for a new roof. Other site challenges include its location in a residential area, the steep access drive and not having sanitary sewer available at the site.

#### **Public Works West Garage**

This location is the former bus garage located at 1425 Second Street. The site is used for public works maintenance and storage, Fire Department storage, and also as a Police Department impound area. This building is an insulated metal structure with steel framing. It is generally in poor condition. The floor is partially asphalt and partially gravel. The building is not connected to City water, and has a well, but the water quality is poor. Two used motor oil furnaces were installed to heat the building, and several garage doors were recently installed.

### **Buckeye Garage**

The Buckeye Garage is used for storage by both the Public Works Department and the Parks Department. The garage is in a convenient location at the southwest corner of Buckeye Street and 1st Street, near Lakefront Park. The structure was built in 1887 of stone and concrete masonry, and is generally in poor condition. A shortage of space has been noted, along with severe cracking of the walls, rotting wood in the eaves, and a periodic flooding problem in the spring when the river floods.

### **Emergency Services (Police, Fire, and EMS)**

The primary buildings being used by the Police, Fire, and Emergency Medical Services (EMS) are the City Hall and the Public Safety Building. A new secondary Fire Station was built in 2019 on Ward Avenue.

### **Police Department (City Hall)**

In 1991, the City Hall was remodeled, and the Police Department moved into the lower level. At that time, the space was barely adequate for 1991 conditions and had no room for expansion. Since that time, the police department has grown to 36 full time employees, and the space deficiencies have become severe. Technology systems are out of date, and the security and flow of the spaces have become a significant challenge. There are very few private interview areas, and evidence storage is lacking.

### **Public Safety Building**

The Public Safety Building is located at 222 Walnut Street and was constructed in 1976 of masonry materials. The Public Safety Building is utilized by both the Fire Department and the EMS. The building is generally in good condition, but a significant shortage of space has been noted.

A Due Diligence Report of the Ad-Hoc Facilities Committee was prepared by the Police, Fire and Emergency Medical Services Departments in 2008. Many of the space needs relative to Emergency Services are documented in this report. In response to the recommendations made in the Due Diligence Report, an Emergency Services Space Study was completed in 2009 by an architect to identify the best way to address the significant space needs in the Police, Fire and EMS areas. The recommendation of the study were to secure additional space for Police, Fire, and EMS as soon as possible. Six different locations were identified as possible sites to explore. The study also found that savings would result if the Police, Fire, and EMS were to be co-located on a single site.

### **Public Library**

Citizens of Hudson and the surrounding areas have access to the Hudson Area Public Library located at 700 1st St, Hudson, WI 54016. The Hudson Area Library is in partnership with the city of Hudson, village of North Hudson, and the townships of Hudson and St. Joseph.

### **K-12 Schools**

The Hudson School District serves over 5,500 students in grades pre-Kindergarten through grade 12. It includes six elementary schools with grades pre-K through grade 5, one middle school with grades 6-8, and one high school with grades 9-12. These Hudson public schools cover approximately 77 square miles, including all or parts of the City of Hudson, the Village of North Hudson, and the Townships of Hudson, St. Joseph, and Troy. Table 1 below lists the Hudson School District K-12 schools.

Table 1 – Hudson School District K-12 Schools

School Name	Location	Students
EP Rock Elementary	340 13th Street S, Hudson, WI	540
Houlton Elementary	70 Houlton School Circle, Hudson, WI	220
Hudson High School	1501 Vine Street, Hudson, WI	1800
Hudson Middle School	1300 Carmichael Road, Hudson, WI	1300
Hudson Prairie Elementary	1400 Carmichael Road, Hudson, WI	500
North Hudson Elementary	510 Lemon Street N, Hudson, WI	300
River Crest Elementary	535 County Road F, Hudson, WI	530
Willow River Elementary	1118 4th Street, Hudson, WI	400

There are two private grade schools in Hudson. Both serve students pre-kindergarten through grade 8. Table 2 provides a list of these schools.

Table 2 – Hudson School District K-12 Schools

School Name	Location	Students
St. Patrick's School	403 Saint Croix Street, Hudson, WI	313
Trinity Academy	1205 6th St, Hudson, WI	311

### Home School

According to the Wisconsin Department of Public Instruction, as found on the department's website, enrollment for Home Based Educational Program for Hudson totaled 153 students for the 2018-2019 school year which equals 2.73% of public enrollment. The program does not count pre-kindergarten or kindergarten students in its enrollment totals.

### Higher Education Facilities

Hudson has a prime location for proximity to a diverse offering of higher education institutions in both Wisconsin and Minnesota. Within Hudson itself, there is a branch of University of Wisconsin River Falls (UW River Falls) called UW River Falls Center located at 2501 Hanley Rd STE 200. River Falls, Wisconsin, 15 miles away, offers UW River Falls as well as a branch of Chippewa Valley Technical College.

New Richmond, Wisconsin, 20 miles away, offers Wisconsin Indianhead Technical College. Menomonie, Wisconsin, 45 miles away, offers UW Stout. In addition to these, Hudson is next door to Minneapolis and St. Paul, Minnesota that have a multitude of private and public higher education institutions, most notably the University of Minnesota which is about 30 miles away.

### Solid Waste and Recycling

All City of Hudson single family residences, duplexes, triplexes and fourplexes, are required to use the City-contracted refuse collection company Advanced Disposal (formerly Veolia Waste Services).

### Parks and Recreation

Situated along the St. Croix River in central Wisconsin, the City of Hudson has a breathtaking geographical location with many natural resources to offer its residents and visitors. Outdoor recreation is very important to the Hudson community and has always been a key factor in its future planning. The City of Hudson's Parks and Outdoor Recreation Plan 2015-2020 includes a

thorough inventory and description of the City's outdoor recreation areas as well as an assessment of future needs and plan to achieve them. It may be referenced for additional information concerning the City's parks and outdoor recreation.

Parks offer people a sense of place and the opportunity to enjoy the outdoors while allowing them to find solitude or spend time interacting with the natural environment, their families, and other members of the community. Recreation is an essential part of life and is often neglected due to busy lifestyles. It is important that residents are given adequate recreational opportunities and programs that take into account a wide range of needs and wants. These needs cover the spectrum of active recreation like softball and biking and passive recreation such as bird watching, photography, and picnicking.

The Wisconsin Statewide Comprehensive Outdoor Recreation Plan (SCORP) provides descriptions of the park types that exist in the Hudson area and are described below. Table 3 that follows is an inventory of the numerous parks and outdoor recreation areas in Hudson.

