

HUDSON, MAINE 2012 COMPREHENSIVE PLAN



*A little patch of Eden,
Green land and fertile fields
Outlined by rocky walls,
Reveal all that life yields
from An Ode to Country Life
(author unknown)*

Pondside

The canoe shadow
by the still canoe bends
and wiggles

and straightens. Fifty feet
out from the camp
on the far shore,

a brown boat
with a green cabin
floats among inverted

birches. Where
does it come from,
this growing island

of waves, this wind
within windlessness?
In the feathery, exact

reflection of a spruce
surrounded by
a twilight sky,

one circle,
then a second opens
to the underworld.

Wesley McNair
Maine Poet Laureate and lake dweller
from A Place on Water



Mag's Ledge, Pushaw Lake, Hudson

HUDSON 2012 MUNICIPAL OFFICERS

Kirby Ellis
Donald Grant
Michael Kelley
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also with thanks to 2010 Selectman, Travis Miller

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and
Kirby Ellis - Forestry and Agriculture
and to two 2010 committee members:
Jill Gilman
Rose Randall

INTRODUCTION

TO THE PEOPLE OF HUDSON

Comprehensive planning is a town's process of planning for a preferred future. Just as we plan for our families' futures - how small or large our homes should be, how we will provide for our children's education, for our senior years - these questions and many more are considered in this plan but in the context of our lives *in community with one another* - how would we like the Town of Hudson to support each of us, our families, our work, our play, and our hopes for the future. The selectmen and the comprehensive planning committee have asked how you would like Hudson to be in ten years - how would you like our town to emulate the past, how would you like Hudson to stay the same, and what would you like to change if you could. This plan is Hudson's elected leaders' best effort to report on and plan for implementation of the desires and opinions you've expressed to them and the comprehensive planning committee. We now encourage you to participate as voters, as volunteers, and as Hudson's future elected officials in working with your neighbors to manifest a preferred future for our town.

You may read the State of Maine statement on the advantages of having a comprehensive plan at http://www.maine.gov/spo/landuse/docs/advantages_of_having_a_comp_plan.pdf

TO ALL READERS

All sections of the Hudson, Maine 2012 Comprehensive Plan (hereinafter the "plan") contain all of the State of Maine (hereinafter the "state") Required Elements of Comprehensive Planning as amended in August, 2011. Where additional information is included, it is added solely for the benefit of the people of Hudson so that their understanding of the necessity for long-term planning and their insight into issues on which they will vote over the coming months and years will be made easier.

Except for the Transportation section, this plan was researched and drafted by the Hudson Comprehensive Planning Committee (hereinafter the "committee"), nine residents of Hudson with a great love for the Town of Hudson but little or no background in comprehensive planning (and without the aid of a grant). As a result of there being ten authors of this plan, the voice and format of sections of the plan will vary. In all sections, the strictest standards for accuracy of data, lack of prejudice in analysis, and conservative suggestions for policies were honored.

THANK YOU

This plan could not have been written without the support and knowledge of many people and institutions. The committee would like to thank:

- the 246 people of Hudson who responded to the town survey in 2011, without whose participation this plan could never have been completed or had the authority it does in reflecting widely held opinions of those who live and pay taxes in Hudson;
- the Municipal Officers of Hudson, Maine (hereinafter the "board" or the "selectmen") for their guidance in the formation of the project and committee, willingness to schedule special meetings when asked for by the committee, and faith in the committee to carry on in the absence of a grant;

- Kirby Ellis, the board's liaison to the committee, whose availability when called upon and support for the work of the committee was ideal in every way;
- Don Grant, Hudson's senior selectman, without whose singular knowledge of town affairs the Public Facilities and Services and the Fiscal Capacity and Capital Investment sections of the plan could not have been completed;
- Phil Carey, Senior Planner, Land Use Planning Program, Maine Department of Conservation, whose quick replies to queries from the committee and help with the committee's understanding of what the state was expecting to see in this plan were kind, generous, and comprehensive;
- Hugh Stevens, Director, Knowledge Transfer Alliance, Office of Special Projects, School of Economics, University of Maine, Orono, and his assistant, Anders C. Beal, for their work in processing the results of the plan town survey and production of the user-friendly report that summarized the results;
- Mike Polyot, Hudson's Code Enforcement Officer, for the time he gave committee members on matters from local ordinances to housing and land use;
- Danielle Smith, Hudson Tax Assessors' Agent, for the time she gave committee members to find and explain complex tax data on the state website and provide tax maps for land use research;
- Jill Gilman, an original member of the committee who left the committee when appointed to the town office administration but generously helped with myriad tasks, among them collecting, accounting for, and protecting the integrity of confidential town surveys returned to the town office;
- Roger's Market, for keeping public handouts about comprehensive planning and public meetings at their check out counters for weeks to months at a time;
- town volunteers, employees, business owners, conservationists, large landowners and town elders who gave generously of their time for stakeholder interviews, data gathering, and fact checking, most notably among them Fire Chief Mike Simmons, Transfer Station manager, Dale Pineo, Jr, and Town Safety Office, Charlee Edgy;
- Sandra M. Duchesne, PE, PTOE, AICP, for her drafting of the Transportation section of the plan as well as her willingness to help with the rest of the plan, if asked; and last, but not least
- the 1991 Hudson comprehensive planners who gave generously of their records and memories of their planning experiences, most notably among them, Sandy Blitz who also saved the day for the committee by making the contact with the University of Maine that resulted in the town benefitting from highly professional and credible processing of the data from the town survey.

To all who helped that we may have missed, the committee sends our heartfelt thanks and sincere apologies for our omission.

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STATE OF MAINE REQUIRED ELEMENTS OF THE PLAN

VISION STATEMENT

Hudson's vision for itself has changed little in the twenty-one years since it approved its first comprehensive plan. Hudson was a quiet rural town in 1991. It remains so today, and the people of Hudson's highest ideal is to have the feel of Hudson remain the same over the coming decade and beyond.

Consistent with this vision, Hudson would like to expand its economy but only in a manner that does not change the town's rural atmosphere. The vast majority of working people in Hudson commute to work for others, not themselves. Nonetheless, they hope for economic growth in Hudson as a result of working people seeking the benefits of small town life moving to Hudson to set up home-based enterprises, retirees moving to Hudson for the quality of life found in rural and lakeside living, and recreation-driven people discovering Hudson's lakes and bike-friendly terrain. It is also hoped that trends in forestry and agriculture such as eating locally grown food will cause a resurgence in Hudson farming.

Hudson wishes to protect its natural resources. The town is home to both the inlet and outlet to Pushaw Lake, the largest lake in Penobscot County and a property tax resource for Hudson that is indispensable to its future. The lake is shared with three other Maine towns (Glenburn, Old Town and Orono), all of which have public landings while Hudson does not. Hudson's people envision that in the next decade they may be able to establish access to Pushaw Pond and Pushaw Lake on the most populated side of the dam. Establishing Hudson Landings on both Pushaw Lake and Little Pushaw Pond was part of the vision of the 1991 Hudson Comprehensive Plan. It remains so today.

Hudson people would also like to increase eco-friendly development of the town as a destination for outdoor recreation, including, but not limited to, walking trails with picnicking and fishing on the town's more than 120 acres in the village near Pushaw Stream and creating family-friendly cross country skiing and off road biking trails.

As a cultural asset, the town will protect the Hudson Grange and would like to establish more cultural resources such as a Hudson Historical Society and a Community Center with arts & crafts, a lending library, computers, and more.

Hudson leaders look forward to maintaining the town's role as a responsible and respected member of its community of local municipalities. The town does not envision changes in transportation or land use patterns because the town's 38 square miles of land are for most intents and purposes in use in ways that will not change except in the case of the sale of properties large enough for sub-division, which is not reported to be the vision of most large landowners.

PUBLIC PARTICIPATION SUMMARY

TRANSPARENCY AND PUBLIC EDUCATION The Hudson Comprehensive Planning Committee began its work in October, 2010 with monthly meetings that were publicized and open to the public. In early 2011, the committee's meeting frequency increased to twice a month and a report on the committee's work became a regular feature on the town website, in the quarterly newsletter and at monthly selectmen meetings. These efforts laid the foundation for public participation which provided fact-based local knowledge from townspeople who came to committee meetings. This was invaluable to the committee's research of local conditions, trends, and information that could not be obtained from the state planning office comprehensive planning data package for Hudson.

In the spring of 2011, the committee published a two page handout on comprehensive planning that was made available to the public on the town's website and on the customer counters in the town office and the town's only market, where the handout remained until the survey was published in the fall of 2011. This handout explained comprehensive planning and invited all who live in Hudson to attend and participate in committee meetings. It also explained the importance of the residential survey that would arrive in people's mail boxes later in the year. This laid the foundation for public understanding of comprehensive planning and increased trust of the survey. This handout is **Appendix B** of this plan. [The state comprehensive planning outline is attached, as required, as **Appendix A**]

STAKEHOLDER PARTICIPATION The committee's first and last direct outreach for public participation was through Hudson stakeholder interviews. These began in November of 2010 and continued into 2012. The committee defined a stakeholder as anyone with a past or current municipal responsibility that would cause them to be aware of past or current concerns of the people of Hudson (e.g., members of the board of selectmen) or, by the nature of the stakeholder's work, provide them with knowledge that the committee could not obtain through a residential survey (e.g., information about the desires and concerns of Hudson business owners and large landowners). Where it seemed appropriate and useful, anonymity of individual responses was assured to interviewees.

A summary of the stakeholder interviews is **Appendix C** of the plan. The information gleaned from these stakeholder interviews along with the 1991 Hudson Comprehensive Plan, its survey, and the state comprehensive planning manual helped the committee draft the survey that was sent to Hudson homes in late 2011. Additionally, information from stakeholder sources often guided the drafting of the plan itself, especially its recommendations for issues for further study such as for the study of creating Hudson Landings for Pushaw Lake and Little Pushaw Pond.

Lastly, in late June of 2012, the committee chose another group of prominent townspeople, including members of the 1991 planning committee and people who regularly attend selectmen meetings, to provide comments on the substantially complete plan before it was presented to the selectmen for approval to go to the State of Maine.

BEGINNING WITH HABITAT (BwH) MEETING In August, 2011, the committee widely disseminated notices of a special meeting at the Hudson Town Hall with the BwH staff which explained "layers" of comprehensive planning and gave attendees an in depth explanation of

how fish and land animal migration routes can be protected through good town planning. This presentation and Q&A period gave the committee a deeper understanding of the town’s habitats that are still shared with other species and what may be done to wisely manage these spaces. This knowledge helped the committee construe some of the survey questions as well as drafts of parts of the plan such as Water Resources and Natural Resources.

TOWN SURVEY AND SUMMARY OF SURVEY RESULTS In October of 2011, the committee sent a survey to people living in Hudson and out of town landowners. The survey was designed so that opinions could be rendered anonymously. Approximately 30% (246) of those who received the survey returned it by dropping it into a secure box at the town office or by mailing it to the committee in the postage-paid envelope provided. The University of Maine, Orono analyzed the results of the survey which are now on the town website www.hudsonmaine.wordpress.com. The knowledge from this survey helped the committee draft all sections of this comprehensive plan but especially its suggested policies. The Town Survey is attached as **Appendix D** and the summary results are attached at **Appendix E**.

MONTHLY SELECTMEN MEETINGS At all times since the committee was established, it has reported to the selectmen at their monthly public meetings. The committee presented a substantially complete draft of this plan to the selectmen before their selectmen meeting on June 4, 2012. With the feedback they received from the selectmen and townspeople at this meeting, they completed the plan and on July 10, 2012 the selectmen authorized that it to be sent to the state.

PUBLIC HEARING The committee looks forward to presenting the 2012 Hudson Comprehensive Plan to the people of Hudson and other interested parties at a public hearing in late 2012 or early 2013.

REGIONAL COORDINATION

PURPOSE	WITH
Education	Other towns in RSU 64: Bradford, Corinth, Kenduskeag, and Stetson,; and their leaders
Water and Natural Resources	Maine Department of Environmental Protection (MDEP); Maine Department of Inland Fisheries and Wildlife (MDIFW); Penobscot County Soil & Water Conservation District (PCSWD); Greater Pushaw Lake Association (GPLA); Non-Point Education for Municipal Officers (NEMO); Beginning with Habitat (BwH)
Town Administration	Eastern Maine District Corporation (EMDC); Maine Municipal Association (MMA); other municipal administrations, as needed and appropriate
Emergency Services	Fire: Bradford, Charleston, Corinth, and Glenburn; Ambulance: Glenburn

FUTURE LAND USE

Time Frame	Strategy	Responsibility
Ongoing	Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.	Board of Selectmen
Ongoing	Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to:	Board of Selectmen & Ordinance Committee
Ongoing	a. Clearly define the desired scale, intensity, and location of future development;	Board of Selectmen
Ongoing	b. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; and	Board of Selectmen, CEO & Planning Board
Ongoing	c. Clearly define protective measures for critical natural resources and, where applicable, important natural resources.	Board of Selectmen, CEO & Planning Board
Ongoing	d. Clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.	Board of Selectmen, CEO & Planning Board
Ongoing	Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Board of Selectmen & Budget Committee
Ongoing	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	Planning Board & CEO
Ongoing	Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.	Board of Selectmen & CEO
Ongoing	Track new development in the community by type and location.	Planning Board & CEO
Ongoing	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.	Board of Selectmen & Budget Committee
Ongoing	Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.	Board of Selectmen & Comprehensive Planning Committee

IMPLEMENTATION

[See details of this summary in related sections of the plan]

POLICIES & STRATEGIES	TIMELINE	RESPONSIBLE OFFICIALS OR TOWN BODIES
<p>Consider establishing a volunteer Hudson Historical Society to find, document, protect, and preserve Hudson’s HISTORIC AND ARCHAEOLOGICAL RESOURCES; support public education on the importance of Hudson’s historic and archaeological resources</p>	<p>up to 5 years</p>	<p>Selectmen; Hudson Historical Society (if formed); other town committees and boards as called upon by the Selectmen or Society</p>
<p>Preserve and protect Hudson’s WATER RESOURCES through a review and update of existing town practices and ordinances in light of state laws and local needs; maintain continuous training for the Code Enforcement Officer (CEO); coordinate efforts with the Penobscot County Soil and Water Conservation district (PCSWCD) and the Greater Pushaw Lake Association (GPLA); support public education on the importance of Hudson’s water resources</p>	<p>up to 5 years</p>	<p>Selectmen; CEO; Planning Board; Ordinance Committee; PCSWCD; GPLA; town’s private road associations and property owners that influence water quality</p>

POLICIES & STRATEGIES	TIMELINE	RESPONSIBLE OFFICIALS OR TOWN BODIES
<p>Preserve and protect Hudson’s NATURAL RESOURCES through a review and update of existing town maps, policies, and ordinances in light of state laws pertaining to land use; maintain continuous training for the CEO; map natural communities and ecosystems; coordinate efforts with the PCSWCD, GPLA, Beginning with Habitat (BwH) and other institutions and non-profits doing related work; continue financial support, as town is willing and able, for lake and stream protection; support public education on Hudson’s natural resources</p>	<p>up to 5 years</p>	<p>Selectmen; CEO; Planning Board; Ordinance Committee; BwH, PCSWCD and GPLA</p>
<p>Track changes in land use and review pertinent ordinances in order to maintain, establish or update policies, strategies and ordinances that affect Hudson’s FORESTRY AND AGRICULTURE resources in a manner that protects and retains Hudson’s rural character, including encouraging land owner use of the Tree Growth and Open Spaces laws; support public education on the value of Hudson’s forests and agriculture</p>	<p>up to 5 years</p>	<p>Selectmen; CEO; Planning Board; Ordinance Committee; Town’s Licensed Forester</p>

POLICIES & STRATEGIES	TIMELINE	RESPONSIBLE OFFICIALS OR TOWN BODIES
<p>Research possibilities and define priorities for attracting businesses that are consistent with the town's values for services, tax relief and maintaining Hudson's rural character. If it is best for Hudson's ECONOMY and agreeable to its people and Selectmen, establish a volunteer Hudson Business Committee or Council; establish new or continue existing networking with the EMDC and MMA in order to attract new businesses to Hudson</p>	<p>up to 5 years</p>	<p>Selectmen; new committee (if formed); other town committees and boards as pertinent or called upon by the Selectmen or a new committee</p>
<p>Continue support for the vision and work of the Hudson Recreation Committee as well as broaden its focus to include more activities for adults and seniors, as research shows it is desired; assist in research on development of a Hudson Landing on Pushaw Lake and Little Pushaw Pond, if asked by the Selectmen; consider looking into attracting more biking and other outdoor family RECREATION to Hudson; consider working with private landowners and the Pushaw Snowmobile Club to broaden public access to more trails and land in Hudson; consider developing town owned land for walking trails, cross country skiing and access to Pushaw Stream on the land near town hall</p>	<p>up to 5 years</p>	<p>Selectmen; Recreation Committee; the Whitmore Landing Lake Association; the GPLA; other town committees, boards, and individuals as called upon by the Selectmen or the committee</p>
<p>HOUSING: continue current policies on land use and consider the conduct of a study on the need for senior housing in Hudson</p>	<p>up to 5 years</p>	<p>Selectmen; CEO; Planning Board; perhaps the Grange and town committees and individuals, as requested by the Selectmen</p>

POLICIES & STRATEGIES	TIMELINE	RESPONSIBLE OFFICIALS OR TOWN BODIES
Continue standing policies for TRANSPORTATION required by the state	ongoing; no change	Selectmen and any committees, boards, or individuals they call on
PUBLIC FACILITIES AND SERVICES: continue safety inspections and maintenance of town facilities; consider the need and desire for recreational services to be expanded to cover more age groups; follow the questions of the town acquiring the use of the elementary school when it closes; conclude investigation of feasibility of a Hudson Landing on Pushaw Lake and Little Pushaw Pond.	up to 5 years	Selectmen; Safety Officer; Recreation Committee; RSU 64 Hudson Board Members; Whitmore Landing Road Association
FISCAL CAPACITY AND CAPITAL INVESTMENT PLAN: continue to finance existing and future facilities and services through proper planning and saving, and without town debt; continue annual voting on LD 1 spending; explore grants to help with the costs of town's growth and maintenance; pursue RSU 64's decision on the future use of Hudson's elementary school and decide how the town hall expansion will be managed	up to 5 years	Selectmen; Budget Committee; Building Committee; RSU 64 Hudson Board Members and others at the RSU; other individuals, committees, and boards, as needed by the Selectmen
FUTURE LAND USE	see Future Land Use table above	see Future Land Use table above

HISTORIC AND ARCHAEOLOGICAL RESOURCES

STATE GOAL: TO PRESERVE THE STATE'S HISTORIC AND ARCHAEOLOGICAL RESOURCES

CONDITIONS AND TRENDS:

The community's Comprehensive Planning Historic Preservation Data Set prepared and provided to the community by the Historic Preservation Commission, and the Office, or their designees.

These reports are that no pre-historic or historic data is documented for Hudson. One report adds that there is need for further survey, inventory and analysis; to wit:

There is one site known in Hudson (73.8), near the outlet of Pushaw Stream. No professional archaeological surveys have been done in Hudson. Little is known about site 73.8. However, a great deal is known about the Hirundo and Young sites, located about 1 km downstream from site 73.8, including occupations as old as about 6000 years.

Needs for further survey, inventory, and analysis:

The marsh/boggy margins of Pushaw Lake and stream are probably infilled former lake basins, based on what is known of the changes in these lake basins since the end of the ice age (mostly information developed by U. Maine Orono). There could be prehistoric Native American archeological sites (of appropriate age) under or around the margins of any of these marsh/bog areas.

An outline of the community's history, including a brief description of historic settlement patterns and events contributing to the development and character of the community and its surroundings.

PRE-EUROPEAN INHABITANTS Other than what is mentioned in the above section, little is reliably known about human occupation or Native American culture in or near Hudson. European settlement began in the 1800's.

NOTE: The majority of the information in this section is taken from the History of Hudson 1925-1976, published by the Hudson History Committee in 1976.

EUROPEANS The first European settler's deed was recorded to a John Pierce in 1810 from William Sullivan and John Sargent of Boston in consideration of labor done and one dollar paid. Pierce acquired approximately a one hundred (100) acre parcel of land located on what is now Hudson Hill Road. It was considered to be the highest point of land in the area and Pierce erected the first frame set of buildings on that site.

NAME CHANGES In 1824, a tract of land was incorporated under the name of Jackson Plantation. It did not long remain in this transition stage, however; on February 25, 1825, the plantation became the town of "Kirkland" and was so called until 1854, when the people of

Kirkland, by legislative resolve, changed the town's name to Hudson. Some records attest Hudson, Maine was named after Hudson, Massachusetts, a shoe factory town.

POPULATION AND EMPLOYMENT The population in Hudson grew from 54 people in 1810 to 1,536 people in 2010. The valuable timber on the lands prompted most of the early increases. The ground was stony and hard, but it furnished good grass and hay for stock. Historical documents show town officials with titles or jobs such as pound keeper, sealer of leather, culler of hoops and staves, and weigher of hay.

The town saw growth from the 1830's to 1860's due mainly to agriculture, lumbering, farming and work with titles such as hoop maker, machinist, cooper, basket maker, and mill man, but then the population began to fall and fell continually until 1930. In the early 1900's, the Bangor & Aroostook Railroad opened a station in Hudson. This was an opportunity for employment for men of the town. It was noted in an article by the railroad newspaper in 1906, "Hudson Station is a little over five miles south of Bradford, in the heart of a busy agricultural community. Great numbers of evergreen Christmas trees were cut and shipped from Hudson every year, and the coming of the new railroad was sure to prove of considerable importance to the works in this industry".

The adverse population growth for 70 years may have been due to the advent of roads in Hudson, electricity elsewhere, economics, war, and changes in people's lives and lifestyles due to these events. With the paving of Hudson's roads and the opportunity for people to purchase trucks and automobiles, adverse economic implications for Hudson's economy grew. People began traveling to cities to work in factories, shops and stores. Some people left the town altogether and settled in cities. People moved where there was work. Industries of looming mills, lumbering, and agricultural determined movement.

Those residents that remained in Hudson survived by living off their land. They preferred to remain in a rural town rather than move to the city. Today several small, privately owned businesses exist in Hudson, but the vast majority of the population commutes to employment in neighboring towns.

A dramatic change in population occurred in the 1950's with access to and interest in living on Little Pushaw Pond and Pushaw Lake. In the 1970's, people began purchasing property to build cottages on the lakes for seasonal and year-round living. In forty years, Hudson's population tripled to over 1500 in 2010, the largest increase in Hudson's population in its 150 year history.

PUBLIC UTILITIES Lack of up-to-date public utilities has been a deterrent to the growth of the town in many ways. Electricity was first installed in 1939 in two homes in the Hudson Hill area and then, following a vote of the people, installed in the majority of the homes in Hudson in the 1940's. In 1946-47, electricity was installed in the homes along the Glenburn Road and finally, in 1969, Hudson homes along the Corinth Road received electricity, which completed the installation of electricity for the entire town. Once people became aware of the many luxuries of electricity, people were less apt to settle in a town without it.

The same goes for the telephone. It is difficult to document when the first telephone was installed in Hudson, but it is presumed that Hudson followed the town of Bradford which had theirs installed in 1905. It took until 1973 before the entire Town of Hudson had phone service. The same phenomenon is true today with internet and cable services. In 2012, Hudson is not yet fully served by broadband connections, and, as in the past, lack of utilities in Hudson is believed to inhibit population growth in the town.

THE GRANGE The Hudson Grange was organized on December 16, 1905 as the Hudson Grange #457. There were 48 charter members. Over the years, the Grange hall was the meeting place for occasions such as town meetings, graduations, weddings, receptions, and parties. More information is given in the town history book that covers the years 1825-1976. The Grange hall was sold to the Town of Hudson in September 1968 so a new town hall could be built, but the sale was made with the provision that the Grange would always be allowed to hold its meetings in the Town Hall. The Hudson Grange is still active in 2012, has 20 members, and continues as a leader in community service activities.

An inventory of the location, condition, and use of any historical or archaeological resource that is of local importance.

No such inventory exists.

A brief description of threats to local historic resources and to those of state and national significance as identified by the Maine Historic Preservation Commission.

It is difficult to assess threats to historic and archaeological resources without knowing where they are, so sites and resources in Hudson may be threatened by development. Fortunately, any undiscovered sites along Pushaw and Mohawk Streams as well as wetlands near them are protected from development by Shoreland Zoning laws. Protective measures in these areas are valuable because the shores of Pushaw Lake and the islands contained within the lake were obliterated in the 1960's by the construction of a dam that caused the lake to rise by only inches but, due to the shoreline's relatively flat terrain, upwards of 75 feet of original shoreline reportedly disappeared. No artifacts have been found here since the dam was installed. Investigation for early artifacts is not known to have occurred around Little Pushaw Pond, so a survey of this site may prove fruitful.

Oral town history tells us that people fought to keep Hudson's old stone walls in place rather than let them be used as a base for building Hudson's roads. It is claimed that many a conversation was held in households near the walls discussing whether the walls should be sacrificed. Some advocates and their walls lost out while others won. There is an ongoing threat that these rock walls could be removed if the contours or routing of the road should be changed. There is also a fear that these historic walls may be removed because people today don't have the same understanding or feelings for the hard work put into the building of Hudson's stone walls - or of their historic value.

Other factors relevant to threats and protective measures are:

1. There is no Hudson Historical Society to facilitate the documentation of town history and the coordination of preservation efforts.
2. Areas along the Pushaw and Mohawk Streams are unexplored but may reveal early human and Native American artifacts.
3. Hudson's history as a lumbering and mill town makes it likely that a survey would reveal evidence of 19th century farming such as cellar holes and artifacts associated with life nearby. A survey would be necessary to identify structures or sites which could be targeted for further investigation and preservation.

ANALYSIS:

Are historic patterns of settlement still evident in the community?

Historic patterns of settlement in Hudson are documented in the state report mentioned earlier, Hudson's cemeteries, on its Baptist church windows, and in small books about Hudson and Pushaw Lake. The following is a mixture of what is known or believed.

NATIVE AMERICAN ARTIFACTS In the 2010 book, Pushaw Lake - An Historical Profile, the author, Winifred Collins, reports that a total of thirty-one artifacts of indigenous human life, including evidence of two human camps located at the inlet of Pushaw Lake, were reported in 1965 by a member of the Maine Archaeology Society.

There are several areas in Hudson that could be investigated for evidence of patterns of Native American settlements. Two sites noted by older residents of the town are the Mohawk and Pushaw stream areas near the Hudson cemeteries. It is believed that there is a lot of human history along these river banks. Stories are passed down that there were several Native American tribes living along the streams and a big battle was fought in the area. Within a mile upstream, human settlements up to 6,000 years old have been documented by the State of Maine.

STONE WALLS The stone walls along the lower Hudson Road (pictured on following page) are believed to have been set by the early settlers who cleared the fields nearby.



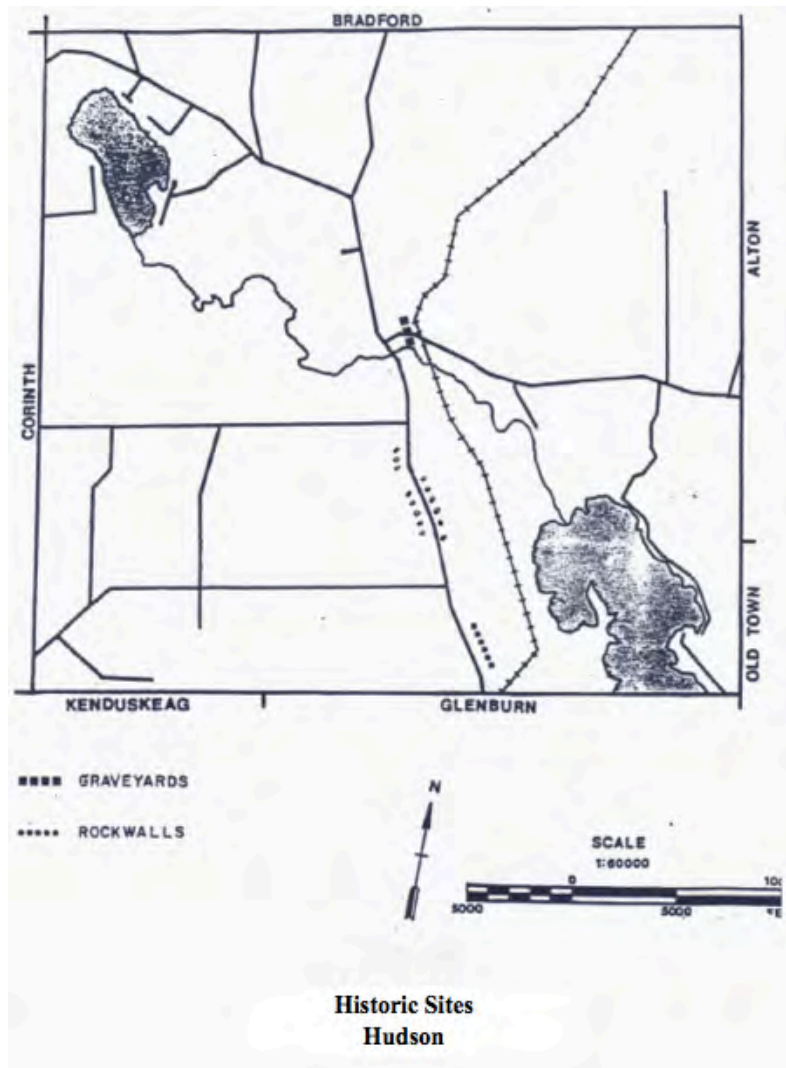
HISTORIC HOMES There are many homes remaining in Hudson that are over 100 years old, and many are occupied and have only undergone repairs that left the original structure intact. These include the Alexander estate on Route 221 and the Maguire estate on Route 43.

TOWN CEMETERIES There are two cemeteries in Hudson - the Mohawk and the Pushaw, named for the streams that run by them. Burials in the Mohawk Cemetery date back to the Civil War.

BAPTIST CHURCH According to a history of Baptist churches in Maine, a congregation of 12 members was gathered in Hudson in 1829. Worship services were held in homes and in the old Hudson schoolhouse. On April 25, 1899 a piece of land was bought and work began on a church. The new church had its first service on November 26, 1899.

The stained glass memorial windows bearing the names of some of the donors are still in the church today, along with a plaque in Memory of the Men of Hudson who served as soldiers during the Civil War, 1861-1865. Over the years, the church has grown, and some structural additions have been added, including new Sunday School rooms, a kitchen and the main seating area.

The map shows the location of Hudson's cemeteries and what are believed to be historic stone walls.



What protective measures currently exist for historic and archeological resources and are they effective?

There are no protective measures in place for Hudson historic and archaeological resources.

Do local site plan and/or subdivision regulations require applicants proposing development in areas that may contain historic or archaeological resources to conduct a survey for such resources?

In 2012, no such surveys are required.

Have significant historic resources fallen into disrepair, and are there ways the community can provide incentives to preserve their value as an historical resource?

Hudson has no known significant historic resources.

POLICIES

Protect to the greatest extent practicable the significant historic and archaeological resources in the community.

If town interest exists, it should establish a Hudson Historical Society with an ongoing volunteer committee. The Planning Board, Selectmen, or people of Hudson (by a vote at an annual meeting) could initially establish the society and solicit volunteers to serve on it.

This committee would search for and document the town's history that is not thoroughly documented. It could identify significant historic or archaeological sites and make recommendations for their preservation. The Historical Society would also be responsible for undertaking the activities listed below.

- An initial survey of potential historic sites could be conducted at little or no cost to the town.
- Assure town access to the four year study compiled in the pages of the History of Hudson, (1825 – 1976) and the 2010 book, Pushaw Lake - An Historical Profile.
- A Hudson Village Historical District could be established listing the types of buildings and housing structures located in the village. Restrictions on the actual design of new structures, if any, would need to be enacted through a new ordinance.
- Encourage and promote historic rehabilitation through education of property owners. This type of education is also important prior to establishing an historic district to ensure that residents understand the value of historic preservation.
- Provide comments on proposed town work projects such as road rebuilding or development of a park when historic properties are affected.
- Establish, organize and maintain a town museum to display documents and artifacts relating to town history. The museum would act as guardian of Hudson's historic documents and artifacts.

- Any development proposals along stream or lake shorelines could be required to provide documentation that there are no archaeological sites in the area to be disturbed.

STRATEGIES

For known historic archeological sites and areas sensitive to prehistoric archeology, through local land use ordinances require subdivision or non-residential developers to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.

Adopt or amend land use ordinances to require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.

These strategies are premature, given the state of town knowledge of artifacts and other historic sites. They may be good strategies for preservation if and after a town historical society is formed, has done its research, and is sure that this level of protection is called for.

Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community's historic and archaeological resources.

This will happen if the town forms a Hudson Historical Society. The formation of the society was a goal of the 1991 Comprehensive Plan. In the 2012 plan, it remains a priority.

WATER RESOURCES

STATE GOAL: TO PROTECT THE QUALITY AND MANAGE THE QUANTITY OF THE STATE'S WATER RESOURCES, INCLUDING LAKES, AQUIFERS, GREAT PONDS, ESTUARIES, RIVERS, AND COASTAL AREAS.

CONDITIONS AND TRENDS

The community's Comprehensive Planning Water Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, The Department of Environmental Protection and the Office, or their designees.

Much of this data is provided in this section. The water classification description used by DEP is provided in **Appendix F**.

A description of each great pond, river, surface drinking water supply, and other water bodies of local interest including: (a) ecological value; (b) threats to water quality or quantity; (c) documented water quality and/or invasive species problems.

Most of the town drains to Pushaw Lake, as shown by the hatched areas in the map on the next page. The entire town falls within the Penobscot River watershed, so water in the town eventually drains into the Penobscot River. The two major water bodies in Hudson, Pushaw Lake and Little Pushaw Pond, are shown on the map and their statistics are shown in the figure that follows the map.¹

¹ www.LakesofMaine.org

Watershed Areas in Hudson



Data from Maine Office of GIS and USGS

<u><i>Pushaw Lake</i></u>		<u><i>Little Pushaw Pond</i></u>	
Area (acres):	4680	Area (acres):	424
Perimeter (miles):	32	Perimeter (miles):	4.5
Mean Depth (feet):	11	Mean Depth (feet):	11
Max Depth (feet):	28	Max Depth (feet):	18
Delorme Page:	33	Delorme Page:	32
Fishery Type:	Warm water	Fishery Type:	Warm water
Invasive Aquatic Infestation:	none known	Invasive Aquatic Infestation:	none known
Water Quality:	Average	Water Quality:	Average

There are many streams in Hudson are seen in the USGS National Hydrography Dataset² on the next page and named again in the table below it.

² Map data from USGS NHD and Maine Office of GIS

Significant Aquifers in Hudson



BROOKS & STREAMS		
Logan Brook	Forbes Brook	Mohawk Stream
Bear Brook	Keyser Brook	Baker Brook
Lancaster Brook	Beaver Meadow	Pushaw Stream

The two largest streams, Pushaw Stream and Mohawk Stream, are classified by DEP as Class B and are not impaired.³ This means that they have good water quality and are to be maintained at that level. See the *Water Classification Program* document by Maine DEP in **Appendix F** for more details. The people of Hudson depend on ground water for drinking. There is no municipal water supply, so homes have individual wells.

³ Maine DEP

There is one significant aquifer and portions of two others in Hudson. These aquifers have 10-50 gallons per minute flow. The locations of the aquifers are shown as dark blue areas in the map on page 19.

A summary of past and present activities to monitor, assess, and/or improve water quality, mitigate sources of pollution, and control or prevent the spread of invasive species.

The town does not have a program to monitor, assess or improve water quality. These activities are carried out for lake water through the Greater Pushaw Lake Association (GPLA) and the state.

A description of the location and nature of significant threats to aquifer drinking water supplies.

There are three recharge aquifers in Hudson shown in the map on page 19. It is not known if any private drinking water supplies are dependent on these aquifers.

A summary of existing lake, pond, river, stream, and drinking water protection and preservation measures, including local ordinances.

Item XIII.A. of the *Shoreland Zoning Ordinance for the Town of Hudson, Maine* (last revised March 21, 2009) states:

XIII.A. Resource Protection District.

10. Aquifers that will be designated in the Comprehensive Plan at a later date.

These aquifers are designated on the page 19 map. Hudson utilizes many water preservation measures discussed in this and other sections of this plan, among them providing matching funds for Federal Section 319 pollution control grants (\$15,000 in the past four years). The town has a Shoreland Zoning Ordinance that applies to lands within 250 feet of any great pond, river or wetland and 75 feet of a stream. The ordinance also regulates runoff from mineral exploration and extraction, agricultural activities, timber harvesting, and clearing of land.

The Land Use Ordinance has provisions for Erosion and Sedimentation Control (Section V.A.7) and Water Quality (Section V.A.20). Hudson has other water quality protection measures in other ordinances (see list of all town ordinances in the Public Facilities and Services Section).

Are there point sources (direct discharges) of pollution in the community? If so, is the community taking steps to eliminate them?

There are no direct discharges of pollution in Hudson.

Are there non-point sources of pollution? If so, is the community taking steps to eliminate them?

The major known non-point source of pollution is storm water run-off from camps and camp roads and the town has done what it can when asked to help eliminate them through contributing \$15,000 in matching funds for Federal Section 319 grants. Additionally, the community, through the Whitmore Landing Lake Association, has contributed \$2750 in matching funds as well as thousands of dollars as in-kind labor.

How are groundwater and surface water supplies and their recharge areas protected?

There are no specific regulations protecting surface water supplies and recharge areas. There is no municipal water utility in Hudson, and homes have individual wells. There is one community water supply at the Hudson Elementary School.

Do public works crews and contractors use best management practices to protect water resources in their daily operations (e.g. salt/sand pile maintenance, culvert replacement street sweeping, public works garage operations)?

In general, best management practices are followed by town crews and contractors. Sand and salt piles are enclosed. There is a Culvert Ordinance and culvert replacements must meet Maine DOT standards.

Are there opportunities to partner with local or regional advocacy groups that promote water resource protection?

The Town has partnered with the GPLA and the Maine DEP on Federal Section 319 grants to improve water quality in Pushaw lake. It could consider more closely partnering with the GPLA, which advocates protection for Pushaw Lake and Little Pushaw Pond, as well as private road associations and property owners on the two lakes and near ground recharge areas.

POLICIES

To protect current and potential drinking water sources.

At present there are no known municipal water drinking water sources in Hudson to be protected.

To protect significant source water resources from pollution and improve water quality where needed.

The town may re-assess possible sources of non-point pollution and develop, with the Code Enforcement Officer, a plan for monitoring properties to ensure compliance with local ordinances. The water in the two lakes is monitored annually to detect changes in quality by the GPLA. This effort could be financially supported by the town. The CEO, the Selectmen and town works crews may be encouraged to go to NEMO training (if they haven't already or recently).

To protect water resources in growth areas while promoting more intensive development in those areas.

The designated growth area in Hudson is located in the Village Residential District and the stream that runs through it is protected by federal and state law as well as local Shoreland Zoning laws.

To cooperate with neighboring communities and regional/local advocacy groups to protect water resources.

The GPLA is the regional advocacy group for Pushaw Lake and Little Pushaw Pond, along with the Penobscot Soil and Water Conservation District (PCSWCD). The town could formally support the GPLA by encouraging volunteerism, assisting with grant applications, and (along with other Pushaw Lake municipalities) through financial support for annual lake water quality monitoring.

STRATEGIES

Adopt or amend local land use ordinances as applicable to incorporate storm water runoff performance standards consistent with:

- a. Maine Storm Water Management Law and Maine Storm Water regulations (Title 38 MRSA §420-D and 06-096 CMR 500 and 502).*
- b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds.*
- c. Maine Pollution Discharge Elimination System Storm Water Program.*

Hudson's ordinance committee will review existing ordinances with respect to land use and shoreland zoning with regard to the state standards and then update and amend the ordinances as necessary and acceptable to the people of Hudson.

Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.

The ordinance committee could review published low impact development standards to determine which standards would be practical and beneficial to the water bodies within the town.

Maintain, enact or amend public wellhead and aquifer recharge area protection mechanisms, as necessary.

A resource protection buffer could be created for the community well at the elementary school as well as Hudson's aquifer re-charge areas.

Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and /or Small Woodlot Association of Maine.

The importance of protecting water quality can be stressed in articles in the town newsletter. Information can be made available at the town office, through private road associations near water or water sources, and in public meetings regarding the value of clean water to the residents and to the tax base of the town.

Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners and community officials and employees. Information about best management practices and storm water standards for construction can be made available to permit applicants by the Code Enforcement Officer. The town can provide its public works employees with training and information about water quality protection practices. Such training can be obtained through Maine DEP's Nonpoint Source Training and Resource Center. Information on training and the contractor certification program is available at <http://www.maine.gov/dep/land/training/>.

Participate in local and regional efforts to monitor, protect and , where warranted, improve water quality.

The town can collaborate with the PCSWCD, the GPLA, the town's private road associations, and property owners that are near ground water resources to develop strategies for maintaining or improving water quality in Hudson's lakes, streams and aquifers if and as necessary. The Whitmore Landing Lake Association and the Little Pushaw Pond Road association are already collaborating with the GPLA.

Provide education material at appropriate locations regarding aquatic invasive species.

This material can be made available at the town office, snowmobile club, local store and road association meetings. People can be directed to the material through the town newsletter and postings on roads near the two major water bodies.

NATURAL RESOURCES

STATE GOAL: TO PROTECT THE STATE'S OTHER CRITICAL NATURAL RESOURCES, INCLUDING WITHOUT LIMITATION, WETLANDS, WILDLIFE AND FISHERIES HABITAT, SAND DUNES, SHORELANDS, SCENIC VISTAS, AND UNIQUE NATURAL AREAS.

INTRODUCTORY COMMENTS

Since the creation of Hudson's first comprehensive plan, some things haven't changed. These include the importance that year-round and seasonal residents place on the natural environment, the enjoyment of peace and quiet, and an appreciation for the town's rural character. These are core values. Residents consider it important to protect the quality of Hudson's lakes, streams and wetlands, which provide human recreational activities and important habitat for a diversity of life forms, and other aspects of the natural environment.

The importance of wildlife habitats along streams, brooks, and associated wetlands cannot be overstated. These areas function as travel corridors for wildlife, and are the backbone of any wildlife preservation effort. Large, relatively unbroken blocks of habitat support animals with broad ranges, such as moose and fishers, in preference to suburban species, such as raccoons and skunks. These unfragmented blocks offer valuable opportunities to preserve a wide range of species in a developing landscape. The implications for wildlife diversity in the face of "sprawl" in these locations are an important planning concern. Many of these unfragmented blocks cross town boundaries.

According to the United States Census Bureau, Hudson has a total area of 40.2 square miles, consisting of 37.8 square miles of land and 2.4 square miles of water. However, for planning purposes, this is deceptive. The northern tip of Pushaw Lake lies in Hudson. Although the 5056-acre lake is 8 miles long, extending southward through parts of Glenburn, Old Town, and Orono, both the inlet and the outlet are on the north end in Hudson, about 1.5 miles apart. A survey conducted by the Maine Department of Inland Fisheries & Wildlife (MDIFW) in 1954 (updated in 2002) determined that the lack of adequate flow through the lake, coupled with the relative shallowness of the lake (28 feet) and the density of shoreline development, means that the lake retains high organic content and dark coloration. The survey found that Pushaw Lake supports a fine warm water fishery which does not require stocking. Because approximately 94% of the watershed flows into Pushaw Lake from or through Hudson, the lake has a disproportionate effect on development within the community and its neighboring communities.

Furthermore, a significant portion of this watershed drains through Little Pushaw Pond, located in the northwestern corner of Hudson. The depth of this 411 acre lake is 18 feet at its deepest point. MDIFW surveyed the lake in 1972 and identified Hudson Brook as the sole tributary, and Pushaw Stream as the outflow. These are suitable for small populations of brook trout. Otherwise, the pond is a warm water fishery, similar to Pushaw. The survey listed the pond as

being “extremely vulnerable to rapid eutrophication⁴ from nutrients that might escape from a poorly placed or poorly designed septic system.” Two other brooks also help to drain the watershed: Mohawk Stream and Forbes Brook.