Table 3 – Recreation Areas Inventory

Name	Access	Acres
<b>Neighborhood Playground</b>		
E. P. Rock Elementary	Public	10
Prairie Elementary	Public	(1)
River Crest Elementary	Public	40(2)
St. Patrick School	Private	3
Trinity Academy	Private	3
Willow River Elementary	Public	1.5
<b>Neighborhood Park</b>		
Anderson Park	Public	2
Burton Field	Public	2
Coon's Hill Park	Public	10
Vine Street Square	Public	5
Webster Park	Public	2
Williams Park	Public	4
<b>Community Park</b>		
Birkmose Park	Public	27
Grandview Community Park	Public	53.5(3)
Lakefront Park	Public	20
Prospect Park	Public	35
Weitkamp Park	Public	20
<b>Linear Park</b>		
Lakefront Park (north of the bathhouse to St. Croix Street)	-	-
Trail system from Vine Street to Grandview Drive (through Coon's Hill Park)	-	-
<b>Special-Use Park</b>		
Corky's Pier (Lake Mallalieu public boat access)	Public	-
Meadows Park (two acres with picnic pavilion and three parking stalls and eight acres of natural state)	Public	10
Orange Street access (non-motorized boat access to the St. Croix River)	Public	-
Proehl's Point (non-motorized boat access to Lake Mallalieu)	Public	-
Woodland Addition (undeveloped)	Public	3.8
Royal Marine Boat Launch	Private	-
St Croix Marina	Private	-
Red Cedar Canyon	Private	45
Heritage Greens	Private	3.5
Stonepine	Private	0.33
Hazelcrest	Private	1
St Croix Heights	Private	0.4
YMCA	Semi-Private	11
<b>Conservancy</b>		
Weitkamp Park (western part)	-	-
<b>School Park</b>		
High School	Public	7
Middle School (with Prairie Elementary)	Public	40
School Forest and Nature Area (at High School)	Public	10
Table Notes (1): Included with the Middle School.		
Table Notes (2): Includes a Nature Area.		
Table Notes (3): 14 acres developed jointly with Hudson School District.		
Table Notes (4): See City of Hudson Outdoor Recreation Plan for more information.		

Source: City of Hudson Outdoor Recreation Plan 2015-2020

Hudson has several private recreational organizations including the YMCA, the Hudson Sports and Civic Center, and the Hudson Soccer Association.

The Hudson YMCA is located at 2211 Vine Street. It offers to consider and meet the individual needs of its users. The YMCA gym, fitness center, and swimming pool offers programming such as personal training, swim lessons, group exercise classes and other great fitness and community-building programs. The facility offers family-friendly amenities such as a skatepark, indoor track, gym, aquatics (including a steam room, waterslide, indoor pool and whirlpool), free weights and cardio equipment, and much more.

The Hudson Soccer Association (HSA) is a non-profit organization that offers youth and adult soccer programs in the Hudson, Wisconsin area. It owns and operates the Hudson Soccer Complex located at 541 County Road UU, Hudson, WI. HSA owns and operates the Hudson Soccer Complex through the use of volunteers and select individuals employed for particular tasks. It is managed by an elected Board of Directors. All Board Members are volunteers that not only participate in board meetings, but also for various regular maintenance and operation tasks.

The Hudson Hockey Association (HHA) is a volunteer-run, non-profit entity that has grown to be a prominent hockey program in Wisconsin. The HHA started over 40 years ago in 1972 on the outside ice of Burton Park with 75 skaters. A Teflon-coated bubble indoor rink was constructed in 1980 as the program grew. In 1986 the program grew to 160 youth and the community's first ice arena named the Hudson Sports and Civic Center, also known as the Gornick Arena, was built at 1820 Hanley Road. A second sheet of ice named the Raider Arena; later renamed the Karen Drewiske Memorial Arena in 2014; was constructed in 2007 as the association grew to up to 500 skaters and 75 volunteer coaches. With the expansion, the arena covers roughly 6,000 square feet and has become a world-class training facility that attracts players from other hockey associations within a 60-mile radius, serving as the home of FHIT Hockey / MAP East player development program. The association has seen 6 boys and girls state high school championships since 2001 and over 20 players advancing to college or professional ranks.

### Child Care Facilities

Wisconsin has required licensing of child care center since 1949. The Wisconsin Department of Children and Families currently licenses:

- Family Child Care Centers – Provide care for 4 to 8 children. This care is usually in the provider's home.
- Group Child Care Centers – Provide care for 9 or more children. These centers are usually located somewhere other than a residence and may be small or large in size.
- Day Camps - Seasonal programs that provide experiences for 4 or more children 3 years of age and older. These programs usually operate in an outdoor setting.

The State provides certification to family child care providers who are not required to be licensed but who wish to care for fewer than 3 children under 7 years of age. Families who receive a child care subsidy may select either certified or licensed child care programs. In the City of Hudson the child care facilities in Table 4 below are certified by the State of Wisconsin.

Table 4 – Licensed Child Care Facilities

Facility Name	Location	Licensed Type	Capacity
ABC Trail Preschool	921 Willow Ridge Road, Hudson, WI	Family	8
Bear Buddies Child Development Center	3250 Heiser Street, Hudson, WI	Group	100
Bethel Highlands Preschool	504 Frontage Road, Hudson, WI	Group	95
Busy Bee's Day Care	310 Arch Street, Hudson, WI	Family	8
Cove Country Preschool	266 S. Cove Road, Hudson, WI	Family	8
Early Start Day Care	2400 Donegal Way, Hudson, WI	Family	8
Four Seasons Child Care - Hudson	732 Exchange Drive, Hudson, WI	Group	89
Hudson Community Children's Center	824 4th Street, Hudson, WI	Group	50
Hudson YMCA Childcare	2211 Vine Street, Hudson, WI	Group	128
Itty Bits Family Daycare	963 Labarge Road, Hudson, WI	Family	8
Jansen's Day Care	512 N Cedar Drive, Hudson, WI	Family	8
Joyful Noise Preschool	712 Grandview Drive, Hudson, WI	Group	18
Kim's Learning House Child Care	421 Cedar View Road, Hudson, WI	Family	8
Kindercare Learning Center	2600 Center Drive, Hudson, WI	Group	132
Little Leaps Child Care LLC	2401 Monetary Boulevard, Hudson, WI	Group	50
Love the Little Ones Child Care	323 3rd Sreet, Hudson, WI	Family	8
Northstar Early Learning Center	2400 Foxglove Way 4, Hudson, WI	Group	110
Peace of Mind Early Education Center	201 Carmichael Road, Hudson, WI	Group	163
Shel's Hearts and Hands Child Care	601 4th Street N, Hudson, WI	Family	8
Simply Giggle Childcare LLC	2010 O'neil Road E, Hudson, WI	Group	39
Simply Giggle Montessori 4K	2017 O'Neil Road E, Hudson, WI	Group	22
Small Fryes Supersized	539 Lemon Street, Hudson, WI	Family	8
Sugar and Spice Day Care	1523 Aldrich Avenue, Hudson, WI	Family	8
Terrific Tots Daycare	821 Girard Street, Hudson, WI	Family	8
Terri's Tots	643 N Lemon Street, Hudson, WI	Family	6
Trinity Early Childhood Academy	614 Badlands Road, Hudson, WI	Group	116
Trinity Wrap-Care Preschool	1205 6th Street, Hudson, WI	Group	50
YMCA Camp St. Croix	532 County Road F, Hudson, WI	Group	60
<i>Source: <a href="https://dcf.wisconsin.gov/files/ccdir/lic/pdf/St%20Croix.pdf">https://dcf.wisconsin.gov/files/ccdir/lic/pdf/St%20Croix.pdf</a></i>			

### Health Care Facilities

Hudson has one acute care hospital, Hudson Hospital & Clinic, serving its residents. It is located at 405 Stageline Road. There are numerous other health care providers within commuting distance in neighboring communities, especially due to Hudson's proximity to St. Paul and Minneapolis, Minnesota.