CONDITIONS AND TRENDS

A map or description of scenic areas and scenic views of local importance and regional or statewide importance, if available.

No map or description of scenic resources is included. Due to Hudson’s low topology, scenic views are an insignificant resource. Lakes are not visible from main roads. Hillsides are wooded, obscuring any potential for limited view sheds.

The overall topology of Hudson is low and flat. Forested wetlands dominate much of the landscape. Historically, this has been a limiting factor in the town’s potential for density development. The highest density occurs along the elevated areas of Hudson Hill, which rises in the western part of the community to 356 feet from the town’s mean elevation of 137 feet. The elevated area of Hudson Hill remains mostly wooded, eliminating the possibility of vistas. Pushaw Lake and Little Pushaw Pond are accessible only via private camp roads and are not visible from main thoroughfares.

ANALYSES

Are any of the community’s critical natural resources threatened by development, overuse or other activities?

There are four Natural Communities and Ecosystems within Hudson that are documented under Maine’s Natural Areas program. Two are currently zoned for Resource Protection. One is in tree growth, managed by Prentiss & Carlisle. The last is deeded to Husson University. It is naturally buffered by wetlands, with difficult access, and is not a likely candidate for development.

Maine’s Beginning with Habitat and Natural Areas Programs have identified three state listed animals within the town of Hudson. Bald Eagles are a species of special concern. Two known nests are located on the northwest shore of Pushaw Lake and the southeast shore of Little Pushaw Pond. They are naturally buffered from development. The Pushaw Lake nest is on a privately-owned island that is too small for development. The nesting site on Little Pushaw Pond is on a forested edge that faces away from the developed side of the pond. It is buffered by natural wetlands that make access for development unlikely.

Least Bittern has been recognized on Pushaw Stream at the inlet to Pushaw Lake. Its habitat is currently zoned Resource Protection. The Tidewater Mucket, a state threatened freshwater mussel, has been found on Pushaw Stream at the inlet to Pushaw Lake and on the northeastern portion of Little Pushaw Pond. The first location is in Resource Protection; the latter is buffered by Shoreland Zoning (see Shoreland Zoning Map on next page).

⁴ Excessive richness of nutrients in a lake or other body of water, frequently due to runoff from the land, which causes a dense growth of plant life and death of animal life from lack of oxygen

The U.S Fish & Wildlife Service conjectures that the following bird species of greatest conservation need may occur in Hudson, based primarily on breeding bird atlas and county distribution data.

American Bittern – a common nester in Hudson, primarily in the wetlands at the inflow of Pushaw Stream into Pushaw Lake. It may also be found readily around Little Pushaw Pond and the wetlands on Potter Road.

American Black Duck – a common nester throughout Hudson.

American Three-toed Woodpecker – although Black-backed Woodpeckers are known nesters in Hirundo and occur rarely in the Roger’s Landing area, American Three-toed Woodpeckers are unknown in Hudson.

American Woodcock – a widespread breeder in Hudson, primarily around large agricultural areas and forest edges.

Baltimore Oriole – an uncommon but widespread breeder in Hudson.

Barn Swallow – a declining breeder associated especially with Hudson’s remaining agricultural areas atop Hudson Hill.

Barred Owl – a common breeder throughout Hudson.

Bay-breasted Warbler – Acceptable habitat exists in the coniferous areas around the Caribou Bog complex on the east side of Pushaw Lake and around Hirundo. However, it is not currently a known breeder in the town.

Black And White Warbler – A common breeder throughout Hudson.

Black-billed Cuckoo – Acceptable habitat exists in Hudson, but the bird has not been recently reported.

Blackburnian Warbler – A common breeder throughout Hudson.

Black-throated Blue Warbler – A common breeder throughout Hudson.

Black-throated Green Warbler – An abundant breeder throughout Hudson.

Bobolink – Acceptable habitat exists in the agricultural areas atop Hudson Hill. Its current breeding status is unknown.

Brown Thrasher – Acceptable habitat exists in the agricultural areas atop Hudson Hill. Its current breeding status is unknown.

Canada Warbler – An uncommon breeder in Hudson, primarily in damp wooded areas associated with Pushaw Stream and other forested wetlands.

Cape May Warbler – Local status is unknown but breeding is unlikely due to insufficient spruce/fir habitat.

Chestnut-sided Warbler – A widespread breeder in Hudson.

Chimney Swift – While there are no sizable chimneys in Hudson, it is likely that some inhabit dead trees associated with the many wetlands in Hudson.

Common Loon – Nests on Pushaw Lake and Little Pushaw Pond.

Common Nighthawk – No known nesting locations in Hudson.

Eastern Kingbird – Occurs at the inlet and outlet of Pushaw Stream in Pushaw Lake and around many of Hudson's open space areas.

Eastern Meadowlark - Acceptable habitat exists in the agricultural areas atop Hudson Hill. Its current breeding status is unknown.

Eastern Towhee – Has not been recently reported in Hudson.

Field Sparrow – Has not been recently reported in Hudson.

Great Blue Heron – A small nesting site on Hudson Hill Road has been abandoned. Foraging birds are common at the Pushaw Stream inlet to Pushaw Lake.

Great-crested Flycatcher – a relatively common breeder in Hudson, especially on Roger's Landing Road.

Greater Yellowlegs – This subarctic breeder is uncommon in migration in Hudson due to a lack of sufficiently shallow foraging areas.

Horned Lark (breeding) – Not a known breeder in Hudson.

Marsh Wren – Nests at the inlet of Pushaw Stream into Pushaw Lake.

Nelson's Sharp-tailed Sparrow - No known nesting locations in Hudson.

Northern Flicker – Abundant breeder throughout Hudson.

Northern Parula - Abundant breeder throughout Hudson

Pied-billed Grebe – Breeds in the marshy northwest corner of Pushaw Lake and is likely in other town wetlands.

Purple Finch – Nests throughout Hudson.

Red Crossbill – Appears during irruption years but nesting is unknown.

Rose-breasted Grosbeak – Common breeder throughout Hudson.

Sandhill Crane – Has not been encountered in Hudson.

Scarlet Tanager – Common breeder throughout Hudson.

Veery - Uncommon breeder throughout Hudson.

Vesper Sparrow – No significant blueberry barrens are located in Hudson and no local breeding has been reported.

Willow Flycatcher – While significant breeding activity happens in the Penjajawoc Marsh at the southern end of the Caribou Bog complex, Willows have not been noted at the north end in Hudson.

Wood Thrush – No known nesting locations in Hudson.

Yellow-bellied Sapsucker – abundant nester throughout Hudson.

The following Natural Communities and Ecosystems have been documented within Hudson under Maine’s Natural Areas program:

An Unpatterned Fen Ecosystem has been identified along Hudson’s northeastern border with Bradford. This system is within tree growth forestry lands managed by Prentiss and Carlisle.

Cattail Marshes are prevalent on Pushaw Stream at the inlet to Pushaw Lake. A Pickerel Weed Marsh has also been identified farther upstream from the waterway’s entrance to the lake. This area is zoned Resource Protection.

A forested wetland area north of the Pushaw Stream outlet contains both Domed Bog and Dwarf Shrub Bog habitat. This area was deeded to Husson University in 1996. It is buffered by wetlands, making access difficult, and development is unlikely.

A Sweetgale Fen has been mapped on the western shore of Pushaw Lake, just north of the Glenburn border. This area is zoned Resource Protection.

Some of the wetlands bordering the undeveloped edges of Pushaw Lake and Little Pushaw Pond, as well as the associated streams and forested wetlands of the watershed, contain areas of moderate value Inland Wading Bird and Waterfowl Habitat. These areas identified by the Maine Department of Inland Fisheries & Wildlife are currently zoned in Resource Protection. Additionally, all other streams and brooks in Hudson that are not zoned Resource Protection are zoned for Stream Protection. Only one and two family residential structures are allowed in Stream Protection zones, and require a permit from the Hudson Planning Board. Multi-unit residential, commercial, and industrial developments are not allowed in Stream Protection zones. The wetland corridor along Pushaw Stream from Little Pushaw Pond to the center of town in Hudson remains largely undeveloped.

Are local Shoreland zone standards consistent with state guidelines and with the standards placed on adjacent shorelands in neighboring communities?

Hudson updated its shoreland zoning maps in 2009 to be consistent with Maine law. In Hudson, a substantial portion of Pushaw Lake and the inlet of Pushaw Stream into the lake are in Resource Protection. All streams and brooks within Hudson are zoned as Stream Protection Districts, which includes Bear Brook, Beaver Meadow, Baker Brook, Forbes Brook, Hudson Brook, Keyser Brook, Logan Brook, and Mohawk Stream

What regulatory and non-regulatory measures has the community taken or can the community take to protect critical natural resources and important natural resources.

Most of Hudson's critical natural resources are in Resource Protection. Furthermore, areas mapped as Inland Waterfowl and Wading Bird Habitat under the Natural Resources Protection Act are all currently zoned in Resource Protection. All remaining streams are zoned for Stream Protection.

Hudson has also consistently voted in town meeting to make matching fund contributions for Federal Section 319 grants to abate non-point source runoff pollution into Pushaw Lake. See the Water Resources section of this plan.

Is there current regional cooperation or planning underway to protect shared critical natural resources? Are there opportunities to partner with local or regional groups?

A significant natural community extends from downtown Bangor to the northeast end of Pushaw Lake in Hudson. The Caribou Bog Wetland Complex remains partially intact all the way from the Penjajawoc Marsh area near the Bangor Mall to the Pushaw Stream outlet on Pushaw Lake. This area has been the focus of both development and conservation initiatives over the last decade.

Hudson is taking advantage of multiple partnerships.

- Residents serve on the board of the Caribou Bog – Penjajawoc Corridor Project, working to establish a wildlife and recreation corridor extending from the Penjajawoc Marsh adjacent to the Bangor Mall, through Veazie and Orono, to the Hirundo Wildlife Refuge in Old Town, Hudson and Alton.
- Residents also serve on the board of Hirundo, which conserves 2,400 acres of important habitat in Hudson and Alton.
- Many residents near lakes in Hudson are members and serve on the board of the Greater Pushaw Lake Association (GPLA), which is currently engaged with the Kukunsook Camp Owners Association (the owner of the dam on Pushaw Lake), the Maine Department of Marine Resources and the U.S. Fish & Wildlife Service to restore alewives to the Pushaw watershed. Through its website www.greaterpushaw.org and twice annual newsletters, the GPLA, with members from Hudson and three other towns on Pushaw Lake, educates over 650 property owners around Hudson's pond and lake about prevention of lake pollution from all possible sources, but especially from phosphorous-laden camp road runoff and lawn fertilizer, and about invasive plant species. The GPLA also monitors and reports annually on the population of loons in Hudson lakes and the quality of Pushaw waters. It works closely with the Penobscot County Soil & Water Conservation District (PCSWCD) on Federal Section 319 water quality grants and sees that that GPLA volunteers have access to training as watershed stewards through the University of Maine Extension, invasive plant patrollers through the Maine Volunteer Lake Monitoring Program Center for Invasive Aquatic Plants, and to Nonpoint Education for Municipal Officials (NEMO). The GPLA is the steward of lake shore property held in trust by the Orono Land Trust and sponsors volunteers to attend annual Maine Congress of Lake Association (COLA) meetings.

POLICIES

To conserve critical natural resources in the community

Issue: Lakes in Hudson are shallow, warm water bodies that are particularly vulnerable to non-point source run-off.

Proposed Policy: Reinforce best land use practices in shoreland and stream protection zones.

Strategies:

1. Keep town ordinances updated and consistent with Maine's shoreland zoning law.
2. Ensure continuous training for the Code Enforcement Officer.
3. Continue municipal contributions to provide matching funds for federal Section 319 water quality grants.

Issue: There are three animal species identified in Hudson that are state-listed and require appropriate protection. Maine's Natural Areas Program has identified four Natural Communities and Ecosystems.

Proposed Policy: Preserve current zoning protections

STRATEGIES

Maintain current Resource Protection and Stream Protection zones.

No new rezoning needed at this time.

Ensure that Hudson maps identify Natural Communities and Ecosystems, and include them as criteria in evaluating requests for rezoning, development, and tree growth withdrawal.

To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.

Hudson citizens are taking advantage of multiple partnerships. Residents serve on the board of the Caribou Bog – Penjajawoc Corridor Project, working to establish a wildlife and recreation corridor extending from the Penjajawoc Marsh adjacent to the Bangor Mall, through Veazie and Orono, to the Hirundo Wildlife Refuge in Old Town, Hudson and Alton. This corridor has been supported by Land For Maine's Future grants and some of the lands purchased are now owned and managed by the Maine Department of Inland Fisheries and Wildlife.

Residents also serve on the board of Hirundo, which conserves 2,400 acres of important habitat in Hudson and Alton. Many lakeside residents of Hudson are members and serve on the board of GPLA.

Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.

1. Keep town ordinances updated and consistent with Maine's shoreland zoning law.

2. Ensure continuous training for Hudson's Code Enforcement Officer.
3. Continue municipal contributions to provide matching funds for federal Section 319 water quality grants.

Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.

Lakes and streams are Hudson's Critical Natural Resources. They are currently regulated by local Shoreland, Wetland and Flood Plain Zoning Ordinances, which were updated in 2009 to be fully consistent with current Maine law.

Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.

Most of the critical natural resources identified by Maine's Natural Areas Program and Maine's Beginning with Habitat Program are already zoned in Resource Protection and are not subject to development. Of the two exceptions, one is managed for forestry and is in the Tree Growth program. The other is owned by a private university and is not readily suitable for development. The only remaining natural resources of concern are vernal pools, which are regulated by the Maine Department of Environmental Protection under the Natural Resources Protection Act. The Water Resources section of this plan addresses protection of aquifers.

Through local land use ordinances, require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BwH maps and information regarding critical natural resources.

As above, resources currently identified on BwH maps are either in resource protection or are not likely candidates for development. Nonetheless, when local land use ordinances are updated, the town agrees that BwH maps should be included in the review process.

Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.

Because most of Hudson's critical and important natural resources revolve around Pushaw Lake and Little Pushaw Pond, the GPLA is the key regional planning resource. The association works with Penobscot Soil & Water Conservation to coordinate efforts among the four abutting towns – Glenburn, Hudson, Old Town, and Orono – monitoring water quality, offering Nonpoint Education for Municipal Officials (NEMO) training, educating landowners through regular newsletters, and seeking Federal Section 319 water quality grants.

Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.

Many of Hudson's critical natural resources are already under voluntary protection. These protections include two multi-community conservation initiatives:

The Caribou Bog – Penjajawoc Corridor Project is working to establish a wildlife and recreation corridor extending from the Penjajawoc Marsh adjacent to the Bangor Mall, through Veazie and Orono, to the Hirundo Wildlife Refuge in Old Town, Hudson and Alton. The corridor is within easy driving, walking or bicycling distance for the 50,000 residents in the Greater Bangor Area. Upon completion, it will conserve and connect large unbroken blocks of land to provide for recreational trail networks, wildlife habitat, sustainable forestry, water access, traditional outdoor sports, and environmental education and research. The plan to accomplish this vision was devised and is being carried out by a collaborative effort between Bangor Land Trust (BLT) and the Orono Land Trust (OLT). When complete it will connect about 6,000-9,600 acres of conserved land within an 18,000-acre focus area. The Corridor is home to the ~6,000-acre Caribou Bog Complex, the third most important peat bog in Maine and the only one of the three that was not protected at the outset of this project.

The vision was conceived in the late 1990's and put into action at that time with grant-writing and collaboration among the Orono Land Trust, the Department of Conservation, the U.S. Fish and Wildlife Service, Maine Inland Fisheries and Wildlife, and the Forest Society of Maine. This collaboration laid the groundwork for the CB-P Project Committee, which has received funding through three Land for Maine's Future grants, the first in 2003. Currently, the Project has acquired about 2179 acres land valued at a little over \$1.25 million within the 18,000-acre focus area.

The collaboration has been supported by twenty-four organizations, including Orono Land Trust, Bangor Land Trust, The City of Bangor, Towns of Veazie, Orono, Old Town, Hudson, and Alton, Land for Maine's Future Program, Outdoor Heritage Fund, North American Wildlife Conservation Act, Maine Community Foundation, GPLA, Maine Inland Fisheries and Wildlife, the Maine Department of Conservation, The Nature Conservancy, Maine Audubon, Maine Community Foundation Belvedere Fund, University of Maine, University of Maine Foundation, Sage Foundation, New England Grass roots, Davis Conservation Fund, Eastern Maine Development Corporation, and many private donors.

The Hirundo Wildlife Refuge is a 2,400 acre nature preserve, spanning Pushaw and Dead Streams. The refuge is deeded to the University of Maine, with management oversight provided by a board of directors. While most of the refuge is in Alton, a significant portion abuts Pushaw Stream near the outlet of Pushaw Lake, and the refuge preserves an important stretch of unbroken habitat within the Caribou Bog complex. The sanctuary abuts a property held by Husson University that is home to the Domed Bog and Dwarf Shrub Bog habitat identified as significant by Maine's Natural Areas Program.

Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.

As stated above, information is developed and distributed through the GPLA.

FORESTRY AND AGRICULTURE

STATE GOAL: TO SAFEGUARD THE STATE'S AGRICULTURAL AND FOREST RESOURCES FROM DEVELOPMENT WHICH THREATENS THOSE RESOURCES

ANALYSIS, CONDITIONS & TRENDS

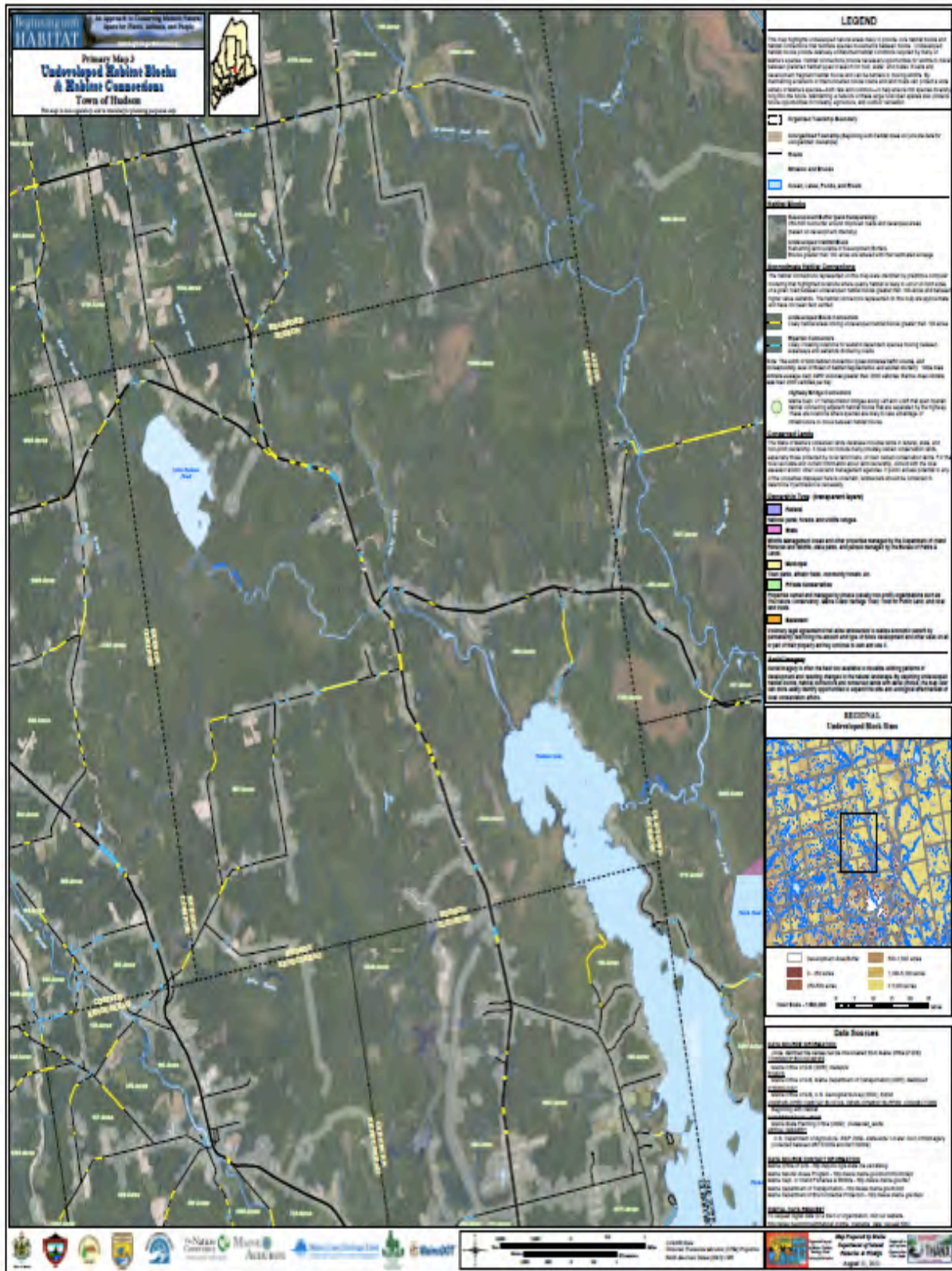
Farming and forestry have long been an integral part of Hudson. People have lived on small farmsteads with a few cows, a kitchen garden, hayfields, and woodlots large enough for their own needs. While many of the fields have returned to forest and fewer families live off the land by commercially farming, farming and forestry are still essential to the rural character of Hudson.

Many families rely on agriculture as a source of income or food for themselves. The 2007 Agricultural Census data for Hudson indicates 141 agricultural enterprises in town which is an increase from the 1991 census. The farms are small establishments that provide high quality fresh food throughout the region (see 2007 Agricultural Census Data following map on next page). There is a commercial greenhouse operation, many small farms producing hay or grain, two Christmas tree farms and families that raise rabbits, pigs, chickens and other types of animals for local consumption. The people of Hudson can buy local beef, chicken, butter, eggs and milk right in town. Fields, large and small, are cut for hay that supply food and bedding for animals. Most of Hudson's agricultural land is in the Hudson Hill area.

2007 Agricultural Census Results for Hudson are on following page.

Data Item	Domain	Domain Category	Value
AG LAND, CROPLAND (EXCL HARVESTED & PASTURED), ALL CROPS FAILED - NUMBER OF OPERATIONS	TOTAL	NOT SPECIFIED	1
AG LAND, CROPLAND, HARVESTED - NUMBER OF OPERATIONS	AREA HARVESTED	AREA HARVESTED: (1.0 TO 49.9	7
AG LAND, CROPLAND, HARVESTED - NUMBER OF OPERATIONS	AREA HARVESTED	AREA HARVESTED: (50 TO 499	1
AG LAND, CROPLAND, HARVESTED - NUMBER OF OPERATIONS	TOTAL	NOT SPECIFIED	8
AG LAND, FARMSTEADS, BUILDINGS, ANIMAL FACILITIES, PONDS, ROADS, WASTELAND, ETC - NUMBER OF OPERATIONS	TOTAL	NOT SPECIFIED	3
AG LAND, WOODLAND - NUMBER OF OPERATIONS	TOTAL	NOT SPECIFIED	8
ANIMAL TOTALS, INCL PRODUCTS - OPERATIONS WITH SALES	SALES	SALES: (LESS THAN 50,000 \$)	5
ANIMAL TOTALS, INCL PRODUCTS - OPERATIONS WITH SALES	TOTAL	NOT SPECIFIED	5
COMMODITY TOTALS - OPERATIONS WITH SALES	SALES	SALES: (50,000 TO 249,999 \$)	1
COMMODITY TOTALS - OPERATIONS WITH SALES	SALES	SALES: (LESS THAN 50,000 \$)	7
COMMODITY TOTALS - OPERATIONS WITH SALES	TOTAL	NOT SPECIFIED	8
CROP TOTALS - OPERATIONS WITH SALES	SALES	SALES: (50,000 TO 249,999 \$)	1
CROP TOTALS - OPERATIONS WITH SALES	SALES	SALES: (LESS THAN 50,000 \$)	2
CROP TOTALS - OPERATIONS WITH SALES	TOTAL	NOT SPECIFIED	3
CROP TOTALS - OPERATIONS WITH SALES	TOTAL	NOT SPECIFIED	1
CUT CHRISTMAS TREES & SHORT TERM WOODY CROPS - OPERATIONS WITH SALES	TOTAL	NOT SPECIFIED	5
EQUINE, (HORSES & PONIES, OWNED) & (MULES & BURROS & DONKEYS, ANY) - OPERATIONS WITH SALES	TOTAL	NOT SPECIFIED	5
EQUINE, HORSES & PONIES - OPERATIONS WITH SALES	TOTAL	NOT SPECIFIED	3
FARM OPERATIONS - NUMBER OF OPERATIONS	AREA OPERATED	AREA OPERATED: (1.0 TO 49.9	5
FARM OPERATIONS - NUMBER OF OPERATIONS	AREA OPERATED	AREA OPERATED: (50 TO 999 A	3
FARM OPERATIONS - NUMBER OF OPERATIONS	TOTAL	NOT SPECIFIED	8
FARM OPERATIONS - NUMBER OF OPERATIONS	TOTAL	NOT SPECIFIED	3
FARM OPERATIONS, TENURE FULL OWNER - NUMBER OF OPERATIONS	TOTAL	NOT SPECIFIED	5
FARM OPERATIONS, TENURE TENANT - NUMBER OF OPERATIONS	TOTAL	NOT SPECIFIED	3
FIELD CROPS, OTHER, INCL HAY - OPERATIONS WITH SALES	TOTAL	NOT SPECIFIED	5
FORAGE, HAY & HAYLAGE - OPERATIONS WITH AREA HARVESTED	AREA HARVESTED	AREA HARVESTED: (1.0 TO 49.9	6
FORAGE, HAY & HAYLAGE - OPERATIONS WITH AREA HARVESTED	AREA HARVESTED	AREA HARVESTED: (50 TO 249	1
FORAGE, HAY & HAYLAGE - OPERATIONS WITH AREA HARVESTED	TOTAL	NOT SPECIFIED	7
HORTICULTURE TOTALS (EXCL CUT TREES & VEGETABLE SEEDS & TRANSPLANTS) - OPERATIONS WITH SALES	SALES: (50,000 OR MORE \$)	NOT SPECIFIED	1
HORTICULTURE TOTALS (EXCL CUT TREES & VEGETABLE SEEDS & TRANSPLANTS) - OPERATIONS WITH SALES	TOTAL	NOT SPECIFIED	1
OPERATORS - NUMBER OF OPERATIONS	FEMALE OPERATORS	FEMALE OPERATORS: (1 OR M	6
OPERATORS - NUMBER OF OPERATIONS	OPERATORS	OPERATORS: (1 OPERATORS)	7
OPERATORS - NUMBER OF OPERATIONS	OPERATORS	OPERATORS: (2 OR MORE OPE	1
OPERATORS, PRINCIPAL - NUMBER OF OPERATORS	PRIMARY OCCUPATION	PRIMARY OCCUPATION (FARM	2
OPERATORS, PRINCIPAL - NUMBER OF OPERATORS	RESIDENCE	RESIDENCE: (ON OPERATION)	2
SHEEP & GOATS TOTALS, INCL PRODUCTS - OPERATIONS WITH SALES	TOTAL	NOT SPECIFIED	5
EQUINE, HORSES & PONIES - OPERATIONS WITH INVENTORY	TOTAL	NOT SPECIFIED	5

The following map is also accessible in more legible form at http://beginningwithhabitat.org/the_maps/pdfs/Hudson/Map3.pdf. The green area is wooded and blue is water.



As the map on the last page shows, Hudson is 90% forested with much of the remaining acreage in lakes, ponds, streams and bogs. The forested acreage has many different ownership classes as shown below.

Current data indicates:

- 247 landowners own 10 or more acres
- Of those 247 landowners, 135 live in Hudson.
- There are 69 in-state landowners representing 32 different towns.
- There are 42 out of state owners representing 11 different states.
- There is one international owner from Tokyo, Japan.

Ownership of 50-99 acres:

- There are 52 landowners.
- 28 are from Hudson (40 different parcels, 2,025.07 total acres).
- There are 15 in-state owners (19 different parcels, 983.08 total acres)
- There are 8 out of state owners (12 different parcels, 539.10 total acres).

Ownership of 100 or more acres:

- There are 45 landowners
- 15 are from Hudson (43 different parcels representing 2,377.84 total acres);
- There are 12 in-state owners (25 different parcels, 4,131.84 total acres);
- There are 10 out of state owners (25 different parcels, 4,449.89 total acres).
- One international owner has 1 parcel totaling 144 acres.

At least 45 of the over 200 woodland owners in town have management plans for their acreage. Forty one (41) owners have 6113 acres enrolled in the Tree Growth Tax program. Another three have over 200 acres certified through the Tree Farm program. Much of the remaining wooded acreage is actively managed by the landowners themselves. This activity ranges from cutting firewood for the owner's own use to having loggers come in periodically to perform a harvesting operation. Several residents are employed in wood harvesting operations and a few are licensed professional foresters. Since 1991, less than 200 acres have been clearcut so this is not a huge issue in town. Clearcuts have been done when land is being taken out of timber production. New use has been for residential development as well as returning the land to pasture.

Summary of Timber Harvest Information for the town of: Hudson

YEAR	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of active Notifications
1991	619	0	0	619	0	9
1992	1116	0	25	1141	19	7
1993	1402	0	0	1402	0	7
1994	1286	20	2	1308	10	5
1995	850	0	120	970	46	10
1996	112	25	0	137	19	7
1997	248	3	0	251	6	8
1998	632	135	50	817	37	22
1999	992	199	0	1191	13	28
2000	1140	105	0	1245	13	29
2001	708	120	0	828	0	24
2002	349	40	0	389	2	17
2003	228	0	0	228	0	14
2004	232	25	0	257	0	14
2005	489	189	0	660	18	22
2006	337	191	0	528	14	24
2007	594	165	0	759	4	29
2008	195	16	0	211	8	16
2009	76	11	0	87	0	14
Total	11,529	1,233	197	12,941	209	292

Data compiled from Confidential Year End Landowner Reports to Maine Forest Service.

The recent Comprehensive Plan survey indicates:

- The number one reason for living in Hudson is the small town atmosphere
- The majority of respondents (36%) prefer no regulated land use
- The number 1 preferred land use is for single family homes
- Closely followed by the number 2 and 3 land uses for agriculture and forests
- The majority of respondents (42%) are not in favor of protecting more open space
- The top preferred land use to be protected was habitat
- Closely followed by the second and third choices for agriculture and forestry

Many who do farm or harvest wood have another job, a family member with an outside job, or another source of income. In addition to the small commercial farms and woodlots, at least half of Hudson residents grow, raise or hunt food for their own use and cut wood to heat their own homes. Since so much of Hudson is forested and harvested annually, changes in land use will be important to track.

In Hudson, as throughout the state, agricultural and forested land is being lost to development and other land uses. About 15 years ago a landowner with two large

tracts of forestland totaling almost 3000 acres sold the property. The purchaser harvested the wood, subdivided the property and resold it. Some of the second purchasers have further subdivided their lots so that now instead of one person owning 3000 acres of managed woodland, there are a dozen or so owners with smaller acreages that are not necessarily managed.

There are a few large contiguous acreages, mostly on Rt. 221/43 and Rt. 221. The acreage on Rt. 221/43 is probably the one having the greatest value for subdivision because of the long expanse of road frontage. The owner lives out of state and the property is enrolled in Tree Growth.

The Tree Growth Tax Law in Maine 36 MRSA §§ 571-584-A is designed for landowners who own 10 or more acres of undeveloped woodland. The law requires them to have a management plan and to have periodic harvests as their primary goal in exchange for a reduction in taxes. The disadvantage is that if any acreage is taken out of Tree Growth, the current owner must repay the taxes which have been saved over the years. See Tree Growth explanation, **Appendix G**

There are a number of land trusts trying to purchase and protect local woodland and farm land. They have had success in surrounding towns and will most likely be able to add some of Hudson's property to their land base over time. In addition, the University of Maine Trust owns about 2000 acres in Hudson which is protected from subdivision. Unfortunately, these protections have come at a cost to the town as the protected acreage is no longer on the tax roles even though the University Trust is profiting from harvests on the property. In addition, there are about two miles of road frontage that are not able to be developed - all of the agricultural fields have been replanted to trees and the property is posted against trespassing.

Survey results and interviews with large landowners indicate a variety of reasons why they own and manage their land. Many enjoy the rewards and stewardship of growing timber as an investment with sustainable cash income. Others see themselves as guardians of wildlife, protecting and preserving certain habitat so they can watch, feed, and enjoy their favorite animals. Hudson landowners are as likely to consider themselves protectionists⁵ as they are conservationists⁶. Neither point of view is wrong. Another portion of landowners are not actively involved in their woods. Some inherited, some live far away, and some simply want to maintain the status quo.

⁵ would like to see use of the land prohibited altogether or limited to low impact recreation

⁶ would like to see land used for sustainable purposes, like managed tree growth

The Town of Hudson owns about 200 acres of woodland and open space. There is currently no management plan or long range management goal for this property. One of the more highly supported uses of public property found in the survey was for the development of hiking and bike trails so a stronger look at what the potential this property has is warranted.

Based on the results of the Comprehensive Plan survey, Forestry and Agriculture are important aspects to the people living in Hudson. and the town has enacted ordinances to help protect those interests. Minimum lot sizes, residential and rural zones and ordinances regulating water and shorefront use have oversight by the Code Enforcement Officer and Planning Board.

Agriculture and forestry are struggling to stay alive in Hudson. Keeping taxes at reasonable rates is one of the ways Hudson, as a town, can support agriculture and forestry operations. Because Hudson mill rates are relatively low, farmers have not had an economic incentive to seek the assistance of the Farm & Open Space Tax program (see **Appendix G**). Towns have had no incentive to encourage enrollment since there is no reimbursement from the State as there is with forested acreage enrolled in the Tree Growth tax program. Developing the comprehensive plan to guide development and growth into appropriate areas and at appropriate densities will allow traditional land uses to continue to prosper.

Keeping the land base from being overdeveloped is important not just to the residents but also to the whole region. Rural areas provide balance to the businesses, services, buildings and pavement of urban areas. People in the region enjoy locally grown food. Mills rely on wood from small woodlot owners and the burgeoning alternative energy industry will need wood. A wide variety of businesses and individuals get economic benefit from forestry and farming activities, including truckers, logging contractors, foresters, veterinarians, feed suppliers, equipment dealers, mechanics, restaurants, markets, etc.

The benefit to the region is not just economic. The forest floor soaks up huge quantities of water, helping to prevent flooding and erosion, and filter out impurities. This water then replenishes our watersheds. The forest canopy takes in carbon dioxide, thereby cleaning and cooling the air. Hudson's diverse landscape provides habitat for amphibians, insects, birds, and mammals. The trees are a renewable energy source. Its farms and woodlands are also tourist attractions, providing visitors opportunities to pick apples, hunt, fish, hike, ski, snowmobile, horseback ride, bird watch, enjoy water bodies or just enjoy nature.

Hudson is well poised to take advantage of the some of the current trends in forestry and in agriculture. There is a statewide marketing campaign to buy locally and to know your farmer. These campaigns promote food safety, putting money into the local economy, and cutting down on "food miles". Some of the local restaurants and grocery stores have made a commitment to using/carrying local products if the farmer can meet the quantity and quality control specs. Hudson has some prime agricultural soils for growing crops and the land base for raising meat. The state also has programs to encourage young people to serve internships with existing farms and to have veteran farmers be mentors for newer ones. The Maine Organic Farmers and Growers Association (MOFGA) is located an hour away and is a valuable resource. The University of Maine and Unity College, also within an easy commute, have agricultural and forestry degree programs, research facilities, and support efforts to increase enrollments in these programs. If the town wants to encourage farming, incentives to get young farmers to locate here could be put in place. Helping a young farmer access land and with upfront capital costs would be a route to take. The Hudson Scholarship Association currently has scholarships available to any graduating senior in Hudson going on to further education.

With 90% of the land base forested, Hudson is likewise in a good position to take advantage of the latest research being done at the University of Maine around using wood fiber as either a biofuel or a biochemical. The University also has a composite research lab that is churning out ideas regarding the use of wood combined with other materials to develop new products. This lab actively seeks ideas for new products and does the research to determine its viability. This avenue is definitely worth exploring if Hudson would like to promote forestry enterprises.

POLICIES & STRATEGIES

The town of Hudson has a number of ways to develop policy and ordinances which includes a Policy Committee which develops policies as needed, a Code Enforcement Officer, a Planning Board and an Ordinance Committee which is currently completing the tasks of comprehensive planning. All of these positions fall under the oversight of the Select board which is the ruling entity for the town.

Hudson has a rural character which has not changed to any great degree for the past 25 years or more. The farm land and forests that were in place 25 years ago, for the most part, are still being used for the same purposes today. Two large landowners donated their abutting properties to the University of Maine and a third large landowner donated their property to Husson University. While this has assured that these woodlands will remain as working forests and not be developed, the ability for Hudson to collect taxes has been removed. A fourth large landowner has had ongoing harvests

over the years with control and oversight by licensed foresters. Hudson has not seen a need to develop ordinances that are more stringent than what is in place through the Maine Forest Practices Act . There also has been no need to develop policies regulating land use activities other than what is in place through state law.

Land use regulations employed by Hudson are current law governed by the Maine Forest Service, Maine DEP and current land use practices. The Planning Board and CEO meet regularly to discuss issues with zoning and any violations that might occur. There is a licensed forester in town that is familiar with current law and the statutes in 12 M.R.S.A. §8869 and is consulted as needed. The Planning Board has developed subdivision ordinances which are enforced by the CEO. Presently there are no subdivisions or non residential developments planned and any future ones would be regulated by current law regarding water quality or setbacks.

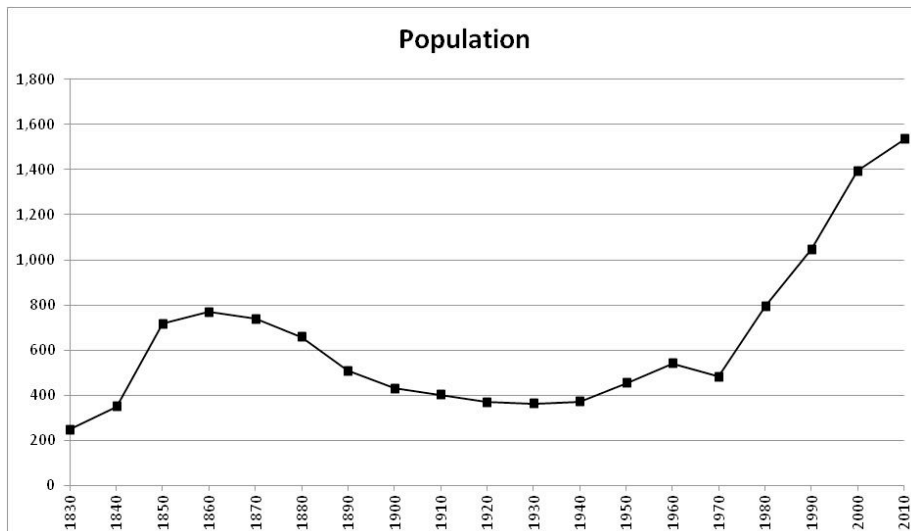
Forestry operations are governed by the Maine Forest Protection Act and the requirements of the Maine Tree Growth Tax Law (TG). There are many forestry operations currently taking place in town as well as a commercial greenhouse operation. These are all permitted under current town ordinances and are not discouraged. Landowners are encouraged by the CEO, foresters and others to enroll their property in TG or Open Space if appropriate. The Comprehensive Plan that is currently being developed shows an interest by the citizens of Hudson in maintaining the rural character of the town and the plan continues to foster ways of meeting the desires of those interest as shown in the responses of the survey that was conducted.

POPULATION & DEMOGRAPHICS

STATE GOAL: NONE

CONDITIONS, TRENDS AND ANALYSIS

Is the rate of population change expected to continue as in the past, or to slow down or speed up? What are the implications of this change?



Changes in population occur by births, deaths, and migration in and out of the community. The population for Hudson over the past 180 years is depicted on the graph above. The town grew rapidly from 1830 to 1860, and then gradually decreased in size from 1860 to 1930. The population increased again from 1930 to 1960, decreased between 1960 and 1970, and has rapidly increased since 1970. The population remained under 600 for almost a century before starting its steep climb in the 1970s.

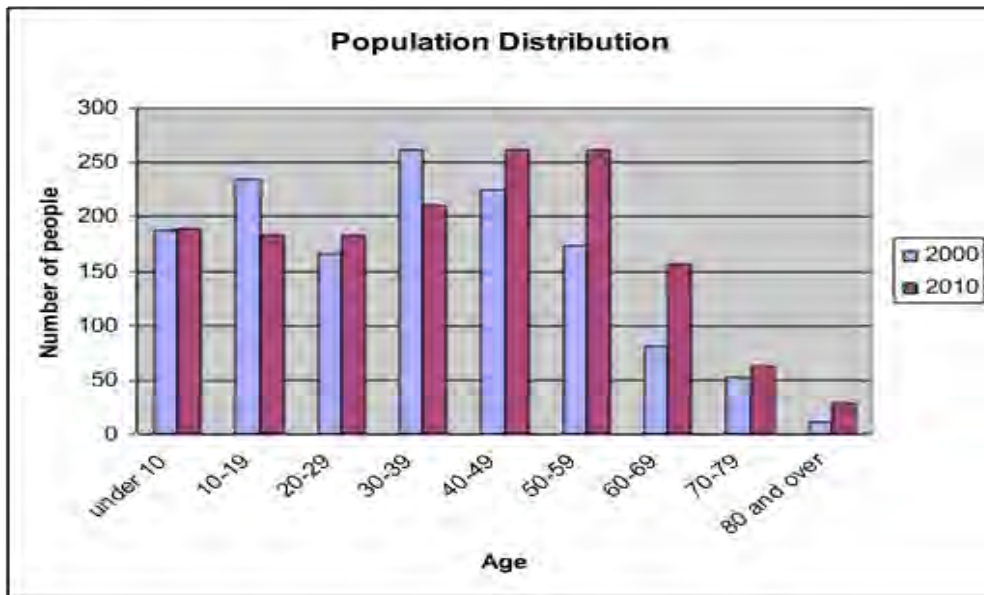
The growth slowed from 25% (1980-2000) to about 10% between 2000 and 2010. The population is currently 1,536, and the town is currently growing at about 14 people per year, about half of whom are babies born to citizens and half are people moving into the town. The growth trend is expected to continue or slow slightly in the coming decade.

Assuming a growth of 12 people per year, the town can expect a population of 1,596 in 2015 and 1,656 in 2020. This is a modest increase in population that can be accommodated by the public services and educational system of the town.

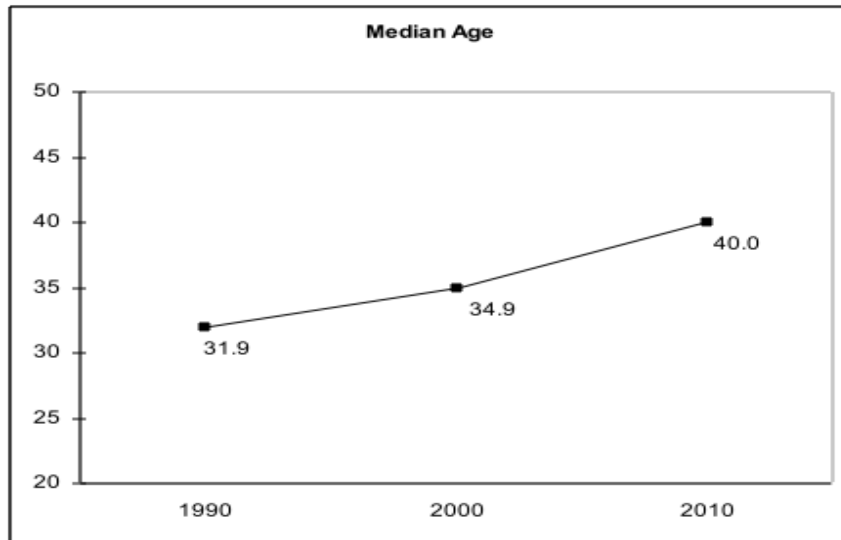
What will be the likely demand for housing and municipal and school services to accommodate the change in population and demographics, both as a result of overall change and as a result of change among different age groups?