### Assisted Care and Senior Care Facilities

The Aging and Disability Resource Center (ADRC) of St. Croix County at 1752 Dorset Lane, New Richmond, Wisconsin, is a central source of reliable and objective information about programs and services available to older adults and people with physical or intellectual/developmental disabilities. They help people find resources in their communities and evaluate the various long-term care options available to them. The ADRC provides housing definitions, including those for seniors. Housing types for seniors include senior apartments, independent living, residential care apartment complexes, adult family homes, and community based residential care facilities. Of these, residential care apartment complexes, adult family homes, and community based residential care facilities are assisted living facilities.

Senior apartments are multifamily residential properties for persons age 55 years or older. Senior apartments do not have central dining facilities and generally do not provide meals to residents, but many offer community rooms, social activities, and other amenities. Most offer both Conventional or “Market Rate” apartments and apartments subsidized by Wisconsin Housing and Economic Development Authority (WHEDA), Rural Development, or the U.S. Department of Housing and Urban Development (HUD).

Independent living communities are age-restricted multifamily properties with central dining facilities that provide residents as part of their monthly fee with access to meals and other services such as housekeeping, linen service, transportation, and social and recreational activities.

Residential Care Apartment Complexes (RCAC) are places where five or more adults reside that consists of independent apartments (each of which has an individual lockable entrance and exit, a kitchen including a stove, an individual bathroom, sleeping and living areas) and that provides, to a person who resides in the place, not more than 28 hours per week of services that are supportive, personal, and nursing services.

Adult Family Homes (AFH) are places where three or four adults, who are not related to the licensee, reside and receive care, treatment, or services that are above the level of room and board, but include no more than seven hours of nursing care per week per resident.

Community Based Residential Care Facilities (CBRF) are places where five or more adults, who are not related to the operator or administrator, and do not require care above intermediate level nursing care, reside and receive care, treatment, or services that are above the level of room and board, but include no more than three hours of nursing care per week per resident.

There are a number of assisted living facilities in the City of Hudson. Table 5 below provides a list of facilities/providers as identified by the Wisconsin Department of Health Services. The table has a column indicating if a facility specializes in advanced age.

**Table 5 – Assisted Living Facilities**

Facility Name	Location	Type	Capacity	Advanced Age
Burkwood Treatment Center	615 Old Mill Road, Hudson, WI	CBRF	28	
Comforts Of Home Hudson	1111 Heggen Street, Hudson, WI	CBRF	40	Yes
Rem Wisconsin III Inc - Wheatgrass	805 Heggen Street, Hudson, WI	CBRF	40	Yes
Exodus House	698 Baker Road, Hudson, WI	CBRF	12	
Rem Wisconsin III Inc - Wheatgrass	719 A Blue Jay Lane, Hudson, WI	AFH	4	
Rem Wisconsin III Inc - Wheatgrass	719 B Blue Jay Lane, Hudson, WI	AFH	4	
Rem Wisconsin III Inc - Wheatgrass	723 A Blue Jay Lane, Hudson, WI	AFH	4	
Rem Wisconsin III Inc - Wheatgrass	723 B Blue Jay Lane, Hudson, WI	AFH	4	
Hometown Senior Living	1015 Ccrest View Drive, Hudson, WI	AFH	4	Yes
Pine Ridge Assisted Living	1320 Wisconsin Street, Hudson, WI	CBRF	40	Yes
Rem Wisconsin III Inc - Wheatgrass	3001 Hanley Road, Hudson, WI	CBRF	16	Yes
Rem Wisconsin III Inc - Wheatgrass	3001 Hanley Road, Hudson, WI	RCAC	53	Yes
Rem Namekagon Loop	1222 Namekagon Loop, Hudson, WI	AFH	4	
Rem Wisconsin III Inc - Wheatgrass	1401 Wheatgrass, Hudson, WI	AFH	3	
Rem Wisconsin III Inc - Wheatgrass	357 117th Avenue, Hudson, WI	AFH	4	
Rem Wisconsin III Inc - Wheatgrass	1405 Wheatgrass, Hudson, WI	AFH	3	
Wintergreen	1312 Wisconsin Street, Hudson, WI	RCAC	40	Yes
Woodland Hill	431 Stageline Road, Hudson, WI	CBRF	81	Yes

Source: <https://www.forwardhealth.wi.gov/WIPortal/subsystem/public/DQAProviderSearch.aspx>

Skilled Nursing Facilities (SNF) focus more on the medical setting rather than on the residential setting, offering 24/7 nursing care. Christian Community Home, located at 1320 Wisconsin Street, is the only SNF listed on the Wisconsin Department of Health Services website. It has a capacity for 50 residents.

The demand for assisted care and senior care facilities will likely continue to grow as the population ages in the City of Hudson.

### Places of Worship

There are many places of worship within the City of Hudson, which are listed in the table below.

Table 6 – Places of Worship

Church Name	Location	Denomination
Bethel Lutheran Church	920 3rd Street, Hudson, WI	Evangelical Lutheran in America
Bible Baptist Church	545 6th Street N, Hudson, WI	Baptist
Carmelite Monastery	430 Laurel Avenue, Hudson, WI	Catholic
Christ Center Assembly of God Church	810 Northview Drive, Hudson, WI	Assemblies of God
Cornerstone Church	1024 4th Street, Hudson, WI	Apostolic
Emmanuel Evangelical Church	712 Grandview Drive, Hudson, WI	Evangelical
Emmanuel Lutheran Church	712 Grandview Drive, Hudson, WI	Wisconsin Evangelical Lutheran Synod
Faith Community Church	777 Carmichael Road, Hudson, WI	Baptist General Conference
First Baptist Church	220 Vine Street, Hudson, WI	American Baptist
First Presbyterian Church	1901 Vine Street, Hudson, WI	Presbyterian
Harvestime Outreach Church	498 Jacobs Lane, Hudson, WI	Non-Denominational
Hudson SDA Company	521 Old Highway 35, Hudson, WI	Seventh Day Adventist
Kingdom Hall of Jehovah's Witness	485 Jacobs Lane, Hudson, WI	Jehovah's Witness
Mount Zion Lutheran Church	505 13th Street S, Hudson, WI	Evangelical Lutheran in America
Redeemer Lutheran Church	1097 Scott Road, Hudson, WI	Evangelical Lutheran in America
Saint Paul Episcopal Church	502 County Road Uu, Hudson, WI	Episcopal
St Patrick Parish	1500 Vine Street, Hudson, WI	Roman Catholic
Trinity Lutheran Church	1205 6th Street, Hudson, WI	Lutheran Church of Missouri Synod
United Methodist Church	1401 Laurel Avenue, Hudson, WI	United Methodist
United Methodist Church Of Hudson	102 13Th Street, Hudson, WI	United Methodist

Source: <https://www.churchfinder.com/churches/wi/hudson>

### Cemeteries

There are two cemeteries within Hudson available to the City's residents. They are listed in the table below.

Table 7 – Cemeteries

Cemetery Name	Location
Old Willow River Cemetery	609 9th Street, Hudson, WI
St. Patrick Cemetery	1018 O'Keefe Road, Hudson, WI

## 5.3 Assessment of Future Needs

Properly assessing future needs of community facilities and services requires not only an understanding of existing conditions and critical issues, but also an appreciation of broader utility and community facility trends. With advancements in technologies over time and population growth, services and facilities may need to be reviewed to ensure they are adequately providing the services to the populations needing them. It will be important to continue to monitor developments and their impact to the facilities and services that residents and businesses depend on.