The composition of the population changes as babies are born and people grow older. Predicting changes in the size and age distribution of the population is necessary to ensure that housing, schooling and other community services will be adequate to meet the future needs of the town.

The population distribution for 2000 and 2010 is shown in the following figure. The graph shows that while births have remained relatively constant, the trend has been a shift to the older age groups.



Another way to evaluate the characteristics of the population is the median age. The median age of a population is the middle, meaning that half the people are under that age and half the people are over that age. The median age for Hudson has climbed in the past twenty years as shown in this graph.



This climb represents an aging population – a larger percentage of the population is growing older than 65. Accordingly, the demand for housing will change from large homes to smaller units, possibly including a senior housing complex. Municipal services will most likely be adequate, but there may be an increased need for emergency medical services. The schools will be adequate, in fact may not show any significant increase in student population.

Does your community have a significant seasonal population, is the nature of that population changing? What is the community's dependence on seasonal visitors?

Of the 786 housing units in Hudson, 166 units (21%) are for seasonal or occasional use. Assuming 2 people per seasonal unit, the peak seasonal population is approximately 332.

Over the past 10 years, 18 building permits were issued for seasonal homes. If the trend continues, the town can expect about 15 permits in the next ten years. This would increase the seasonal population by 30 additional seasonal residents for an estimated peak of 362 in 2020.

The peak seasonal population is about 20% of the residential population. Since it is unlikely that all the seasonal residents would be in the town at the same time, the actual

population using town services at any given time is more realistically 110% to 115% of the full-time population.

The seasonal population does not fluctuate year to year because it is a residential population rather than a tourist populace. Assuming the survey respondents are representative of the entire seasonal population, approximately one-third of seasonal residents expect to become full-time residents in the future. In contrast to coastal towns, Hudson does not depend on income generated by seasonal residents. The town has adequate services to support this population and will have in the future.

If your community is a service center or has a major employer, are additional efforts required to serve a day time population that its resident population?

Most people who live in Hudson commute to work in other towns. In fact, 84% commute 25 minutes or more. Hudson's day time population is significantly smaller than its resident population and no additional services are needed.

ECONOMY

STATE GOAL: PROMOTE AN ECONOMIC CLIMATE THAT INCREASES JOB OPPORTUNITIES AND OVERALL ECONOMIC WELL-BEING

CONDITIONS AND TRENDS

Economic Data Set

Employment - Occupation, 2010	Hudson
Total	729
Management, professional, and related occupations	160
Service occupations	155
Sales and office occupations	202
Farming, fishing, and forestry occupations	4
Construction, extraction, and maintenance occupations	136
Production, transportation, and material moving occupations	88
Workers over 16 who did not work at home	706

Transportation	
Travel Time to Work, 2010	Hudson
Less than 5 minutes	3
10 to 14 minutes	7
15 to 19 minutes	26
20 to 24 minutes	71
25 to 29 minutes	105
30 to 34 minutes	307
35 to 39 minutes	25
40 to 44 minutes	64
45 to 59 minutes	49
60 to 89 minutes	17
90 or more minutes	24

A brief historical perspective on how and why the current economy of the community and region developed.

Hudson was primarily an agricultural community. As the farms disappeared, the town became a “bedroom” suburb of Bangor.

A list of local and regional economic development plans developed over the past five years which include the community.

Hudson is included on a limited basis, if at all, in regional economic plans.

Where does the community's population work and where do employees in your community reside? A description of the major employers in the community and labor market area and their outlook for the future.

Most of the population works in Bangor/Brewer, or in the Old Town/Orono areas. Several local businesses, including a retail store, salvage yard, and various contractors, employ residents of Hudson and surrounding communities.

A description of any economic development incentive districts, such as tax increment financing districts, in the community.

There are currently no development or tax incentives in place in Hudson.

ANALYSES

Is the economy experiencing significant change, and how does this, or might this affect the local population, employment and municipal tax base?

Hudson's economy is stable, at best. Some businesses have expanded slightly, others have closed. While this may have no effect on population, it keeps the tax base relatively flat.

Does the community have defined priorities for economic development? Are these priorities reflected in regional economic development plans?

Hudson has no plan in place for business growth. Regional development seems to focus on the Bangor/Brewer area.

Is there is a traditional downtown or village center(s) in the community? If so, are they deteriorating or thriving?

Hudson does have a "downtown" or village area consisting of a town hall, store, church, ball fields, and private residences. There has been some improvement to the area in the past decade or two.

Is tourism an important part of the local economy? If so, what steps has the community taken to support this industry?

No, but the town hopes to see more recreation related day visitors in the future.

Do/should home occupations play a role in the community?

There are numerous home based businesses in the town. This will be an important part of the local economy in the years ahead.

Are there appropriate areas within the community for industrial or commercial development? If so, are performance standards necessary to assure that industrial and commercial development is compatible with the surrounding land uses and landscape?

There are no areas within the town that would be suitable for significant commercial development.

Are public facilities, including sewer, water, broadband access or three-phase power needed to support the projected location, type and amount of economic activity, and what are the issues involved in providing them?

There is no public water or sewer. Three-phase power is available in a limited area. Broadband is expanding.

If there are local or regional economic development incentives such as TIF districting, do they encourage development in growth areas?

There are currently no development incentives in place in Hudson and a slight majority of survey respondents (45%) were opposed to establishing tax incentives to attract new business to Hudson, while 42% are in favor of doing so and 13% had no opinion.

How can/does the community use its unique assets such as recreational opportunities, historic architecture, civic events, etc. for economic growth?

Public access to Pushaw Lake would be a great help in creating recreational opportunities within the community. Also see the Historic and Archaeological and Recreation sections of this plan.

POLICIES

To support the type of economic development activity the community desires, reflecting the community's role in the region.

This policy is in effect and will be continued.

To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.

This policy is in effect and will be continued, but further study of what might be done could be undertaken.

To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.

This policy is in effect and will be continued.

STRATEGIES

If appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative, or other).

A small committee could be established to explore ways and means of making Hudson an attractive community in which to live and establish small businesses. There would be minimal, if any, expense in getting things started.

Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.

Areas in which small industries or other facilities might be found and allowed (there are none known now) could be clearly defined in town ordinances to prevent scattered development. Service and manufacturing operations might be grouped together whenever possible and as needed. As Maine is a tourist state, recreational opportunities should not be neglected and water landing access should be a priority, according to the opinions expressed in the town survey. (para. 5 of summary).

If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc.).

There are none now. Property tax breaks could be granted to encourage businesses to locate in this area, although there is a mixed appeal for this indicated in the town survey. (also see para. 7 of comments)

Participate in any regional economic development planning efforts.

Hudson will continue to support the efforts of EMDC and the Maine Municipal Association in order to promote area economic growth. (para. 7 of comments).

COMMENTS

The local economy in the town of Hudson has been, at best, stable for several years. No professional offices are located within the community and there are no services such as a bank, car wash, laundromat, or restaurant. According to survey returns, just over 100 of 246 respondents were interested in seeing additional grocery stores, restaurants, and agriculture related businesses. Hudson has an unknown number of home-based businesses within the community. Home businesses aid the local economy by keeping economic activity in town and drawing in additional business from other areas. Survey returns indicate that 99 respondents thought that more such businesses would be beneficial. (see survey results, question 11)

In years past, Hudson was a self-reliant community. The town had at least two stores, six or more schoolhouses, three or more sawmills, a carriage shop, a cooper shop, and a hotel. Various good sized farms shipped apples and potatoes to market; logging operations supplied local sawmills and shipped out pulpwood for paper manufacturing. The vast majority of residents worked within the community, or close by. A busy railroad line passed through town, providing freight and passenger service. With the advent of automobiles and improved highways, employment migrated to other areas and Hudson was eventually relegated to a bedroom community of Bangor. The railroad eliminated passenger service and abandoned one of the two tracks. Service now is limited to transporting freight that is mostly related to the paper industry, and occasionally agricultural products. In the years ahead, the rail line may be important to the area economy. Within the past decade or so, a restaurant and another store opened for business,

but are now closed. To live in Hudson today and not rely upon outlying areas would be difficult.

Hudson does not have a plan or any defined priorities for attracting business to the community. While limited “zoning” is in place, a location for each new business entity would probably be decided upon by the Planning Board, on a case by case basis. The majority of residents seem to be in favor of economic development, provided the small town atmosphere or quality of life is not significantly altered. Interviews with several community 'stakeholders' (business owners) found that they were essentially in agreement with the way the survey results turned out. The fire department and transfer station were singled out as serving the town well.

Though many survey respondents expressed the desire to keep business in the village district and the Route 221 area, this will probably not be feasible in the years ahead due to lack of available real estate (see survey results, question 12). The village “center” has remained essentially unchanged for quite some time. Most parcels are in use as private residences, established businesses, a church, town owned buildings, and a large recreational area. Those uses are unlikely to change in the near future. A stream that runs through the village further complicates business planning due to environmental restrictions. Survey results indicate that most townspeople are in favor of any efforts to create new jobs, while citizens are split on whether to offer a tax incentive to attract new business - 42% were in favor, 45% were opposed. (see survey results, questions 19 and 20). Opposition to certain businesses/land uses appears to center around the always controversial subjects of mobile home parks, drug treatment centers, wind turbines, and adult type establishments (see survey results, question 13).

Tourism is not currently a factor in Hudson’s economy, although the potential is there. Nearby Bangor and Old Town both offer events and attractions that bring vacationers into the region. With two water bodies in town, Pushaw Lake and Little Pushaw Pond, the opportunity for recreational activity is apparent, with good fishing, swimming and boating available. However, lack of public access is a problem, and no easy solutions are in sight even though a vast majority of respondents felt it would be beneficial (see survey results, question 10). Public water access may be crucial to future economic growth in Hudson. A plan for a large private campground between Old Town Road and Pushaw Lake was approved in the 1980's, but never came to fruition. The population does increase in the summer when property owners move to their cottages on Hudson’s lake and pond. There is another slight increase in the fall when out-of-state hunters arrive for a few weeks. The summer and hunting seasons have always created a much needed boost for local businesses.

Should businesses be interested in locating in Hudson, it is probable that a lack of public facilities would be a factor. There is no public sewer or water, limited (but expanding) broadband internet access, and sufficient electricity (three-phase) is not available throughout the community. Water and sewer would require a substantial expense and commitment, while three-phase power could be upgraded on a gradual basis, or as needed.

Most residents feel that affordable land and a small town atmosphere are the top reasons a business would locate in Hudson. Low taxes were also cited as a plus. (see survey results, question 22).

The Eastern Maine Development Corporation (EMDC) which covers several Maine counties, including Penobscot, is available to assist the town with economic activities such as grant writing, mapping, and research. However, economic constraints have limited their services in the last few years. Hudson is also a member of the Maine Municipal Association which is available in an advisory capacity to assist the town. The best interests of the community might be served if Hudson were to eventually set aside a specified area to be developed as a 'business park' for service and/or warehouse type operations. While this may not be possible in Hudson, this has worked out to the advantage of other municipalities that have done it and been able to keep similar businesses grouped together instead of scattered. Numerous service businesses in town are currently owner operated out of residences. Their future growth and expansion could force them to relocate in other towns, resulting in a loss of tax revenue. Regardless of all these factors, residents responding to the survey were overwhelmingly in favor of new business only if it did not significantly impact Hudson's character or quality of life. (see survey results, question 21).

The majority of Hudson's population works in the Bangor/Brewer area. Numerous large employers are located there, including two large hospitals, GE, the Air National Guard, large retail outlets, and many service/professional businesses. Additional employment opportunities exist in the Old Town/Orono area, where the University of Maine, LaBree's Bakery, and Old Town Canoe (Johnson Outdoors) each employ hundreds of workers. While employment opportunities are available in Hudson, they are limited. The larger employers are B&S Salvage, Roger's Market, and Ellis' Greenhouse (seasonal). Employees of these operations are predominantly residents of Hudson or adjoining communities. There are also numerous thriving family businesses, as well as many smaller owner operated endeavors. Several successful building contractors are based in Hudson, including Nichols Construction, Don G. Grant Building Contractor, David Trask & Son, and 3rd Generation Carpentry. Hudson's labor force (the number of persons employed or seeking employment) numbered at least 729 in 2010, nearly double the 381 reported in 1988. The majority of these (202) are employed in sales or office occupations, followed by management/professional occupations (160) and service jobs (155). Only four were listed as being employed in farming or forestry. Construction related businesses employed 136. Most residents report a work commute time in excess of twenty-five minutes. Hudson's unemployment rate at the end of 2011 was 7.43%, just slightly above the state average of 7%. Median household income in Hudson, as of 2009, was approximately \$44,732.00 per year, above the Penobscot County average of \$42,336.00, and somewhat lower than the state average of \$46,451.00. Out of 596 households, 105, or 17.6% were considered below the poverty line which is above the state average of 12.8%.

HOUSING

STATE GOAL: TO ENCOURAGE AND PROMOTE AFFORDABLE, DECENT HOUSING OPPORTUNITIES FOR ALL MAINE CITIZENS

CONDITIONS & TRENDS

The community's Comprehensive Planning Housing Data Set prepared and provided to the community by the Maine State Housing Authority, and the Office, or their designees.

This is used throughout this section.

Information on existing local and regional affordable/workforce housing coalitions or similar efforts.

There is no foreseeable need for workforce housing in Hudson.

A summary of local regulations that affect the development of affordable/workforce housing.

There are no regulations in effect that would prohibit the development of affordable/workforce housing.

ANALYSIS

How many additional housing units (if any), including rental units, will be necessary to accommodate projected population and demographic changes during the planning period?

The American Community 5-year survey (which was used to acquire data for the Maine Economics and Demographics Program) states that there were 596 housing units in Hudson in 2010. Of these housing units 519 (87%) were owner occupied and 77 (13%) were renter occupied. Slightly differently, the 2010 Census data reports 786 housing units in Hudson, with 590 occupied and 196 units vacant (30) or seasonally occupied (166). This section references both sets of data.

Assuming a growth rate of 10% (approximately 150 people) over the next 10 years, and an average household size of 2.6 people, about 55 housing units will be needed to accommodate growth. With 30 vacant non-seasonal units available, only 15 new units would need to be constructed to meet the likely needs of the projected population.

Is housing, including rental housing, affordable to those earning the median income in the region? Is housing affordable to those earning 80% of the median income? If not, review local and regional efforts to address the issue.

Housing, particularly rental housing, is available and affordable to those earning the median income. In fact, only 2 housing units in Hudson were subsidized according to the 2010 census.

The median household income in Hudson is \$44,732, and the income needed to afford a home in Hudson was \$28,840 in 2008. According to the data from the Maine Housing Authority, 23% of households in Hudson are unable to afford the median sale price of homes in Hudson, which

is \$89,000. People earning 80% of the median income (\$35,786) should still be able to afford a home.

However, the median sale price is not the only consideration for the potential homebuyer. Of greater concern is the condition of the homes available. Forty one percent of the housing units (owner occupied and rental properties) are in excess of 30 years old. This presents the potential buyer with additional maintenance costs that may prove to make a purchase unfeasible.

Are seasonal homes being converted to year-round use or vice-versa: What impact does this have on the community?

In the past five years, only two homes have been converted from seasonal to year-round residences. The town has been (as all communities have) affected by the past five years of increased foreclosure rates. The seasonal homes on Pushaw Lake and Little Pushaw Pond have remained in stasis as far as conversion. These homes account for the vast majority of those with the potential for conversion either from seasonal-to-year-round or from year-round to seasonal. As with all communities near bodies of water, there are segments of the population that are not year-round residents.

Will additional low and moderate income family, senior citizen, or assisted living housing be necessary to meet projected needs for the community? Will these needs be met locally or regionally?

According to 2008 data, the average two bedroom rent with utilities is \$678.22 per month which equates to \$8138.64 per year. If a family of three were to rent this property, the income of the family (based on a 30% allowance for rent) would need to be at least \$27,128.80. This would require a single wage earner to make at least \$13.04 per hour. The challenges of this family to be able to meet their financial obligations would be great. Having as a base gross salary \$521.60 per week, this family might apply for local and state assistance and may meet federal and state earned income tax relief. In the town of Hudson, there is no subsidized housing. There are however, families that are at income levels that place them at or below poverty levels. There are two housing choice vouchers that have been accounted for in the 2010 census data. There are no disability, family, senior and special needs units in Hudson at present, however. Services for these groups are limited as far as the town's benevolence funds are concerned. Regional services (i.e. Penquis Community Action Program) are available for assistance for these services.

Are there other major housing issues in the community, such as substandard housing?

According the latest census, less than 5% of the occupied housing units lack complete plumbing and none lack complete kitchen facilities. The majority of the owner occupied homes were built after 1980, and the majority of the renter occupied units were built after 1970. There does not appear to be an issue with substandard or inadequate housing, although the town has not adopted the state standard for building homes.

How do existing local regulations encourage or discourage the development of affordable/ workforce housing?

At least 84% of the workforce commutes out of Hudson to work. Providing affordable workforce housing is not an issue that affects Hudson.

POLICIES

To encourage and promote adequate workforce housing to support the community's and region's economic development.

There is no foreseeable need for work force housing but no regulations that limit or prohibit such housing.

To ensure that land use controls encourage the development of quality affordable housing, including rental housing.

Land use regulations now in place would support this development.

To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.

If the need for affordable workforce housing arises, it would be supported by current regulations.

STRATEGIES

Maintain, enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing.

Not applicable

Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.

There are no town ordinances that would prohibit this growth.

Create or continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition.

Not applicable.

Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).

The current Mobile Home Park ordinance supports such growth.

Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.

Not applicable.

Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable.

There are no regulations or ordinances that regulate against affordable housing.

Based on demographics and the town survey, a study of the housing needs of seniors could be conducted and if there is a need, a feasibility study on the construction of senior housing be conducted.

RECREATION

STATE GOAL: TO PROMOTE AND PROTECT THE AVAILABILITY OF OUTDOOR RECREATION OPPORTUNITIES FOR ALL MAINE CITIZENS, INCLUDING ACCESS TO SURFACE WATERS

CONDITIONS & TRENDS

The community’s Comprehensive Planning Recreation Data Set prepared and provided to the community by the Department of Conservation , and the Office, or their designees.

Pertinent data is used in this section.

A description of important public and private active recreation programs, land and water recreation areas (including hunting and fishing areas), and facilities in the community and region, including regional recreational opportunities as appropriate, and identification of unmet needs. Also, a description of local and regional trail systems, trail management organizations, and conservation organizations that provide trails for all-terrain vehicles, snowmobiling, skiing, mountain biking, or hiking.

Hudson recreational facilities and programs are described in the Analysis section of the plan. Hunting is allowed in many parts of Hudson’s 38 square miles of forests. Fishing takes place daily on Pushaw Lake and Little Pushaw Pond, though they are not known locally for great fishing.

As far as unmet needs, survey respondents would like to see the development of:

-Walking and hiking trails 70%
-Skate park 58%
-Bicycle routes and trails 57%
-Cross-country ski trails 49%
-Basketball/tennis courts 41%
-Outdoor ice rink 41%

The Pushaw Lake Snowmobile Club maintains snowmobile trails in the area and is based in a clubhouse on Whitmore Landing Road in Hudson. The club also sponsors an ice fishing derby, fur tagging day, and hunter breakfasts as well as other community events. The club’s facilities can be rented by the public. Snowmobilers can connect to the International Trail System in the neighboring town of Corinth.

Regional recreational opportunities include:

<u>Area</u>	<u>Recreation</u>
Peakes-Kenny State Park	swimming, camping, and picnicking
Kenduskeag Stream	public boat launch, canoeing and fishing
Hirundo Wildlife Refuge (Alton)	canoeing, boating, fishing, hiking, picnicking, and cross-country skiing as well as bird and wildlife observation
Orono Bog Walk Bangor Walking Trails	walking and hiking trails, bog walk (for observation of wildlife specific to bogs and for exercise), biking and dog exercise areas
Orono/Old Town Biking/Walking Trails	biking, walking, hiking
Old Town YMCA; Bangor Y	sports and fitness centers
Baxter State Park and vicinity (approximately 75 miles north of Hudson)	camping, fishing, hiking, hunting, wildlife observation
Bangor/Brewer Area	bowling, roller skating, skate boarding, tennis

Pushaw Lake, a mostly warm-water lake, is not considered for stocking by the Inland Fisheries and Wildlife Department. There are local conversations about stocking the lake, however.

An inventory of any fresh or salt water bodies in the community determined locally to have inadequate public access.

Neither Hudson’s lake nor its pond has a landing located in Hudson proper. There is a carry-in landing, called Roger’s Landing, in Hudson on the Old Town side of the dam. There is no public access to Mohawk or Pushaw Streams although the town-owned land (the 128.1 acre parcel near the Town Hall) could be developed to create access to Pushaw Stream.



Sign on corner of Whitmore Landing Road and Rt. 43



Pushaw Lake Snowmobile Club on Whitmore Landing Road



Hudson Town Hall



Recreation Area adjacent to Hudson Town Hall



Ball Field of Recreation Field adjacent to Hudson Town Hall



Playground behind Recreation Area adjacent to Hudson Town Hall



Recreation Fields adjacent to Hudson Town Hall



Playground and Gymnasium of Hudson Elementary School

ANALYSIS

Will existing recreational facilities and programs in the community and region accommodate projected growth or changes in age groups in your community?

The Town of Hudson has a recreation committee which meets once a month and manages the recreation department activities in Hudson. Sports programs for children include peewee soccer (preschool through age 5), soccer (grades 1 -5), t-ball, farm league baseball (ages 7-9) and little league baseball (ages 10-13). There is also a six-week summer program that offers crafts and sports three days a week. In addition, there are recreational facilities at the Hudson Elementary School, including a playground and a gymnasium.

The committee may offer more programs for teens such as street dance or basketball in the future. These programs should accommodate the modest growth in the number of children projected to live in Hudson in the coming decade.

The only adult program currently offered is Zumba, which is offered at the town hall twice a week. Programs in the past have included soccer for older children and adult volleyball. These programs, if re-instituted, could be adequate to meet the growth of the older youth and adult populations.

The senior population had the greatest growth over the past decade compared to all age groups. In 2012, there are no recreational programs offered for this group of citizens.

Is there a need for certain types of services or facilities, or to upgrade or enlarge present facilities to either add capacity or make them more usable?

The Town of Hudson owns a parcel of land adjacent to the town hall that extends from Route 221 back to Pushaw Stream. There is a total of 128.1 acres from which approximately 5 acres are developed for recreation. Existing facilities on this parcel include two small ball fields, a soccer field and a playground. There are two small sheds on the property, one for storing town-owned sports equipment and the other for event concessions. The town also leases an outdoor portable toilet during sports seasons.

The recreation committee would like to build a track around the soccer field where people could jog or walk, perhaps while their children were playing in the sports programs. This even-graded walking path would provide citizens and persons with disabilities a town-centered exercise area. The committee would also like to develop a Nature Walk on the town property between the ball fields and Pushaw stream that would consist of a trail loop, a picnic area near the stream, and a convenient fishing spot.

The recreation committee is currently utilizing a concessions stand to raise funds for recreation projects. Proposed projects in the immediate future include fences on the fields and a new playground, moved further from the ball fields, and better equipment. Longer term projects may include preparing walking paths to Pushaw Stream with picnic tables by the stream.

Are important tracts of open space commonly used for recreation publicly-owned or otherwise permanently conserved?

The 128.1 acres mentioned above are owned by the town. There are also six acres on the shores of Pushaw Lake that belong to the Orono Land Trust that are permanently conserved for the use of people. One section has picnic tables. While not permanently conserved, Hudson's snowmobile trails cross private land with permission of owners (for winter use only).

Does the community have a mechanism, such as an open space fund or partnership with a land trust, to acquire important open spaces and access sites, either outright or through conservation easements?

The Orono Land Trust owns 6 total acres on Pushaw Lake (one on the northeast shore of the lake on a cove on Birch Tree Drive, and one on Pushaw Stream). These are small beach fronts where boaters can stop to rest, picnic and enjoy the natural beauty of the area. The Greater Pushaw Lake Association (GPLA) is the steward of these parcels. Hudson does not have a fund

or partnership to acquire open space or access sites, although a Hudson Landing site on Pushaw Lake has been a vision for the town for decades.

Does the public have access to each of the community's significant water bodies?

At present, the two significant bodies of water in Hudson are not accessible by public landings/ launches in Hudson. The comprehensive planning survey showed that 72% of respondents support the town obtaining access to Pushaw Lake and Little Pushaw Pond. These respondents envision general public access in the form of boat launch sites and beaches/parks. Access to both Pushaw Lake and Little Pushaw Pond is a key issue that Hudson citizens want resolved in the coming decade.

Are recreational trails in the community adequately maintained? Are there use conflicts on these trails?

Some private landowners allow limited access to their lands for hunting, fishing, snowmobiling, etc., but no formal agreement with the town for coordinated use has been agreed upon. Present trails for snowmobiling are adequately maintained by agreement of the Pushaw Lake Snowmobile Club and cooperative land owners. The 128.1 acre parcel of land that the town owns could be used to create walking, hiking and possibly cross-country skiing trails. Trails on the town-owned land most likely would be maintained by volunteers.

Is traditional access to private lands being restricted?

Access to some private lands that have in the past been allowed has been restricted, apparently due to misuse of those lands.

POLICIES

To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.

The creation of a new playground area farther from the ball field on the 128.1-acre town owned land will help upgrade the current play areas for children by separating the sports complex from the play area so that children have a safer and upgraded play area. Fundraising has begun to direct funds toward the creation of the new playground (e.g., the bottle collection at the transfer station). In addition, the concessions funds will help in purchasing new and/or replacement equipment for the Playground & Recreation Programs. A larger goal for the community is the development and maintenance of trails and picnic areas on the parcel that will also allow for access to Pushaw Stream that borders the parcel.

To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.

Though survey respondents desire to have access to both Little Pushaw Pond and Pushaw Lake, a purchase of land or cooperative agreement with a land owner has not materialized. A small parcel of tax-abated land on Little Pushaw Pond that the town acquired is not accessible by town roads. To make it accessible, the town would need to purchase additional land (assuming adjacent parcels could be purchased) or get the cooperation of adjacent land owners to achieve access.

STRATEGIES

Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.

The town, assisted by the Recreation Committee, may need to look into the development of town-owned lands. Volunteerism seems most likely to be the means of development of new services. Town planning should include consideration of the needs of current as well as future population demographics. Individuals and groups could partner with the Recreation Committee and the Planning Board to develop strategies to address specific needs. Funding would be a major consideration to be discussed by the various groups.

Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.

The Recreation Committee along with the Pushaw Lake Snowmobile Club and cooperative landowners could discuss more ways to maintain existing snowmobile trails. In addition, the development of cross-country skiing and bicycle trails in those areas and others could be discussed. Motorized vehicular traffic on trails should be discussed thoroughly among all partners involved, if these discussions materialize into action.

Work with existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.

The town's Recreation Committee may benefit from working with the Orono Land Trust and the GPLA to develop strategies to conserve, provide access, and maintain public recreation areas, and to promote further cooperative ventures with private land owners.

Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14 MRSA §159-A.

Informational meetings discussing issues with access (including rights and responsibilities) could be considered in order to create cooperative liaisons between land trusts and land owners. Providing materials (that include copies of *Title 14 MRSA §159-A*) at the town office, in the town's newsletter and on the town's and other organizations websites could also be considered.

TRANSPORTATION

STATE GOAL: TO PLAN FOR, FINANCE AND DEVELOP AN EFFICIENT SYSTEM OF PUBLIC FACILITIES AND SERVICES TO ACCOMMODATE ANTICIPATED GROWTH AND ECONOMIC DEVELOPMENT

CONDITIONS & TRENDS

1. The community's Comprehensive Planning Transportation Data Set prepared and provided to the community by the Department of Transportation, and the Office, or their designees.

Traffic volumes: MaineDOT conducts periodic traffic counts to estimate the annual average daily traffic (AADT) on most state and state aid roadways. These counts help to identify trends in average road volume that form the basis of identifying and prioritizing road improvements for increased capacity. It is important to note that AADT counts are not intended to reflect seasonal variations in traffic or daily peak traffic volumes; rather, they help state decision-makers understand the overall growth or decline of traffic over time on a given roadway, and determine general patterns of traffic flow on Maine's highway system. The most recently available AADT counts for major transportation routes in Hudson are listed in Table 2. Note that 2007 has been excluded from the table, because no counts were taken in Hudson that year. Also, a blank space indicates that no count was taken at that location during the year listed.

The traffic count data indicate that Hudson has plenty of road capacity to accommodate future residential and commercial growth in all of its major transportation corridors for the foreseeable future.

Table 2: TRAFFIC VOLUMES ON HUDSON'S MAJOR ROADS

Location	AADT	AADT	AADT	AADT
	2006	2008	2009	2010
State Route 43 (Corinth Rd.) northwest of Hay Road (Private Way)	1060	920	1020	
State Route 43 (Old Town Rd.) east of State Route 221 (Hudson Rd.) at Bridge #3984	1650	1340	1410	
State Routes 43/221 (Hudson Rd.) northwest of State Route 43 (Old Town Rd.)	2790	2520	2530	
Hudson Hill Road west of State Route 221 (Hudson Rd.)		550	530	
Tannery Road north of State Route 43 (Old Town Rd.)				290
State Route 221 (Hudson Rd.) north of State Route 43 (Corinth Rd.)	1770	1610	1700	

State Route 221 (Hudson Rd.) southeast of State Route 43 (Old Town Road) at Bridge #2897	2460	2230	2260	
State Route 43 (Old Town Rd.) east of Tannery Road at Hudson-Alton town line			1440	

Source: MaineDOT 2010 Annual Traffic Count Report

High Crash Locations: MaineDOT collects and analyzes data on the number and type of crashes involving motorized vehicles in Maine. A road segment or intersection is classified as a “high crash location” (HCL) if it has a higher than average crash rate as compared to other roads with similar characteristics in the statewide database, AND at least eight crashes have occurred there during the most recent three year analysis window. During the most recent available three-year analysis window (2008-2010), there were no high crash locations identified in Hudson. The most common crash types were animal collisions and single-vehicle, run-off road crashes. Not surprisingly, the former type occurred most frequently between April and November, whereas the latter occurred most frequently during winter months when icy roads can present a seasonal hazard.

Only one crash during the entire period from 2000 to 2010 involved a fatality, caused by a drunk-driving incident in May 2004 in which the driver ran off the road on Route 221 south of the Hudson Hill Road, crashed into a tree, and killed his sole passenger while injuring himself. The vast majority of crashes of all types in Hudson in the period 2000-2010 were classified as “Property Damage Only” with no confirmed or possible injuries. This is also the case for most crashes in the State of Maine as a whole.

2. Location and overall condition of roads, bridges, sidewalks, and bicycle facilities, including any identified deficiencies or concerns.

Roads: The overall condition of state, state-aid, and local roadways in Hudson is fair. A particularly bad section of State Route 43 was finally rehabilitated and resurfaced by MaineDOT in 2010, and the entire length of State Route 221 through Hudson has been identified for improvement by MaineDOT within the next few years if there is sufficient funding. With the exception of a few chronic trouble spots, the town has managed to keep its local road system in usable condition with spot repairs and occasional resurfacing as needed, while hoping for better economic times and the opportunity to make more lasting improvements in the future. However, all of the road surfaces in Hudson have been deteriorating more rapidly than expected in recent years, due to unusually severe seasonal frost heaving and the lack of sufficient funds to undertake a more stringent preventive maintenance program.

Approximately one third of all Hudson residents who responded to the comprehensive plan survey rated the town’s road maintenance as “poor.” Most offered more favorable ratings for winter snow removal and sanding, so it can be inferred that the negative ratings referred to summer maintenance tasks such as patching and resurfacing – or, just as likely, to the continued year-to-year deferral of more extensive road rehabilitation that would entail improvements to

the road base where they are obviously needed. Although full section reconstruction demands significantly higher up-front costs than maintenance mulching, it can be more cost-effective over the long term, since the pavement on a modern road section will last much longer and the base will resist winter heaving if it is properly drained. However, both the state and the town lack the fiscal resources to invest in a more extensive rehabilitation of the existing road network at this time.

MaineDOT owns the collector road system in Hudson, which consists of State Routes 221 and 43. The agency provides year-round maintenance for all of the major collectors, and summer maintenance only for the minor collector (the Corinth Road portion of State Route 43) with the Town of Hudson picking up plowing and sanding for all state and local roads. MaineDOT retains jurisdiction over both major and minor collectors for the pre-construction permitting of new driveways and entrances for any new site development or redevelopment, approval of traffic movement permits for major trip-generating developments, and any excavation work within the public right-of-way. MaineDOT values the input and recommendations of area politicians, town officials, and residents on elements of the state transportation system that need major or minor improvements, but the state agency makes the final decision on whether to move forward with any proposed projects and initiatives, including traffic signals and signage, speed limits, limited or full reconstruction projects, and road widening.

Bridges: Hudson has two structures that are classified as “bridges” in its transportation network, although one of them is actually a large box culvert that carries State Route 43 (Old Town Road) over the Mohawk Stream. Both structures are owned and maintained by MaineDOT. The culvert was installed in 1947 and was most recently evaluated by MaineDOT bridge engineers as Condition 5 or “Fair” on a scale of 0-9, where “1” indicates the need for complete closure to traffic due to imminent failure (“0” being a failed bridge that is beyond the possibility of repair), and “9” indicates a structure in excellent condition. The second bridge is on State Route 221, spanning the Pushaw Stream inlet in the village area. The bridge was constructed in 1940, and its deck, superstructure, and substructure are all rated as Condition 6 or “Satisfactory.” Many Maine bridges are older and in far worse condition than the two Hudson structures, and bridges are among the most capital-intensive of any transportation projects, so the likelihood of either of these structures being targeted for replacement or major rehabilitation within the next two decades is fairly low unless catastrophe strikes. A highly unpredictable variable that could severely compromise the existing condition of Hudson’s bridges is the increasing annual likelihood of extreme storm events, due to continued global warming. Hurricane Irene blew out hundreds of bridges and culverts in Vermont in 2011 due to massive flooding; it even altered the permanent course of some of the rivers and streams.

Should such a catastrophe occur, Hudson is better placed than many rural communities to be able to quickly recover from the loss of one or both of its bridges. Both spans are relatively short, and innovative new products such as the University of Maine’s “Bridge in a Backpack”

can erect temporary but stable bridging structures within a matter of hours that can be used to carry traffic until a more permanent solution is developed. In addition, the road network in Hudson offers sufficient redundancy and interconnection to ensure that all destinations could still be reached from any point in town during a complete closure of one or both bridges, although the detouring patterns would result in significantly more vehicle miles traveled until new bridges could be put in place.

Sidewalks and bicycle facilities: The largest deficiency in Hudson’s transportation system is the lack of pedestrian or bicycling facilities other than the shared road network. However, the rural, low-density character of the town, the long distances between residential neighborhoods and attractive destinations such as the school, village center, and workplaces, and the extremely low volume of human powered trips (even within the mixed-use village) indicate that Hudson could probably continue to focus the bulk of its limited transportation funding resources on other priorities, such as improving public transit options and preserving the pavement on state-aid and local roads. Should land use and economic conditions change – for example, if there is a boom in multi-resident housing in the village center, or if increasing gas prices motivate a significant number of residents to take up walking and bicycling for their short and intermediate-length trips – the current lack of economic justification for improved walking and bicycling facilities could be re-examined. A rail-with-trail system to Bangor could theoretically be constructed alongside the active MMA rail line, but significant financial and logistical hurdles (including MMA permission to use a portion of their right-of-way) would need to be cleared before the project could become a reality. In the meantime, Hudson could advocate for the addition of paved, striped shoulders for any major construction projects on MaineDOT roads, since paved shoulders are a proven multimodal strategy that capably and cost-effectively serves bicyclists, pedestrians, AND motorists in a low-volume rural area.

3. Identify potential on and off-road connections that would provide bicycle and pedestrian connections to neighborhoods, schools, waterfronts and other activity centers.

N/A as the residential neighborhoods, schools, and downtown village area are all too widely separated for walking and bicycling to be acceptable transportation alternatives for most residents.

4. Identify major traffic (including pedestrian) generators, such as schools, large businesses, public gathering areas/activities, etc. and related hours of their operations.

The school day at the Hudson Elementary School runs from 8:00 a.m. to 3:00 p.m., with buses picking up and discharging students throughout the town during the hour before and hour after school on each weekday. The largest business in town is Roger’s Market, a combination convenience store, pizza and deli takeout, and gas station that is open from 6:00 a.m. to 9:00 p.m. Monday through Saturday and 9:00 a.m. to 9:00 p.m. on Sunday. The town office (located in the Town Hall) has variable weekday hours: 8-1 on Monday, Tuesday and Friday, 1-6 on Wednesday, and 8-1 and 4-6 on Thursday. The Town Hall also provides a gathering space upon

request for local organizations such as the Grange, and for town recreational activities. These events are typically held after school or on weekday evenings. The Hudson Baptist Church is a major traffic generator that conducts its services on Sunday morning.

5. Identify policies and standards for the design, construction and maintenance of public and private roads.

The Town of Hudson has a subdivision ordinance that governs the design and construction of both public and private roads. Design standards for public and private roads are the same, except that private roads are not required to be paved. Moreover, all costs for maintenance on private roads are borne by those that live on them. The town maintains a policy of not contributing to the maintenance of private roads.

6. List and locate municipal parking areas including capacity, and usage.

Free public parking for approximately 50 vehicles is available in the village center of Hudson, in front of the Town Hall and adjacent to the athletic field. This is the only municipal parking area in the town.

7. Identify airports within or adjacent to the community and describe applicable airport zoning and airspace protection ordinances your community has in place.

There are no public or private airports or seaplane bases registered with the FAA in Hudson, although at least one Hudson resident maintains a seasonal seaplane mooring for personal use at his lakeside home. The closest general-aviation airport is the Old Town Municipal Airport and Seaplane Base (OLD), also known as DeWitt Field. It is located in Old Town, approximately 12 miles east of the Hudson village center on State Route 43. There is an FAA-registered public seaplane base on the southwest shore of Pushaw Lake in the neighboring town of Glenburn on Luckey's Landing, and an FAA-registered private seaplane base on the AA Landing, also in Glenburn.

Bangor International Airport (BGR), located approximately 16 miles southeast of Hudson's village center, is the nearest primary commercial service airport. BGR offers regularly scheduled national and international passenger flights and worldwide commercial freight service. General aviation services are also provided, and car rentals can be contracted within the terminal. BGR is collocated with a Maine Air National Guard base, and it has served as a refueling stop and customs port of entry for American international military flights to and from the Mideast ever since the first Gulf War in the 1990s.

There are currently no airport zoning or airspace protection ordinances in Hudson.

8. *Identify bus or van services.*

The LYNX public transit system, operated by the Penquis Community Action Program, provides scheduled bus service from Hudson to Bangor and back every Monday. One-way fare as of 2012 was \$1.50, and all rides must be reserved two days in advance. General-public passengers travel on a space-available basis only, as priority is given to special-needs individuals who are referred and subsidized by state agencies. There are currently no other bus or van services in Hudson.

9. *Identify existing and proposed marine and rail terminals within your community including potential expansions.*

An active freight rail line owned by the Maine, Montreal, and Atlantic Railroad (MMA) runs parallel to and east of State Route 221 for its entire north-south length within the Town of Hudson. There are no sidings, scheduled stops, or depots in use within the town. No passenger rail service is provided on the MMA tracks, nor is passenger rail in Hudson considered to be a realistic possibility within the next 20 years.

ANALYSIS

1. *What are the transportation system concerns in the community and region? What, if any, plans exist to address these concerns?*

Hudson is a small rural community located approximately 15 miles northwest of Bangor. Many Hudson residents commute to work, attend school, and utilize services in larger communities to the south, east, and west, so a reliable, safe, and well-maintained transportation system is vital to the town's continued residential growth, high quality of life, and economic development.

All of the major transportation routes in Hudson pre-date the invention of the automobile. They were laid out as pathways and carriage trails, and typically followed the easiest routes that early settlers could construct and maintain using rudimentary hand tools, locally available materials, and draft animals to perform the heaviest work. The advent of the automobile resulted in higher travel speeds, increased traffic, and heavier vehicle loads on these primitive roads, which in turn led to gradual and incremental road improvements over time including longer horizontal and vertical sight distances, improved pavement surfaces to carry higher volumes and heavier vehicles, and safer intersection alignments. To date, however, only small sections of the old "carriage path" road network in Hudson have had their road base fully reconstructed to meet modern highway design standards. Available resources to fund major road reconstruction projects have failed to keep pace with escalating construction costs over the past decade, and the extremely high cost per mile to upgrade a so-called "unbuilt" road can be hard to justify for relatively low volume roads in rural areas. Hudson's current subdivision ordinance specifies a standard cross-section for local roads that can withstand the loads of modern vehicle traffic on low-volume roads, so ironically some of the quietest residential streets

now have better cross-sections than the state, state aid, and older local roads where the bulk of Hudson's daily traffic volume (including most of the heavy trucking) occurs.

The major transportation routes through Hudson are State Route 221, which runs generally north-south and provides the shortest and quickest travel route for most Hudson residents to reach Bangor to the southeast, and State Route 43, which runs generally east-west and connects Hudson with Corinth to the west and with the Orono-Old Town service center communities to the east. (Corinth is not identified by SPO as a regional service center, but the majority of Hudson students in Grades 5-12 attend school in Corinth and many Hudson residents either work there or travel through Corinth to destinations in Dover-Foxcroft, so it is a significant commuter route for the town.) The two routes intersect in the village center of Hudson, and then are co-signed on the same alignment for approximately two miles north from the village center, at which point they again diverge. Route 43 continues westerly to Corinth and Route 221 continues northerly to Bradford. Two local roads provide access from Routes 43 and 221 to other regionally significant transportation corridors. The Hudson Hill Road runs generally east-west from State Route 221 just south of the village center to State Route 15 in Kenduskeag. The Tannery Road runs north-south from Route 43 approximately three miles east of the village, then takes a right-angle bend to the east before intersecting with State Route 16 in Alton. State Route 15 and State Route 16 are both designated components in Maine's Heavy Haul Truck Network (HHTN).

Commercial trucks are the greatest source of damage to both local and state roads, and heavy through truck traffic in Hudson has increased in the 15 years since the opening of the Juniper Ridge Landfill in West Old Town. (Interestingly, despite expressing strong concern about the condition of town roads and future tax hikes, less than a third of residents who responded to the community survey viewed heavy truck traffic as a significant issue for the town.) The second major cause of road deterioration is harsh winter weather, particularly during rapid fluctuations between below freezing and above-freezing temperatures, and these two factors in combination can create major and irreparable damage to both the pavement and the base material of the road. Roads are most highly vulnerable to damage from the weight of trucks and other heavy vehicles during spring thaw conditions. Most of the road network in Hudson has never been engineered for heavy loads, and in the worst cases, seasonal weight restrictions must be posted to keep the roads in usable condition. The Old Town Road section of State Route 43, between the junction with State Route 221 and the Alton town line, is posted annually by MaineDOT during the spring thaw season, in part to redirect heavy trucks en route to and from Juniper Ridge and I-95 onto better roads that have been reconstructed to minimize seasonal heaving. Road postings create inconvenience and economic hardship for local businesses that must reroute their freight shipments, since alternative routes add mileage, time, and fuel expense to every trip. MaineDOT has a long-term goal of bringing the entire state highway system up to modern standards to eliminate the need for seasonal road posting, but given the budget shortfalls over the past decade, it will be a long time before the so-called "backlog" of unbuilt

roads can be eliminated – and unfortunately, low volume rural collectors tend to fall to the bottom of the priority list during the BCWP project scoping and selection process, particularly if they are not located within a regionally significant transportation corridor. Thus, while there is a long-range plan at the state level to eventually reconstruct the unbuilt backlog of state highways, it will require more funding than the current biennial transportation budget allows, and Hudson roads are unlikely to qualify for treatment beyond spot reconstruction, rehabilitation, and pavement reclamation during the next two decades.