Over time, local reinvestment is needed to maintain existing utilities, community facilities and services with the objective of maintaining the delivery of cost effective services. Future infrastructure needs identified by the City include:

- 
- 

## 5.4 Potential Funding Sources for Utilities / Community Facilities

Several loan and grant funding programs may be available to help the City of Hudson fund municipal infrastructure and community facilities projects including the following:

### Wisconsin Department of Natural Resources (WDNR) Programs

- Clean Water Fund (CWF) – Program provides financial assistance to municipalities for sanitary sewer collection systems, wastewater treatment, and stormwater infrastructure projects. The CWF program is a revolving loan program that combines federal grants and state funding to provide financial assistance to municipalities in the form of subsidized loans. Some municipalities may also be eligible for funding in the form of principal forgiveness (PF). Based on the City of Hudson’s population and Median Household Income (MHI), principal forgiveness may be available up to 30%, not to exceed \$750,000 for an eligible project. Subsidized loan funds may also be available at a current rate of 1.76% for 20 years (rates adjusted quarterly). Applications are due September 30th of each year with award notifications expected in November. An Intent to Apply (ITA/PERF) is required to be submitted by October 31 for consideration the following year. Plans and specifications (biddable) are needed at the time of submittal.
- Safe Drinking Water Loan Program (SDWLP) - Program provides financial assistance to municipalities for drinking water infrastructure projects, including transmission and distribution, storage, source supply, and treatment facilities. The SDWLP is a revolving loan program that combines federal grants and state funding to provide financial assistance to municipalities in the form of subsidized loans. Some municipalities may also be eligible for funding in the form of principal forgiveness (PF). Based on the City of Hudson’s population and Median Household Income (MHI), principal forgiveness may be available up to 30%, not to exceed \$500,000 for an eligible project. Subsidized loan funds may also be available at a current rate of 1.76% for 20 years (rate adjusted quarterly). Applications are due June 30th of each year with award notification is expected in August. An Intent to Apply (ITA/PERF) is required to be submitted by October 31 for consideration the following year. Plans and specifications (biddable) are needed at the time of submittal.

### Wisconsin Economic Development Corporation (WEDC) Programs

- Community Development Investment Grant (CDIG) – This program’s primary goal is to incentivize development primarily in a community’s downtown. Eligible activities include: building renovation, historic preservation, demolition, new construction, infrastructure investment, and project or site development planning. Eligible projects include: development of significant destination attractions, rehabilitation and reuse of underutilized or landmark buildings, infill development, historic preservation, infrastructure efforts including disaster prevention measures providing substantial benefit to downtown residents/property owners, and mixed-use developments. Focus is on shovel-ready projects. Program funding should lead to measurable benefits in job opportunities, property values and/or leveraged investment by local and private partners. Grants will be limited to 25% of eligible project costs with a maximum grant amount of up to \$250,000. Grant recipients must provide a minimum of 3:1 match investment in project costs. No more than 30% of the match investment may consist of other state and/or federal grant sources.

### Wisconsin Department of Administration (WDOA) Programs

- *Community Development Block Grant-Public Facilities Program (CDBG-PF)* - CDBG-PF funds help support infrastructure and facility projects for communities. Examples of eligible projects include improvements, repairs, or expansions of streets, drainage systems, water and sewer systems, sidewalks, and community centers. Grants are limited to projects that, if implemented, meet a CDBG National Objective. This highly competitive program offers grants up to \$1,000,000 with a required 2:1 ratio of matching funds (e.g., maximum of \$2 CDBG for every \$1 local match funds). A project may qualify as benefitting Low-Moderate Income (LMI) persons on an area basis if at least 51 percent of the persons residing in the area served by the activity are of LMI.
- *Community Development Block Grant-Public Facilities for Economic Development (CDBG-PFED) Program* - CDBG-PFED grant funds are awarded to local governments for public infrastructure projects that support business expansion or retention. Examples of eligible applications include: new or improved water & sewer service and streets that result in business expansion and job opportunities for low- and moderate-income individuals. The program offers grant funds for up to half of the total project cost OR up to \$500,000; a match of 50% of project costs is required. If the project retains jobs, CDBG funds must be used to benefit low-to-moderate income (LMI) individuals. At least 51% of the hires should be LMI individuals.

### Wisconsin Department of Transportation (WisDOT) Programs

- WisDOT Transportation Alternatives Program (TAP) - Program allocates federal funds to transportation improvement projects that "expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment." Program provides funding to local governments for construction and planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation. Also it may provide funding for inventory, control or removal of outdoor advertising, historic preservation and rehabilitation of historic transportation facilities (including access improvements to historic sites and buildings), vegetative management practices in transportation right-of-ways (ROW's), and archaeological activities pertaining to a transportation project. Projects that meet eligibility criteria for the Safe Routes to

School Program, Transportation Enhancements, or the Bicycle & Pedestrian Facilities Program are eligible TAP projects. Projects must meet WisDOT policy for bicycle and pedestrian facilities that it serves at least some utilitarian trips, such as commuting to work or school that might otherwise be made by automobile. Trails that do not meet this criteria are encouraged to consider WDNR Recreational Trails Program funding. Non-infrastructure projects are required to have a minimum project cost of \$50,000. Infrastructure projects are not required to have a minimum or maximum project amount; however, ideal project costs are between \$300,000 and \$1 million. Match of 20% of approved costs is required.

- WisDOT Transportation Economic Assistance Program (TEA) - Program provides 50% state grants to governing bodies, private businesses, and consortiums for road, rail, harbor, and airport projects that help attract employers to Wisconsin or encourage business and industry to remain and expand in the state. Goal of program is to attract and retain business firms in Wisconsin and thus create or retain jobs. Businesses cannot be speculative and local communities must assure that the number of jobs anticipated from the proposed project will materialize within 3 years from the date of the project agreement and remain after another 4 years. Grants of up to \$1 million are available for transportation improvements that are essential for an economic development project. Project must begin within 3 years, have the local government's endorsement, and benefit the public. Program is designed to implement an improvement more quickly than normal state programming processes allow. Local match of 50% required and can come from any combination of local, federal, or private funds or in-kind services.

#### Tax Incremental Financing (TIF)

The City of Hudson has two Tax Incremental Financing Districts, TID #5 and TID #6.

TID #6 is located downtown Hudson. This District was established in 2018 and includes goals of job creation and improvements to the downtown area.

TID #5 was created in 2017 and is located between Carmichael Road and County Road FF. Established as a blighted area district, this TID will help the City achieve redevelopment objectives of the former St. Croix Meadows Racetrack site.

## 5.5 Goals, Objectives, and Policies

Utilities and community facility goals, objectives, and policies reflect a vision of what the City of Hudson's public and private infrastructure systems should provide. They will also help guide priorities for future investment as publicly-maintained local systems, in partnership with regional or state agencies, or in partnership with private entities.

These utility and facility goals, objectives, and policies provide the City with a means to measure the performance of the infrastructure system over time, and as necessary, an opportunity to reassess, revise, and/or supplement the desires of the community.

Goals are general statements of desired outcomes of the community or what is to be achieved. Objectives are more specific and are a subset of goals, providing measurable strategies towards achieving a goal. Policies are operational actions that a community will undertake to meet the goals and objectives. The following goals, objectives, and policies are not ranked or presented in order of importance or need.

# 6 Agricultural, Natural and Cultural Resources Element

## 6.1 Introduction

This element of the Comprehensive Plan is meant to document and discuss conditions and trends, and to formulate goals, objectives and policies with regard to several attributes of the community, including:

- Agriculture and agricultural lands;
- Natural resources, including metallic and non-metallic mining;
- Historic resources; and
- Cultural resources.

These features are important to their own rights, but are often interrelated with other elements of the Comprehensive Plan. The City's location in the St. Croix River Valley provide valuable natural resources that shape Hudson's economy and sense of place. Floodplains and wetlands may impact land use patterns or lead to related infrastructures need (i.e. storm water conveyance). This chapter will attempt to define these relationships through its analysis of existing conditions.

## 6.2 Background Data / Existing Conditions

The City of Hudson currently has no land zoned for agricultural use, and does not identify any areas for agricultural use on its adopted future land use map. Agriculture, however, remains an important element of the regional economy. As of 2017, there were 1,444 farms and 279,191 acres in farms in St. Croix County. About 78 percent of this total (approximately 218,000 acres), is cropland. Corn, Soybeans, forage, and oats are the primary crops.

Cattle and calves are the most common livestock farmed in St. Croix County, followed by chickens (including broilers, layers, and pullets), hogs/pigs, and horses/ponies. In December 2017, reported inventories of livestock included 51,122 cattle and calves, 4,794 layers, 1,405 broilers, 219 pullets, and 2,528 hogs and pigs, and 2,001 horses and ponies.

### Topography

The topography of the eastern portion of the City of Hudson, on "the hill", is predominantly flat. Some steep slopes exist throughout the City, restricting development in these areas. Much steeper slopes exist along the City's western edge where it borders the St. Croix River. Hudson is located in the Western Prairie region of the state, serving as a transition area from the Western Coulee and Ridges area, which is characterized by steeper bluffs, and the forest transition area, which is characterized by flatter till plains. Ecological Landscapes of Wisconsin are shown in Figure 1.

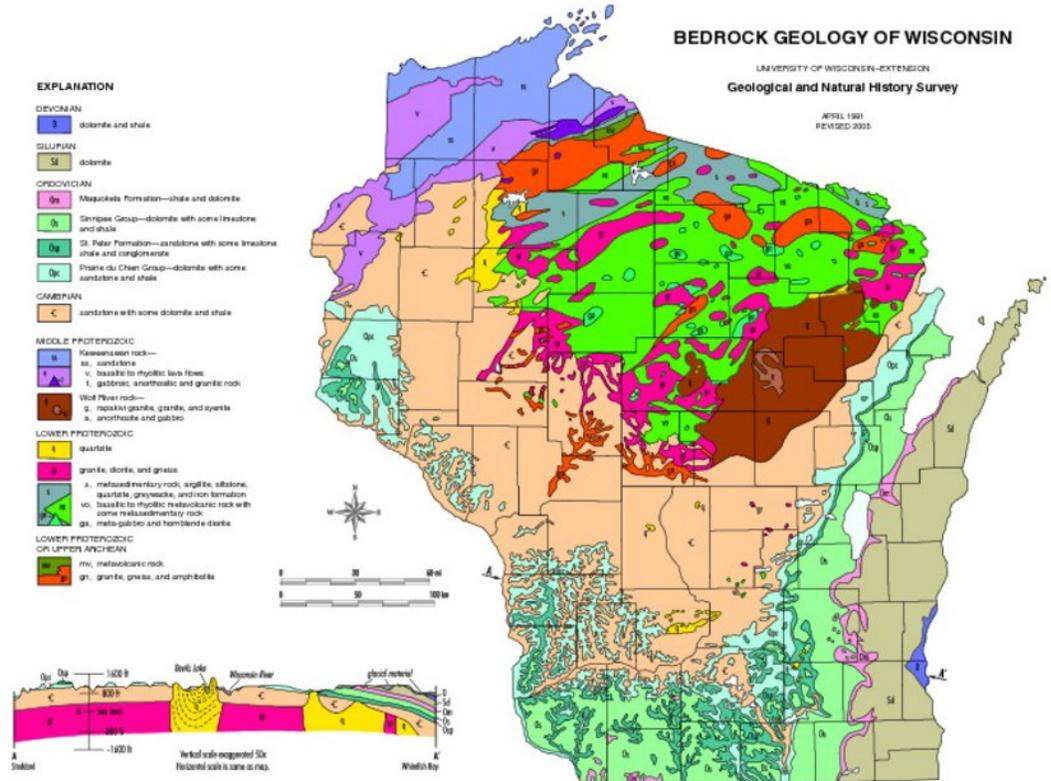
Figure 1 – Ecological Landscapes of Wisconsin



### Bedrock Geology & Soils

The City of Hudson has primarily loamy soils, which include a mix of silty and sandy loams. Over half of the soil area in the City can be categorized as Burkhardt-Sattre complex (sandy loam), Pillot silt loam, and Emmert loamy sand. Soils in the Western half of St. Croix County are generally excessively drained and well drained. St. Croix County includes a mix of bedrock geology types, but the primary type in Hudson is sandstone with some dolomite and shale. Figure 2 Shows Bedrock Geology of Wisconsin.

Figure 2 – Bedrock Geology of Wisconsin



### Mineral Resources

According to the Wisconsin Department of Natural Resources, there are currently no known metallic mineral deposits or occurrences in sufficient tonnage and grade such as iron, taconite or gold in St. Croix County to warrant extraction. Therefore there are no metallic mining operations in the County. St. Croix County has 24 operating non-metallic mining sites permitted under Chapter NR 135 of the Wisconsin Administrative Code, which includes three sites operated by the St. Croix County Highway Department. None of these mining sites are located in the City of Hudson.

### Watersheds and Surface Water

Lakes, ponds, rivers, streams, intermittent waterways, and natural drainage ways make up the surface waters of Hudson and St. Croix County. These resources are all water bodies, standing still or flowing, navigable and intermittent, including natural drainage ways that collect and channel overland rainwater or snowmelt runoff. Natural drainage ways are characterized by intermittent streams, threads, rills, gullies, and dry washes that periodically contribute water to first-order streams. There are also many artificial drainage ways where the natural drainage ways have been altered by human activity. All of these features have the ability to transport sediment and pollutants and are affected by their watersheds, the land that surrounds them.

The City of Hudson is located in the Lower Willow River Watershed. This watershed lies within the St. Croix River Basin, where water drains to the St. Croix River, and then ultimately flows through the Mississippi River to the Gulf of Mexico.

While water features within the City are relatively small and unimpactful to development, the City is bordered by much larger features, including the Lake St. Croix (as part of the St. Croix River) to the west, and Lake Mallalieu to the north. Residences and open natural areas border Lake Mallalieu, while steep slopes along the St. Croix River make adjacent lands largely undevelopable. These lands are used for parks and open space within the city, taking advantage of the Scenic views of the river.