A small section of Hudson’s lakeside property is geographically isolated from the rest of the town, because it is located at the dead end of a shoreland road on the south side of the unbridged Pushaw Stream outlet. Residents in this enclave (locally known as “The Point”) must travel a circuitous route via Glenburn, Old Town, and Alton roads in order to reach the Hudson village center. Since this is a 45-50 minute drive each way over a mix of gravel and paved roads, Hudson contracts with Old Town to provide public schooling and emergency services for the small percentage of its residents who live on The Point. (All of the roads in this section of Hudson are private, so there is no need for the town to make provisions for road maintenance.) However, there are not enough households to justify the expense of constructing a bridge across the outlet to minimize this travel inconvenience, and most Hudson residents on both sides of the outlet would likely oppose a bridge if it were to be proposed.

2. Are conflicts caused by multiple road uses, such as a major state or U.S. route that passes through the community or its downtown and serves as a local service road as well?

Hudson appears to have thus far escaped the classic urban-sprawl pattern of traffic congestion, in which increasing numbers of urban workers leave the city to purchase homes in outlying rural areas (where land is less expensive) and eventually overwhelm the existing small-town transportation infrastructure, especially during peak commuter hours. While a significant number of Hudson residents do commute south to the Bangor area each weekday via State Route 221, others commute east to Old Town and Orono or west to Corinth and Dover-Foxcroft. Rather than having a single main road through the center of town that carries heavy and highly directional traffic during the morning and evening peak hours, Hudson splits its peak traffic volumes over several major commuter routes that radiate outward from the center in different directions. The town also benefits by having several interconnecting local roads that open onto State Route 15 in neighboring Kenduskeag, as this provides a shorter and faster route to Bangor from some of the residential neighborhoods in the Hudson Hill area.

3. To what extent do sidewalks connect residential areas with schools, neighborhood shopping areas, and other daily destinations?

N/A as there are no sidewalks in Hudson.

4. How are walking and bicycling integrated into the community's transportation network (including access to schools, parks, and other community destinations)?

There are currently no sidewalks on any Hudson road. Pedestrians must walk along the edge of pavement and remain alert to vehicular traffic movements to ensure their own safety. However, vehicular traffic volumes throughout the town are extremely low, and it is not clear that there is sufficient pedestrian demand – even from the handful of residents who live within walking distance of the village center – to justify the cost of adding sidewalks to the public right of way. The businesses and services in town all offer sufficient off-road parking to meet their customer demand, and the majority of Hudson residents live too far away to be able to conveniently walk from their homes to the village. The only school in the town currently serves just 54 children in Grades 1-4 per the school board's determination and from around the district (with diminishing enrollments and possible closure predicted for the near future unless the trend reverses itself), and it is located too far from the village center and residential areas of the town to qualify for funding under the Safe Routes to School Program.

Bicyclists in Hudson must share the road with motorists. Only a few sections of road in Hudson have any defined, paved shoulder space. Where paved road shoulders do exist, they are most often narrow, filled with gravel and weeds, and intermittent, as well as used six days a week for postal deliveries to roadside boxes directly from the vehicle; i.e., by the delivery truck pulling up closely to the post box (the location of which is often itself a hazard to bikers). Some children and adults enjoy bicycling for recreation along low-speed local and private roads, but those who wish to bicycle to work, school, services and for recreation must be skilled and confident riders who are accustomed to riding in high-speed vehicular traffic, and who are not afraid to “take the lane” (i.e., maintain a consistent, predictable position in the right-hand portion of the vehicular travel lane, forcing faster-moving traffic to pass them). Although bicyclists are legally entitled to use all roads in Maine except for limited access highways, some motorists grow impatient and even exhibit road rage characteristics when they have to pass bicyclists; they fail to check oncoming traffic for safe passing conditions, or fail to give bicyclists the state-mandated three feet of minimum horizontal clearance as they pass. This behavior can endanger bicyclists, oncoming motorists, and even the impatient driver. As gasoline prices continue to increase much more rapidly than average household income in Hudson, bicycling could become a far more attractive and viable transportation option if more roads in Hudson could be widened to provide paved, striped shoulders.

Paved shoulders are a cost-effective solution for transforming low-volume rural roads for multimodal use, because they benefit three distinct user groups in the public way: motorists can use the full width of the travel lanes without the need to pass wide around bicyclists and pedestrians (and also can pull onto the shoulder in case of a breakdown or emergency); bicyclists feel safer and more comfortable with a designated zone of separation between their bicycles and passing motorists; and pedestrians get a smooth, paved surface to walk on,

without having to step off the road whenever a vehicle (or bicycle) approaches. State legislators should continue to lobby MaineDOT to include paved, striped shoulders in all future road improvement projects within Hudson's major transportation corridors, although the decision will be highly dependent on federal and state budget allocations and other competing transportation priorities.

Residents who responded to the survey indicated a high interest in the development of "bicycle routes and trails," and an even higher interest in "walking and hiking trails." However, no distinction was made between respondents interested primarily in off-road recreation and fitness opportunities, and those who would be willing to support (and have Hudson pay the local share for) enhancing the existing public right-of-way to enable safer and more convenient human-powered transportation. An existing active rail line runs parallel to State Route 221 from the village center south to Bangor, and a rail-with-trail project could provide ample opportunities for both recreation and transportation, if sufficient public energy (and railroad owner cooperation) could be focused on the issue. However, such a project would face significant financial and logistical hurdles; it would require significant public funding matched by private donations (and a well-organized public relations effort) in order to become a reality. As an example, the Downeast Sunrise Trail in Washington County took 25 years to progress from the initial proposal to MaineDOT from a small group of avid bicyclists to its grand opening to the public as a multi-user trail, and that was for a trail constructed on the existing rail bed of an inactive line that was already owned by MaineDOT. Equal or greater resistance to the idea can be expected in working with a privately owned railroad for a rail-with-trail system within the railway right-of-way, with all the liability concerns that would entail.

5. How do state and regional transportation plans relate to your community?

MaineDOT prepares a Six-Year Plan for improving Maine's multimodal transportation system, and updates it every two years. The most recent plan to be approved and published on the MaineDOT website was issued in 2009, and covers the period 2010-2015. The Six-Year Plan links Maine's policy-based, strategic-level Twenty-Year Plan to the project-based, fiscally constrained Biennial Capital Work Plan (BCWP) by compiling a short-term to medium term list of statewide "candidate projects" that have strong regional significance and align with one or more of Maine's long-term transportation goals. The agency then works with its regional councils to refine, prioritize and program this general list of desirable projects from the Six-Year Plan, plus any additional projects nominated by the regional councils, into a much smaller list of high-priority projects with well-defined scopes that can be funded during the next biennial cycle. Candidate projects not selected for funding are often rolled into the next Six-Year Plan for funding in a future biennial cycle, but they may be dropped from the list if MaineDOT determines that other projects are better aligned with the state's transportation goals at the time the list is compiled. Other state agencies and many Maine businesses use the Six-Year Plan to develop their own investment strategies covering the same period, since major transportation

improvements will often generate new opportunities for land use and economic development. Rural municipalities can use the Six-Year Plan to plan for ways in which locally desired projects and preferences can be properly sequenced or even rolled into the candidate project(s) during the scoping process, such as excavation for public water or sewer systems or requesting the addition of paved shoulders to allow for safer bicycling and walking. The 2010-2015 Six-Year Plan contains one candidate project for Hudson, as follows:

Table 1: HUDSON PROJECTS IN LATEST SIX-YEAR PLAN

Municipality	Project ID	Road ID	Project Length	Description
Hudson, Bangor, Glenburn	Candidate #18568	State Route 221	13.93 miles	Highway Improvements: Beginning at Route 15 and extending northerly 13.93 miles to the Bradford town line.

Source: MaineDOT Six-Year Plan, 2010-2015

The 2012-2013 BCWP does not identify any transportation projects slated for immediate implementation in Hudson.

Hudson is a rural residential community that lacks many of the amenities and major employers found in regional service centers. Most residents of Hudson work, play, shop, and obtain their medical and personal services in larger towns and cities to the south, east, and west. Therefore, road and bridge improvement projects (or the lack thereof) on arterials and major collectors elsewhere in Penobscot County can have a direct impact on the health and welfare of Hudson residents, particularly within the Greater Bangor urbanized area where transportation planning is conducted by the Bangor Area Comprehensive Transportation System (BACTS), and in rural municipalities adjacent to Hudson where regional transportation planning services are provided by the Eastern Maine Development Corporation (EMDC). To the west, EMDC also provides regional transportation planning services for Piscataquis County, including the service center community of Dover-Foxcroft where a significant number of Hudson residents work and obtain services. It is clear that Hudson could assume a stakeholder role in all rural and urban regional transportation planning initiatives within 30 miles of its borders, to ensure continued access and travel convenience to popular regional destinations for its residents. Both BACTS and EMDC encourage local officials (and private citizens) within the region to identify themselves as stakeholders and request notification whenever a new transportation initiative or plan is being considered that could affect their municipality and its population.

6. What is the community's current and approximate future budget for road maintenance and improvement?

MaineDOT's Local Roads Assistance Program (LRAP) works directly with municipalities to help them improve their roads to the extent that limited public works budgets will allow. In Hudson, as in most Maine municipalities, there are more roads in need of improvement than

there are funds available to perform all the necessary work. At present, MaineDOT's annual Urban-Rural Initiative Program (URIP) payments to the Town of Hudson cover only a small fraction of the total cost for year-round improvement of the town's local road inventory. MaineDOT continues to provide summer maintenance for the Corinth Road, but in accordance with agency policy, summer maintenance work on minor collectors is now limited to the minimum required to keep the road safe and passable; in effect, MaineDOT follows the same policy that Hudson uses to maintain its local road system. Larger improvement projects (up to a \$600,000 total cost) for the Corinth Road would have to be specifically requested by the town. If accepted by MaineDOT, requested projects would be funded 2/3 by the state and 1/3 by the town.

All five selectmen serve jointly as the designated Road Commissioner for Hudson. In this capacity, the town performs year-round maintenance of local roads and they solicit annual contracts for plowing, salting and sanding of town and state roads. Expenses for these services that exceed the URIP allocation from MaineDOT are taken from annual vehicle excise taxes, any carried-over fund balances from previous years, and property tax appropriations. The comprehensive plan survey indicated that most Hudson residents view town roads and tax increases as the two largest issues they expect the town to face in future years.

For 2012, the total URIP allotment to the Town of Hudson from MaineDOT was \$21,528. This annual amount has remained constant since 1999, when URIP replaced the older Local Road Assistance Program (LRAP); however, due to rising costs, particularly the steep increases in the costs for gasoline and asphalt over the past decade, the MaineDOT subsidy has covered less and less of Hudson's annual road maintenance budget in each successive year. Hudson taxpayers are obligated to cover the rest. For 2012, Hudson voters approved road maintenance-related budget lines as follows:

- \$41,160 for maintenance department salaries, wages, benefits, and mileage reimbursement
- \$41,500 for highways and road repairs (increased from \$22,500 in 2011!)
- \$125,000 for snow removal (including salt and sand supplies and annual contract)
- \$7,500 for town garage expenses (utilities, supplies, repairs etc.)
- \$10,000 for equipment maintenance.

The Town of Hudson is not obligated to provide any funds for private road maintenance. However, in order to maintain good water quality and high shoreline property values, Hudson residents have voted in some years to approve a modest local government match that leverages state and federal grants, road association funds, and private cash and in-kind donations from individual property owners to implement major drainage improvement projects near Pushaw Lake. These projects have reduced soil erosion and the potential for phosphorus contamination of the lakes and surrounding watershed.

The MaineDOT Local Roads Center offers a free training program for municipal officials to help them plan and prioritize their road maintenance activities. It includes a free installation disk and training in the use of Road Surface Management System (RSMS) computer software to identify which maintenance treatments will be most beneficial and cost-effective, based on each road's current condition and pavement cracking patterns. First introduced in 1990, the software is now widely used by Maine municipalities to inventory their local road system, record road surface condition data, and interpret the cracking patterns to identify underlying problems. The system is generic and provides an objective tool that the town can customize with its own repair techniques and local costs, thus helping each municipality to apply its limited budget resources where they are likely to provide the greatest road quality benefits. To date, Hudson not taken advantage of this free training opportunity. At least one of the selectmen could consider enrolling in the Local Roads Center training program if his or her schedule permits, thereby contributing additional knowledge and resources to the board's shared responsibility as Hudson's designated Road Commissioner.

7. Are there parking issues in the community? If so what are they?

Free public parking for approximately 50 vehicles is available in the village center of Hudson, in front of the Town Hall and adjacent to the athletic field. Typically this lot only fills during sporting events, organizational events on the lower level of the Town Hall (which also functions as a community center), and town meetings. On the very rare occasions when overflow parking is needed, the Hudson Baptist Church has an adjacent parking lot that can often be used, since scheduled activities at the church rarely overlap with events at the Town Hall. There is no designated public roadside parking anywhere in Hudson, but all of the housing is single-family with individual driveways and all of the commercial enterprises have their own off-road parking, so additional public parking does not appear to be needed. In addition, road volumes throughout Hudson are so low that temporary on-street parking would be unlikely to create safety or congestion problems, even on the major transportation routes that intersect in the village center.

Hudson Elementary School provides limited, free off-road public parking for visitors and users of school facilities. It is located approximately one mile south of the village center on State Route 221, and even farther from most of the town's residential areas. On very rare occasions, overflow vehicles have had to park along the sides of the highway during school functions. This presents a potential safety problem, particularly for pedestrians crossing the road at night between the school and their vehicles, because the school is located along a stretch of Route 221 that is posted at 45 mph in front of the school (although with good sight distances in both directions). The school's enrollment has been dwindling in recent years so this problem is likely to resolve by itself, either by reducing the parking demand at school events so that all vehicles will fit in the school lot, or by closing the school and busing Hudson students to another elementary school in the district.

There are no public boat launches or public beaches on the shores of Pushaw Lake or Little Pushaw Pond in Hudson, and consequently no public parking is provided for water access.

8. If there are parking standards, do they discourage development in village or downtown areas?

No. On-site parking standards should be retained for all future commercial development in Hudson, firstly as an access management tool to preserve capacity on State Routes 221 and 43, and secondly because nearly all travel within and through the town is via motorized vehicles, and this pattern is not expected to change within the foreseeable future. However, Hudson ordinances could be easily amended to permit mutually acceptable shared parking arrangements between adjacent developments, particularly if their peak usage hours are complementary (as is the case for the Town Hall and the Baptist Church). This would allow village developers to meet their minimum parking requirements without having to pave over excessive portions of their lots.

9. Do available transit services meet the current and foreseeable needs of community residents? If transit services are not adequate, how will the community address the needs?

The LYNX public transit system, operated by the Penquis Community Action Program, provides scheduled bus service from Hudson to Bangor and back every Monday. It also provides door-to-door, on-demand para transit service from Hudson to Bangor and other destinations. Most users of the LYNX are clients of the Maine Department of Health and Human Services (DHHS) and other contracting state agencies. Subsidized transportation is typically provided by agency referral for adults and children involved with the state custody system, individuals on public assistance, MaineCare patients and family members, senior citizens, and individuals with disabilities. Most of the rides are for medical services, family visits, and shopping by people who are physically, mentally, legally, or financially unable to drive themselves.

When space is available, the LYNX buses will also transport general public riders and stop at intermediate destinations along the regularly scheduled route. However, all rides are by appointment only, and must be scheduled at least two full business days in advance of the desired day of travel. As of 2012, the unsubsidized one-way fare from Hudson to Bangor was \$1.50.

There are currently no other public transit entities that serve Hudson, and taxi rides to and from Bangor run upwards of \$30 each way. The closest urban public transit stop for most Hudson residents is in downtown Old Town, where the BAT Community Connector bus makes its final outbound stop on the Old Town route before returning to the central bus station in Pickering Square in Bangor. From Pickering Square, it is possible to transfer and travel to popular destinations throughout the Bangor metropolitan area. BAT bus service is provided from 6 a.m.

to 7 p.m. Monday through Friday, with more limited service provided on Saturday. The regular one-way fare is \$1.25, with free transfers and significant discounts available for students, seniors, multi-ride passes, and unlimited-ride monthly passes. MaineCard holders (University of Maine students, faculty, and staff) ride for free on the BAT, thanks to a program sponsored by university officials to reduce parking demand on the Orono campus. The BAT provides bicycle racks on all of its buses, so it would be possible for a fit, confident road bicyclist to travel (for example) from Hudson via Route 43 to the bus stop in Old Town, about a 14-mile ride from the village center, and then take the bus for the remainder of his or her trip. However, it is doubtful that many Hudson residents would consider making this complex and time-consuming multimodal trip. Many would not feel safe bicycling on State Route 43 in its current condition.

As Hudson residents from the Baby Boom Generation continue to age, their increasing physical and cognitive limitations are likely to come into direct conflict with their desires to remain independent and live in their own homes for as long as possible, ideally until the end of their lives. It is not easy or convenient to live in a rural area when you are no longer able to drive, and the dubious choices between the limited LYNX service, expensive taxi rides, a multimodal bike-and-bus trip, and uncertain reliance on rides from friends and relatives are unlikely to be satisfactory longterm solutions for the so-called “silver tsunami” of public transportation demand that is expected to erupt among senior citizens in rural communities within the next decade. More viable long-term transportation solutions for older residents would include a locally-sponsored volunteer driver pool to drive Hudson seniors to and from their destinations as needed; a GIS-based carpool matching service that could pair Hudson seniors with drivers who already plan to travel to the same or nearby destinations; and a low cost or complementary van or jitney service between Hudson and popular destinations. This latter option could work very effectively if it originated at a new senior residence complex to be constructed somewhere within the village area, so residents could also walk to the corner store, the post office, the Baptist church, and the town office, in addition to having ample opportunities to watch athletic events on the playing field and socialize with neighbors and friends. If the town fails to plan for the shifting transportation demands of an aging population, it may force its older residents to move out of Hudson and into more densely populated communities, where they can meet all of their basic needs, enjoy public amenities, and maintain their independence without the need for an automobile.

10. If the community hosts a transportation terminal, such as an airport, passenger rail station, or ferry terminal, how does it connect to other transportation modes (e.g. automobile, pedestrian, bicycle, transit)?

N/A.

11. If the community hosts or abuts any public airports, what coordination has been undertaken to ensure that required airspace is protected now and in the future? How does the community coordinate with the owner(s) of private airports?

N/A.

12. If you are a coastal community are land-side or water-side transportation facilities needed? How will the community address these needs?

N/A.

13. Does the community have local access management or traffic permitting measures in place?

Given the low traffic volumes and low development density on all Hudson roads, there is no immediate urgency to enact a local access management ordinance or more stringent traffic permitting measures than MaineDOT currently requires. However, in order to continue to maintain good traffic flow and safe driving conditions as the town develops both residentially and commercially, it may be prudent to modify Hudson's existing Land Use Ordinance to incorporate a few of MaineDOT's general best-practice access management standards for driveway and entrance locations. That will allow these standards to be applied to new residential and commercial development on local roads in Hudson. (MaineDOT will continue to apply its own standards to development along the collector roads under its jurisdiction.) These standards should include such items as minimum required sight distances to the driveway centerline based on posted speeds, maximum driveway widths, at least 100 feet of separation between adjacent driveways, and placing driveways directly opposite each other along a roadway rather than staggering them (to reduce the number of turning points, since slowing or stopped traffic increases the risk of access-related crash types). The ordinance language should also describe an appeal procedure and grant the town the authority to waive any of the standards for reasonable cause; for example, if ensuring safe sight distance in both directions would require a 90-foot spacing between a new and existing driveway rather than 100 feet, and there is no viable alternative location to place the new driveway, then the safe sight distance standard should control the driveway location and the 100-foot separation standard should be waived by the town. (Note: these standards would apply to new development only. All existing driveways would be grandfathered.)

14. Do the local road design standards support the community's desired land use pattern?

Hudson's road network is generally laid out to support the community's desired land use pattern, which is rural-residential with a compact, mixed use village center. Most dwellings are located adjacent to the major travel routes, or on local roads that branch off from them and interconnect to each other. The Hudson Hill Road and the Darling Road form a 1.5 square mile rectangle that could serve as the outline for a future residential grid pattern and possibly even for rezoning to form a secondary mixed-use village area, should denser development ever

become desirable in the future. The Darling Road, Old County Road, and Potter Road form an adjacent but somewhat smaller rectangle that could also be redeveloped into a denser grid pattern. These interconnected local roads provide access to State Route 15 at three different points and all exit to State Route 221 via the Hudson Hill Road, offering redundancy and excellent potential for rerouting of through traffic if a road closure is necessary. Similar grid patterns could be established in the future by adding more interconnecting roads between the Murphy Road and Diamond Road, both of which intersect with State Route 43 east of the village center. Please note that this is all completely hypothetical for current planning purposes, since Hudson is not experiencing a high residential growth rate, nor is there likely to be any demand for infill neighborhood development anytime in the near future. In addition, it is obvious that any redevelopment of existing Hudson private property would require willing-buyer, willing-seller transactions between the potential developer and the lot owners. However, the framework exists for increased interconnection and infill development within the existing local road network, should that option become more desirable in the future.

15. Do the local road design standards support bicycle and pedestrian transportation?

Yes...and no. There are very few major destinations that can be easily reached on foot or by bicycle from the major residential areas of the town, so residents walk and bicycle primarily for fitness or recreation within their own neighborhoods, and their transportation demand on the local road system is extremely low. Vehicle volumes and speeds on these local roads are also relatively low, and therefore the existing local road design standards appear appropriate for shared use by motorists, bicyclists, and pedestrians. A shared use policy will continue to work as long as the population density, gasoline prices, and traffic volumes all remain stable or decrease. However, should any or all of these variables increase in Hudson, more conflicts are likely to arise in the future between motorists, bicyclists, and pedestrians sharing the public right of way. Fortunately, the topography on most local roads would allow for future expansion to add paved shoulders and even sidewalks at some future date, when and if these facilities are needed and requested by the neighborhood residents.

16. Do planned or recently built subdivision roads (residential or commercial) simply dead-end or do they allow for expansion to adjacent land and encourage the creation of a network of local streets? Where dead-ends are unavoidable, are mechanisms in place to encourage shorter dead-ends resulting in compact and efficient subdivision designs?

Only a few local roads in Hudson have been constructed as dead ends, and most of these are constrained by natural features that would preclude interconnection. There are no formal mechanisms or incentives in place to encourage shorter dead-ends, other than the obvious financial benefit to the developer in selecting a more compact and efficient subdivision design.

POLICIES

- 1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.*
- 2. To safely and efficiently preserve or improve the transportation system.*
- 3. To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.*
- 4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).*
- 5. To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.*

STRATEGIES

- 1. Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.*
- 2. Initiate or actively participate in regional and state transportation efforts.*
- 3. Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with:*
 - a. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73);*
 - b. State access management regulations pursuant to 23 M.R.S.A. §704; and*
 - c. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.*
- 4. Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.*

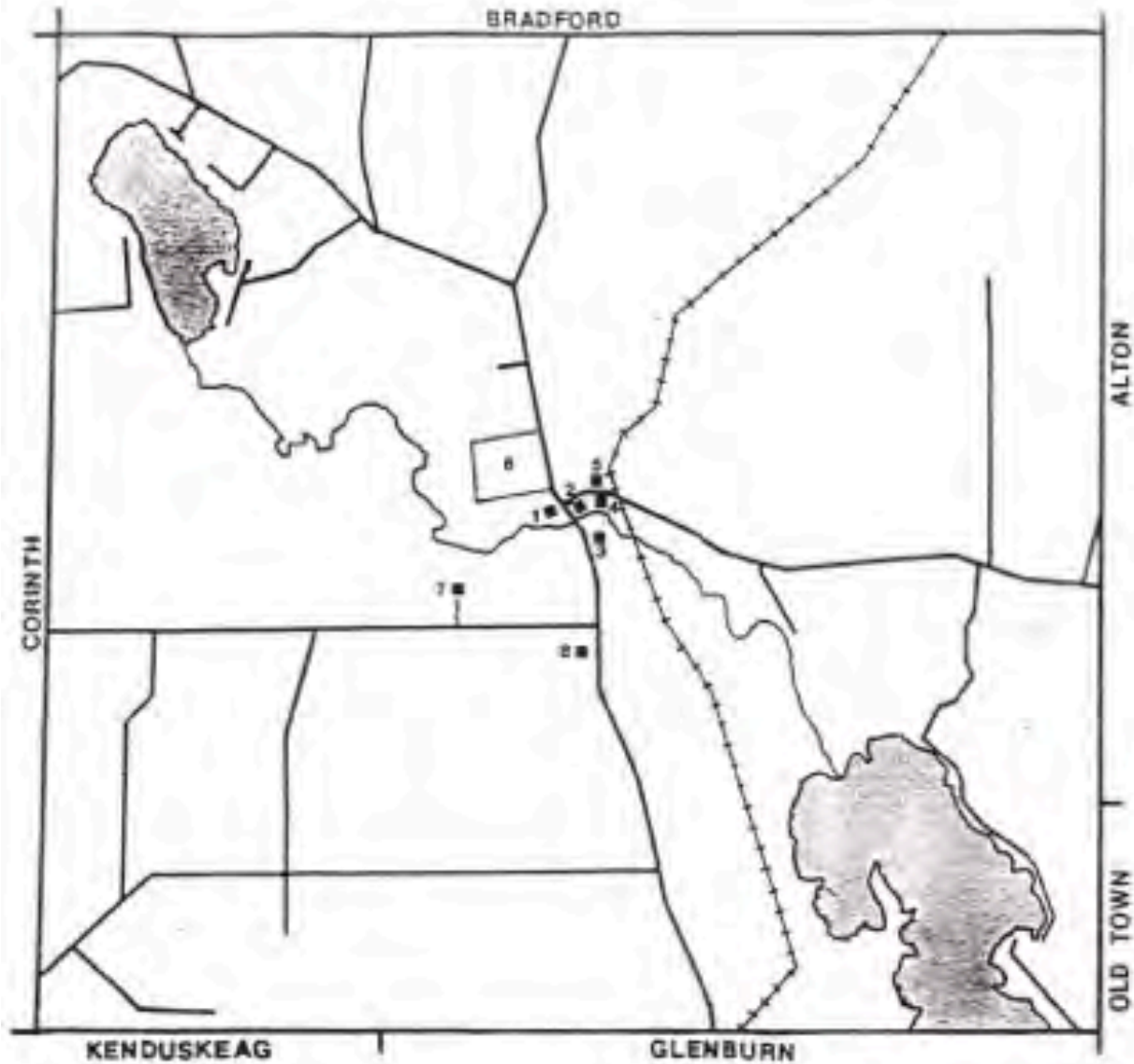
PUBLIC FACILITIES AND SERVICES

STATE GOAL: TO PLAN FOR, FINANCE AND DEVELOP AN EFFICIENT SYSTEM OF PUBLIC FACILITIES AND SERVICES TO ACCOMMODATE ANTICIPATED GROWTH AND ECONOMIC DEVELOPMENT

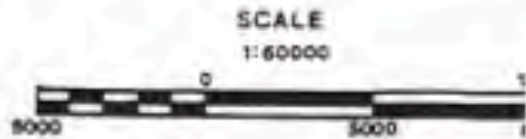
CONDITIONS AND TRENDS:

Locate Hudson facilities and service areas, describe their ownership, the general condition of the facilities and equipment, their capacity for meeting the demands of the next decade, and the estimated costs of needed capital improvements to public facilities.

The map on the following page along with the tables on the pages that follow the map fulfill this requirement



1. Town Hall
2. Post Office
3. Fire Station
4. Pushaw Cemetery
5. Mohawk Cemetery
6. Ball Field
7. Transfer Station/Garage/
Salt Shed
8. Hudson Elementary School
& Playground



**Public Facilities
Hudson**

Hudson 2012 Comprehensive Plan - Public Facilities and Services

NAME AND LOCATION	STRUCTURE, VEHICLE & EQUIPMENT	GENERAL PHYSICAL CONDITION FOR INTENDED USE (S)	Comments for Planning	Costs
TOWN HALL 2334 Hudson Rd	4000 sq. ft .building	Building in Good Condition but Office Space is Poor for Town Office space needs	Must undergo substantial redesign and renovation or relocation	\$100,000 to \$300,000
TOWN LANDS 128 acres @ 2334 Hudson Rd adjacent to town hall; 16 across from the school, remainder on Rte 43	approximately 200 acres	Good	Ball fields and related structures occupy 5 acres of 128 acres near town hall- nature trails a high priority for undeveloped acres; 16 acres are a bequest to town with limited use clause; remainder is tax-acquired tree farm on Rte 43	None anticipated above annual budget
	(4) Dugouts	Good		“
	Sports Equip Shed 6’x6’	Good		“
	Groundskeeping Equipment	Good		“
	Snack Shack 10’x12’	Good		“
FIRE STATION 2297 Hudson Road	3500 sq. ft. building	Fair to Good	Building repairs needed	\$3,000 to \$10,000
	2005 E-1 Typhoon Pumper	Good		None anticipated above annual budget
	2002 E-1 Pumper Tanker	Good		“
	1995 GMC Rescue Truck	Good	5 yrs	“
	1997 GMC Brush Truck	Good		“
	Mobile Firefighter Equipment	Good		“
CEMETERIES Old Town Road	Pushaw Cemetery 3.8 acres	Good		“
	Mohawk Cemetery 14 acres	Good		“
	Shed	Good		“
	Murray Yard Machine	Poor	2012 replacement	\$1,000-\$1,300

NAME AND LOCATION	STRUCTURE, VEHICLE & EQUIPMENT	GENERAL PHYSICAL CONDITION FOR INTENDED USE (S)	Comments for Planning	Costs
SALT SHED 50 Tamburo Lane	Building size - 50'x122'	Good		None anticipated above annual budget
TOWN GARAGE 48 Tamburo Lane	Building size - 60'x80'	Good	Needs ceiling repairs; possible creation of enclosed office in existing elevated space for historical town document storage	None anticipated above usual annual budgeting
	1995 Caterpillar Loader	Good		"
	1964 Fork Lift	Aging	1-2 years	"
	Tools & Equip	Good		"
	Concrete Retention Tub	Good		"
	2006 Ford F3 Truck w/ plow	Good		"
	Bowens Lawn Mower	Good		"
	Plow for FD brush truck	Good		"
TRANSFER STATION 49 Tamburo Lane	Building size - 30'x80'	Good		"
	Compactor	Poor - Good	replace pump within a year	"
	48' Box Trailer	Good	pin holes in roof need cool seal within 2 yrs	"
MULTI-LOCATION				
	Computers	Good		"
	Kubuto Mower	Good		"
FACILITIES NOT OWNED BY HUDSON				
POST OFFICE	LEASED FROM PVT OWNER	Good	N/A	N/A

NAME AND LOCATION	STRUCTURE, VEHICLE & EQUIPMENT	GENERAL PHYSICAL CONDITION FOR INTENDED USE (\$)	Comments for Planning	Costs
ELEMENTARY SCHOOL	Building size 10,700 sq ft RSU 64 OWNED	Good	Could close as a school within 3 years but a question whether Hudson will be able to assume authority over the building	N/A at this time

Sewerage and/or Water Supply - identify number and types of users, and percent of households served

All water in Hudson is drawn from wells. Of the 596 occupied year round homes in Hudson in 2010, 579 had complete plumbing systems and 17 (2%) did not.

Septage - identify any community policies or regulations regarding septage collection and disposal

Hudson has no public sewers. All town facilities and residences use septic tanks or holding tanks. Hudson passed a Holding Tank Ordinance in 1997. State regulation of subsurface wastewater disposal is by Title 30-A, chapter 185, subchapter III and Title 32, chapter 49.

Solid Waste - describe the community's solid waste management system. Identify types and amounts of solid waste and recycled materials for the past five (5) years.

Most Hudson residents dispose of their solid waste and recyclables at Hudson's transfer station and pay privately for the solid waste disposal. Residents pay a fee established by the selectmen. Some residents pay privately for home pick up and carting. Hudson passed a Solid Waste Management ordinance in 1989. See the following 2009 report on Hudson recycling, the most up to date report the town has.

Municipal Recycling Report - 2009

Hudson

Date: 06/24/2010
 Report Number: 09221
 Geo Code: 19320

Municipal Recycling Rate:

Recycling Summary				
Base Rate	Return Bottle Credit	Compost Credit	2009 Adjusted Recycling Rate	
16.28 %	+	5. %	+	0. %
			=	21.28 %

<u>Municipal Recyclables</u>									
	Tons			Tons			Tons		
	Res.	Com.		Res.	Com.		Res.	Com.	
Office Paper	0	0	Mixed Metals	0	0	Mixed Plastics	0	0	
Mixed Paper	0	0	Alum. Cans/Foil	0	0	PETE/PET (#1)	0	0	
Cardboard (OCC)	3.75	0	Tin Cans	7.07	0	HDPE (#2)	1.25	0	
Newspaper (ONP)	0	0	WTE Metal	0	0	PVC (#3)	0	0	
Magazines (OMG)	0	0	White Goods	27.07	0	LDPE (#4)	0	0	
Mixed News/Mag	0.75	0	Clearing Debris	0	0	CoMingled Paper	0	0	
Mixed Glass	0	0	(compost)	0	0	CoMingled Cont.	0	0	
(beneficial)	0	0	(energy)	0	0	Single Stream	0	0	
Clear Glass	0	0	Leaf/Yard	0	0	Sheetrock	0	0	
(beneficial)	0	0	(compost)	0	0	(beneficial)	0	0	
Green Glass	0	0	Mixed CDD	0	0	Shingles	0	0	
(beneficial)	0	0	(beneficial)	0	0	(beneficial)	0	0	
Brown Glass	0	0	(energy)	0	0	Cooking Oil	0	0	
(beneficial)	0	0	Wood CDD	0	0	Reuse Tons	0	0	
Car Batteries	0	0	(energy)	0	0	Other:			
Tires	0	0	Carpet	0	0		—	0	0
(beneficial)	0	0	Ash (beneficial)	0	0				
(energy)	0	0							

<u>Universal Waste</u>									
	Tons			Tons			Tons		
	Res.	Com.		Res.	Com.		Res.	Com.	
Monitors & TVs	0	0	Mercury Therm.	0	0	Other:			
Computers	0	0	Other Mercury	0	0		—	0	0
Mercury Lamps	0	0	Batteries	0	0		—	0	0
CFLs	0	0	Intact PCB Ballasts	0	0				

	Tons		Tons	
	Res.	Com.	Res.	Com.
	Landfilled		Incinerated	
MSW	0	0	205.12	0
Mixed CDD	0	0	0	0
Ash	0	0	0	0

Sub Total Recycled	39.89
Reused Materials	0
Universal Waste	0
Total Recycled	39.89
Total MSW	205.12

Stormwater Management - N/A

Power and Communications - Availability of 3-phase power, internet (including broadband), and cable within the community

Three phase power is available in limited areas in Hudson and could be linked to in the event of need. Cable television is available only in the Roger's Landing area; however, equivalent video (television) service is available throughout Hudson, mostly through residential satellite dishes.

Hudson is the second most chopped up municipality in the state with respect to broadband services. Some areas in Hudson, among them Little Pushaw Pond and the road to Corinth north of the lake, currently have no services at all. Roger's Landing residents, with close proximity to Old Town, have access to cable-based broadband from Time Warner. Hudson Road from the juncture of Wilder Davis Rd down to the town ballfields could have access to services if Fairpoint Communications would re-splice some lines. The re-splice would reportedly cost under \$2,000. Hudson Hill Rd residents, and a few residents on Old Town Road near the Alton town line, are served by DSL, providing up to 15 mbps, from OTT Communications (formerly Mid-Maine Communications). Other areas in Hudson have Fairpoint phone services but in many of these areas Fairpoint seems unwilling to offer these people DSL services.

Cornerstone Communications, a Charleston corporation, serves many parts of Hudson and would like to provide services wherever they are needed or desired. Cornerstone has received a ConnectME Authority grant to provide fiber-based service to presently unserved residents on Corinth Road, Pond Road, and the Little Pushaw Pond area; construction of the cables for this service will happen later this year. A second grant also will bring Cornerstone's service to residents on Hudson Road south of the elementary school to the Glenburn town line; these residents presently have no broadband alternatives other than satellite. Cornerstone recently elevated their service from 1.5 Mbps to a new standard of 3 Mbps with an option of 10 Mbps. Without Fairpoint's re-splice mentioned above, Cornerstone cannot serve most customers on Hudson Road between Wilder Davis Road and the town ballfields.

Premium Choice Broadband serves small parts of Hudson with its tower-based wireless broadband service. Other parts of Hudson are unlikely to ever see broadband services because they are not economically desirable; e.g., where only 2 or 3 year round residences exist. Those that will not see land-based services may be able to create connections with a satellite dish, dial up, or creating a "hot spot" of their own by connecting to cellular telephone services such as Verizon's. This method is still used on Birch Tree Drive where Fairpoint also offers phone services but not DSL, although most residents on Birch Tree have converted to Cornerstone.

The future may be a little better for Hudson but it may take a bit of work with the Maine Public Utilities Commission. The intent of both the federal and state grants that allowed private companies to lay 1100 miles of fiber in Maine was to serve rural maine communities. There is work to be done to achieve this goal.

Emergency Response System - average call response times for fire, police, and emergency/rescue

FIRE The response time for the report of a fire varies by the time of day, the distance of the volunteers from the station, the distance from the station to the fire, and the condition of the roads the equipment must travel. Arrival on site can take from a few minutes to 45 minutes.

POLICE Call response times for the police average 5-45 minutes depending on the nature of the report and where the police cruisers are located when the call comes in.

EMERGENCY/RESCUE Between January and April 2012, 43% of 127 medical emergency dispatches to Hudson or Glenburn reached the emergency within 5 minutes; 7% took over 15 minutes. Average times were unavailable.

Education - identify school administrative unit. Include primary/secondary school system enrollment for the most recent year information is available and for the ten (10) years after the adopted plan.

Hudson is part of the Maine School Administration District/Regional School Unit 64 ("RSU 64" or "the district") along with the towns of Bradford, Corinth, Kenduskeag, and Stetson. Hudson has an elementary school which is owned by the school district. In 2012, it serves approximately 55 district students in the 3rd and 4th grades.

In 2010, Hudson had 256 children between the ages of 5 and 17 years of age. Hudson's school age children in other than 3rd and 4th grades attend other schools in the district or pay privately for education in either private schools or public schools in other districts. Hudson has no pre-school program and no school choice policy that would allow Hudson high schoolers to chose to attend high school in another district.

There are no numbers available for the enrollment of Hudson students in the centralized RSU 64 schools over the coming decade. The children of Hudson residents that live on Roger's Landing attend Old Town schools.

Health Care - Describe major health care facilities (hospitals, clinics) and other providers serving the community. Identify public health and social services supported by the community through municipal subsidy.

Hudson is located approximately one half hour's drive from Eastern Maine Medical Center (EMMC), which in 2012 is considered northern Maine's most multi-faceted emergency medical center with an aerial medical evacuation unit. Hudson is also served by St. Joseph's hospital and EMMC's 24/hr walk in clinic, both in Bangor and about a half hour from Hudson.

Towns near Hudson have additional hospitals and many dozens of medical offices for general and specialist care (including less insured services like eye, dental, osteopathic, and chiropractic care). Some of these offices are in towns immediately adjacent to Hudson. Others are slightly farther away, such as the highly regarded Lafayette Cancer Center in Brewer, ME. Because of this fine level of services, it is unlikely that a person in Hudson will have to leave his or her

geographical area (a 30 mile radius) for anything but the most rare medical condition, and services for these conditions are generally available in Waterville or in towns closer to Portland, or in Portland itself, 2.5 hours south of Hudson. Occasionally a condition or disease is referred for care to Boston, MA.

Hudson has a Health Officer and gives annually to Community Health & Counseling Service, Penquis Community Action Program, Bangor STD Clinic, United Cerebral Palsy, Red Cross, Eastern Area Agency on Aging, and Bangor Area Visiting Nurses.

Municipal Government Facilities and Services - Describe facilities and staffing for municipal administrative, enforcement, and public works operations.

ADMINISTRATION Hudson operates with a town meeting-selectmen form of government. In this model, the town's registered voters serve as the legislative branch of Hudson's government - they authorize spending and enact laws. The elected Board of Municipal Officers ("selectmen") are the executive branch of Hudson's government and manage its affairs with broad authority over all town matters except spending and law making, although they have broad policy making authority.

In addition to five (5) selectmen elected for staggered three year terms, Hudson's voters elect four (4) Hudson representatives to the RSU 64 Board of Directors and nine (9) Budget Committee members. All elected administrators are volunteers, while the selectmen receive a small annual stipend for their work. Municipal spending is budgeted by the voters at the annual town meeting and any additional spending is considered by voters at special town meetings.

The Town Hall houses the Hudson Town Office near the entrance to the building. The office is staffed by a full time town clerk/ registrar of voters/ tax collector/ general assistance administrator/ deputy treasurer and a part time treasurer/ deputy clerk. Other duties are handled by a part time assessors' agent, code enforcement officer, and maintenance man/ transfer station operator; a committed board of selectmen (also the town's Tax Assessors and Road Commissioners), a volunteer safety officer/ constable, and a small army of additional volunteers. The town office is open 26 hours a week over five business days on a staggered schedule. The town publishes a quarterly newsletter and has a website www.hudsonmaine.wordpress.com that is regularly updated.

In the late 2011 comprehensive planning survey, 34% of Hudson's full time residents reported that town administrative services were Good; 28% that they were Fair; and 17% that they were Poor. The survey was conducted within a month of a complete turnover in town office personnel. With the hiring of a new town clerk in 2012, it may or may not be useful to conduct a informal on-premise survey of those that use the town office to reliably assess what services or quality of care townspeople would like to see improved, if any. A space issue in the office can result in people waiting for services in the foyer where there is limited seating. This is most likely to happen on the one day each week that the tax assessors' agent and the code enforcement officer are in. In 2012, the office doubled its state-linked computer capacity so that two people can be served simultaneously if two trained employees are working.

A town manager-selectmen-town meeting form of government occasionally arises as a subject for discussion or debate in Hudson. A part time or full time town manager could require an additional or increased town salary, and the change would also remove oversight of town employees from the direct supervision of Hudson’s elected officials. It may be for these reasons that the idea of hiring a town manager has never gained much political traction among Hudson voters.

ENFORCEMENT⁷ There is no police facility in Hudson. The Maine State Police and the Penobscot County Sheriffs’ Department police Hudson on a rotating two week schedule covering Zone 4 of Penobscot County. The zone is comprised of the towns of Alton, Bradford, Corinth, Glenburn, Hudson, and Kenduskeag. Hudson may be the best served among these towns because Hudson lies on the central corridor of Zone 4 - to get from any Zone 4 town to another, the police must travel through Hudson. In addition to routine coverage, the police respond to 550-600 calls a year from Hudson. The calls range from someone reporting suspicious activity to reporting a crime in progress. Neighbors watching out for neighbors in both year round and seasonal neighborhoods in Hudson is a deterrent to criminal activity. The residents of Hudson that live on Roger’s Landing are served by the Old Town Police Department and the Maine State Police.

In 2012, the townspeople appointed a part-time unarmed town constable. It is envisioned that the constable will chiefly monitor town events and activities in order to communicate directly with the state police or sheriff’s department when their services are needed, such as with illegal drug or alcohol use.

Hudson has a Code Enforcement Officer that works one day a week and meets monthly with the Hudson Planning Board.

See the following table for a list of Hudson Ordinances and their dates of passage and amendment. The Hudson Ordinance Committee, appointed by the selectmen in 2010 and currently serving as the Hudson Comprehensive Planning Committee, will begin to review Hudson ordinances in early 2013.

ORDINANCE	Adopted	Amended	Amended	Amended	Amended
Building Notification Ordinance	3/21/92	3/22/97	3/22/03		
Cemetery Ordinance	11/10/10				
Culvert Ordinance	3/19/11				

⁷ Most of the information in the first paragraph of this section was obtained in a phone interview with Chief Morton of the Penobscot County Sheriffs’ Department on 4/20/2012.

Commercial Automobile Graveyard and Junkyard Ordinance	12/12/89	3/21/98			
Floodplain Management Ordinance	3/21/87	3/26/94	3/22/96	3/23/12	
Holding Tank Ordinance	3/22/97				
Land Use Ordinance	3/27/93				
Mobile Home Park Ordinance	3/21/92	3/26/94			
Shoreline Zoning Ordinance	9/12/91	3/27/93	3/26/94	3/24/01	3/21/09
Solid Waste Management Ordinance	12/12/89				
Subdivision Ordinance	3/23/91	3/22/97	3/21/98	3/22/03	

PUBLIC WORKS Hudson contracts for all snow removal and most road maintenance and employs a town maintenance man who also runs the town garage and transfer station. The town has a Safety Officer who is responsible for the safety of all town facilities.

Street Tree Program - N/A

ANALYSIS

Are municipal services adequate to meeting changes in population growth and demographics?

Hudson’s current public facilities and services will be able to serve a modestly growing population for another decade or longer. Some of Hudson’s facilities may be repurposed; some will need repairs; while the town hall will need renovation or relocation to another building. Hudson may add services (e.g., for seniors), but so long as the town keeps track of its population trends and continues its uninterrupted 22 year record of disciplined fiscal management, there is good reason to think that Hudson will be able to meet its population’s needs for facilities and services well beyond the coming decade.

Has the community partnered with neighboring communities to share services, reduce costs, and/or improve services? In what ways?

Hudson’s community partnerships figure prominently in nearly every aspect of its work. Hudson partners with the towns of Bradford, Corinth, Kenduskeag, and Stetson for education. The fire department has a mutual aid agreement with Bradford, Charleston, Corinth, and Glenburn. Hudson’s police services are shared by Alton, Bradford, Corinth, Glenburn, and

Kenduskeag. Its medical emergency services are used by other towns and institutions but the company's primary focus for emergency services is on Hudson and Glenburn. Hudson looked into sharing solid waste disposal services with the Town of Corinth, but this alliance would have increased costs and driving time for the people of Hudson, so the partnership was not pursued.

Past and present administrators from Newburgh, Hampden, and Milford worked with Hudson administrators and selectmen to keep the town office open without interruption of hours or services when an unplanned turnover in Hudson town office personnel took place in 2011. Two of the out-of-town professionals contributed as unpaid volunteers. Hudson is a member of the Maine Municipal Association (MMA) and turns to them regularly for advice on town administration and legal questions. Hudson is helped with research and planning by the Eastern Maine Development Corporation (EMDC) which also aids and advises other towns in Penobscot county, as well as towns in the the counties of Hancock, Knox, Piscataquis, Waldo, and Washington. The health of Pushaw Lake and Little Pushaw Pond is monitored by the Greater Pushaw Lake Association (GPLA), a non-profit charity with members in Glenburn, Hudson, Old Town, and Orono, the four towns that surround Pushaw Lake. In 2011, the GPLA purchased a \$2200 water quality monitor for Little Pushaw Pond, a body of water located wholly in the Town of Hudson. The GPLA also facilitated DEP grants that came to Hudson alone. The 60/40 DEP funds were matched by funding from the Town of Hudson and by Hudson private road associations on the lake. This cooperation resulted in a total of over \$165,000 being invested in the Town of Hudson on both sides of the Pushaw Lake outlet dam to prevent pollution of Pushaw Lake from camp road (gravel) run-off into the lake. Hudson paid \$15,000 in matching funds.

Does the community have public sewer, water, or storm water management facilities and, if not, does this prevent the community from accommodating current and projected growth?

At its current rate of growth and projected growth, there is no foreseen need for these public services in Hudson and their absence in no way impedes development in Hudson. Subdivisions are required to create private water and sewer systems for the subdivision regulated by the Hudson Subdivision Ordinance, passed in 1991 and updated in 2003.

How do residents dispose of septic tank waste? Are there issues or concerns regarding septic tank waste?

Hudson's sewage is collected in septic and holding tanks. Individual residents and town management pay private septage haulers to dispose of their septic waste. Hudson's Holding Tank Ordinance was adopted in 1997.

While historically there have been raw sewage and septage issues in Hudson, perhaps most notably with dwellings on or near Hudson lakes, known issues have been remedied over the years through:

- Hudson's regulation of new plumbing systems;
- local, state and federal regulation of shoreline development; and

- public education from many sources/media, including the Penobscot County Soil and Water Conservation District, the GPLA, and neighbor to neighbor, especially through the work of private road associations.

Is school construction or expansion anticipated during the planning period? Are there opportunities to promote new residential development around existing and proposed schools?

In 2012, RSU 64 (or “the district”) with the approval of the State of Maine initiated a multi-year process of converting from having a centralized middle school and high school with satellite elementary schools throughout the district to one centralized K-5 elementary school to be located in Corinth near the other two central schools. It is unclear when this conversion will be completed or what will happen with the satellite elementary schools operating in the district when the new elementary school is complete.

If control of Hudson’s elementary school building passes from the district to the Town of Hudson, townspeople have varied wishes for the building’s utilization. The 2011 survey shows the majority of people support its conversion into a Community Center, Town Hall, Senior Center, or Library/Historical Society. There is space in the building for all five. However, the passage of the building to Hudson is in no way assured. It is owned in part by all five towns in the district and is considered the most valuable satellite elementary school in the district. The town hopes to learn the outcome of this question by 2015.

The school plot itself is 4.7 acres, bordered by a 3.7 acre residential property in the direction moving away from the center of town and by preserved University of Maine property behind and elsewhere near the school. Hudson Hill Rd intersects the University property near the school on the side toward the center of town.

Is the community’s emergency response system adequate? Are improvements needed?

The results of the 2011 survey show that responding year round residents that live in the main part of Hudson (not Roger’s Landing) rated the town’s emergency services fairly low, especially police protection. The survey also asked if Hudson should increase emergency services and 30% of the same respondents indicated that the town should not. The survey did not ask if respondents wanting more services would be willing to pay higher taxes for them.

See the following table for 2011 survey ratings on emergency services. The response of “No Opinion” is not factored. Likewise the responses of respondents who do not reside year round in Hudson or live on Roger’s Landing and do not use Hudson’s emergency services are not considered.

Survey Results	Good	Fair	Poor	Comments
Police Protection	17%	28%	22%	<i>Police services are the emergency services least visible to the people of Hudson because there is no police station in Hudson. Was this lack of visibility a factor in this low rating? What specific change(s) to police services would make people feel better served?</i>
Fire Protection	50%	25%	2%	<i>Because of the presence of a fire station in Hudson, this service is perhaps the most visible emergency service in town. It benefits from involvement of Hudson resident-volunteers. Was this a factor in this rating? What specific changes in fire protection would make people rate Hudson's fire services higher?</i>
Emergency Medical	36%	31%	7%	<i>Because these services are housed in the fire house, emergency medical services are also more visible than police services and there is some involvement of Hudson residents as volunteers although not as much as with fire services. Is the low rating of emergency medical services compared to fire services due to an elevated "fear factor" related to the relatively high costs of a slow response by an ambulance, up to and including loss of life? Was the aging population a factor in this rating? What specifically drove this rating and what changes might elevate it?</i>

Another question unanswered by the survey is what do rural people expect. While they may believe that their emergency services are far from optimal, they may also believe that they cannot expect any better services in a rural setting, especially one with many long and/or narrow unpaved private roads that naturally impede emergency vehicles. Could this be the reason so few people surveyed said they want more services? Because of the inconclusive nature of the survey data and Hudson's aging population that may become more dependent on emergency medical services in the coming decade, further study of the will of the people of Hudson on the matter of emergency services may be warranted.

EMERGENCY SERVICES & HAZARD MITIGATION

- An Enhanced 9-1-1 (E 911) numbering system is in place and is tied in with a dispatch service.
- First Responders/Rescue Services are available through the Hudson Fire Department.
- G&H Ambulance, a volunteer non-profit organization that Hudson contracts with annually, covers Glenburn and Hudson as their primary coverage area. Their services are 24/7 and their personnel have three (3) levels of training: basic, intermediate, and paramedic. G&H is licensed at the paramedic level and dispatches their paramedic truck and personnel 99% of the time.

- Life Flight of Maine is available for emergency transport depending on weather and availability of aircraft.
- Snowmobile club members and ATV owners are available for off-road rescues.
- Many residents have 4 wheel drive vehicles, chainsaws, and equipment to use in hazardous situations.
- Hudson is in a National Flood Insurance Program and adopted a Floodplain Management Ordinance in 1987 which was last amended in 2012.
- The Snowmobile Club building on Whitmore Landing Road with wood heat, floor space, a bathroom and a kitchen may be able to serve as a small shelter (although it may be in a flood plain). The town hall with abundant floor space and a kitchen may also be made ready as an emergency shelter. Years ago it was designated as the shelter for Bradford, Glenburn, and Hudson but this is no longer the case. At this time, neither the town hall nor the snowmobile club has been set up with the minimum supplies to be designated an emergency shelter.
- The residents of Hudson that live on Roger's Landing are served by Old Town emergency services.

EMERGENCY RESPONSE PLAN An Emergency Response Plan would be put into action in the event of a major catastrophe such as a train or truck accident releasing toxins into the atmosphere or widespread flooding resulting in the need to evacuate part of Hudson.

No formal emergency response plan has been prepared for Hudson. Because the town is physically divided by train tracks, all of Hudson's emergency services could be cut off from a good percentage of the town in an emergency involving the train tracks. Another physical divider of the Town of Hudson is the dam in the northeast quadrant of Pushaw Lake (southeast quadrant of the town). A small percentage of Hudson's townspeople live on the Roger's Landing side of the dam, a 40 minute drive from the center of Hudson. These people's distance could be a benefit to them in an emergency at the center of Hudson. But in an emergency that is widespread enough to affect Roger's Landing, these people would likely be served by Old Town, Maine's emergency services.

FIRE PROTECTION

- The Hudson Volunteer Fire Department is a non-profit association funded through town taxes, grants, and other fundraising efforts.
- It's ISO rating allows reduction in homeowners insurance for homes located within five miles of the fire station.

- Response time varies by the time of day the call comes in, the distance of volunteer firefighters from the station, the distance of the fire from the station, and the condition of Hudson's roads, especially its private camp roads.
- 22 volunteers are currently on the Hudson force at different levels of training. The average cost for training and preparing a new volunteer is \$5000 (\$1500 for training, \$2500 for turnout gear, and \$500 for a pager).
- Hudson has mutual aid agreements with Bradford, Charleston, and Corinth.
- The residents of Hudson that live on Roger's Landing are served by the Old Town Fire Department.

Is the solid waste management system meeting current needs? Is the community reducing its reliance on waste disposal and increasing recycling opportunities? Are improvements needed to meet future demand?

The capacity of Hudson's transfer station easily serves Hudson's current needs. Improvements in its capacity to meet future demand seems unneeded unless there is a decision to increase services at the station.

In 2012, recycling in Hudson is in decline because of the limited number of companies that are willing to take recyclables. Hudson attempts to recycle newspaper, tin, cardboard, glass and #2 plastic. According to the 2011 survey, 87% of respondents indicated they were satisfied with the recycling program in Hudson. The recycling question allowed for more than one response per respondent and 53% of the respondents also indicated that they would like to see more recycling options in Hudson, while only 8% (about seven (7) respondents) reported that they would be willing to pay for more recycling options.

More study of recycling options may be called for in Hudson along with more clarity about the will of Hudson's people on the matter of recycling.

Are improvements needed in the telecommunications and energy infrastructure?

Yes, Hudson needs improvement in its telecommunication capacity, especially its internet capacity. Hudson's energy infrastructure seems adequate while power outages are common. Bangor Hydro reports that outages are common in rural areas where it is difficult or prohibitively expensive to isolate outages to a few homes or a neighborhood.

High speed internet access is first among the services respondents to the 2011 survey want to see brought to Hudson. It was twice as much in demand as the second most-wanted additional service. Limited broadband accessibility was also the first reason survey respondents gave for why people and businesses don't move to Hudson. (see also *Conditions and Trends in this section*)

Are local and regional health care facilities and public health and social service programs adequate to meet the needs of the community?

After access to high speed internet, nearly every other town service that people want in Hudson can be tied to serving seniors and those with less capacity to care for themselves. A senior center, a library with computers, and meals-on-wheels all scored ahead of commuter bus services and “other” services on the survey of services Hudson people want to see.

Hudson’s population over the age of 60 grew from 144 in 2000 (10% of the population) to 246 (16% of the population) in 2010, a 60% increase. Due to the post war baby-boom beginning in 2004, the senior population will show a higher increase between 2010 and 2020 and stay in a high growth pattern until around 2030. During the same two decades, the length of human life is expected to be extended by medical and other scientific breakthroughs. These may extend the senior-bubble beyond 2030. The stresses of this era on seniors and their families will be heightened by the inability of families to take care of their parents in their own homes because in most families both parents in the “middle generation” are working during the day. Last, but perhaps most important, this demographic bubble comes at a time when the state and federal government are both dramatically curtailing their help for people and institutions they once served.

So it is hard to say in 2012 if local and regional services for seniors in Hudson will be adequate to the challenges of the next 30 years. Hudson must tread carefully in its planning and budgeting. In addition to the 60% increase in those entering their senior years that Hudson saw in 2010, 2011 saw a 177% increase in Hudson’s support of the poor and a 10% increase in the number of property owners who were delinquent in paying their property taxes. It is not clear what percentage of those affected by these trends were seniors.

While there are no health or social services in Hudson, in 2012 the town appears to be fine with the availability of these services in its neighboring communities. There may be a need to more accurately study the future growth of Hudson’s senior population, what these seniors want for themselves in the next decade, what services are likely to be offered in nearby communities during these years, how poverty is growing in Hudson, if poverty is growing among seniors, and what, if anything, Hudson taxpayers can or want to do about this.

Will other public facilities, such as town offices, libraries, and cemeteries accommodate projected growth?

The town office is too small. Advances in technology that allow townspeople to obtain permits, licenses and other services online will undoubtedly decrease people’s need to go to the town office for such services, but this improvement will not solve the crowding problem. At present, there is virtually no space for a person to meet in private with a town administrator. This situation is especially acute on the one day each week that the part-time assessors’ agent and part-time code enforcement officer are both in the office and meeting with townspeople who come in with or without appointments. If there were phone service in the downstairs kitchen/ meeting room, it could give town officials a place to work and allow some meetings there.

There is no public library in Hudson although the elementary school has a good library and there is a community closet at the town hall with a good collection of books for people to borrow. In the 2011 survey, the townspeople indicated they want a library with computers,

although it wasn't clear whether the desire for a lending library drove that response or the desire for public access to computers. If it was computers, placing them in a community center or another public setting might meet that need. The Hudson community closet's book lending rate is low. This could be an indication that a full public library in Hudson is not called for, although not everyone is aware of the town's collection. The community closet's library has been mentioned in the town newsletter, but more may need to be done to publicize the library before a decision is made on whether to establish a more formal institution. The adjacent towns of Bradford, Corinth, Glenburn, Kenduskeag, and Old Town all have good libraries, and Bangor's library is excellent for a full complement of modern library services.

At this time, there is no need for additional space at the town cemetery due to a bequest of an additional 10 acres to the 3.8 acre Mohawk Cemetery and the design there of smaller plots to meet increasing requests for the burial of cremated remains. This acreage should meet the needs of the Hudson residents that will need burial sites in Hudson over the next decade and beyond.

To what extent are investments in facility improvements directed to growth areas?

At present, nearly 100% of Hudson's capital investments are planned to take place in the town's designated growth area, the Village Residential District. See also the Fiscal Capacity and Capital Investments section of this plan for more information.

Does the community have a street tree program?

No and none is anticipated.

POLICIES

To efficiently meet identified public facility and service needs

The following addresses Hudson's public facility and service needs to the degree they can be known without significantly more study. At the least, the following policies are suggested.

- 1) POLICY: TOWN BUILDINGS AND EQUIPMENT WILL MEET ALL FEDERAL, STATE, AND LOCAL SAFETY STANDARDS AT ALL TIMES. Strategy: Selectmen, Hudson Safety Officer and Building Committee will continue to assess the current needs and costs of upkeep, repair, and renovation of town buildings and equipment, incorporating the findings of the May 2012 MMA inspection and giving highest priority to safety issues, if any; create a hierarchy for repairs/renovation with associated estimates of costs; create a plausible timeline for repairs and renovations, as appropriate; create a timeline for future preventive inspections with assignment of responsibility for inspections; and report to the selectmen on recommendations.
- 2) POLICY: MUNICIPAL RECREATIONAL AND OTHER SPENDING WILL BE SUCH THAT THE BROADEST CROSS SECTION OF HUDSON RESIDENTS ARE SERVED, INCLUDING CHILDREN, TEENS, AND ADULTS (INCLUDING PARENTS OF PRE-SCHOOL CHILDREN AND SENIORS, AS TWO SEPARATE CLASSES OF ADULTS). Strategy: Selectmen and Recreation Committee, Grange or other individuals or committees to further assess questions arising from the 2011 survey, including, but not limited to, whether the people of Hudson

want, need or are willing to pay for more emergency services, including an Emergency Response Plan; whether the town can do better at recycling with no net costs to the town; the desires/needs of Hudson's seniors, including for ambulance services, assisted travel or living, etc.

To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.

Hudson's identified growth area is the Residential Village District where a renovation of the Town Hall to increase space for the Town Office is expected to begin within the next three years. See the Fiscal Capacity and Capital Investment section of the plan for more information.

STRATEGIES

Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.

The only capital improvements needed in Hudson are the expansion of the town hall office and repairs at the fire station, both of which would be needed even in the absence of growth.

Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.

There are no new public facilities planned for Hudson but well over 75% of Hudson's growth-related capital investment is planned for a renovation of the Town Hall which is located in the Village Residential District, the town's designated growth area.

Encourage local sewer and water districts to coordinate planned service extensions with the Future Land Use Plan.

N/A

If public water supply expansion is anticipated, identify and protect suitable sources?

N/A

Explore options for regional delivery of local services.

This is a standing policy and its implementation is ongoing.

FISCAL CAPACITY AND CAPITAL INVESTMENT PLAN

STATE GOAL: TO PLAN FOR, FINANCE AND DEVELOP AN EFFICIENT SYSTEM OF PUBLIC FACILITIES AND SERVICES TO ACCOMMODATE ANTICIPATED GROWTH AND ECONOMIC DEVELOPMENT

CONDITIONS AND TRENDS

Identify community revenues and expenditures for the past five (5) years and explain trends.

Note: All numbers in this section were taken from the Hudson Town Reports 2007-2011 Independent Auditor's Report exhibits toward the back of the town reports, specifically from actual revenues and spending columns in the auditor's reports, vs from the budgeted revenues and spending columns. Budgets are projections before spending occurs. Actual spending is what in fact happened. For an example of a page where most annual data for this section was extracted, see page 43 of the 2011 Hudson Town Report.

REVENUES

REVENUE 2007-2011	2007	2008	% change	2009	% change	2010	% change	2011	% change	Average Annual % change	Actual % Change 2007 to 2011
Property Taxes	\$788,300	\$812,741	3%	\$878,231	8%	\$931,812	6%	\$1,000,074	7%	6%	27%
State Road Assistance	\$21,528	\$21,528	0%	\$21,528	0%	\$21,528	0%	\$21,528	0%	0%	0%
Excise Taxes	\$211,771	\$211,564	-0%	\$210,131	-1%	\$210,065	-0%	\$206,639	-2%	-1%	-2%
Interest on Savings	\$18,641	\$8,820	-53%	\$4,564	-48%	\$4,415	-3%	\$3,526	-20%	-31%	-81%
Gain on Tax Acquired Property	\$9,742	\$10,589	9%	\$9,898	-7%	\$24,285	145%	\$6,818	-72%	19%	-30%
Interest on Delinquent Taxes	\$12,539	\$15,051	20%	\$9,606	-36%	\$18,461	92%	\$14,642	-21%	14%	17%
Tree Growth	\$1,509	\$4,788	217%	\$7,492	56%	\$7,763	4%	\$13,081	69%	86%	767%
Other Revenues	\$16,773	\$14,643	-13%	\$13,356	-9%	\$12,159	-9%	\$16,097	32%	0%	-4%
TOTAL	\$1,080,803	\$1,099,724	2%	\$1,154,806	5%	\$1,230,488	7%	\$1,282,406	4%	4%	19%

Most rows in the above table are self-explanatory. The "Other Revenues" entries are comprised of annual revenues from fees paid for town office services such as clerk, notary and copier fees; snowmobile registrations; building permits; automobile registrations, and miscellaneous other town income.

REVENUE TRENDS Hudson revenue derived from property taxes grew 27% over five (5) years while the town’s total revenue grew by only 19%. This means that annual increases in property taxes are not fully compensating for losses in Hudson’s other revenues.

Excise tax revenue, Hudson’s largest source of revenue after property taxes, fell slightly every year in the study period, as did interest on its savings, which fell dramatically. Hudson gained significant revenue from tree growth, which rose an average of 86% in each of the five years studied.

Hudson’s revenues from the interest it collects on delinquent property taxes also increased, as did the town’s revenue gained from the sale of tax acquired properties, up by an average of 19% per year. These two increases may be viewed as double edged swords. For them to rise, it means that more property tax commitments are not being met and some Hudson home owners are losing their homes due to non-payment of taxes. Hudson’s 2011 Town Report showed a 10% increase over 2010 in the number of homeowners listed as delinquent on their property taxes.

EXPENDITURES

EXPENDITURES 2007-2011		2007	% of 2007 Spending	2008	2009	2010	2011	% of 2011 Annual
Municipal								
	General Gov’t	\$159,851		\$147,916	\$144,447	\$153,818	\$165,033	
	Public Safety	\$59,482		\$62,281	\$66,594	\$74,275	\$75,546	
	Health & Sanitation	\$34,714		\$34,668	\$32,138	\$27,117	\$5,147	
	Public Transportation	\$307,273		\$203,058	\$197,823	\$145,685	\$231,645	
	Recreation	\$9,687		\$10,616	\$8,331	\$6,986	\$8,250	
	Public Assistance	\$1,032		\$768	\$811	\$1,132	\$3,134	
	Other	\$21,556		\$20,859	\$4,127	\$8,876	\$12,637	
	Total Municipal	\$593,595	47%	\$480,166	\$454,271	\$417,889	\$501,392	38%
School		\$574,558	45%	\$579,338	\$604,611	\$662,847	\$728,505	55%
County		\$103,699	8%	\$107,708	\$110,087	\$101,234	\$103,371	8%
TOTAL ANNUAL		\$1,271,852		\$1,167,212	\$1,168,969	\$1,181,970	\$1,333,269	

Definitions of Municipal spending categories found in the Expenditures table are:

General Government: town hall and town administration, agents, boards, committees & legal

Public Safety: fire and ambulance; code enforcement; animal control; street lights

Health & Sanitation: transfer station; septic

Public Transportation: snow removal; town roads & road equipment; garage & garage repairs

Recreation: recreational programs and property, mostly children’s

Public Assistance: town support of the poor

Other: maintenance, snowmobile club, cemeteries, social services

EXPENDITURE TRENDS The most significant spending trend is the percentage of Hudson spending that goes to pay for unfunded state educational mandates. These mandates rose from 45% of Hudson’s annual expenditures in 2007 to 55% in 2011, an increase of 22% over five years. Another way of looking at the trend is to observe that there was only a 2% spread between unfunded mandate spending and municipal spending in 2007, and the spread was favorable to Hudson, leaving the town with 47% of its spending for municipal needs while the mandate took 45%. In 2011 there was a 17% spread between the two and it was unfavorable to Hudson, leaving the town with only 38% of its spending for municipal needs while the mandate took 55%. Hudson’s RSU 64 directors report that RSU contract negotiations concluded in 2012 may result in the unfunded state mandate taking a disproportionately large bump up in 2012/2013.

The most dramatic expenditure increase other than the educational mandate is in spending for Public Assistance.

PUBLIC ASSISTANCE	Budgeted	Spent	% of Budget Spent	% increase over prior year
2007	\$2,000.00	\$1,032.00	52%	
2008	\$2,000.00	\$768.00	38%	-26%
2009	\$2,000.00	\$811.00	41%	5%
2010	\$2,000.00	\$1,132.00	57%	40%
2011	\$2,000.00	\$3,134.00	157%	177%

Another trend portrayed by the numbers in Expenditures table is in the costs of General Government. These costs have in fact been reduced over the five years of the study. This is not seen in the numbers in the table because approaches to the posting of financial data in the town’s Trio system over the five years of the study have changed with four town clerks. In 2012, the selectmen are working with the current town office administration and a new (fifth) town clerk to see that all town bookkeeping posts and all town reports from 2012 forward closely conform from year to year.

BRIDGING THE GAP

	2007	2008	2009	2010	2011
Actual Expenditures	\$1,271,850	\$1,167,212	\$1,168,969	\$1,181,970	\$1,333,269
Actual Revenues	\$1,080,804	\$1,099,724	\$1,154,806	\$1,230,488	\$1,282,406
Difference	-\$191,046	-\$67,488	-\$14,163	\$48,518	-\$50,863
Net OTI	\$66,000	\$82,450	\$121,360	\$71,290	\$67,254
Net to FB	-\$125,046	\$14,962	\$107,197	\$119,808	\$16,391
Ending Fund Balance	\$656,243	\$671,205	\$778,399	\$898,208	\$914,599

As the above table shows, there is a gap every year between town revenues and expenditures (see Difference row above). The difference is bridged by “other transfers in” or OTI (see Net OTI row above). OTI is comprised largely of state revenue sharing income, although the entry can be used to account for transfers in from town reserve accounts, as it was in 2009 when \$36,000 was transferred in from the equipment reserve fund, which, with \$85,360 from state revenue sharing, brought the year’s OTI to \$121,360.

The table above shows that the net difference between actual income to the town (revenues and OTI) and the town’s actual expenditures affects the town’s Fund Balance (see Net to FB row above). Each year the net difference is added to or subtracted from the town’s fund balance.

To help readers understand how the above table works, see the column headed “2011”. This column shows that in 2011, Hudson expenditures exceeded Hudson revenues by \$50,863. Net OTI of \$67,254 bridged that gap and left the town with \$16,391. That difference was added to the 2010 ending fund balance of \$898,208, giving the town a \$914,599 fund balance at the end of 2011.

REVENUE SHARING The following table shows that the amount of state taxes the State of Maine has shared with Hudson has dropped 23% from 2007 to 2011; 6% between 2010 and 2011 alone. The 2012 state political climate seems to hint that this declining level of state support for municipalities may continue for the foreseeable future.

State Revenue Sharing	2007	2008	2009	2010	2011
	\$81,001.00	\$83,749.00	\$81,447.00	\$66,453.00	\$61,919.00

FUND BALANCES This is an accounting term that helps towns keep track of governmental funds collected for future spending on behalf of the people of the town. These funds are part of the total assets of a town, as are its capital assets, such as buildings. Fund balances are held in a general fund or in special revenue funds such as Hudson’s cemetery trust fund.

Use of a special revenue fund balance is restricted to the one purpose for which the fund was established. Likewise, some spending from general funds is committed to one purpose through appropriation articles, such as Hudson's appropriations to save money to renovate its town hall.

Other general funds (around 63% (\$583,094) in 2011) remain unassigned and can be used by the townspeople for the following year's appropriations. Hudson voters most commonly use these funds to finance some costs of running the town in anticipation of taxes and other revenues that will flow to the town in the months between the appropriations being passed at the annual meeting in March and the end of the year. The alternative to using the general fund balance for this purpose is to borrow from a bank to pay bills that come in before revenues. The interest on that debt would drive up the cost of governing the town. When an appropriations article in a town warrant states that the budget committee or selectmen recommend that the money come "...from Fund Balance", this is what that term means. When a town report says "Balance to Fund Balance", this means that unspent monies from this category of spending were sent to the fund balance at the end of the year, regardless of the source of the original funding (property taxes, excise taxes, or fund balance).

Spending down a town's net fund balances over time generally reduces the value of a town. Building the funds increases the value of the town as well as its ability to pay for future capital spending without taking on long term debt, the interest on which also drives up the costs of governing the town.

Describe means of funding capital items (reserve funds, bonding, etc) and identify any outside funding sources.

Hudson defines capital assets as town assets with an initial, individual cost of more than \$3,000 with an estimated useful life in excess of one year. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the life of the asset are not capitalized.

Hudson expects to have to fund capital improvements in town hall from its fund balance committed to that purpose. The rest of its capital spending over the next ten years will be funded through normal annual appropriations and savings in reserve funds. The town may apply for grants where they will be affordable and useful.

Identify local and state valuations and local mil rates for the last five (5) years.

Year	State Valuations	Hudson Valuations	Mil Rate	Commitment Book Taxes	Actual Revenue from Taxes	Difference resulting from unpaid, earlier year paid late, abatements and overlays
2007	\$77,000,000	\$105,830,000	0.0075	\$793,690	\$788,300	\$5,390
2008	\$82,900,000	\$105,780,000	0.0078	\$825,110	\$812,741	\$12,369
2009	\$89,650,000	\$98,720,000	0.0085	\$839,110	\$878,231	-\$39,121
2010	\$92,650,000	\$101,420,000	0.0094	\$953,350	\$931,812	\$21,538
2011	\$91,950,000	\$101,200,000	0.0099	\$1,001,860	\$1,000,074	\$1,786

How does total municipal debt (including shares of country, school, and utility) compare with the statutory and Maine Bond Bank recommended limits on such debt?

Hudson has no debt and anticipates none. To date (2012), the town has been told that the costs of building the new central elementary school will not result in debt in the district's towns.

ANALYSES

How will future capital investments in the plan be funded?

Future capital investments in Hudson are likely to be funded as they have been in the past, without substantial borrowing and through careful management of Hudson's reserve and general fund balances. Grants may be applied for when the need for matching funds and the likelihood of receiving the grant are favorable to the town.

If the community plans to borrow to pay for capital investment, does the community have sufficient borrowing capacity to obtain the necessary funds?

No borrowing is planned but the town has the capacity to borrow virtually any amount needed to cover its capital needs.

Have efforts been made by the community to participate in or explore sharing capital investments with neighboring communities? If so, what efforts have been made?

Yes, efforts are regularly made and as a routine, the town leaders keep an ear open for good ideas that may benefit the town and its people as well as Hudson's community of nearby towns.

POLICIES

To finance existing and future facilities and services in a cost effective manner.

To explore grants available to assist in the funding of capital investments within the community.

The town will continue to finance existing and future facilities and services in a cost effective manner and explore grants for capital investments.

To reduce Maine's tax burden by staying within LD 1 spending limitations.

The town votes each year to increase the property tax levy by a certain amount (reached through a state formula) in the case where the LD1 spending limitations may be exceeded. This possibility has been increased each year due to increases in the amount of the state's unfunded mandates and decreases in its revenue sharing.

STRATEGIES

Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.

Whenever possible, Hudson will continue to work with RSU towns and other municipalities to finance shared or adjacent capital investments that increase cost savings and efficiencies.

CAPITAL INVESTMENT PLAN

The comprehensive plan must include a capital investment plan that:

(1) Identifies and summarizes anticipated capital investment needs within the planning period in order to implement the comprehensive plan, including estimated costs and timing, and identifies which are municipal growth-related capital investments;

(2) Establishes general funding priorities among the community capital investments; and

(3) Identifies potential funding sources and funding mechanisms.

Investment	Likely start	Cost	Funding & Agenda
Expand space in the Town Hall for the needs of the Town Office	3-5 years; i.e., after the date the town knows if the 10,700 sq. ft. elementary school will pass from the RSU to the town, or not	\$100,000 to \$300,000 depending on the decision to renovate or relocate	Protect Hudson’s committed town hall expansion fund of \$223,370 until such time as the town knows what the RSU wants to do with the Hudson elementary school, at which time the costs of moving vs renovating, and the wishes of the townspeople will be assessed. This investment is growth related but would be necessary in the absence of growth.
Firehouse repairs	2012-2013	\$3,000-\$10,000	Normal appropriations; grants. Not growth related but extends the life of the building.
Town garage ceiling insulation repairs and renovation of building office for the purpose of safe storage of historical town documents	2012-2013	\$1,000 - 3,000	Normal appropriations. Not growth related but extends the life and adds to the use value of the building.

COMMENTS

Working with a town’s five year revenue and expenditures numbers to identify trends, explain them, and then project what a town might safely invest in capital expenditures in the next ten years would be a challenging task in a healthy, stable economy. It is nearly impossible in 2012 when it is still not clear whether the U.S. economy is in a slow recovery from or falling deeper into a long recession or worse. It is perhaps safest to say that if Hudson 2007-2011 revenue trends continue as they have for the past five years (which seems likely) while unfunded education mandates continue to increase and state revenue sharing continues to decrease (also likely), Hudson property taxes will continue to rise whether the rise is a result of property re-valuations (currently in progress in Hudson) or increases in mil rates. What seems clear is that bridging the gap between Hudson revenues and expenditures will remain an increasingly enormous challenge for the coming decade.

EXISTING LAND USE

INTRODUCTION

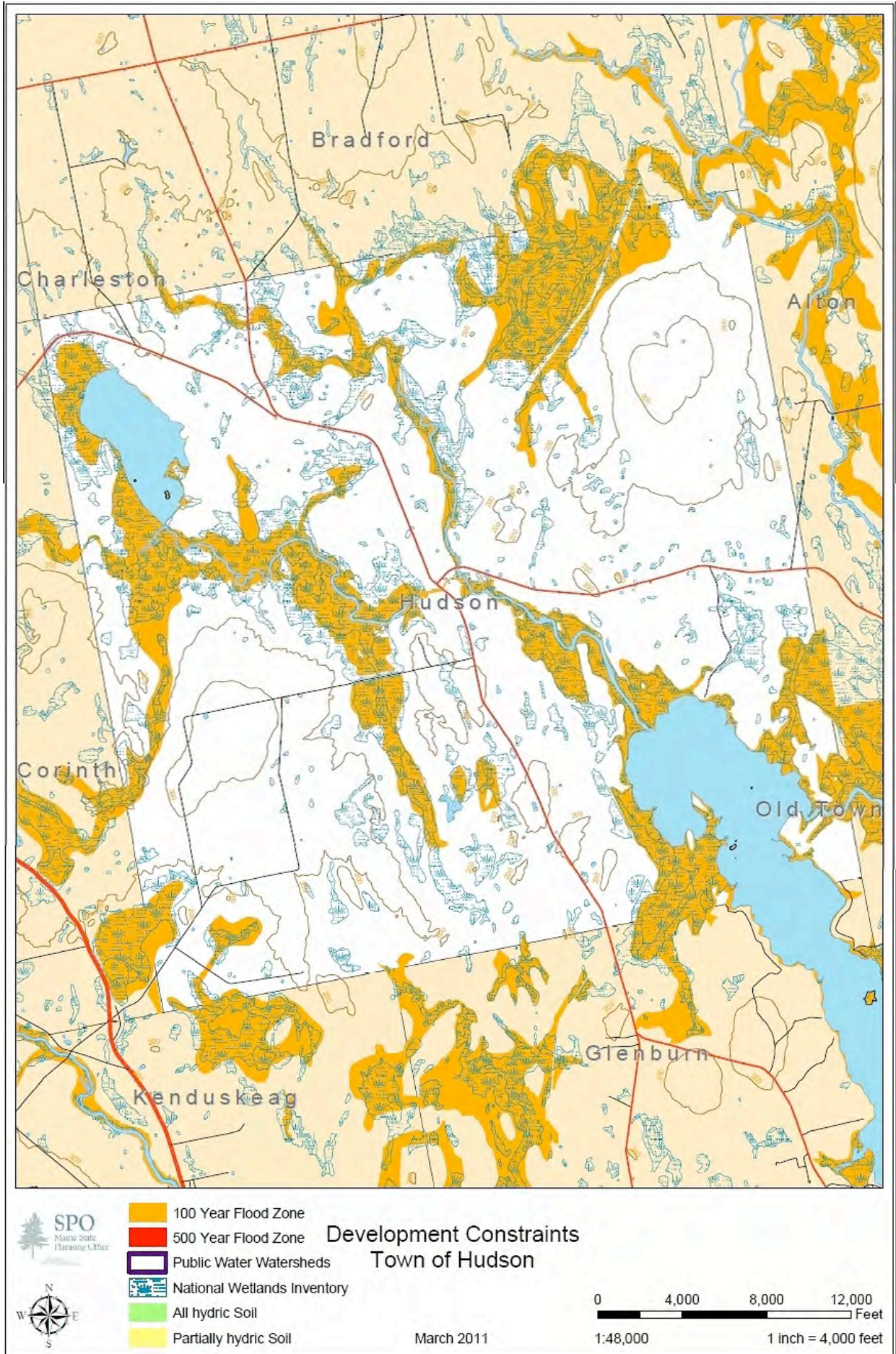
Hudson is a small, rural community located at the north-western end of Pushaw Lake. The lake is the largest in Penobscot County, and while sections of other Maine municipalities (Old Town, Glenburn, and Orono) are located on the lake, both the inlet and outlet for Pushaw Lake are located in the Town of Hudson. Little Pushaw Pond, located in the north-west corner of Hudson, is another significant body of water. From the pond to the lake runs Pushaw Stream in a generally south-easterly direction through Hudson's Village Residential District, Hudson's designated growth area. The Village Residential District is where at least 75% of Hudson's capital investment occurs. It is here that the Town Hall, which includes the Town Office, the town recreational fields, other land owned by the town, and the only grocery store in town all exist within walking distance of each other and the railroad.

Pushaw Stream is joined near the eastern Village Residential District by Mohawk Stream, the other main feeder stream for Pushaw Lake. There are many smaller streams and drainage paths in Hudson that are part of the 72 square mile watershed for Pushaw Lake. The entire town is located in this watershed.

Another distinguishing feature of Hudson is that 90% of the land is forested and much of that acreage is designated for tree growth. That acreage and a significant part of Hudson is under protected ownership or conservation and is, therefore, not available for development.

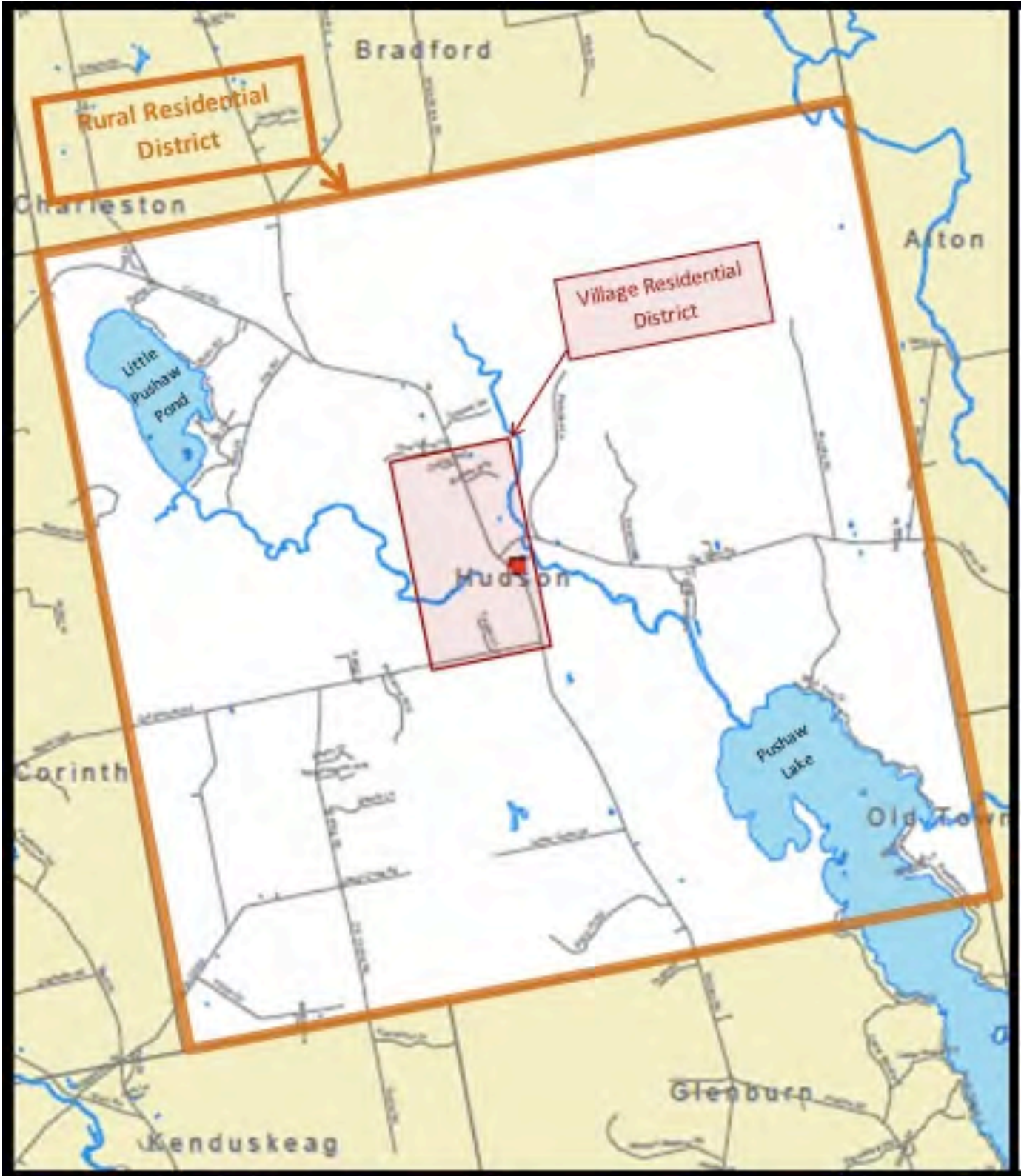
Because of the above as well as shoreland zoning and natural resource protection laws, development in Hudson presents challenges and limitations.

(See also the Development Constraints Map (Watershed Map) on next page which can also be accessed at the following online link: http://www.maine.gov/spo/landuse/compplans/2011springdata/hudson/Hudson_Constraints_small.pdf)



CONDITIONS AND TRENDS

1. An existing land use map, by land use classification (such as mixed use, residential, commercial, institutional, industrial, agricultural, commercial forest, marine, park/recreational, conserved, and undeveloped land).



Hudson's current Land Use Ordinance establishes 4 Districts for purposes of defining and specifying standards for development within each District.

- Rural Residential (RR)
- Natural Resource Protection (RP)
- Shoreland Zoning (SZ)
- Village Residential (VR)

Rural Residential (RR) is the largest District in the town (see white area of map on prior page). RR is comprised of homes, small businesses run from residential properties, agriculture, forests, and recreational and other open spaces. Low to medium density development is permitted. The rural character of this District is protected by requiring appropriate buffers and setbacks between roads and dwellings.⁸

Natural Resource Protection (RP) are those areas delineated as "D.E.P. Wetland" areas on the Shoreland Zoning Map, Town of Hudson, dated May, 1992⁹, and are for the protection of natural resources such as aquifers, significant wetlands not included in Shoreland Zoning areas, and animal wintering sites.¹⁰

Shoreland Zoning (SZ) includes all shore frontages on Pushaw Lake, Little Pushaw Pond, the following streams and brooks: Pushaw Stream, Dead Stream, Bear Brook, Beaver Brook, Baker Brook, Forbes Brook, Hudson Brook, Keyser Brook, Logan Brook, and Mohawk Stream, and all other areas delineated on the Town of Hudson Shoreland Zoning Map dated May, 1992.