### Impaired Waters

Lake Mallalieu is included on the Wisconsin Department of Natural Resources 303d impaired waters list for Eutrophication, Excess Algal Growth, and Elevated pH. The St. Croix River is also on the impaired waters list for Eutrophication and Excess Algal Growth. Both water bodies list high levels of total phosphorus. These determinations indicate when water bodies are not meeting state or federal water quality standards, and are used to establish a method to protect and restore the quality of Wisconsin's surface waters.

Improving groundwater is a critical component of long-term sustainability and resiliency. Efforts which are often largely enforcement and/or educational in nature, can result in the common use of best management practices to protect our waterways. Having infrastructure designed to collect and treat stormwater before it enters waterways helps, as does public education to encourage reduced use of pollutants and better vegetation maintenance to help capture pollution before it finds its way into our waterways will help mitigate possible groundwater contamination.

### Outstanding and Exceptional Resources Waters

Wisconsin has designated many of the state's highest quality waters as Outstanding Resource Waters (ORWs) or Exceptional Resource Waters (ERWs). Waters designated as ORW or ERW are surface waters which provide outstanding recreational opportunities, support valuable fisheries and wildlife habitat, have good water quality, and are not significantly impacted by human activities. The St. Croix River, Lake Mallalieu, and the Willow River (which flows into Lake Mallalieu from the northeast) are all listed as Outstanding and Exceptional Resource Waters.

Areas of Special Natural Resources Interest (ASNRI) include designated state natural areas, designated trout streams, water inhabited by endangered, threatened, special concern species or unique ecological communities identified in the Natural Heritage Inventory, wild rice waters, federal or state waters designated as wild or scenic rivers, waters in areas identified in a special area management plan or special wetland inventory study, and water in ecologically significant coastal wetlands along Lakes Michigan and Superior as identified in the Coastal Wetlands of Wisconsin. Lake Saint Croix is designated as and ASNRI, and parts of Lake Mallalieu which provide critical habitat for threatened and endangered species are also designated as such.

### Point Sources Discharges

The WDNR regulates the discharge of pollutants to waters of the state through the Wisconsin Pollutant Discharge Elimination System (WPDES) program. This limits and sets forth a process to monitor discharges for pollutants. The City of Hudson holds a WPDES municipal permit for the Hudson wastewater treatment facility. One WPDES industrial permit is also held in Hudson.

Nonpoint source pollution, or polluted runoff, is a primary cause of water quality issues throughout Wisconsin. Educational efforts and promotion of best management practices can help to reduce runoff impacts to our waterways by limiting fertilizers, oil, grease, sediment and

bacteria in agricultural, urban and residential areas. Major urban contributors include roads, parking lots, construction sites, industrial storage areas, and residential manicured lawns.

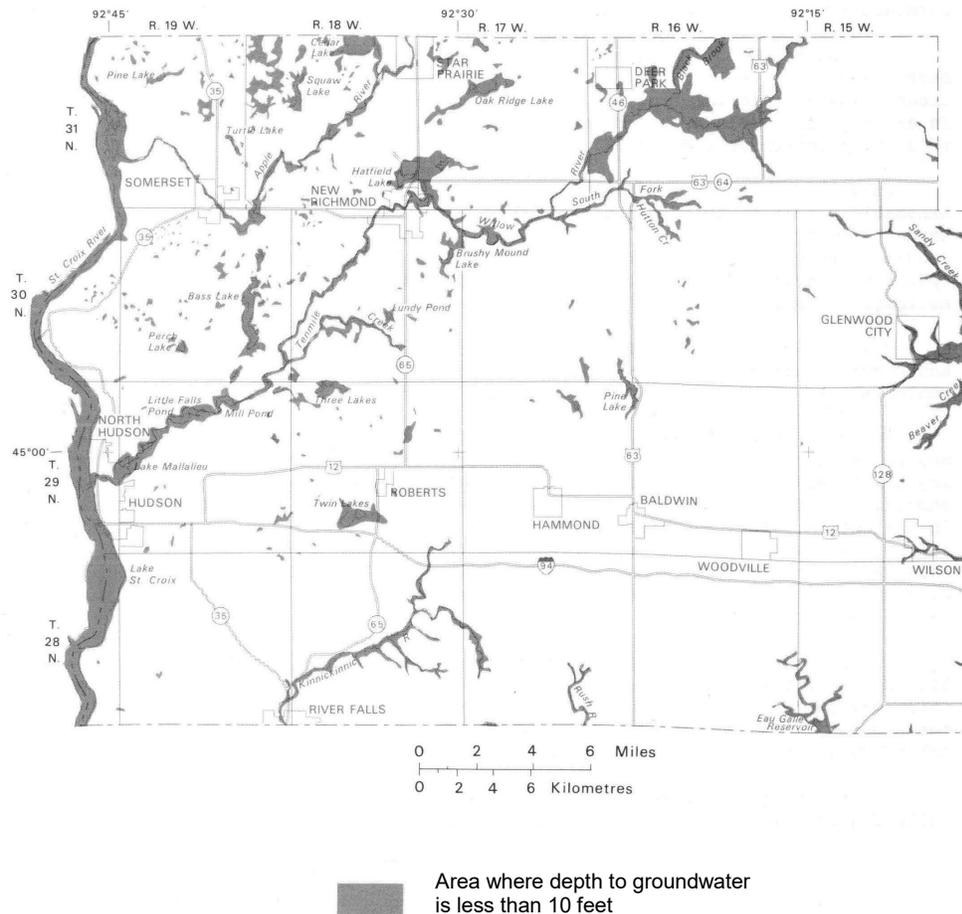
### Area High Capacity Wells

Many Wisconsin municipalities utilize deeper aquifers for obtaining water supply. There are numerous high capacity wells in the city. The City of Hudson operates six high capacity wells to feed the municipal water system. One additional private high capacity well is listed within the City.

### Groundwater

Groundwater is the sole source of potable water in the City of Hudson. The quality of groundwater in St. Croix County as a whole is generally good. The City's water comes from wells. Due to the City's proximity to the Saint Croix River, Willow River, and Lake Mallalieu, the depth to groundwater is generally shallow; less than 10 feet in some places (as shown in Figure 3). The City's groundwater is somewhat susceptible to contamination from agricultural practices which occur in areas surrounding the City. Hudson currently has a wellhead protection plan in place

**Figure 3 – Areas of Shallow Depth to Groundwater in St Croix County.**



## Shorelands

Shorelands provide valuable habitat for both aquatic and terrestrial animals and vegetation, and also act as buffers and thus serve to protect water quality.

Recognizing this conflict, and in order to maintain the environmental, recreational, and economical quality of our water resources, the State of Wisconsin requires counties to adopt and enforce a shoreland ordinance.

As required by the State, shorelands are defined as:

- All land within 1,000 feet of the ordinary high water mark of a lake, pond or flowage; or
- All land within 300 feet of the ordinary high water mark of a river or stream or to the landward side of the floodplain, whichever is greater.

Incorporated municipalities are allowed to create and enforce their own shoreland zoning ordinances that differ from the State's regulations. The City of Hudson defines shorelands in a similar manner as the State, and has its own ordinance in place regarding shoreland zoning.

## Floodplains

Floodplains are the flood-prone lands adjacent to water bodies. Floodplains can be desirable development areas due to the proximity to lakes, rivers and streams, but pose additional problems by possibly putting residents and property at risk. Development in floodplains can also affect the environmental quality of the waterway.