Village Residential (VR) is the small District delineated at the center of the map on the prior page. It is located at the intersection of Rtes 43 and 221 in the Village of Hudson with a mixture of residential and commercial uses. It includes land that will provide for increases in small commercial activity in the coming years, depending on willing buyer-willing seller contracts as most of the VR is privately owned. Under local ordinance, cluster development is not allowed in this area.

2. A summary of current lot dimensional standards.

Rural Residential (RR): A minimum lot size of two (2) acres with a minimum of 200 feet of road frontage is required.

Village Residential (VR): The minimum lot size required within this area is one (1) acre with a minimum of 150 feet of road frontage.

⁸ Hudson Land Use Ordinance - pg. 6

⁹ Hudson's Shoreland Zoning maps are presently being updated by Sewall Company of Old Town, Maine and should be available on Hudson's website by September, 2012. The current maps are on display at the Hudson Town Office.

¹⁰ Hudson Land Use Ordinance - pg. 7

3. A description or map identifying the location of lots and primary structures created within the last ten years. Include residential, institutional, commercial, and industrial development.

As can be seen in the following table of Hudson building permits between 2002 and 2011, most of the growth and development throughout Hudson over the last decade has been in single family and mobile homes on individual lots. Additionally, there have been many renovations or additions to existing homes with garages, decks, and sheds as well as conversion of some seasonal homes to year round residences. There has been no new institutional, commercial or industrial construction during this period. No plotting of the exact locations of the development has been required and so could not be provided here.

Permit	02	03	04	05	06	07	08	09	10	11	Total
Single Family Home	5	12	10	11	3	0	3	2	1	4	51
Mobile Home	12	4	10	4	7	5	4	4	5	2	57
Additions	14	4	6	6	11	4	4	3	5	3	60
Garage	9	6	13	15	15	8	11	12	12	10	111
Deck, Shed, Other	31	17	11	9	9	14	19	15	18	26	169
Seasonal Dwelling	1	0	2	1	3	5	1	1	1	3	18
Total	72	43	52	46	48	36	42	37	42	48	

Hudson Building Permits by Year

4. Provide a brief description of existing land use regulations and other tools utilized to manage land use, including shoreland zoning, floodplain management, subdivision, site plan review, and zoning ordinances.

Hudson’s 11 ordinances can be found on its website www.hudsonmaine.wordpress.com. The Land Use Ordinance includes a detailed list of land uses permitted or prohibited within each District. Many allowed uses require permits from the Code Enforcement Officer (CEO), the Planning Board, or both. The stated purpose of this ordinance is to allow maximum utilization of the land while insuring against adverse impacts on the environment, neighboring properties, and the public interest. This regulatory approach has been termed "performance zoning" because it permits use on a particular parcel only if the use meets "performance standards" which have been enacted to insure against the use causing (or having the potential to cause) adverse impacts.¹¹

The current Comprehensive Plan for Hudson was written in 1991. The current Land Use Ordinance was adopted in 1993. The Comprehensive Plan is so out of date that very little of what it contains is relevant today except for historic reference. The Land Use Ordinance

¹¹ Ibid - pg. 11

functions fairly well under current conditions according to the town's CEO. Even so, this and some other town ordinances will benefit from a review, particularly in light of the latest town survey and this plan.

Other Hudson Ordinances relating to land use and regulations are:

- Building Notification Ordinance – Amended 2003
- Mobile Home Park Ordinance – Amended 1994
- Shoreland Zoning Ordinance – Amended 2009
- Subdivision Ordinance - Amended 2003

The Shoreland Zoning Ordinance is current with the State regulations. The town's Shoreland Zoning Maps for Hudson are inaccurate in some places but are being updated at this time.¹²

5. Estimate the minimum amount of land needed to accommodate projected residential, institutional, commercial, or industrial development at least ten (10) years into the future.

As stated in the Housing section of this plan, as few as 25 additional housing units may accommodate Hudson's projected residential growth over the coming decade. Some are likely to happen through conversions from seasonal homes to year round residences and the purchase of tax acquired properties, so very few new homes are likely to be necessary. There are currently no industrial or large commercial projects proposed for Hudson (heavy manufacturing is prohibited), but that could change with the sale of a privately owned piece of property of sufficient size (there are many - see Forestry and Agriculture section) to allow for light manufacturing or another commercial use.

ANALYSES

1. Is most of the recent development occurring: lot by lot, in subdivisions, or in planned developments? Is recent development consistent with the community's vision?

See #3 in Conditions and Trends. Development in Hudson has been almost exclusively residential (lot by lot) along established transportation routes. It has involved primarily the private sale of smaller plots located on larger parcels of private land and these become either individual lots or small subdivisions. This process has been governed by existing local ordinances. This growth has been consistent with the 1991 Comprehensive Plan and Hudson's current Land Use Ordinance.

2. What regulatory and non-regulatory measures would help promote development of a character and in locations that are consistent with the community's vision?

¹² Hudson Town Website – hudsonmaine.wordpress.com/about/ordinances/

In the opinion of the current CEO of Hudson, the voluntary adoption of the State's Uniform Building and Energy Code would be helpful for upgrading and improving the quality of Hudson's housing stock. It would also help in the CEO's enforcement abilities as the state code is aimed at maintaining high standards, particularly as it relates to commercial construction in Hudson. Currently there are no building code standards that can be applied to any construction in Hudson, whether it be residential or commercial.

Because the current population of Hudson is less than 4,000, the town does not have to adopt state standards for building. In the opinion of the CEO and Selectmen, it is unlikely that the citizens of Hudson would voluntarily adopt these regulations which would drive up the costs of renovations, conversions, and new homes. This opinion is borne out by the opinion of other townspeople interviewed as Hudson stakeholders in the preparation for the 2011 town survey. The people in Hudson are an independent lot and don't want to be told what to do on or with their property, although they seem comfortable with existing land use standards that protect them against activity on a neighboring piece of property that would negatively impact the quality of their lives or the value of their homes.

Development that is consistent with the town's character and vision has happened naturally over the decades, so town planning or direction of development into one area or another seems unnecessary to many in Hudson. However, communities in the expanding commuter zones for Bangor and the University of Maine in Orono have faced difficulties as a result of growth without adequate preparation and planning. Hudson has not experienced any such difficulties to date, but, adjacent to Hudson is Glenburn, one of the two fastest growing towns in the Bangor commuter area. Undoubtedly, Glenburn's growth will affect Hudson, known for its low taxes, more affordable homes, and more relaxed land use regulations relative to Glenburn. It is not yet known if Hudson will have to direct its development to certain areas of town more than it does today in order to protect its rural character, which is the people of Hudson's most widely shared value. The town's planned 2013 review of its ordinances, including its districting and zoning laws, in the context of "what if" and consultation with Glenburn and other regional towns that have experienced more growth than Hudson has over the past decade will help Hudson to decide whether the town must more closely direct development in order to protect its rural character.

3. Is the community's administrative capacity adequate to manage its land use regulation program including planning board and code enforcement officer?

It is the opinion of both the town CEO and the elected Selectmen (and women) that the current zoning, Planning Board role, and building permitting process are adequate for the current situation and existing town ordinances.

After the town ordinances are reviewed and updated, especially the zoning laws, and particularly if the State Building and Energy Code were adopted, the permitting process could

become more complicated and time consuming for both the CEO and the Planning Board. In this case, capacity may have to be increased.

4. Are floodplains adequately identified and protected? Does the community participate in the National Flood Insurance Program? If not, should it? If so, is the floodplain management ordinance up to date and consistently enforced? Is the floodplain management ordinance consistent with state and federal standards?

Currently, Hudson's floodplains are identified and protected through Hudson's Shoreland Zoning Ordinance which is up to date and consistently enforced. The town participates in the National Flood Insurance Program. Its Floodplain Management Ordinance is consistent with state and federal standards.

POLICIES: NONE REQUIRED

STRATEGIES: NONE REQUIRED

REVIEW OF CITIZEN SURVEY

Many of the 2011 town survey questions for this plan were regarding town policies on future land use. The majority of residents opposed any regulation of land use, while 27% supported some regulation of land use such as restrictions on residential developments near Pushaw Lake and Little Pushaw Pond. Respondents were also heavily in favor of imposing land use restrictions on the development of adult establishments and drug treatment facilities / dispensaries. The survey did not ask about worst case scenarios for industrial development in Hudson but this will be considered in the ordinance review process.

The most common responses for what types of land development Hudson should seek were single family homes, though agricultural and forestation efforts were also common responses. When it comes to the specifics of residential development like neighbor proximity, survey respondents were divided between wanting more space and feeling that it depended on the parcel being developed. They were likewise split on the issue of open space; 39% responded that acquiring and protecting more open space was important while 42% felt it was not.

Hudson residents supported securing public access to Hudson's water bodies and the development of public hiking, biking and walking trails. Survey respondents had an awareness of their local environment and were most interested in preserving wetland and wildlife habitats, but were also consistently opposed to additional regulations, particularly those affecting the use of private property.

FUTURE LAND USE

STATE GOAL: TO ENCOURAGE ORDERLY GROWTH AND DEVELOPMENT IN APPROPRIATE AREAS OF EACH COMMUNITY, WHILE PROTECTING THE STATE'S RURAL CHARACTER, MAKING EFFICIENT USE OF PUBLIC SERVICES, AND PREVENTING DEVELOPMENT SPRAWL.

COMPONENTS

1. A map or maps showing:



a. Growth area(s) (unless exempted) and Rural area(s) and any land use districts within each.

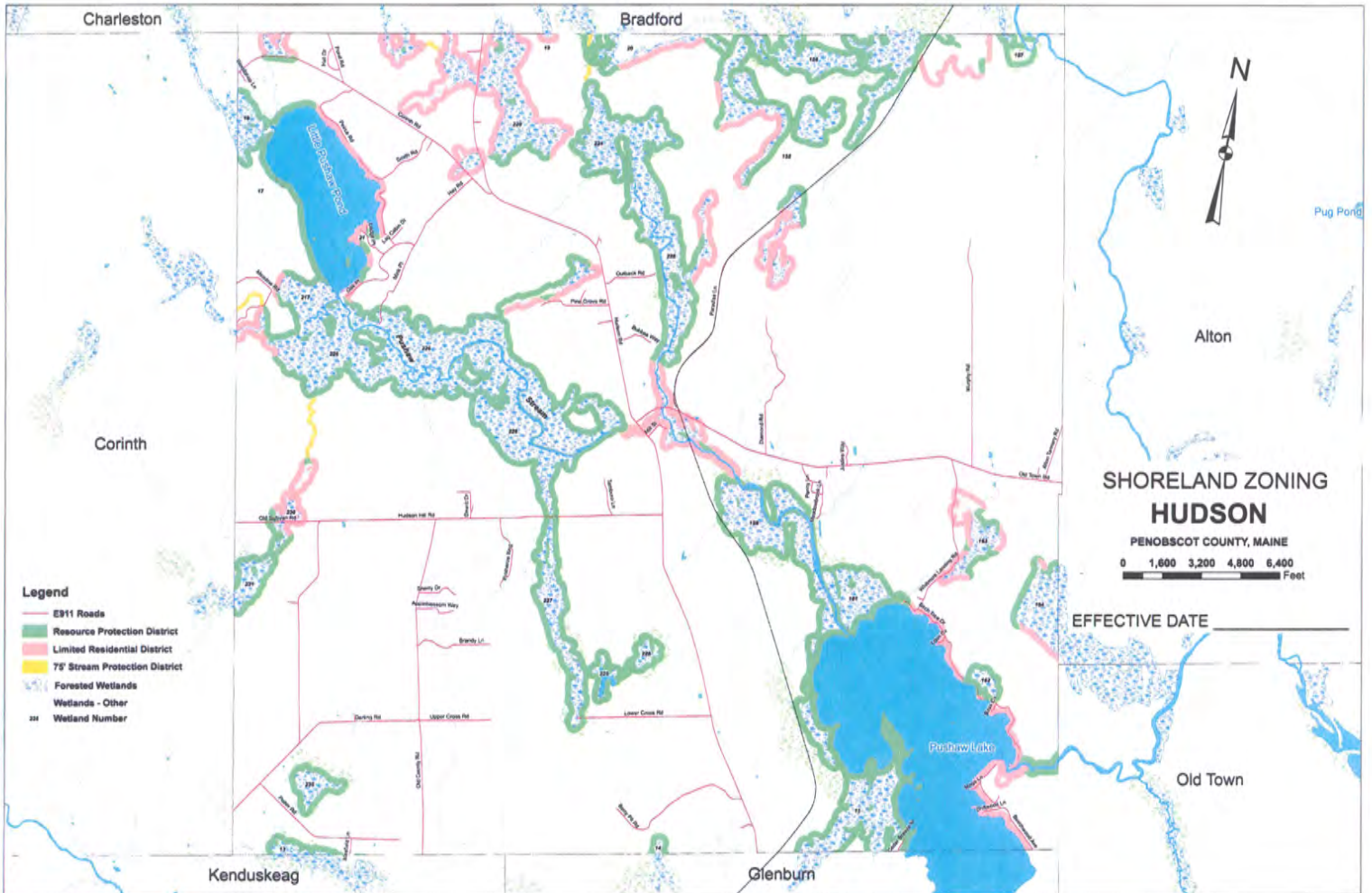
As stated in the introduction to the Existing Land Use section of the plan, there are significant constraints on growth in Hudson. The current Village Residential District is where the town invests for future growth. If in the future the town were to develop senior housing on Hudson Hill, it will need to revisit its comprehensive plan and amend it to designate a second growth area around Hudson Hill.

Any growth in Hudson would require willing buyer-willing seller agreements. The town owns only 123 undeveloped acres in the Village Residential District. This acreage is an extension of the town's recreational fields and is likely to be developed for expanded recreational activity. Except for tax acquired properties that will likely be sold when there are willing buyers, and 116 acres across from the elementary school that were bequeathed to the town for a new cemetery, there are no other town-owned lands.

b. Critical Natural Resources.

As discussed in the Natural Resources section of the plan, Hudson's lakes, streams and other natural resources are presently protected by Hudson's Shoreland, Wetland and Flood Plain Zoning Ordinances. Hudson's waters are deemed good by the state. At this time and in light of the minimal population growth projected for the coming decade, there does not seem to be a need to designate critical natural resource areas in Hudson beyond those already protected under state and federal law. The town may want to review its ordinances pertaining to development on some areas nears its lakes; for instance, on or near the ecologically fragile inlet stream for Pushaw Lake. Many in Hudson don't support any regulation of land use at all, but those that do support some or more land use regulation most strongly support protection of Hudson's water resources.

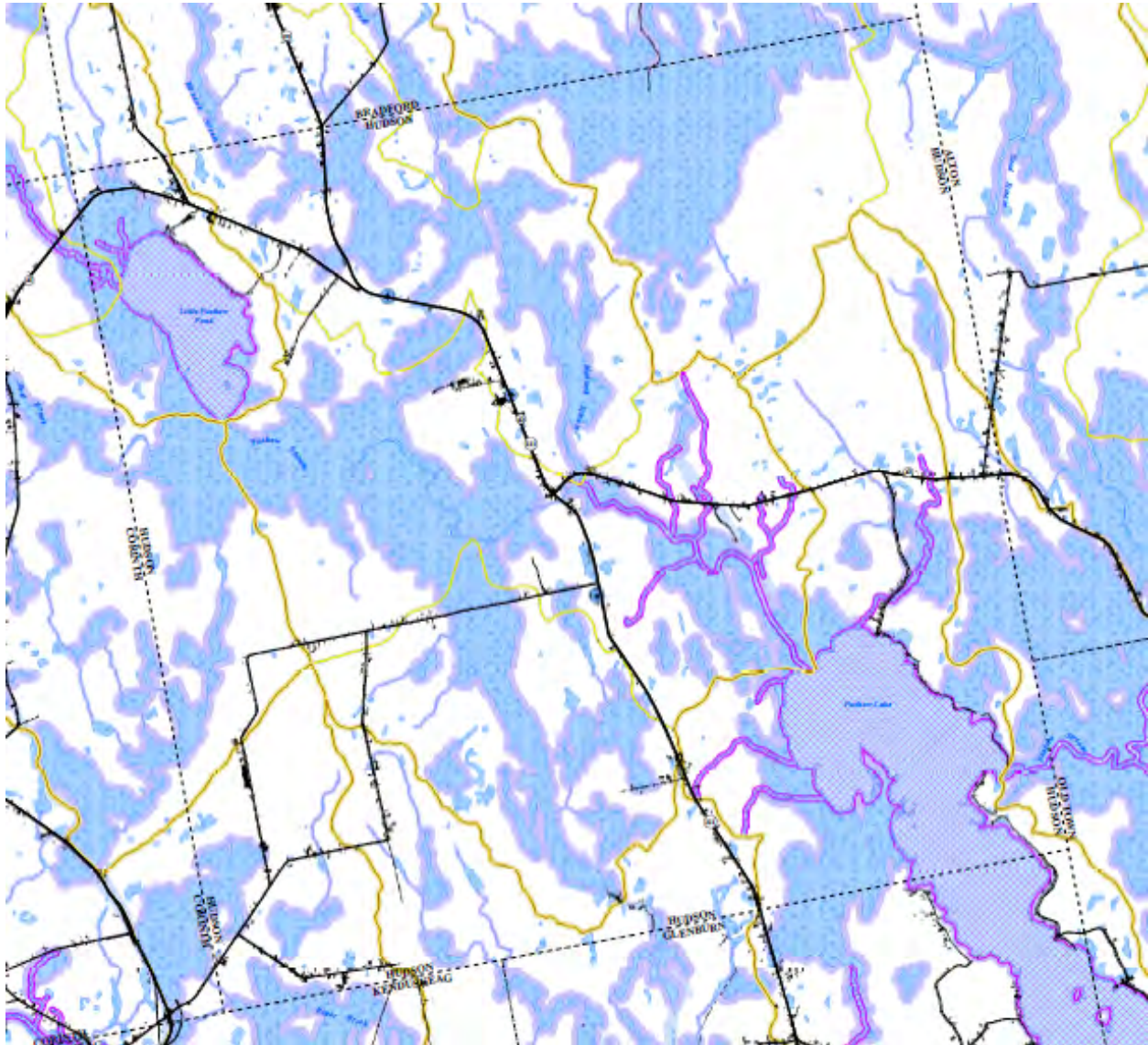
Hudson's Shoreland Zoning map is on the next page.



c. Any of the following optional land use areas, if proposed, along with any land use districts within each: Transitional, Critical Rural, Critical Waterfront.

None of these exist or are proposed. If in the future the town were to decide to establish Critical Waterfront Areas on the lake or pond, or a Critical Rural Area near an historic site, it will need to amend the comprehensive plan accordingly.

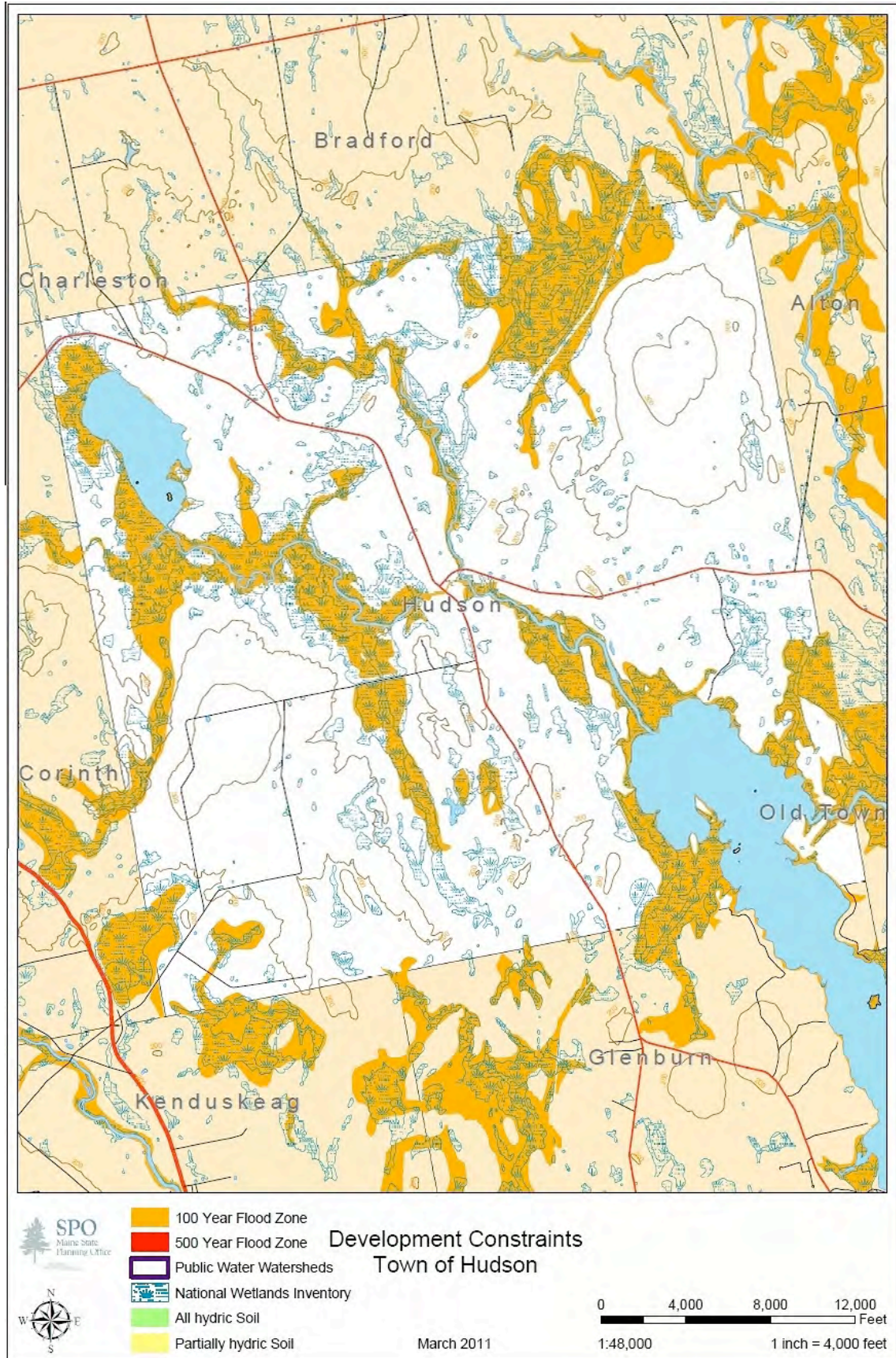
2. A map depicting the constraints to development identified in the plan (may be a combination of maps from other sections).



Wetlands Inventory & Riparian Habitats in and around Hudson

As the above map clearly illustrates (with white areas being dry and blue areas being wet), much of Hudson is wet. (this map with legend may be viewed at http://beginningwithhabitat.org/the_maps/pdfs/Hudson/Map1.pdf.) All of Hudson is in the

Pushaw Lake watershed. Development on shorelands and in natural resources protection zones is restricted and highly regulated. Also see the Development Constraints map on the next page which again shows that water constrains choices for land use in Hudson.



3. A narrative description of each land use district including:
 - a. The district's relationship to the community's vision;
 - b. The district's natural opportunities and/or constraints;
 - c. The types and intensity of proposed land uses, including residential density;
 - d. The compatibility or incompatibility of proposed uses to current uses, critical natural resources and important natural resources within and around the district along with any special development considerations (e.g. need for additional buffers, conservation subdivision provisions, architectural design standards, etc.); and
 - e. Any anticipated major municipal capital investments needed to support the proposed land uses.

Refer to the Existing Land Use Section of this document, Hudson's Land Use Ordinance, and earlier statements in this section of the plan for a description of the established Districts in Hudson and how they do or do not conform with the town's vision. This plan proposes no changes to those existing Districts, except that the boundaries on the Resource Protection (RP) and the Shoreland Zoning (SZ) Districts will be in accordance with the updated 2012 Official Shoreland Zoning map. All proposed land uses are supported by planned capital investments in the Village Residential District, which is the town's designated growth area.

ANALYSIS

1. Does the Future Land Use Plan align and/or conflict with the community's vision statement?

The community's Future Land Use Plan is consistent with how Hudson has developed in the recent past and is projected to grow in the next ten years, and it is aligned with the community's vision for itself in 1991 and in 2011. The townspeople's first and foremost desire is to protect the rural character of Hudson. Can this be done through its current Future Land Use Plan? Very likely. After a formal review of town districting and land use ordinances is complete - and the townspeople consider some "what if" scenarios under these ordinances, they may support conservative changes in town ordinances that would protect Hudson's rural character by more clearly directing growth to specific, but not all, rural residential areas (in addition to the center of town where it is now directed). In the absence of unanticipated growth, it is unlikely that much will need to change.

2. Is the configuration of growth area(s) shaped by natural opportunities and/or constraints (i.e. the physical suitability or unsuitability of land for development)? The location of public facilities? The transportation network?

The opportunities for growth and development in Hudson are most notably configured and constrained by water and land held in conservation. The town's large lake and good sized pond, connecting streams, extensive small streams for draining the large watershed and the

significant amount of boggy, wetland terrain all limit development and make allowed development more expensive.

The public facilities in Hudson have been described in previous sections and all are located in or near the Village section of town. Commuter services are virtually non-existent.

The transportation network in Hudson consists of two primary state roads intersecting at the center of the Village, several secondary roads maintained by the town and multiple, privately maintained camp roads. Much of Hudson is heavily forested, privately owned and in designated tree growth. This is mostly inaccessible except by privately maintained “logging roads”. These forested areas provide a significant part of the economic activity in Hudson, contribute to the much valued rural nature of the town and are encouraged to remain in this condition by the tree growth taxation incentive and local land use ordinances.

3. How does the Future Land Use Plan relate to recent development trends?

Recent development in Hudson has been almost exclusively residential along established transportation routes. Expansion has involved primarily the breaking off of smaller plots from larger parcels of private land either as individual lots or small subdivision developments when larger land owners have felt the need or willingness to sell off some of their property. This process has been well governed and regulated by existing local ordinances and will continue to be under this Future Land Use Plan.

Currently there is little expectation or desire for significant commercial development in Hudson. Desire for smaller, convenience oriented commercial enterprises to return to Hudson has been expressed. A restaurant and bed and breakfast in the Village is mentioned most often but most people in Hudson understand that the same small economy that drove services out of Hudson years ago remains today, and people are willing to travel for conveniences not found in Hudson. Nevertheless, the land use standards of the Village Residential District, the town survey which showed that 49% of respondents thought new businesses should be established in this District, and the town’s determination to continue to focus new capital investment there provide a clear invitation for the return of small businesses.

4. Given current regulations, development trends, and population projections, estimate how many new residential units and how much commercial, institutional, and/or industrial development will likely occur in the planning period? Where is this development likely to go?

As stated in the Housing section and elsewhere in this plan, as few as 25 additional housing units can accommodate Hudson’s projected population growth over the next 10 years and some of these will be provided for by the sale of tax acquired properties and conversion of seasonal residences. There are no anticipated industrial or large commercial development projects in the planning period. If any small commercial enterprises were to chose to open in Hudson, they

would probably locate along the existing main transportation routes and in the Village where people pass and stop most often. There are some existing properties and structures from previous enterprises in many areas of town that could conceivably house or provide land for new businesses. The town may establish a committee to look into bring small businesses to Hudson.

The Selectmen and townspeople will consider and, if the need and the political will exists, develop incentives to growth in Hudson. The Citizen's Survey showed a desire to have more small commercial businesses in the town but a reluctance to give tax preferences to encourage a business's choice of Hudson over neighboring communities.

5. How can critical natural resources and important natural resources be effectively protected from future development impacts?

The large lakes, forested areas and rural nature of Hudson are the town's primary resources. Under a low growth scenario, the current ordinances appear to be adequate. But if the overflow Bangor commuter pressure increases in Hudson it will be necessary to monitor the effect on these resources from higher usage, development, pollution and contamination, and it may be wise to change the town's ordinances to protect its character.

POLICIES

1. To coordinate the community's land use strategies with other local and regional land use planning efforts.

Hudson has and will continue to support efforts to coordinate and work closely with neighboring communities.

2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.

All of the land districting and ordinances for Hudson are up for review and revision as necessary by the established Ordinance Committee after the completion of this Comprehensive Plan. Any change arising from this review will support the community vision.

3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.

Necessary spending to repair, maintain, expand, and upgrade existing infrastructure and the Hudson Town Hall has always been well planned and financed without long term debt. The town is proud of this history and it is expected that it will continue the practice.

4. To establish efficient permitting procedures, especially in growth areas.

Current permitting procedures are efficient and adequate. They will be reviewed and upgraded as needed as ordinances, policies and situations change. Adoption of the State’s Uniform Building & Energy Code to improve the quality of the buildings in Hudson and improve the ability of the CEO to encourage and enforce better building standards will be considered.

5. To protect critical rural and critical waterfront areas from the impacts of development.

These areas seem adequately protected under current law. Protection of water resources from pollution, contamination and invasive species is an important area of concern as growth and use increases. New developments in Limited Impact Development (LID) and storm water treatment and control deserve consideration as policies and ordinances are reviewed and upgraded in the future.

STRATEGIES

Time Frame	Strategy	Responsibility
Ongoing	Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.	Board of Selectmen
Ongoing	Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to:	Board of Selectmen, Ordinance Committee, Planning Board & CEO
Ongoing	a. Clearly define the desired scale, intensity, and location of future development;	Board of Selectmen
Ongoing	b. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; and	Board of Selectmen, CEO & Planning Board
Ongoing	c. Clearly define protective measures for critical natural resources and, where applicable, important natural resources.	Board of Selectmen, CEO & Planning Board
Ongoing	d. Clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed.	Board of Selectmen, CEO & Planning Board
Ongoing	Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Board of Selectmen & Budget Committee
Ongoing	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	Selectmen, Planning Board & CEO

Ongoing	Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.	Board of Selectmen & CEO
Ongoing	Track new development in the community by type and location.	Planning Board, CEO, and Comprehensive Planning Committee
Ongoing	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.	Board of Selectmen & Budget Committee
Ongoing	Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.	Board of Selectmen & Comprehensive Planning Committee

APPENDIX

A) STATE OF MAINE OPTIONAL SELF-ASSESSMENT CHECKLIST FOR COMPREHENSIVE PLANNERS

Optional Self-Assessment Checklist		
This checklist was developed to ease the preparation of comprehensive plans. Its contents are taken directly from the Comprehensive Plan Review Criteria Rule (07 105 Chapter 208). There are <u>no</u> requirements to submit this checklist for review as it is intended only for the plan preparers.		
Required Element	✓	Page
Vision Statement that summarizes the community’s desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region.		
Public Participation Summary of the public participation process used by the planning committee in developing the plan pursuant to 30-A M.R.S.A. §4324. The summary must indicate how information gathered during the public process was used to guide the plan’s vision statement, analyses, policies and strategies.		
Regional Coordination Program summarizing regional coordination efforts to manage shared resources and facilities, including but not limited to lakes, rivers, aquifers, and transportation facilities. The plan must identify any shared resources and facilities, describe any conflicts with neighboring communities’ policies and strategies pertaining to shared resources and facilities and describe what approaches the community will take to coordinate management of shared resources and facilities. In addition, the plan must include a summary of regional coordination efforts from all applicable topic areas.		
Plan Implementation section that prioritizes how implementation strategies will be carried out, pursuant to 30-A MRSA §4326(3). The plan must identify the responsible party and anticipated timeline for each strategy in the plan.		

Evaluation measures that describe how the community will periodically (at least every five years) evaluate the following: A. The degree to which future land use plan strategies have been implemented; B. Percent of municipal growth-related capital investments in growth areas; C. Location and amount of new development in relation to community's designated growth areas, rural areas, and transition areas (if applicable) D. Amount of critical natural resource, critical rural, and critical waterfront areas protected through acquisition, easements, or other measures.		
Future Land Use Plan that meets the requirements of Section 4 of Chapter 208. This section will be the focus of the Office's review for consistency with the Act.		
Comments:		
Historic and Archaeological Resources	✓	Page
Analyses		
Are historic patterns of settlement still evident in the community?		
What protective measures currently exist for historic and archaeological resources and are they effective?		
Do local site plan and/or subdivision regulations require applicants proposing development in areas that may contain historic or archaeological resources to conduct a survey for such resources?		
Have significant historic resources fallen into disrepair, and are there ways the community can provide incentives to preserve their value as an historical resource?		
Condition and Trends		
The community's Comprehensive Planning Historic Preservation Data Set prepared and provided to the community by the Historic Preservation Commission, and the Office, or their designees.		
An outline of the community's history, including a brief description of historic settlement patterns and events contributing to the development and character of the community and its surroundings.		
An inventory of the location, condition, and use of any historical or archaeological resource that is of local importance.		
A brief description of threats to local historic resource and to those of state and national significance as identified by the Maine Historic Preservation Commission.		
Policies		
Protect to the greatest extent practicable the significant historic and archaeological resources in the community.		
Strategies		

For known historic archeological sites and areas sensitive to prehistoric archeology, through local land use ordinances require subdivision or non-residential developers to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.		
Adopt or amend land use ordinances to require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.		
Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community's historic and archaeological resources.		
Comments:		
Water Resources	✓	Page
Analyses		
Are there point sources (direct discharges) of pollution in the community? If so, is the community taking steps to eliminate them?		
Are there non-point sources of pollution? If so, is the community taking steps to eliminate them?		
How are groundwater and surface water supplies and their recharge areas protected?		
Do public works crews and contractors use best management practices to protect water resources in their daily operations (e.g. salt/sand pile maintenance, culvert replacement street sweeping, public works garage operations)?		
Are there opportunities to partner with local or regional advocacy groups that promote water resource protection?		
Condition and Trends		
The community's Comprehensive Planning Water Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, the Department of Environmental Protection and the Office, or their designees.		
A description of each great pond, river, surface drinking water supply, and other water bodies of local interest including: a. ecological value; b. threats to water quality or quantity; c. documented water quality and/or invasive species problems.		
A summary of past and present activities to monitor, assess, and/or improve water quality, mitigate sources of pollution, and control or prevent the spread of invasive species.		

A description of the location and nature of significant threats to aquifer drinking water supplies.		
A summary of existing lake, pond, river, stream, and drinking water protection and preservation measures, including local ordinances.		
Policies		
To protect current and potential drinking water sources.		
To protect significant surface water resources from pollution and improve water quality where needed.		
To protect water resources in growth areas while promoting more intensive development in those areas.		
To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.		
To cooperate with neighboring communities and regional/local advocacy groups to protect water resources.		
Strategies		
Adopt or amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. Maine Stormwater Management Law and Maine Stormwater regulations (Title 38 M.R.S.A. §420-D and 06-096 CMR 500 and 502). b. Maine Department of Environmental Protection's allocations for allowable levels of phosphorus in lake/pond watersheds. c. Maine Pollution Discharge Elimination System Stormwater Program		
Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.		
Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.		
Maintain, enact or amend public wellhead and aquifer recharge area protection mechanisms, as necessary.		
Encourage landowners to protect water quality. Provide local contact information at the municipal office for water quality best management practices from resources such as the Natural Resource Conservation Service, University of Maine Cooperative Extension, Soil and Water Conservation District, Maine Forest Service, and/or Small Woodlot Association of Maine.		
Adopt water quality protection practices and standards for construction and maintenance of public and private roads and public properties and require their implementation by contractors, owners, and community officials and employees.		
Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.		
Provide educational materials at appropriate locations regarding aquatic invasive species.		
Comments:		

Natural Resources	✓	Page
Analyses		
Are any of the community's critical natural resources threatened by development, overuse, or other activities?		
Are local shoreland zone standards consistent with state guidelines and with the standards placed on adjacent shorelands in neighboring communities?		
What regulatory and non-regulatory measures has the community taken or can the community take to protect critical natural resources and important natural resources?		
Is there current regional cooperation or planning underway to protect shared critical natural resources? Are there opportunities to partner with local or regional groups?		
Condition and Trends		
The community's Comprehensive Planning Natural Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, Department of Environmental Protection and the Office, or their designees.		
A map or description of scenic areas and scenic views of local importance, and regional or statewide importance, if available.		
Policies		
To conserve critical natural resources in the community.		
To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.		
Strategies		
Ensure that land use ordinances are consistent with applicable state law regarding critical natural resources.		
Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.		
Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.		
Through local land use ordinances, require the planning board (or other designated review authority) to include as part of the review process, consideration of pertinent BWH maps and information regarding critical natural resources.		
Initiate and/or participate in interlocal and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources.		

Pursue public/private partnerships to protect critical and important natural resources such as through purchase of land or easements from willing sellers.		
Distribute or make available information to those living in or near critical or important natural resources about current use tax programs and applicable local, state, or federal regulations.		
Comments:		
Agricultural and Forest Resources	✓	Page
Analyses		
How important is agriculture and/or forestry and are these activities growing, stable, or declining?		
Is the community currently taking regulatory and/or non-regulatory steps to protect productive farming and forestry lands? Are there local or regional land trusts actively working to protect farms or forest lands in the community?		
Are farm and forest land owners taking advantage of the state's current use tax laws?		
Has proximity of new homes or other incompatible uses affected the normal farming and logging operations?		
Are there large tracts of agricultural or industrial forest land that have been or may be sold for development in the foreseeable future? If so, what impact would this have on the community?		
Does the community support community forestry or agriculture (i.e. small woodlots, community forests, tree farms, community gardens, farmers' markets, or community-supported agriculture)? If so, how?		
Does the community have town or public woodlands under management, or that would benefit from forest management?		
Condition and Trends		
The community's Comprehensive Planning Agriculture and Forestry Data Set prepared and provided to the community by the Department of Agriculture, the Maine Forest Service, and the Office, or their designees.		
A map and/or description of the community's farms, farmland, and managed forest lands and a brief description of any that are under threat.		
Information on the number of parcels and acres of farmland, tree growth, and open space enrolled in the state's farm, tree growth, and open space law taxation programs, including changes in enrollment over the past 10 years.		
A description of any community farming and forestry activities (e.g. community garden, farmer's market, or community forest).		
Policies		

To safeguard lands identified as prime farmland or capable of supporting commercial forestry.		
To support farming and forestry and encourage their economic viability.		
Strategies		
Consult with the Maine Forest Service district forester when developing any land use regulations pertaining to forest management practices as required by 12 M.R.S.A. §8869.		
Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.		
Amend land use ordinances to require commercial or subdivision developments in critical rural areas, if applicable, maintain areas with prime farmland soils as open space to the greatest extent practicable.		
Limit non-residential development in critical rural areas (if the town designates critical rural areas) to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.		
Encourage owners of productive farm and forest land to enroll in the current use taxation programs.		
Permit land use activities that support productive agriculture and forestry operations, such as roadside stands, greenhouses, firewood operations, sawmills, log buying yards, and pick-your-own operations.		
Include agriculture, commercial forestry operations, and land conservation that supports them in local or regional economic development plans.		
Comments:		
Marine Resources (if applicable)	✓	Page
Analyses		
Is coastal water quality being monitored on a regular basis?		
Is there a local or regional plan in place to identify and eliminate pollution sources?		
Has closing of clam or worm flats threatened the shellfishing industry, and are sources of contamination known? If so, are sources point (direct discharge) or nonpoint sources?		
Are traditional water-dependent uses thriving or in decline? What are the factors affecting these uses? If current trends continue, what will the waterfront look like in 10 years?		
Is there reasonable balance between water-dependent and other uses, and between commercial and recreational uses? If there have been recent conversions of uses, have they improved or worsened the balance?		
How does local zoning treat land around working harbors?		
Is there a local or regional harbor or bay management plan? If not, is one needed?		

Are there local dredging needs? If so, how will they be addressed?		
Is there adequate access, including parking, for commercial fishermen and members of the public? Are there opportunities for improved access?		
Are important points of visual access identified and protected?		
Condition and Trends		
The community's Comprehensive Planning Marine Resources Data Set prepared and provided to the community by the Department of Marine Resources, and the Office, or their designees.		
A map and / or description of water-dependent uses.		
A brief summary of current regulations influencing land use patterns on or near the shoreline.		
A description of any local or regional harbor or bay management plans or planning efforts.		
The location of facilities (wharves, boat ramps, pump-out stations, etc.), with a brief description of any regional or local plans to improve facilities.		
A description or map showing public access points to the shore. Include a brief description of their use, capacity, physical condition, and plans to improve, expand, or acquire facilities such as parking or toilets.		
A list of scenic resources along the shoreline, including current ownership (public or private) and any protections.		
Policies		
To protect, maintain and, where warranted, improve marine habitat and water quality.		
To foster water-dependent land uses and balance them with other complementary land uses.		
To maintain and, where warranted, improve harbor management and facilities.		
To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation, and tourism.		
Strategies		
Identify needs for additional recreational and commercial access (which includes parking, boat launches, docking space, fish piers, and swimming access).		
Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.		
Provide information about the Working Waterfront Access Pilot Program and current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.		
Support implement of local and regional harbor and bay management plans.		
If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.		

Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.		
Comments:		
Population and Demographics	✓	Page
Analyses		
Is the rate of population change expected to continue as in the past, or to slow down or speed up? What are the implications of this change?		
What will be the likely demand for housing and municipal and school services to accommodate the change in population and demographics, both as a result of overall change and as a result of change among different age groups?		
Does your community have a significant seasonal population, is the nature of that population changing? What is the community's dependence on seasonal visitors?		
If your community is a service center or has a major employer, are additional efforts required to serve a daytime population that is larger than its resident population?		
Condition and Trends		
The community's Comprehensive Planning Population and Demographic Data Set (including relevant local, regional, and statewide data) prepared and provided to the community by the Office or its designee.		
Policies		
None required.		
Strategies		
None required.		
Comments:		
Economy	✓	Page
Analyses		
Is the economy experiencing significant change, and how does this, or might this, affect the local population, employment, and municipal tax base?		
Does the community have defined priorities for economic development? Are these priorities reflected in regional economic development plans?		
If there is a traditional downtown or village center(s) in the community? If so, are they deteriorating or thriving?		
Is tourism an important part of the local economy? If so, what steps has the community taken to support this industry?		
Do/should home occupations play a role in the community?		

Are there appropriate areas within the community for industrial or commercial development? If so, are performance standards necessary to assure that industrial and commercial development is compatible with the surrounding land uses and landscape?		
Are public facilities, including sewer, water, broadband access or three-phase power, needed to support the projected location, type, and amount of economic activity, and what are the issues involved in providing them?		
If there are local or regional economic development incentives such as TIF districting, do they encourage development in growth areas?		
How can/does the community use its unique assets such as recreational opportunities, historic architecture, civic events, etc. for economic growth?		
Condition and Trends		
The community's Comprehensive Planning Economic Data Set prepared and provided to the community by the Office or its designee.		
A brief historical perspective on how and why the current economy of the community and region developed.		
A list of local and regional economic development plans developed over the past five years, which include the community.		
Where does the community's population work and where do employees in your community reside? A description of the major employers in the community and labor market area and their outlook for the future.		
A description of any economic development incentive districts, such as tax increment financing districts, in the community.		
Policies		
To support the type of economic development activity the community desires, reflecting the community's role in the region.		
To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.		
To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.		
Strategies		
If appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative, or other).		
Enact or amend local ordinances to reflect the desired scale, design, intensity, and location of future economic development.		