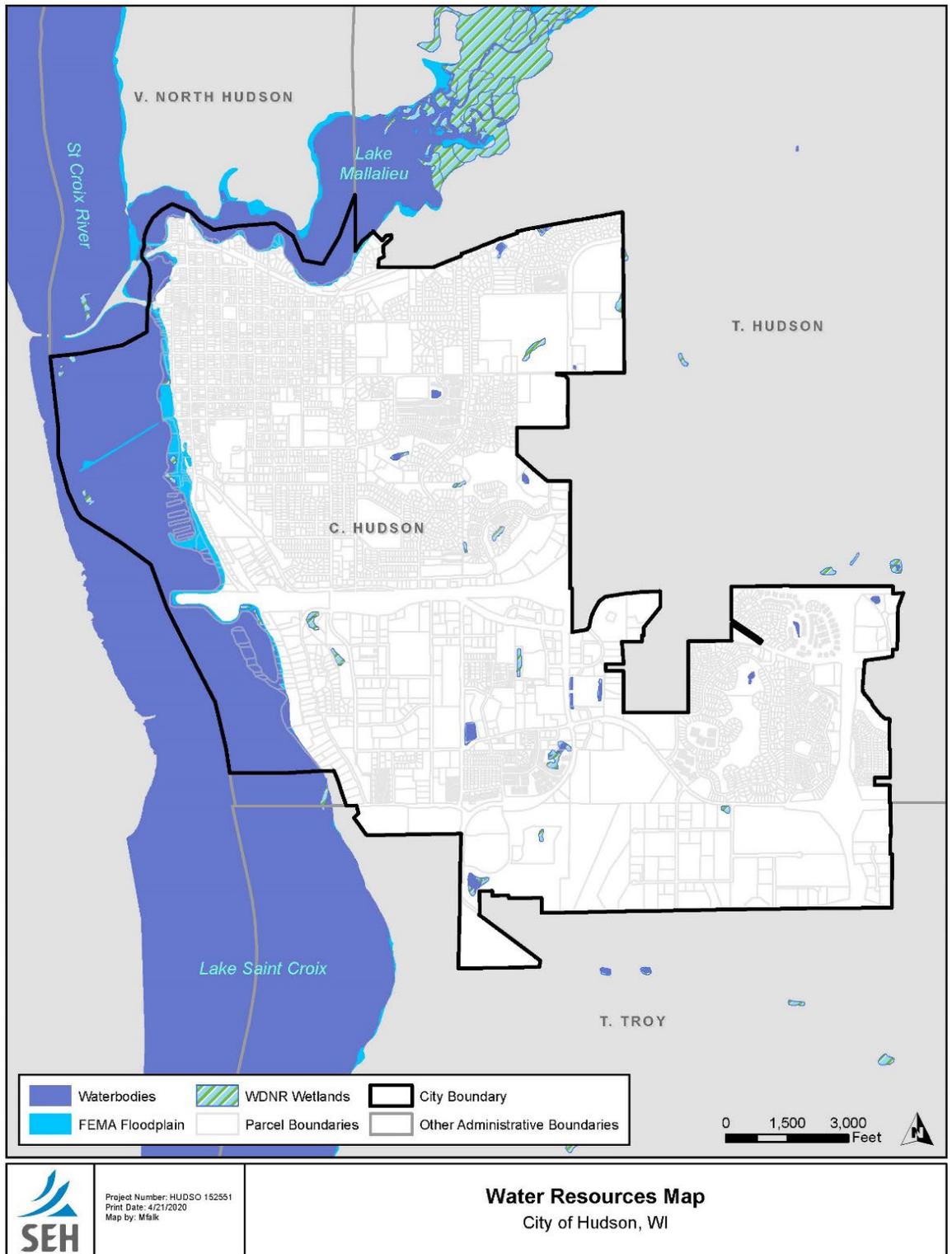
According to the Federal Emergency Management Agency (FEMA), the western and northern edges of the City are located within the 100-year floodplain (see Figure 4). These are the areas adjacent to the Saint Croix River and Lake Mallalieu. Development within the floodplain is restricted by a property's specific location in the floodplain, as mapped on the Flood Insurance Rate Maps (FIRM) developed by FEMA.

It is important to remember that these maps are no substitute for site specific analysis. Natural and man-made changes in the landscape, and the age and accuracy of flood insurance maps have in some cases limited their reliability for the identification and designation of floodplains. The City also has floodplain development regulations in their zoning ordinance which should be consulted prior to any construction activity.

## Wetlands

There are a number of wetland areas within the City of Hudson's limits (see Figure 4), as mapped by the Wisconsin Department of Natural Resources. Wetlands are defined by the state statute as "an area where water is at, near, or above the land surface long enough to be capable of supporting aquatic or hydrophytic (water-loving) vegetation and which has soils indicative of wet conditions." Wetlands may be seasonal or permanent and are commonly referred to as swamps, marshes, or bogs. Wetland plants and soils have the capacity to store and filter pollutants, replenish groundwater supplies, store floodwaters and maintain stream flows, making them a valuable community resource.

Figure 4 – Water Resources Map



Wetland areas in Hudson are primarily small isolated pockets scattered throughout the City's limits, with other small wetland areas located along the edge of the St. Croix River and Lake Mallalieu.

### Steep Slopes

Steep slopes are a challenge to develop, and development in general should avoid these areas, as they are susceptible to challenges associated with topography and stormwater. Steep slopes that are prohibitive to development, do occur throughout the city. The St. Croix County code of ordinances provides for the lower St. Croix Overlay District, which substantially limits development in slope preservation zones, and stipulates that slopes greater than 12 percent may not be altered to become less than 12 percent. City of Hudson ordinances...

### Forest and Woodlands

Wooded areas within the city are generally located in natural areas, conservancies or parks. Other wooded areas are spread throughout the city and include smaller parks, wooded residential lots, and other space and undeveloped lands in Hudson..

### Wildlife, Wildlife Habitat and Open Space

Scattered throughout St. Croix County are various state and local wildlife, fishery, natural and scientific areas, including private conservancy areas. These often encompass one or more sensitive land areas (e.g., wetlands, forests, shorelands, and prairies). These areas are managed as open space to provide important feeding, breeding, nesting, cover, and other habitat values to a wide variety of plant and animal species.

The main types of fish and wildlife habitat in Hudson are comprised of rivers and streams, ponds, and wetlands as well as wooded and grassy areas. No trout streams exist within the City, but the section of the Willow River immediately to the northeast of Lake Mallalieu is designated as a Class II Trout Stream.

### Rare and Endangered Species and Natural Communities

According to the WDNR Natural Heritage Inventory, St. Croix County is home to many animal and plant species, as well as natural communities that can be considered rare or endangered.

Hudson lies within numerous town ranges in St. Croix County. The areas where Hudson lies have been identified as having many endangered species and natural communities by the WDNR's Natural Heritage Inventory (NHI) (<http://dnr.wi.gov/topic/NHI/data.asp>). Due to the fluidity of this list, a comprehensive list is not provided here. References to the weblink above should be made when exploring areas and the potential for rare and endangered species presence. These species are protected, and as such, are preserved to the extent possible.

### Cultural Resources

Preservation of historic and cultural resources is important to the vitality of any community. The City of Hudson has a rich history that originally centered on the lumber industry.