If public investments are foreseen to support economic development, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc.)		
Participate in any regional economic development planning efforts.		
Comments:		
Housing	✓	Page
Analyses		
How many additional housing units (if any), including rental units, will be necessary to accommodate projected population and demographic changes during the planning period?		
Is housing, including rental housing, affordable to those earning the median income in the region? Is housing affordable to those earning 80% of the median income? If not, review local and regional efforts to address issue.		
Are seasonal homes being converted to year-round use or vice-versa? What impact does this have on the community?		
Will additional low and moderate income family, senior, or assisted living housing be necessary to meet projected needs for the community? Will these needs be met locally or regionally?		
Are there other major housing issues in the community, such as substandard housing?		
How do existing local regulations encourage or discourage the development of affordable/workforce housing?		
Condition and Trends		
The community's Comprehensive Planning Housing Data Set prepared and provided to the community by the Maine State Housing Authority, and the Office, or their designees.		
Information on existing local and regional affordable/workforce housing coalitions or similar efforts.		
A summary of local regulations that affect the development of affordable/workforce housing.		
Policies		
To encourage and promote adequate workforce housing to support the community's and region's economic development.		
To ensure that land use controls encourage the development of quality affordable housing, including rental housing.		
To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.		
Strategies		

Maintain, enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to encourage the development of affordable/workforce housing.		
Maintain, enact or amend ordinances to allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.		
Create or continue to support a community affordable/workforce housing committee and/or regional affordable housing coalition.		
Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A M.R.S.A. §4358(3)(M) and where manufactured housing is allowed pursuant to 30-A M.R.S.A. §4358(2).		
Support the efforts of local and regional housing coalitions in addressing affordable and workforce housing needs.		
Seek to achieve a level of at least 10% of new residential development built or placed during the next decade be affordable.		
Comments:		
Recreation	✓	Page
Analyses		
Will existing recreational facilities and programs in the community and region accommodate projected growth or changes in age groups in your community?		
Is there a need for certain types of services or facilities or to upgrade or enlarge present facilities to either add capacity or make them more usable?		
Are important tracts of open space commonly used for recreation publicly-owned or otherwise permanently conserved?		
Does the community have a mechanism, such as an open space fund or partnership with a land trust, to acquire important open spaces and access sites, either outright or through conservation easements?		
Does the public have access to each of the community's significant water bodies?		
Are recreational trails in the community adequately maintained? Are there use conflicts on these trails?		
Is traditional access to private lands being restricted?		
Condition and Trends		
The community's Comprehensive Planning Recreation Data Set prepared and provided to the community by the Department of Conservation, and the Office, or their designees.		

A description of important public and private active recreation programs, land and water recreation areas (including hunting and fishing areas), and facilities in the community and region, including regional recreational opportunities as appropriate, and identification of unmet needs.		
An inventory of any fresh or salt water bodies in the community determined locally to have inadequate public access.		
A description of local and regional trail systems, trail management organizations, and conservation organizations that provide trails for all-terrain vehicles, snowmobiling, skiing, mountain biking, or hiking.		
A map or list of important publicly-used open spaces and their associated facilities, such as parking and toilet facilities.		
Policies		
To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.		
To preserve open space for recreational use as appropriate.		
To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.		
Strategies		
Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.		
Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.		
Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.		
Provide educational materials regarding the benefits and protections for landowners allowing public recreational access on their property. At a minimum this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14, M.R.S.A. §159-A.		
Comments:		
Transportation (applicable if community has no MaineDOT approved STPA transportation plan)	✓	Page
Analyses		
What are the transportation system concerns in the community and region? What, if any, plans exist to address these concerns?		
Are conflicts caused by multiple road uses, such as a major state or U.S. route that passes through the community or its downtown and serves as a local service road as well?		

To what extent do sidewalks connect residential areas with schools, neighborhood shopping areas, and other daily destinations?		
How are walking and bicycling integrated into the community's transportation network (including access to schools, parks, and other community destinations)?		
How do state and regional transportation plans relate to your community?		
What is the community's current and approximate future budget for road maintenance and improvement?		
Are there parking issues in the community? If so what are they?		
If there are parking standards, do they discourage development in village or downtown areas?		
Do available transit services meet the current and foreseeable needs of community residents? If transit services are not adequate, how will the community address the needs?		
If the community hosts a transportation terminal, such as an airport, passenger rail station, or ferry terminal, how does it connect to other transportation modes (e.g. automobile, pedestrian, bicycle, transit)?		
If the community hosts or abuts any public airports, what coordination has been undertaken to ensure that required airspace is protected now and in the future? How does the community coordinate with the owner(s) of private airports?		
If you are a coastal community are land-side or water-side transportation facilities needed? How will the community address these needs?		
Does the community have local access management or traffic permitting measures in place?		
Do the local road design standards support the community's desired land use pattern?		
Do the local road design standards support bicycle and pedestrian transportation?		
Do planned or recently built subdivision roads (residential or commercial) simply dead-end or do they allow for expansion to adjacent land and encourage the creation of a network of local streets? Where dead-ends are unavoidable, are mechanisms in place to encourage shorter dead-ends resulting in compact and efficient subdivision designs?		
Condition and Trends		
The community's Comprehensive Planning Transportation Data Set prepared and provided to the community by the Department of Transportation, and the Office, or their designees.		
Location and overall condition of roads, bridges, sidewalks, and bicycle facilities, including any identified deficiencies or concerns.		
Identify potential on and off-road connections that would provide bicycle and pedestrian connections to neighborhoods, schools, waterfronts and other activity centers.		

Identify major traffic (including pedestrian) generators, such as schools, large businesses, public gathering areas/activities, etc. and related hours of their operations.		
Identify policies and standards for the design, construction and maintenance of public and private roads.		
List and locate municipal parking areas including capacity, and usage.		
Identify airports within or adjacent to the community and describe applicable airport zoning and airspace protection ordinances your community has in place.		
Identify bus or van services.		
Identify existing and proposed marine and rail terminals within your community including potential expansions.		
If coastal communities identify public ferry service and private boat transportation support facilities (may be covered under Marine Resources with cross reference) including related water-side (docks/piers/wharves) and land-side (parking) facilities.		
Policies		
To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.		
To safely and efficiently preserve or improve the transportation system.		
To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.		
To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).		
To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.		
Strategies		
Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.		
Initiate or actively participate in regional and state transportation efforts.		
Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with: a. Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73); b. State access management regulations pursuant to 23 M.R.S.A. §704; and c. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.		

Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.		
Comments:		
Public Facilities and Services	✓	Page
Analyses		
Are municipal services adequate to meeting changes in population and demographics?		
Has the community partnered with neighboring communities to share services, reduce costs and/or improve services? In what ways?		
If the community has a public sewer system, what issues or concerns are there currently and/or anticipated in the future? Is the sanitary district extension policy consistent with the Future Land Use Plan as required by (38 M.R.S.A. §1163), or will it be?		
If the community has a public water system are any public water supply expansions anticipated? If so, have suitable sources been identified and protected? Is the water district extension policy consistent with the Future Land Use Plan?		
If the town does not have a public sewer or water system, is this preventing the community from accommodating current and projected growth?		
Are existing stormwater management facilities adequately maintained? What improvements are needed? How might future development affect the existing system?		
How do residents dispose of septic tank waste? Are there issues or concerns regarding septic tank waste?		
Is school construction or expansion anticipated during the planning period? Are there opportunities to promote new residential development around existing and proposed schools?		
Is the community's emergency response system adequate? Are improvements needed?		
Is the solid waste management system meeting current needs? Is the community reducing the reliance on waste disposal and increasing recycling opportunities? Are improvements needed to meet future demand?		
Are improvements needed in the telecommunications and energy infrastructure?		
Are local and regional health care facilities and public health and social service programs adequate to meet the needs of the community?		
Will other public facilities, such as town offices, libraries, and cemeteries accommodate projected growth?		

To what extent are investments in facility improvements directed to growth areas?		
Does the community have a street tree program?		
Condition and Trends		
location of facilities and service areas (mapped as appropriate);		
general physical condition of facilities and equipment;		
capacity and anticipated demand during the planning period;		
identification of who owns/manages the systems;		
estimated costs of needed capital improvements to public facilities; and the following information related to each of these public facilities and services: a. Sewerage and/or Water Supply – Identify number and types of users, and percent of households served b. Septage – Identify any community policies or regulations regarding septage collection and disposal. c. Solid Waste – Describe the community’s solid waste management system. Identify types and amounts of municipal solid waste and recycled materials for the past five (5) years. d. Stormwater Management – Identify combined sewer overflows. For Municipal Separate Stormwater System (MS4) communities, describe plan and status of the major goals of the MS4 requirements. e. Power and Communications – Availability of 3–phase power, Internet (including broadband), and cable within the community. f. Emergency Response System –Average call response times for fire, police, and emergency/rescue. g. Education – Identify school administrative unit. Include primary/secondary school system enrollment for the most recent year information is available and for the ten (10) years after the anticipated adoption of plan. h. Health Care – Describe major health care facilities (hospitals, clinics) and other providers serving the community. Identify public health and social services supported by the community through municipal subsidy. i. Municipal Government Facilities and Services – Describe facilities and staffing for municipal administrative, enforcement, and public works operations. j. Street Tree Program – Describe the community's street tree program.		
Policies		
To efficiently meet identified public facility and service needs.		
To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.		
Strategies		
Identify any capital improvements needed to maintain or upgrade public services to accommodate the community’s anticipated growth and changing demographics.		

Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.		
Encourage local sewer and water districts to coordinate planned service extensions with the Future Land Use Plan.		
If public water supply expansion is anticipated, identify and protect suitable sources?		
Explore options for regional delivery of local services.		
Comments:		
Fiscal Capacity and Capital Investment Plan	✓	Page
Analyses		
How will future capital investments identified in the plan be funded?		
If the community plans to borrow to pay for capital investments, does the community have sufficient borrowing capacity to obtain the necessary funds?		
Have efforts been made by the community to participate in or explore sharing capital investments with neighboring communities? If so, what efforts have been made?		
Condition and Trends		
Identify community revenues and expenditures by category for the last five (5) years and explain trends.		
Describe means of funding capital items (reserve funds, bonding, etc.) and identify any outside funding sources.		
Identify local and state valuations and local mil rates for the last five (5) years.		
How does total municipal debt (including shares of county, school and utility) compare with the statutory and Maine Bond Bank recommended limits on such debt?		
Policies		
To finance existing and future facilities and services in a cost effective manner.		
To explore grants available to assist in the funding of capital investments within the community.		
To reduce Maine's tax burden by staying within LD 1 spending limitations.		
Strategies		
Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.		
Capital Investment Plan		

<p>The comprehensive plan must include a capital investment plan that:</p> <p>(1) Identifies and summarizes anticipated capital investment needs within the planning period in order to implement the comprehensive plan, including estimated costs and timing, and identifies which are municipal growth-related capital investments;</p> <p>(2) Establishes general funding priorities among the community capital investments; and</p> <p>(3) Identifies potential funding sources and funding mechanisms.</p>		
Comments:		
Existing Land Use	✓	Page
Analyses		
<p>Is most of the recent development occurring: lot by lot; in subdivisions; or in planned developments? Is recent development consistent with the community's vision?</p>		
<p>What regulatory and non-regulatory measures would help promote development of a character, and in locations that are consistent with the community's vision?</p>		
<p>Is the community's administrative capacity adequate to manage its land use regulation program, including planning board and code enforcement officer?</p>		
<p>Are floodplains adequately identified and protected? Does the community participate in the National Flood Insurance Program? If not, should it? If so, is the floodplain management ordinance up to date and consistently enforced? Is the floodplain management ordinance consistent with state and federal standards?</p>		
Condition and Trends		
<p>An existing land use map, by land use classification (such as mixed-use, residential, commercial, institutional, industrial, agricultural, commercial forests, marine, park/recreational, conserved, and undeveloped land).</p>		
<p>A summary of current lot dimensional standards.</p>		
<p>A description or map identifying the location of lots and primary structures created within the last ten years. Include residential, institutional, commercial, and industrial development.</p>		
<p>Provide a brief description of existing land use regulations and other tools utilized to manage land use, including shoreland zoning, floodplain management, subdivision, site plan review, and zoning ordinances.</p>		

Estimate the minimum amount of land needed to accommodate projected residential, institutional, commercial, or industrial development at least ten (10) years into the future.		
Policies		
None Required		
Strategies		
None Required		
Comments:		
Future Land Use Plan	✓	Page
Analyses		
Does the Future Land Use Plan align and/or conflict with the community's vision statement?		
Is the configuration of the growth area(s) shaped by natural opportunities and/or constraints (i.e. the physical suitability or unsuitability of land for development)? The location of public facilities? The transportation network?		
How does the Future Land Use Plan relate to recent development trends?		
Given current regulations, development trends, and population projections, estimate how many new residential units and how much commercial, institutional, and/or industrial development will likely occur in the planning period? Where is this development likely to go?		
How can critical natural resources and important natural resources be effectively protected from future development impacts?		
Components		
A map or maps showing: a. Growth area(s) (unless exempted) and Rural area(s) and any land use districts within each; b. Critical Natural Resources in accordance with 4.3.F, above c. Any of the following optional land use areas, if proposed, along with any land use districts within each: Transitional, Critical Rural, Critical Waterfront.		
A map depicting the constraints to development identified in the plan (may be a combination of maps from other sections).		

<p>A narrative description of each land use district including:</p> <ul style="list-style-type: none"> a. The district’s relationship to the community’s vision; b. The district’s natural opportunities and/or constraints; c. The types and intensity of proposed land uses, including residential density; d. The compatibility or incompatibility of proposed uses to current uses, critical natural resources and important natural resources within and around the district along with any special development considerations (e.g. need for additional buffers, conservation subdivision provisions, architectural design standards, etc.); and e. Any anticipated major municipal capital investments needed to support the proposed land uses. 		
Policies		
<p>To coordinate the community’s land use strategies with other local and regional land use planning efforts.</p>		
<p>To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.</p>		
<p>To support the level of financial commitment necessary to provide needed infrastructure in growth areas.</p>		
<p>To establish efficient permitting procedures, especially in growth areas.</p>		
<p>To protect critical rural and critical waterfront areas from the impacts of development.</p>		
Strategies		
<p>Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.</p>		
<p>Using the descriptions provided in the Future Land Use Plan narrative, maintain, enact or amend local ordinances as appropriate to:</p> <ul style="list-style-type: none"> a. Clearly define the desired scale, intensity, and location of future development; b. Establish or maintain fair and efficient permitting procedures, and explore streamlining permitting procedures in growth areas; and c. Clearly define protective measures for critical natural resources and, where applicable, important natural resources. d. Clearly define protective measures for any proposed critical rural areas and/or critical waterfront areas, if proposed. 		
<p>Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.</p>		
<p>Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.</p>		
<p>Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A M.R.S.A. §4451.</p>		

Track new development in the community by type and location.		
Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas identified in the Future Land Use Plan.		
Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.7.		
Comments:		

B) HUDSON COMPREHENSIVE PLANNING TOWN HANDOUT

ABOUT COMPREHENSIVE PLANNING IN HUDSON

Comprehensive planning is grassroots democracy at its simplest and most friendly -- neighbors talking with neighbors. In authorizing the creation of the 2012 Hudson Comprehensive Plan (an update of the 1991 plan), Hudson's selectmen are saying to people who live and work here, *"Speak to our comprehensive planners about what you want to see happen in our town as it grows over the next ten to twenty years -- and about what you do not want to see happen. What do you want to preserve, and what do you want to change?"* Over the next few months, Hudson residents as well as our elected leaders, town administrators, departments, boards, committees, businesses, and special interests such as large landowners and conservationists will be brought to the table of comprehensive planning where their opinions will be elicited through interviews, surveys, and meetings -- and then incorporated into the 2012 Hudson Comprehensive Plan. With a comprehensive plan in hand, Hudson selectmen can do their best to see that everything that happens in Hudson over the coming decade and beyond is as consistent as possible with the express wishes of the people that live and work in Hudson.

The core comprehensive planning committee represents a cross section of our townspeople. We represent two generations as well as Hudson born and Hudson by choice. We are working and retired, large land owners and small. We live on private roads and public ones, by the lake and in the forest. We have backgrounds in home making, health care, law, retail services, engineering, the military and municipal government. And we are committed to reaching out to those who are not represented on our committee but should have a voice in town planning -- our children, our elderly, and those in need. What we share with you is a love for the hallmarks of Hudson living: the peace of our rural roads, lakes and forests, government by home rule, and low taxes.

Comprehensive planning supports Hudson's fiscal health by being **low cost and cost efficient**. To conduct the research, interviews, surveys and town meetings Hudson's comprehensive planning committee will over the coming months could cost Hudson tens of thousands of dollars if the town were to hire pollsters and other professionals to assess Hudson's needs. We are also fortunate to have volunteers with technical experience providing many of the services required for data analysis and mapping, which saves Hudson thousands more. **The 2010/2011 Hudson comprehensive planning committee is committed to completing Hudson's 2012 Comprehensive Plan for \$2500 or less of Hudson taxpayer dollars.** We hope to gain \$7500--10,000 in grants, but we see no reason that we should have to come back to the town and ask for more funding.

It has been 23 years since the research for the 1991 Hudson comprehensive plan was begun in 1988. If the 1991 plan cost Hudson only \$2500 (as the 2012 should), that would represent an average investment by the town of \$125 a year since 1988 to ensure that Hudson did not waste money writing policies and plans that did not reflect the will of Hudson's people. The 2012 plan should do the same for Hudson over the next decade or longer. Comprehensive planning is focused on the future so that Hudson's future will be more affordable.

Finally, this is what Hudson comprehensive planners will not do. **We will not set public policy or propose warrant articles or ordinances.** We will advise Hudson's leaders and taxpayers on 1) what the 2010 census data about our town shows; and 2) what the people of Hudson tell us they want for their future.

[Please read the other side to learn how you can participate in Hudson's comprehensive planning.]

YOUR ROLE IN HUDSON COMPREHENSIVE PLANNING

Core questions for everyone:

**** Over the coming two decades of growth in Hudson, what about Hudson would you like to preserve? ****

**** Over the coming two decades of growth in Hudson, what would you like to see change? ****

RESIDENTS:

1. Please discuss the core questions above around your kitchen table. Flesh out your answers: imagine what it would be like if (fill in the blank) were to happen – talk about that. Consider doing this exercise for each issue that you feel has an impact on your life in Hudson or has an impact on Hudson as a town. Consider doing a simple version of the exercise with your children and grandchildren. You may find that it is fun and enlightening, and that you will be better prepared for Hudson’s upcoming comprehensive planning surveys and meetings – and your children may be better prepared to participate in Hudson’s 2022 or 2032 comprehensive planning.
2. Prepare to receive a detailed questionnaire in the early summer that will ask for your opinions on a wide spectrum of Hudson issues and concerns. Please complete the survey and return it. The more responses we get, the more complete our understanding will be of what beliefs, perceptions, needs and wants are shared by our citizens. The anonymity of all survey respondents will be protected.
3. Prepare to attend the town meeting on Hudson’s comprehensive planning next summer. There could be more meetings before we are done, but at least one is mandated by law. Watch town hall news for dates and times. www.hudsonmaine.wordpress.com
4. Please consider joining our committee. We need people prepared to work 2-3 hours a week for the rest of this year and into early 2012. If you can’t spare that much time but want to help, please let us know what you can or want to do. And no matter what, please consider coming to our regular public meetings in town hall on the 1st and 3rd Thursday of every month from 6:30 – 8:00 pm.
5. Send or bring your children and grandchildren to our meetings. We promise to make them feel welcome. Organize a group of school children as part of a “civics night” or under another focus, and we will have a meeting just for them.

BUSINESS PEOPLE:

1. Expect a call and e--mail from the committee inviting you to a meeting devoted to business issues on Thursday, April 21, 2011 at 6:30 pm at town hall. Let us know if you can’t make it, and we’ll schedule a second meeting or an interview with you by phone or in person.
2. To prepare for the meeting, consider the core questions above in the context of doing business in Hudson. What’s working for you? What isn’t? What do you think Hudson, or Hudson working regionally, could do to facilitate greater success for your business? How do you see that Hudson’s planning, projects, and policies might better help your business -- think roads, government, taxes, internet and other technology, transportation, shared resources with surrounding towns, and more.
3. Consider joining our committee by serving on a sub-committee on business in Hudson.

COMMITTEES, BOARDS, DEPARTMENTS AND APPOINTED OFFICIALS:

1. Think of the core questions above in light of your work for Hudson.
2. Prepare to study the parts of the 1991 comprehensive plan that pertain to your work (we will provide them to you), whether it is rescue and fire, roads, or the environment. We will be interviewing you in depth on these subjects.

3. (Single person) appointed officials will be invited to one of our meetings for an interview. CEO Mike Polyot attended our March meeting. Contact us if you'd like to reserve a time or date in the near future for your interview.
4. Committees, boards and departments should expect our committee to contact you and ask your group to set aside up to an hour of your meeting time to meet with two or more of our committee members who will come to your meeting.
5. All should expect to be participants in the drafting and editing of parts of the 2012 plan that pertain to your work for the town.

LARGE LANDOWNERS, CONSERVATIONISTS, NON--PROFITS, AND ALL OTHER INTEREST GROUPS:

1. Please consider the above core questions in the context of how Hudson impacts your interests and your vision for the future.
2. Expect to hear from our committee soon to set up a time to meet.

Call any member of our committee with questions or thoughts on the above. Our names are on the website under our committee at www.hudsonmaine.wordpress.com, or contact Chairperson Kathy Lukas at 217-4065 or kael1945@gmail.com.

(over)

C) SUMMARY OF HUDSON STAKEHOLDER INTERVIEWS

About the stakeholder process, the 2005 Manual for Maine Communities says on p. 11:

Some experts suggest beginning the planning process with focused individual interviews with key stakeholders. Your consultant or members of the planning committee can develop a set of interview questions and a list of pertinent individuals within the community to approach. The results of these initial interviews can be used to guide the committee's deliberations about the nature of the community's problems and the values that are important to the community.

For the Hudson stakeholder interviews, the committee interviewed some individuals, such as the CEO, but mostly the committee interviewed groups, such as selectmen, firemen, and business owners. Generally, the questions focused on what the stakeholder would like to see preserved over the coming decade and what the stakeholder thought should be changed if possible. Interviewees were reminded that their chance to answer comprehensive planning questions as individuals would happen through the town residential survey and that for the stakeholder interview, they should focus on their past or present role in town affairs. In order to facilitate trust of the interview process, comprehensive planners assured interviewees anonymity in published documents wherever it was possible and practical.

All stakeholders were told that they should not see the interview as any promise that the townspeople would follow through on the opinions or comments expressed, only that the committee would make the interviewees thoughts known.

CODE ENFORCEMENT OFFICER (CEO) - November 18, 2010

Mike Polyot, Hudson's CEO, reported that he was looking for:

- Land Use ordinance to be updated; the ordinance doesn't address some issues, too vague; needs to change consistent with the comprehensive plan.
- Keep it simple and accomplish reasonable regulations that are the will of the people.
- Town needs new Shoreland Zoning maps with aerial photography.
- No ordinances repealed before new ones are passed.
- Revision of the building codes. Currently population of less than 2,000 allows non-enforcement of state building codes, but should build to the state standards in some form and think about town enforcement without state; this would ease bank mortgages and the quality of housing stock

SELECTMEN - April 6, 2011

1) What do you think the townspeople want in general over the next ten to twenty years?

- Rural atmosphere; low taxes; feel off the grid; not to be hounded or bothered; schools in town; better schools; landowner rights protected; more recreational services; new town office; new fire station; hi speed internet; boat launch area; playground/recreation area; tennis court;
- Housing: development like Bradford for low income; a lot of red tape for building for the elderly; avoid substandard and squalor

- Economy: try to keep jobs and town pay in town (but it is hard when bids show lower cost to use non-Hudson services)
- Transportation: town hall parking lot used for employee parking, overnight parking, church, etc; not a problem now
- Fiscal Capacity: town doesn't owe and lives within means – maintain this
- Historical Society: only archeological to protect is on Orchard Rd - (now Murphy Road)
- Recreation: more wanted; bikes pro and con
- Land Use: Issue is large tracts of land owned by tax-exempt institutions - they post land for non-use, so no snowmobiles or hunting allowed; they pay no taxes, but harvest trees for profit. This keeps large tracts of Hudson unavailable for population or business development, which suppresses services like high speed internet that seek large or growing populations. Also suppresses Hudson tax income. Letter written to one such institutional owner, but it was ignored.
- Two acre lots are desirable
- Mobile home park could produce a population that could challenge Hudson's fiscal capacity, especially schools
- Hazard mitigation: state laws; need flood maps, but have to watch cost

FIRE AND EMERGENCY SERVICES PERSONNEL - April 12, 2011

What's working and want to keep, if can?

- Town's open mind toward outside help; wasn't always this way
- Town's gratitude for the volunteers' work, the time, the effort
- Mutual aid with Glenburn and other communities; lot of help to each other
- Town's concern for the safety of the emergency crews
- First Responder program

What would you change if it could be changed?

- Need operating budget for rescue truck – if not for G&H, Inc, there would be no rescue services; they have given overwhelming support, along with equipment and training

- New fire house; issues of mold, snow inside in winter; carb monoxide flows back into building; parking by side of road for volunteers' vehicles while on call
- Need money each year for equipment: 2003 town; 2005 grant
- Standards for equipment: US Dept of Labor, OSHA; personal firefighting gear needs to be replaced in a timely manner; grant dependent
- Preserve training; same standards as other fire departments; on own time
- Risk management: train, trucks with hazardous materials run through town; no response plan; no air horns to warn town of hazard / tornado – would have to knock on doors; if train derailed in town, it would wall off half of town from rescue services.
- Potential problems: wild fire from train igniting dry brush; flooding on Hudson Hill Rd (classified as a flood area) and Long Swamps, as well as Whitmore Landing Rd
- Road problems: many side roads are too narrow for 5-8 pieces of equipment to go down, among them Hay and Smith Rds, Loon and other cove roads off of Birch Tree Drive
- Other town problems: debris and trash on roads; collapsing buildings
- No public boat launch; very ill prepared for service; fire on island in 2011 had to rely on citizen volunteers with boats; assist with 5-6 water and ice rescues a year but no boat or snowmobile
- No public safety building / shelter, no supplies for a natural disaster
- Need to better regionalize policing – could take at least 40 minutes for police services to respond to a domestic violence call

BUSINESS OWNERS - April 21, 2011

Six business owners from a cross section of Hudson businesses (restaurant, construction, and auto services) met with the committee. A subsequent interview took place with the owners of Roger's Market because they are the most visible business in Hudson and could not attend the first meeting. The following is a summary of all interviews.

What would you like to keep in Hudson's business community?

- The ethos of helping each other; competition does not hurt anyone; work hand in hand, loyal customers if you treat them right
- Lack of looking over one's shoulder (for regulators) while needing "some restrictions"

- Need to keep a business tax base; residential tax base cannot carry it all - may need “manufacturing that fits” to support increased business tax base
- Zoning that places businesses mostly in area “from the school to the tracks”, or planning board approval for same
- Good road maintenance, is better than other towns
- Advocacy by the selectmen for business concerns and need
- Continued town use of town businesses, where it does

What would you change if you could?

- More recreation: children, not just older boys, playing baseball;
- Flood the baseball field for ice skating in the winter;
- Bring back Trappers’ Convention and Hudson Days - car shows – brings a lot of traffic by businesses - realize a big effort and town liability at issue, but would like to see this;
- Regional fire and police;
- Town of Hudson contract with Hudson business people for services whenever possible;
- Speed limit through Hudson at 25 mph; vehicle speeds at corner of Rtes 43 and 221 considered dangerous;
- A hardware store in Hudson
- More recreation for adults - e.g., a pool hall, driving range, miniature golf
- Need a part-time constable

LARGE LANDOWNERS

Only two of four agreed to interview:

1. They thoroughly enjoy their property. Allowing others to utilize it by walking or hunting is fine. All terrain vehicles or snowmobiles are not welcome. Keeping the land open to access for all is their wish, however, if someone does something illegal they will promptly gate it and put up No Trespassing signs.

2. One landowner is in favor of more land regulations. The preservation of habitat and other natural resources is very important and should be considered a high priority. The other landowner actively manages his tree stands by selectively cutting the over story and

encouraging other fast growing tree types. Too many regulations exist and the feeling is that managing one's own property is "common sense."

3. At this point in time, neither landowner has any intention of selling or developing their property. They feel that there are plenty of lots currently available to anyone that wants to build in other locations. The current state of the economy is also a factor, as one remarked that the price of an acre of land is so low, that it wouldn't be worth the time or trouble of selling.

4. Both landowners are adamantly opposed to the Town acquiring any property, either by ownership or easement. They think that the Town has other problems to take care of, that they are costing taxpayers "too much money." Legal costs was cited as one example.

5. Business encouragement met with a mixed review. On one hand, it was viewed as inevitable. On the other, it was seen as a threat to the peace and quiet that we now enjoy as a town. Additional revenue would surely help keep our tax rates manageable, but not at any cost or compromise. A suggested location was the center of town area defined as: from the Hudson school to the Veazie business.

6. There was no interest in discussing ordinances. The consensus was that we have plenty of rules and regulations. Also no interest in what to do (or not do) with Pushaw or Little Pushaw. They simply wish to keep what we currently have.

SCHOOL BOARD MEMBERS

Committee member Rick Gilman, also a member of the Board of Directors of RSU 64, interviewed three other Hudson school board members. All are committed to providing the best possible educational experience for Hudson students. The Hudson school was recently rated as the best school within RSU 64, and board members are proud of that fact. They do, however, realize that there is a need to further consolidate district education facilities in order to manage ever dwindling financial allocations. The state inspected the RSU schools and determined that they are very competitive for a new school, perhaps as a top priority. The challenge is that there were no bonding or funding packages authorized by the state this year, so the district will have to wait. No preference was given in regard to type of school, i.e. K-12 or Pre-K - 12.

HUDSON TOWN ELDERS

One member met with seven people individually. Asked them "What would you like to keep the same?" Here are the answers, in no particular order.

- | | |
|------------------------|---------------------------------|
| - Taxes (6) | Small Classroom size (1) |
| - Rural Atmosphere (7) | Minimal laws and ordinances (4) |
| - Forests (3) | Home Rule (1) |
| - Sense of family (5) | Fresh Air (6) |
| - Good Neighbors (3) | Good Roads (7) |

"What do you think should be changed?"

- | | |
|--------------------------------|-------------------------|
| - Access to both lakes (6) | New Town office (7) |
| - Add a library (5) | New Town staff (6) |
| - Senior housing (1) | Better snow removal (2) |
| - More recreation programs (3) | Taxes (1) |
| - Full time fire dept (1) | Selectmen (3) |

Other Items mentioned:

- No mobile home parks
- Put town office at school
- Curbside trash pick up
- Good restaurant needed
- No windmills

CEMETERY COMMITTEE

For the future, the cemetery committee will plan will purchase a software program for management of cemetery records for the use of the town office. They would also like head stone repair and general beautification of the cemetery.

MORE TOWN ELDERS/LONG TERM RESIDENTS

Another member of the committee met with long time residents.

Would like to see:

- finish the remodeling of town hall
- not many changes; stay a small town
- the town hall renovated so that using stairs is not the only way to attend downstairs meetings or use the upstairs rest rooms;
- senior housing for those in need;
- fewer rules and regulations;
- taxes low or cut;
- free cemetery plots for long term residents as it was in the past;
- a boat launch and swimming area at Pushaw Lake as it was in the past;
- no land given to tax-exempt entities such as Universities

STATE REPRESENTATIVE BOB DUCHESNE, A RESIDENT OF HUDSON

When asked what he believed was going well in Hudson, Bob gave these three responses:

- Our selectmen handle our finances frugally, but not too restrictively
- The budget of the town is clearly and effectively conveyed at town meetings
- The community focuses on sports and recreation programs for kids
- The “Pay for throw” solid waste program is handled well and is effective

When asked what changes he would like to see over the next 10 years or so, he gave these responses:

- That the layout of Hudson is “long,” with residences strung out along Route 221, Hudson Hill, and the lake landing roads, making it difficult for the town to find cohesiveness. The town’s parameters lack of a clear or complete center makes a “sense of community” more difficult.
- The addition of lake access for all Hudson residents would help mitigate any disassociation between town dwellers and lakeside residents. Town politics sometimes devolve into two factions, making leadership and town management more difficult.
- The Growth Management Act requires communities that elect to do comprehensive planning to designate growth areas and plan accordingly. The town should anticipate the possibilities of more subdivisions and craft ordinances and procedures for dealing with them.

Finally, when asked which of the 3 changes he would select if he only had one choice, Bob said that we should continue fiscal responsibility, resisting or eliminating multi-level government controls and expense. Through comprehensive planning, the town can understand and act on infrastructure, education, and enjoy what Hudson has to offer all of the residents.

HUDSON RESIDENTS ON THE BOARD OF THE GREATER PUSHAW LAKE ASSOCIATION:

The three things they'd like to see continued over the coming decade are:

- 1) providing town resources for maintaining and improving water quality at Pushaw and Little Pushaw;
- 2) regulations for building on Pushaw Lake and Little Pushaw Pond; and
- 3) the regulations for recreational use of Pushaw Lake and Little Pushaw Pond relative to environmental health and private property rights.

The three changes they wish for are:

- 1) an increased appreciation for Pushaw Lake and Little Pushaw Pond as community resources;
- 2) an increased sense of responsibility on the part of everyone living in the watershed areas;
and
- 3) some practical incentives for fostering improvements in the watershed areas.

If they were to get only one of their wishes, it would be the increased sense of responsibility on the part of everyone living in the watershed areas.

THE GRANGE

Current members want to:

- preserve the mission of the Grange as an important part of the Town of Hudson.
- continue to keep and grow in Grange involvement with other organizations in the town to provide community activities and events for all citizen

WATER CLASSIFICATION TABLE

D) HUDSON TOWN SURVEY

**Town of Hudson
Comprehensive Planning Committee
PO Box 159
Hudson, ME 04449**

October, 2011

Dear Hudson Resident or Landowner:

The Town of Hudson is updating its 1991 Comprehensive Plan. The updated plan will reflect the will of the people of Hudson as it pertains to the future growth and development of our town. Once approved by the people of Hudson and the State Planning Office (which we expect will happen in 2012), the updated plan will give Hudson enhanced legal protection for its ordinances and allow the town to qualify for certain state grants and funding.

In order to learn the will of the people of Hudson, the attached survey has been developed and mailed to addresses from the town's tax files. All returned surveys are anonymous. We have no way to track who completed a survey or to match a survey to an address, so please feel free to answer honestly and completely.

The survey will take a bit of your time to complete, but please know that every survey returned will be read and taken seriously. *Please return your completed survey by 15 November.* Either drop it in the locked box marked Comprehensive Planning Surveys in the town office or mail the survey in its postage-paid return envelope. Surveys that are returned to the town hall locked box save the town nearly \$2 per survey, so we encourage you to use the lock box for your return if you will be near the town office by mid-November. If not, please use the mail!

A summary of the survey results will be made available at the town office and included in the appendix of the updated Comprehensive Plan itself. You will also be able to request a copy of your own from the town office and in 2012 there will be a comprehensive planning public hearing where they will be discussed.

We want to see what you have to say, and we want you to be a part of our town's planning. Please contact a member of our committee if you have any questions or concerns. You are also invited to attend our committee meetings on the first and third Thursdays of each month at 6:30 PM at the town office.

If you would like an additional or a replacement survey, please call Kathy at 327-2800 or e-mail her at kael1945@gmail.com. Thank you for your participation!

Sincerely,

The Hudson Comprehensive Planning Committee: Terry Bellman, Peralie Burbank, Bob Duchesne, Bill Fink, Jill Gilman, Rick Gilman (Secretary), Kathy Lukas (Chairperson), Darlene Miles, Rick Trench (Co-chairperson), and Liaison to the Selectmen, Kirby Ellis

Town of Hudson Citizen Survey
2011

The first questions ask about your residence.

1. What type of Hudson resident are you?
 - a. Year-round resident
 - b. Seasonal resident
 - c. Non-resident landowner

2. If you are a seasonal resident, do you intend to become a full-time resident in the future?
 - a. Yes
 - b. No
 - c. Not a seasonal resident

3. What are the main reasons you choose to live or own property in Hudson? (Please circle up to 3.)
 - a. Lived here all my life.
 - b. Family nearby
 - c. Close to work
 - d. Small town/rural atmosphere
 - e. Scenic beauty
 - f. Lower housing costs or taxes
 - g. Good schools
 - h. The people/my land/my house
 - i. Other (please write in) _____

4. What general area of town do you live in?
 - a. Hudson Hill
 - b. Hudson Road (Route 221)
 - c. Hudson village
 - d. Roger's Landing, Pushaw Lake
 - e. Whitmore Landing, Pushaw Lake
 - f. Little Pushaw Lake
 - g. Corinth Road (Route 43)
 - h. Old Town Road (Route 43)

Town of Hudson Citizen Survey
2011

The next few questions ask for your opinions about land use.

5. In general, do you feel that land use should be regulated – that certain uses and lot sizes should be permitted in certain areas and not in others?

- a. Land use should be regulated.
- b. Some land uses should be regulated.
- c. Land use should not be regulated; it should be left to the discretion of the landowners
- d. No opinion

6. Would you like to see these types of land use or development increase in Hudson?

- | | | | |
|------------------------|-----|----|------------|
| a. Single family homes | Yes | No | No opinion |
| b. Mobile homes | Yes | No | No opinion |
| c. Agricultural | Yes | No | No opinion |
| d. Forest | Yes | No | No opinion |
| e. Recreation | Yes | No | No opinion |
| f. Commercial | Yes | No | No opinion |
| g. Elderly housing | Yes | No | No opinion |
| h. Affordable housing | Yes | No | No opinion |
| i. Apartments | Yes | No | No opinion |
| j. Other _____ | Yes | No | |

7. Are there any areas where new residential subdivisions should be restricted?

- | | |
|----------------------------|-----------------------------|
| a. Hudson Hill | e. Little Pushaw |
| b. Hudson Road (Route 221) | f. Corinth Road (Route 43) |
| c. Hudson village | g. Old Town Road (Route 43) |
| d. Pushaw Lake | h. No restrictions |

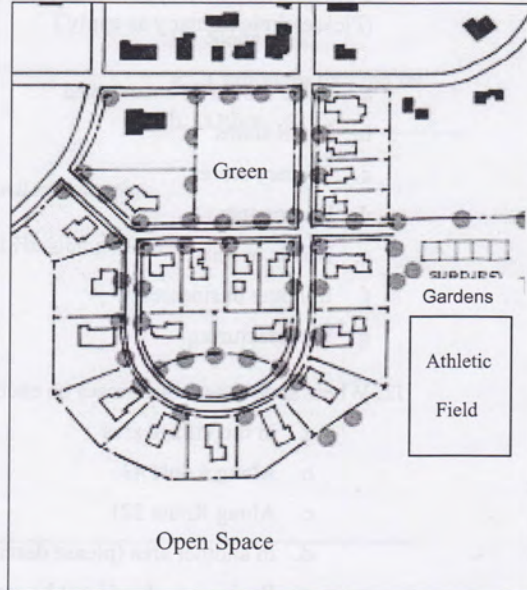
8. When a subdivision is built, do you think that it is more important to keep a lot of space between the houses or to permit groups of houses to be built closer together if it means that the remaining land is permanently kept as open space? (See diagram on the next page for illustrations of space between houses versus open space.)

Town of Hudson Citizen Survey
2011

More space around each home



Less space around each home with common areas (clustered with open space)



- a. More space between houses is more important
 - b. Keeping some open space is more important
 - c. It depends on the specific parcel to be developed
 - d. No opinion
9. Should the Town seek to acquire and protect more open space?
- a. Yes
 - b. No
 - c. No opinion
10. Should the Town obtain land rights for public access to water bodies, boat launching sites or parks?
- a. Yes – for public access to water bodies _____
 - b. Yes – for boat launching sites _____
 - c. Yes – for parks _____
 - d. Yes – for other uses _____
 - e. No
 - f. No opinion

Town of Hudson Citizen Survey
2011

11. The Town of Hudson could attempt to encourage business development in town. If it were to do so, what types of business development would you like to see in town? (Please circle as many as apply.)

- a. None should be encouraged
- b. Retail shops
- c. Grocery stores
- d. Restaurants
- e. Hotels or inns
- f. In-home businesses
- g. Manufacturing
- h. Services (bank, car wash, etc.)
- i. Offices for professional services
- j. Agriculture
- k. Recreation (miniature golf, bowling alley, etc.)
- l. Other _____
- m. No opinion

12. Where should new businesses be encouraged to locate? (circle all that apply)

- a. In the village area
- b. Along Route 43
- c. Along Route 221
- d. In another area (please describe) _____
- e. Businesses should not be restricted to any particular area
- f. Businesses should not be encouraged to locate in Hudson
- g. No opinion

13. Some towns have passed ordinances to restrict certain types of land use in their town. Please circle the uses you would vote to restrict in Hudson.

- a. Communication towers
- b. Utility structures/transmission lines
- c. Commercial wind turbines
- d. Adult establishments
- e. Mobile home parks
- f. Drug treatment facilities/dispensaries
- g. No restrictive land use ordinances needed
- h. Other _____

Town of Hudson Citizen Survey
2011

14. Which of the following types of development would you support?
- a. Bicycle routes and trails
 - b. Walking and hiking trails
 - c. Cross country ski trails
 - d. Basketball/tennis courts
 - e. Outdoor ice rink
 - f. Skate park
 - g. Commuter parking lot
 - h. Other _____

The next questions ask your opinions about natural resources.

15. Which types of land use/resources should Hudson preserve?
- a. Wildlife habitat
 - b. Wetlands
 - c. Steep slopes
 - d. Forested land
 - e. Agriculture
 - f. No preservation is needed
 - g. Other _____

16. In general, how would you rate the water quality of Pushaw and Little Pushaw Lakes?
- a. Very good
 - b. Good
 - c. Poor
 - d. Don't know/no opinion

17. Are more enforcement and restrictive usage and development standards needed to preserve shore lands and protect water quality of Hudson's lakes, streams and wetlands?
- a. Yes
 - b. No
 - c. No opinion

18. Is it more important for large tracts of forested land to remain unbroken and undeveloped or to be developed?
- a. Unbroken and undeveloped
 - b. Developed
 - c. Decision should be left to private landowners
 - d. No opinion

The next questions are about economic development.

Town of Hudson Citizen Survey
2011

19. I would support efforts to create new jobs in the town through coordination with business and economic development agencies.

- a. Yes
- b. No
- c. No opinion

20. Should tax incentives be used to attract new business to Hudson?

- a. Yes
- b. No
- c. No opinion

21. Economic development should be allowed only if it would not significantly change Hudson's character or quality of life.

- a. Yes
- b. No
- c. No opinion

22. Why would businesses choose to move to Hudson? (circle all that apply)

- a. Access to large towns
- b. Affordable land
- c. Quality of life
- d. Quality of services
- e. Infrastructure (e.g., roads)
- f. Taxes
- g. Small town atmosphere
- h. Natural environment
- i. Access to labor force
- j. Railroad access
- k. Other _____

23. What prevents residents from moving to Hudson? (circle all that apply)

- a. Few options for high speed internet service/cable service
- b. No school choice
- c. No recreation/entertainment opportunities
- d. Distance from large towns/cities
- e. Inadequate public services
- f. Other _____

Town of Hudson Citizen Survey
2011

These questions ask about public facilities and services in Hudson.

24. Please rate the condition and usefulness of these facilities:

a. Town hall	Good	Fair	Poor	No opinion
b. Fire house	Good	Fair	Poor	No opinion
c. Transfer station	Good	Fair	Poor	No opinion
d. Baseball/soccer fields	Good	Fair	Poor	No opinion
e. Elementary school	Good	Fair	Poor	No opinion

Comments on public facilities: _____

25. Please rate these town services:

a. Police protection	Good	Fair	Poor	No opinion
b. Fire protection	Good	Fair	Poor	No opinion
c. Road maintenance	Good	Fair	Poor	No opinion
d. Snow removal/sanding	Good	Fair	Poor	No opinion
e. Emergency medical	Good	Fair	Poor	No opinion
f. Administration	Good	Fair	Poor	No opinion
g. Other _____	Good	Fair	Poor	No opinion

Comments on public services: _____

26. Which of the following would you like to see in the Town of Hudson?

- a. Commuter bus
- b. Meals-on-Wheels
- c. Senior center
- d. Library with computers
- e. High-speed internet
- f. Other _____

Town of Hudson Citizen Survey
2011

27. Should Hudson increase emergency services coverage?

- a. Yes
- b. No
- c. No opinion

28. The Town recycles newspaper, cardboard, glass, and some plastics. How do you view recycling? Please circle as many as apply.