The area that is now the City of Hudson was first settled in 1840 by Louis Massey and Pete Bouchea. It was originally known as Willow River, then Buena Vista, before finally settling on its present name in 1852. The region witnessed substantial growth in the 1850s and 1860s due in large part to the opening of prime forest lands for lumbering. The coming of the railroad in 1871

gave Hudson direct rail transportation to the east and marked the end of the age of riverboat transport on the St. Croix River.

More recently, Hudson has grown as a tourist destination, with draws such as scenic views of the St. Croix River way and a historic downtown district.

There are currently 14 properties/districts in the City that are listed on the National Register of Historic Places. These include:

- Darling, Frederick L., House
- Dwelley, William, House
- Hudson Public Library
- Humphrey, Herman L., House
- Johnson, August, House
- Johnson, Dr. Samuel C., House
- Lewis-Williams House
- Merritt, Samuel T., House
- Moffat, John S., House
- Opera Hall Block
- Phipps, William H., House
- Second Street Commercial District
- Sixth Street Historic District
- St Croix County Courthouse

There are 551 listings for the community of Hudson in Wisconsin Architecture and History Inventory. This is a database of historic buildings, structures and objects throughout the state. Their inclusion on the list does not convey any special status.

## 6.3 Existing Agricultural, Natural and Cultural Programs

Numerous Federal, State, Regional, Local, and private plans and programs exist which contribute to the preservation, conservation, or management of agricultural, natural, and cultural resources in St. Croix County. Although no list can be exhaustive, a partial list is shown below.

### Forest Land Tax Program

These programs are run by the Wisconsin DNR and encourage sustainable forestry on private lands by offering tax incentives to landowners.

### Wisconsin Pollutant Discharge Elimination System Permits (WPDES)

This DNR operated program regulates municipal and industrial operations discharging wastewater to surface or groundwater.

### Wisconsin Historical Society

The Historical Society was founded in 1846 and helps people to connect with the past by maintaining and collecting stories and items. This organization also has grant funding available to help local communities identify and preserve historical features.

## Wisconsin's Historical Preservation Plan 2006-2015

This plan outlines specific goals and objectives to protect and enhance the state's cultural resources.

### St. Croix County Environmental Education

St. Croix County provides free environmental education programs and training opportunities and a wide variety of resources are available to schools and organizations working with residents in the county. This includes various presentations, field days, ecology workshops, volunteering opportunities, environmental displays and models, and a listing of various conservation group and agencies on the County's website.

### St. Croix County Tree and Plant Sale

The St. Croix County Tree and Plant sale is focused on protecting and preserving our beautiful natural resources. By offering our annual tree and plant sales citizens are encouraged to add to the landscape of St. Croix County in a positive way. The program offers a variety of trees, plants, bushes, and even compost bins.

### City of Hudson Ordinances

Ordinances have been adopted to aid in the effort of conserving resources and protecting landowner rights, land values, and the public health and safety.

### Farmland Preservation Programs

Although agriculture is limited to the area surrounding the City, it is an important part of the regional character and economy. Much of the land in unincorporated areas surrounding the City is farmed. A number of state and local programs exist which help to preserve farmland in the areas surrounding Hudson:

- **Farmland Value Use Assessment** Wisconsin's use value assessment law taxes farmland at the value of its use, as opposed to its market value if sold. The law is intended to keep land in production agriculture rather than be developed. Prior to the enactment of this law, agricultural lands with a high potential for development would often see significant increases in property value, and this would also result in higher property taxes. These relatively high taxes, in conjunction with relatively low farm incomes, would often put pressure on farmers to sell land to developers, especially in growing suburban areas surrounding cities.
- **Wisconsin Farmland Preservation Program** Wisconsin farm owners are eligible to receive a state income tax credit, provided their county has a Farmland Preservation Plan in place. Racine County has adopted a farmland preservation plan.
- **St Croix County Farmland Preservation Plan** This plan identifies land in productive agriculture, and that which could be in productive agriculture, recommends policies to preserve those lands for agricultural purposes to the extent feasible, while still balancing additional development and growth.

## 6.4 Assessment of Future Needs

Cities and regions are competing globally to attract and retain entrepreneurs and a highly skilled workforce. Natural and cultural resources are critically important ingredients for creating the type of healthy, vibrant communities where people want to live, work, learn, and play. By investing in local and regional distinctive assets and culture, cities help foster innovation and entrepreneurial commercial activity, resulting in a more resilient local economy.

### Key Trends

During first Public Workshop for the comprehensive plan update, held January 6, 2019, several key themes emerged relating the City's natural and cultural resources. Among these where the identification of the St. Croix Riverway as the Hudson's premier natural resource. Citizens showed support for the protection of the St. Croix Riverway, and promoting views of and access to this scenic resource. Residents also saw the City's history, as well as its historic downtown district as major assets. The community saw climate change and lack of cultural diversity as major challenges and weaknesses that have presented themselves in recent years

## 6.5 Goals, Objectives and Policies

The goals, objectives and policies in this Chapter reflect on how the City's natural and cultural environments will be developed and utilized to further influence the growth and development of the City. These provide the City with a guide for future investments as well as methods to develop and grow that not only protect these valuable resources, but find unique and creative ways to utilize them in creating inviting atmospheres.

### Goal 1

Protect, conserve and enhance natural resources within the Hudson area for community's long-term environmental benefit.

#### Policies:

- Continue to implement and administer local, state and federal programs to preserve, conserve and maintain and further enhance natural ecological systems including lakes, rivers, wetlands, storm drainage areas and aquifers.
- Prioritize the St. Croix River as a resource to protect, and also connect residents to.

### Goal 2

Promote practices that are sustainable, environmentally sensitive, and will work toward combating climate change.

#### Policies:

- Review and modify existing regulatory documents (e.g. zoning ordinance, streets policy, or stormwater utility) to incorporate green and sustainable elements.
- Prioritize energy efficient improvements and updates to city buildings and facilities.
- Provide rebates for home retrofitting of sustainable technology.
- Require the use of native plantings for developments.
- Require the use of permeable pavement options for parking areas in sensitive areas.

### Goal 3

Make promoting cultural diversity within the City a priority.

**Policies:**

- Conduct an in depth analysis of demographics within the City to identify needs, gaps, and areas of concern as it relates to diversity and inclusion.
- Develop and adopt a diversity and inclusion initiative or plan for the City.

### Goal 4

Protect and enhance cultural resources within the city.

**Policies:**

- Pursue national historic designation for resources listed on the Wisconsin Architecture and History Inventory.
- Educate eligible property owners on the availability of state and federal tax credits, and loan programs through mailings, website, brochures, etc.
- Provide a funding program for façade improvements for historic properties and properties located in designated historic districts.



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**TO:** Hudson Comprehensive Plan Steering Committee  
**FROM:** Community Development  
**DATE:** May 4, 2020  
**SUBJECT:** Discussion on Public Involvement Workshop #2

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**BACKGROUND:**

In January, staff had scheduled the second Public Involvement Workshop to take place at the Phipps Center for the Arts on May 28<sup>th</sup>. However, in light of recent events, staff and SEH are considering the postponement of this workshop and reserving the same space for a later date.

**ATTACHMENTS:**

None

Prepared by: Tiffany Weiss, Associate City Planner  
Through: Mike Johnson, AICP, Community Development Director