- a. I would like to recycle more plastics.
- b. I would like to recycle paper.
- c. I would like more recycling options.
- d. I would pay to have more recycling options.
- e. I don't like to separate recyclables.
- f. I am happy with the recycling program.
- g. No opinion.

Comments on recycling and solid waste program: _____

29. Do you think heavy truck traffic in Hudson presents a problem?

- a. Yes
- b. No
- c. Don't know/no opinion

30. If the State of Maine approves new school construction for RSU#64, what type of building should we have?

- a. Pre-K to Grade 5
- b. Pre-K to Grade 8
- c. Pre-K to Grade 12
- d. K to Grade 5
- e. K to Grade 8
- f. K to Grade 12
- g. Other _____
- h. No opinion

Town of Hudson Citizen Survey
2011

31. If the town is allowed to own the Hudson school building, what would you like to see happen? (Circle as many as apply)

- a. Building demolished
- b. Fire department
- c. Town office
- d. Senior housing
- e. Library/Historical society
- f. Community center
- g. Rent it
- h. Sell it
- i. Lease it
- j. Other _____

And finally...

32. Which of the following do you think will be important issues facing Hudson in the future? (Circle as many as apply)

- a. Affordable housing
- b. Maintaining rural character
- c. Town roads
- d. Open space
- e. Declining tax base
- f. Aging population
- g. Lake water quality
- h. Recycling
- i. Tax increases
- j. Cable/internet service
- k. Other _____

Other comments:

E) SUMMARY OF HUDSON TOWN SURVEY RESULTS

2011 Town of Hudson Citizen Survey Report

Prepared by the University of Maine Knowledge Transfer Alliance

February 2012

The following report aggregates data from a nine-page survey distributed to citizens of the Town of Hudson, Penobscot County, Maine in 2011. Graphical analysis of the results indicates significant consensus of survey respondents to many questions and significant variation in response to others.

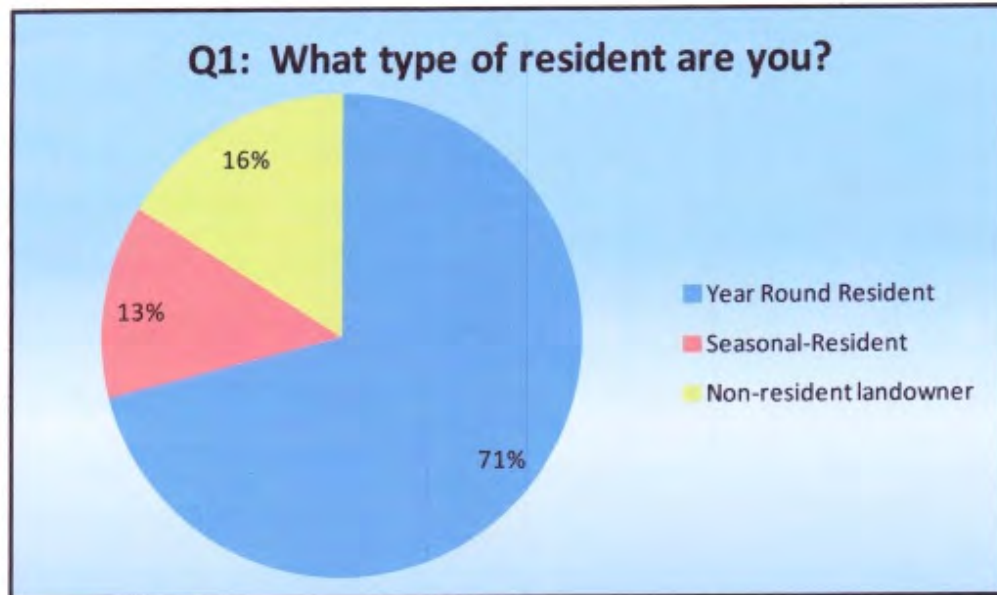
Over 70% of respondents indicated having full time residency in Hudson, 31% of which living near Hudson Hill. The majority of non-fulltime residents indicated they did not anticipate becoming fulltime residents in the future. The consistent most limiting factor for moving to or living in Hudson seemed to be limited access to high speed internet and cable. As for why people choose to live in Hudson, the most common responses were for the rural, small town atmosphere and the lower taxes and housing costs. Interestingly, these same responses applied to reasons a business would establish there.

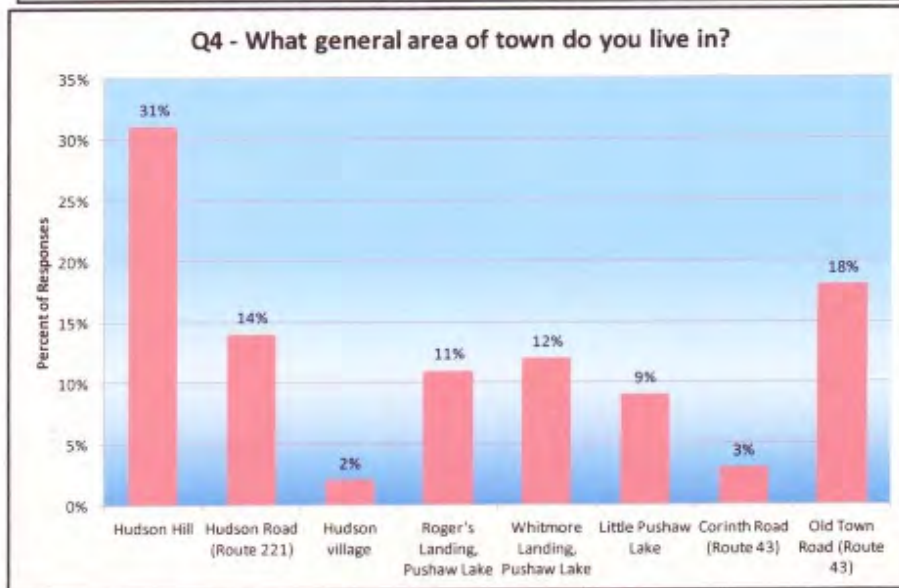
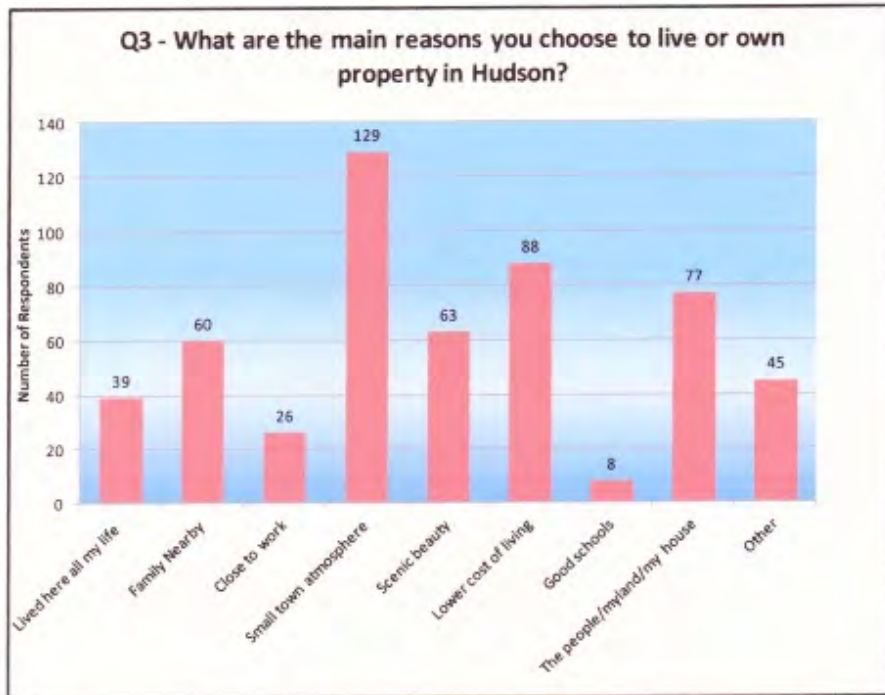
Many of the survey questions were regarding town policies and future land use planning policies. The majority of residents opposed regulation of land uses while 27% supported some regulation of land uses, such as the restriction of residential developments near Pushaw Lake and Little Pushaw (although 34% reported not having an opinion on the water quality of these water bodies). They were in favor of imposing land use restrictions on the development of adult establishments and drug treatment facilities/dispensaries. The most common responses for what types of land development Hudson should seek were single family homes, though agricultural and forestation efforts were also common responses. When it comes to the specifics of residential development like neighbor proximity, survey respondents were torn between wanting more space and feeling that it depended on the parcel getting developed. They were likewise split on the issue of open space; 39% responded that acquiring and protecting more open space was important while 42% felt it was not. Overall, Hudson residents supported having public access rights to water bodies and the development of public hiking, biking, and walking trails. Survey respondents had an awareness of their local environment and were most interested in preserving wetland and wildlife habitats, but were also consistently opposed to addition regulations, particularly those effecting treatment of private property. Survey respondents indicated most commonly that issues involving town roads and tax incentives would be important for Hudson's future.

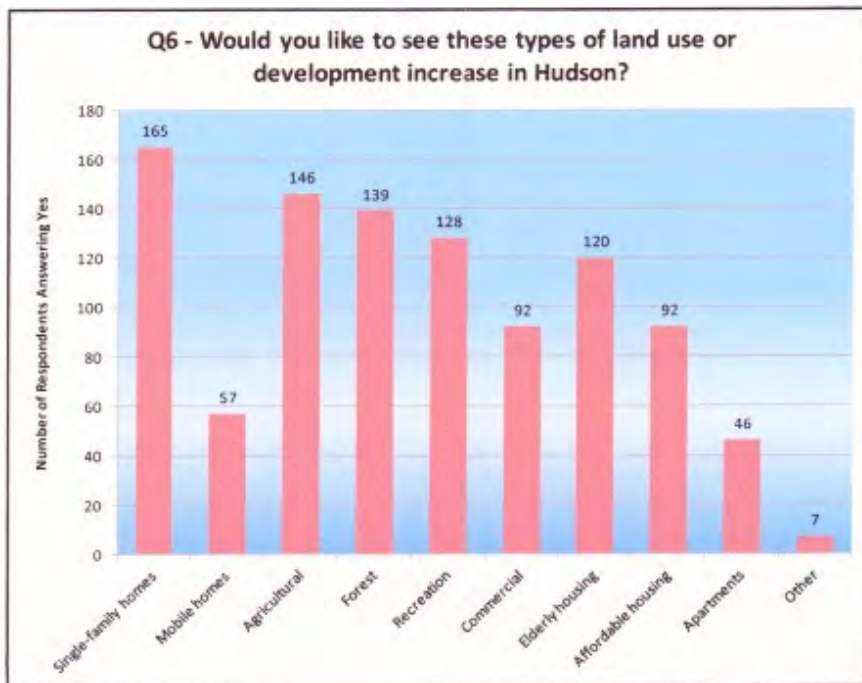
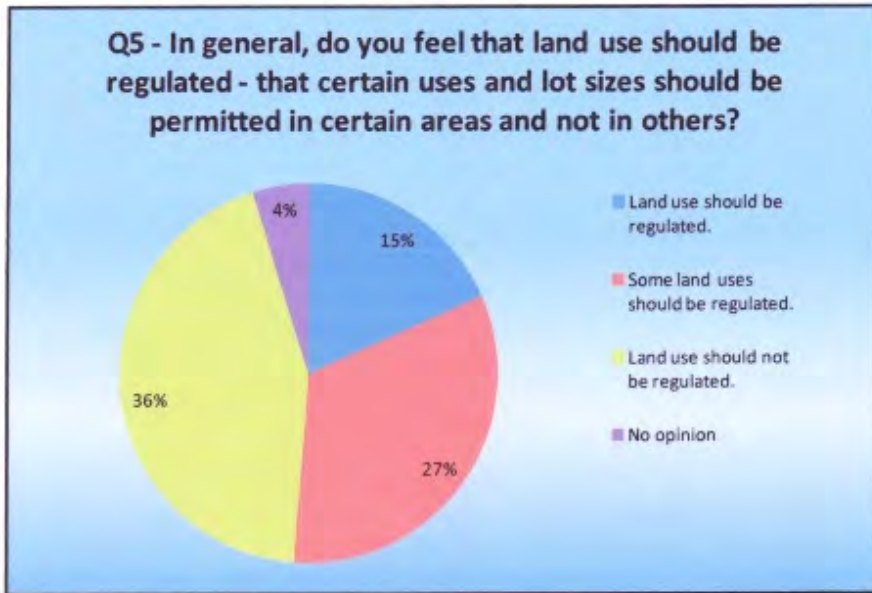
As for Hudson's economy, survey respondents were very supportive of developing new restaurants, service businesses, in-home businesses, grocery stores, and agriculturally related businesses. Most felt that these new businesses would be best established in the Village Area, but they are interested in maintaining the existing character of Hudson as a small town. Although the overwhelming majority of respondents indicated they would support efforts to bring new businesses to Hudson, they were torn between utilizing tax incentives to do so; 42% being supportive of tax incentives and 45% opposing tax incentives.

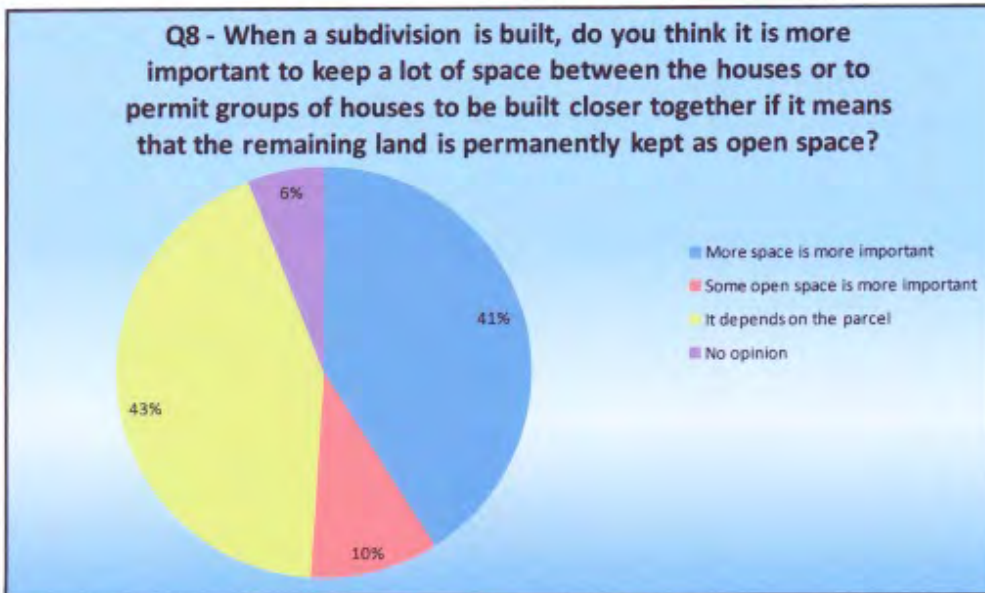
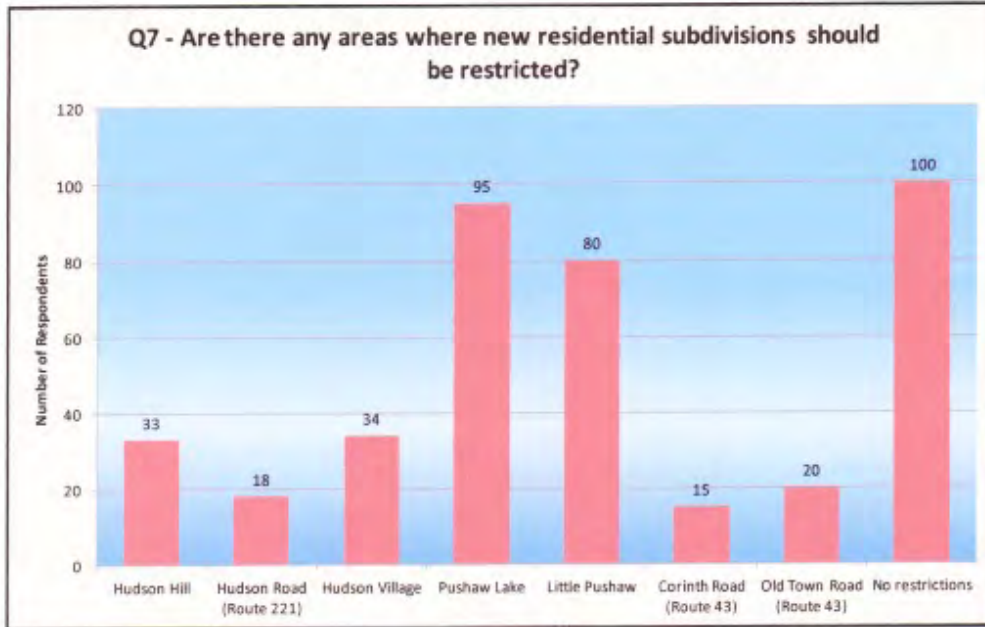
The majority of survey respondents had a favorable a favorable opinion of the public facilities such as the Town Hall, athletic fields, transfer station, fire house, and elementary school, although many surveys reported not having an opinion. They also indicated a strong interest in the construction of a community center. There was more variation in opinion of town services. There was no consistent rating for Police Protection (nearly a four way tie). Fire protection was predominantly rated as *good*, and road maintenance was tied between *fair* and *poor*. The other three town services—snow removal, emergency medical, and Administration each were predominantly rated as *good*. Respondents also indicated they were satisfied with the recycling program.

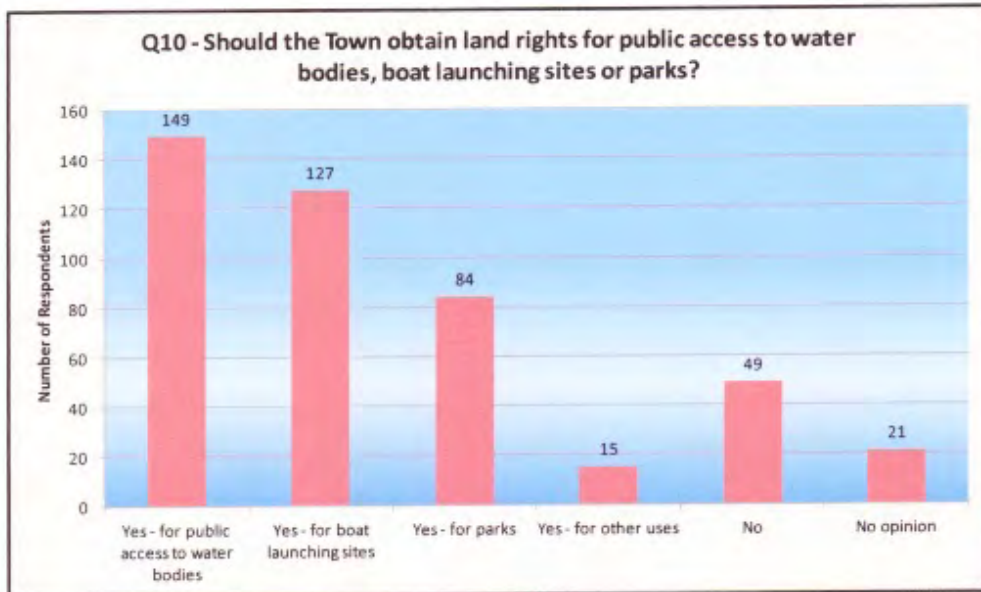
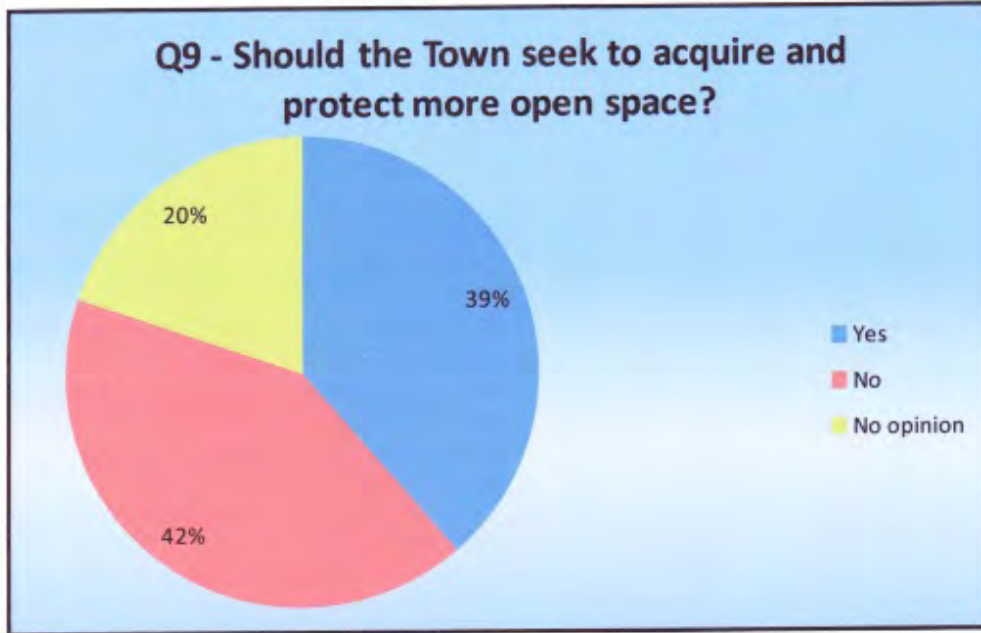
There was no consensus regarding the type of building the new elementary school should be or whether Hudson should increase emergency services coverage

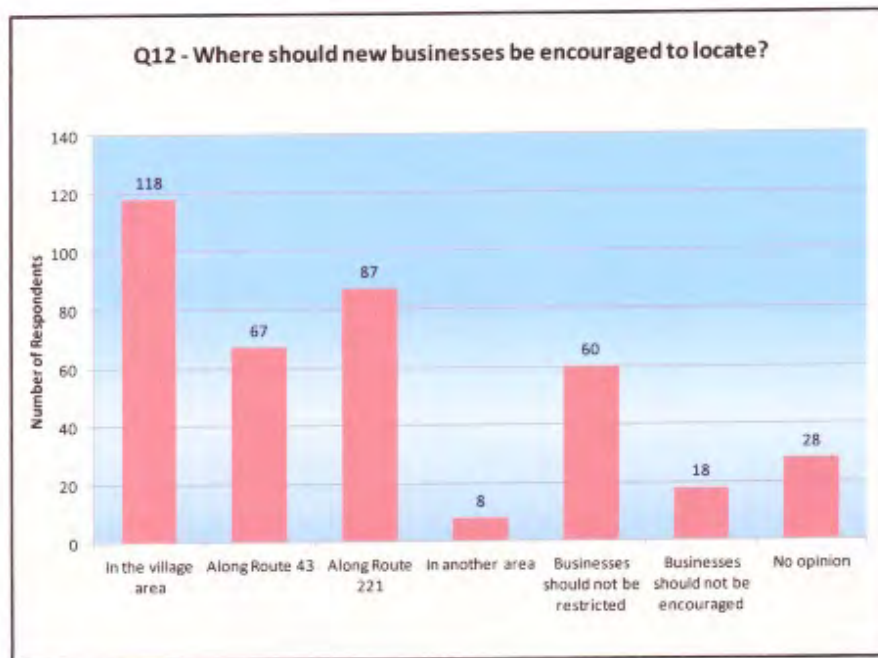
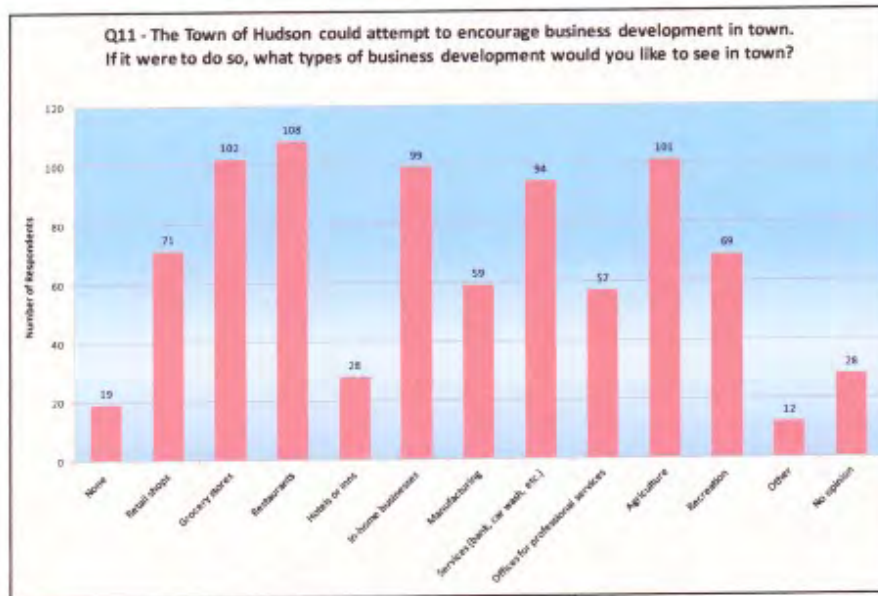


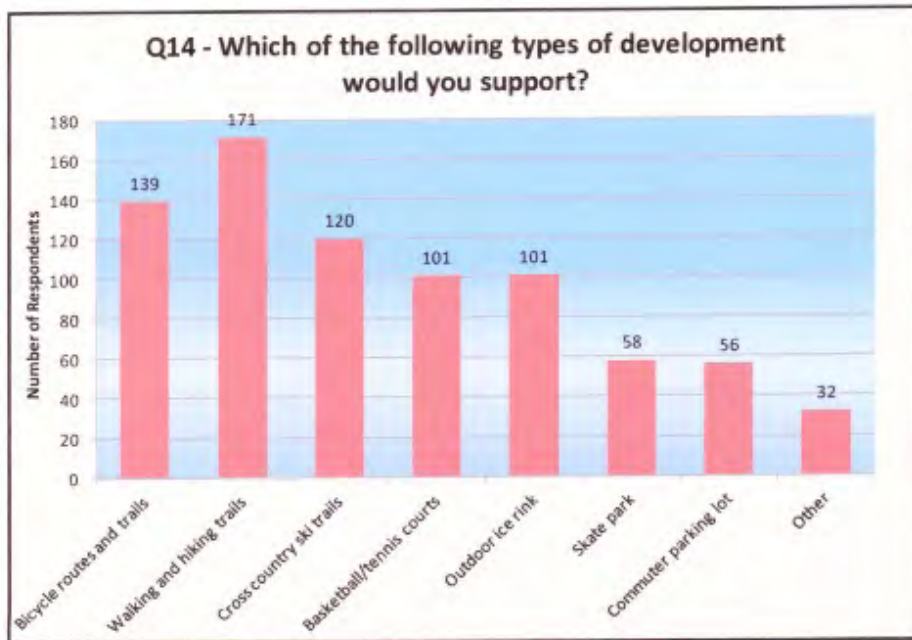
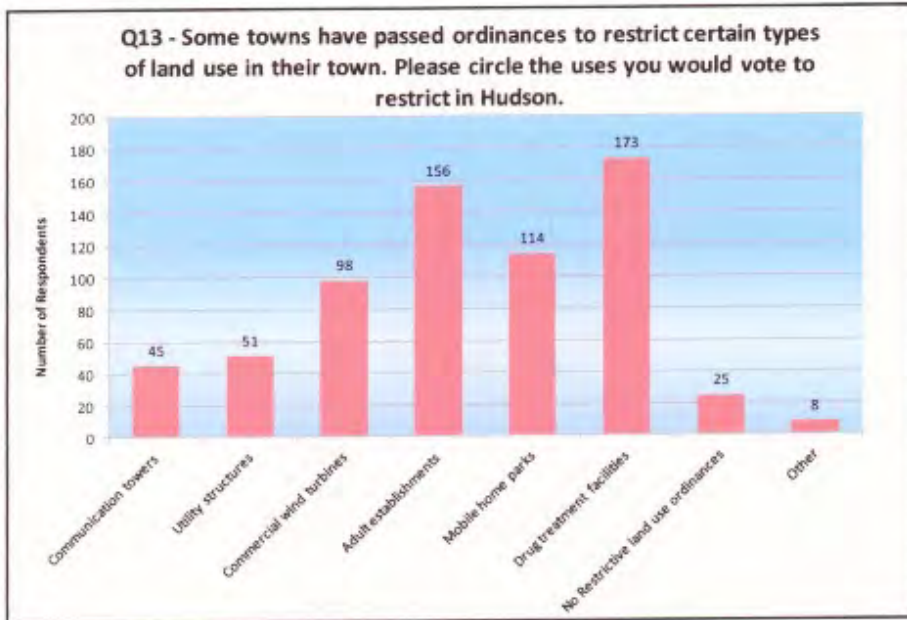


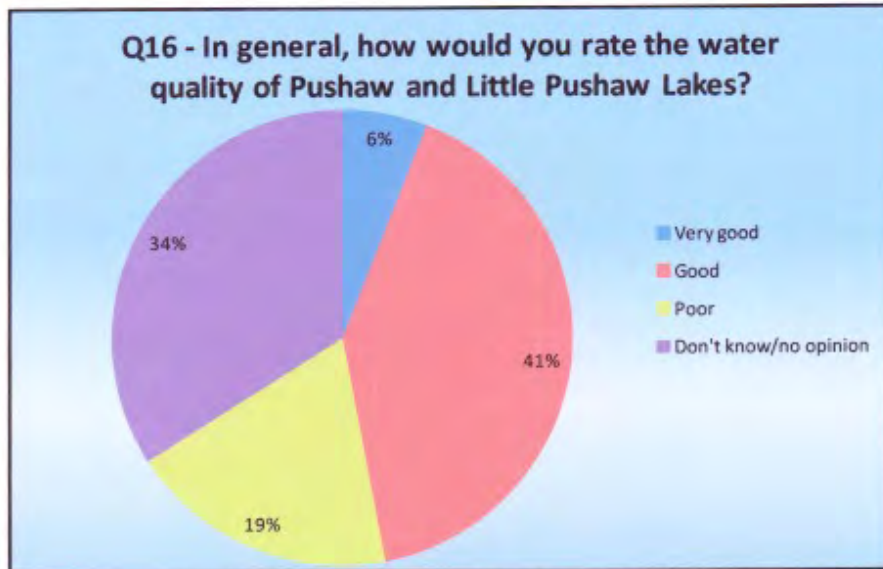
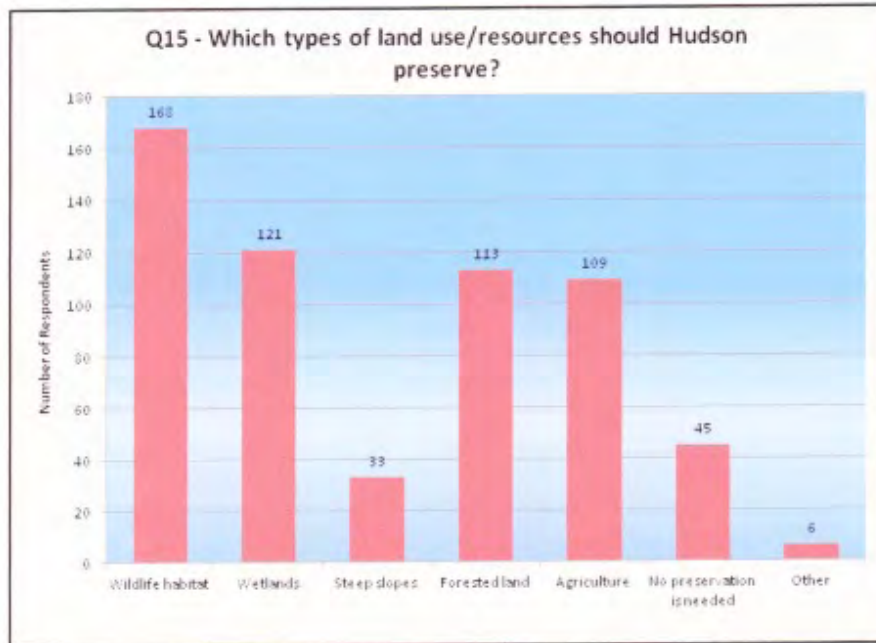


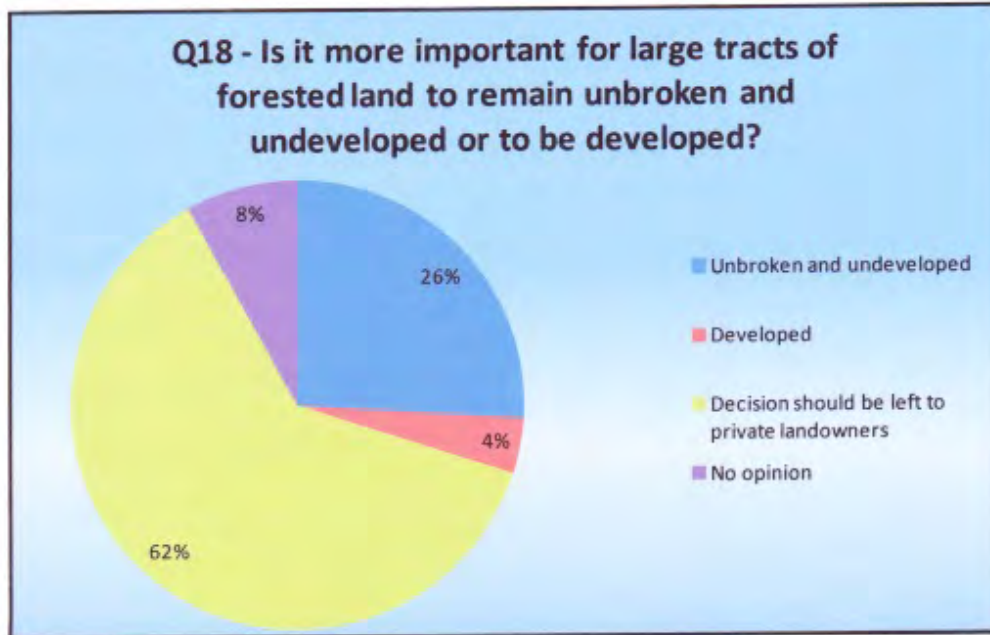
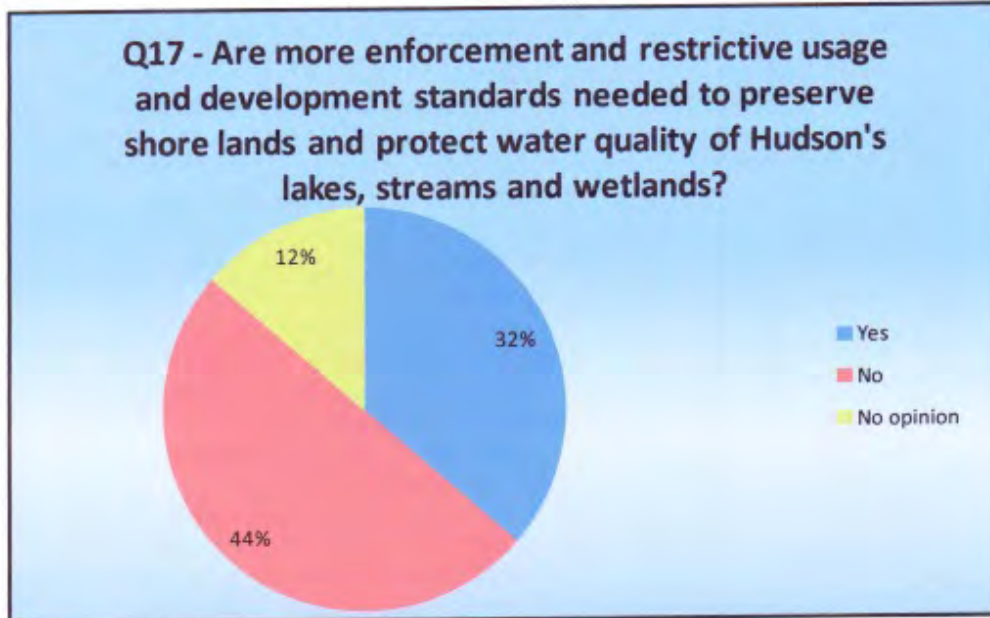


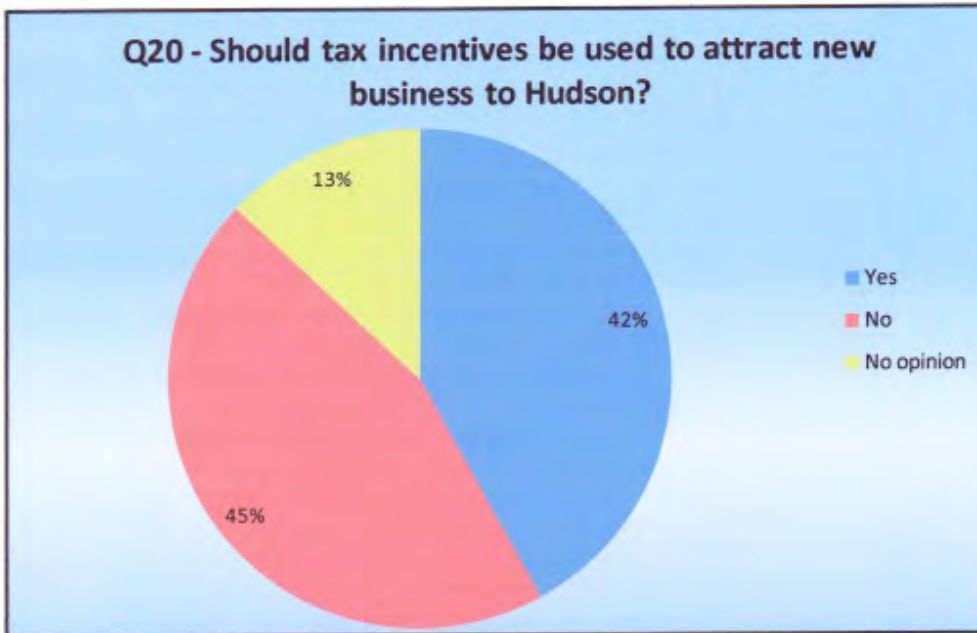
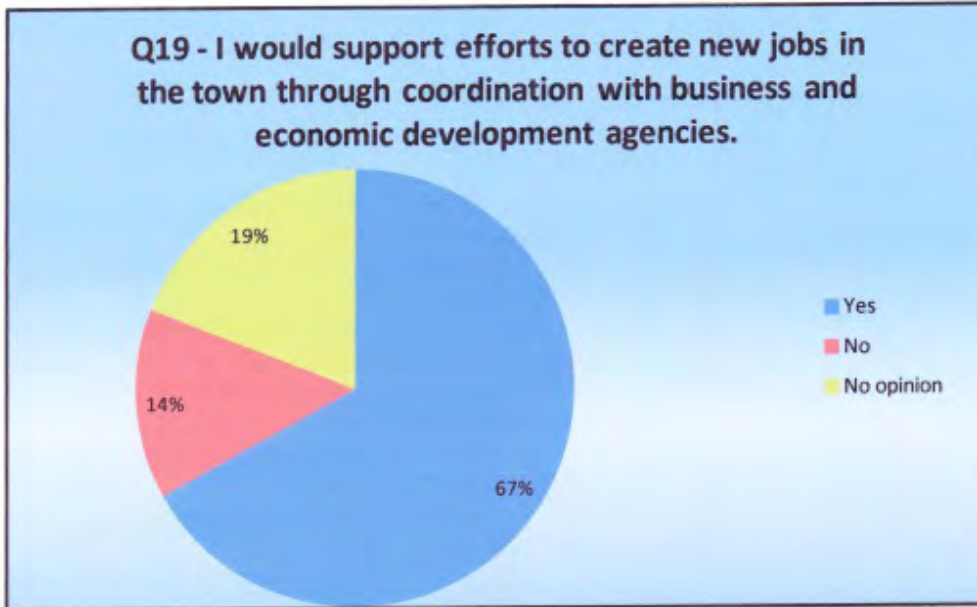


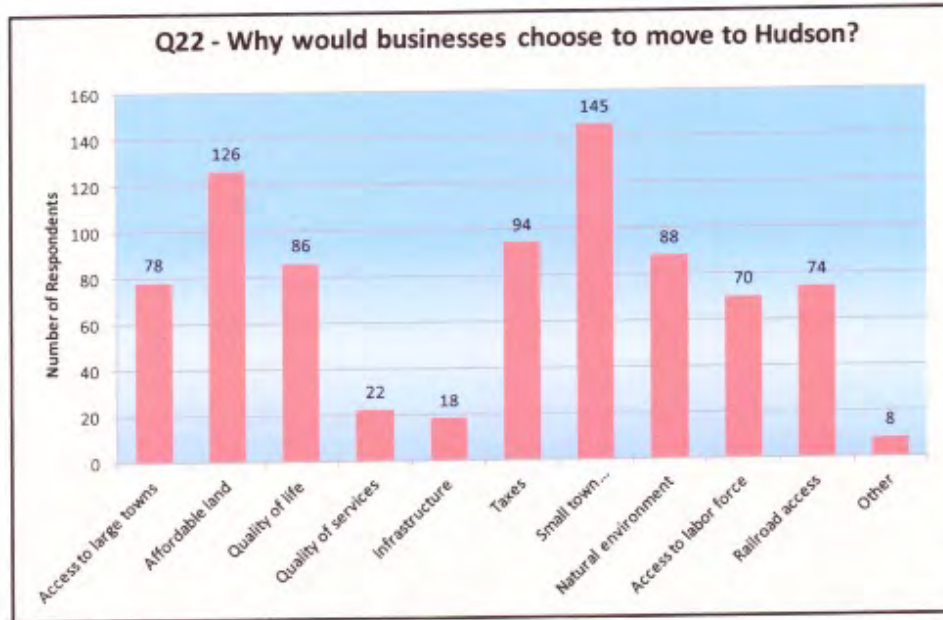
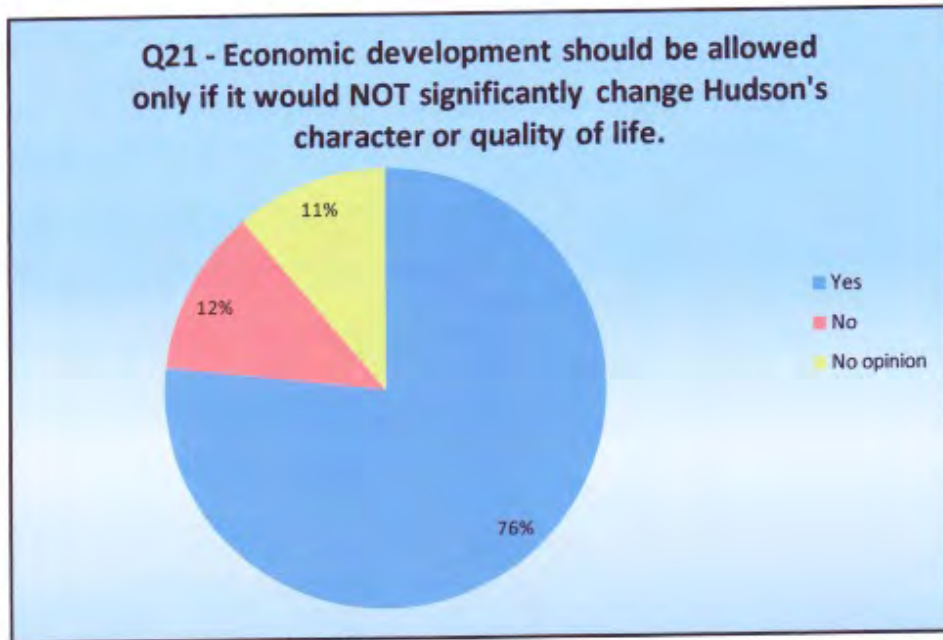


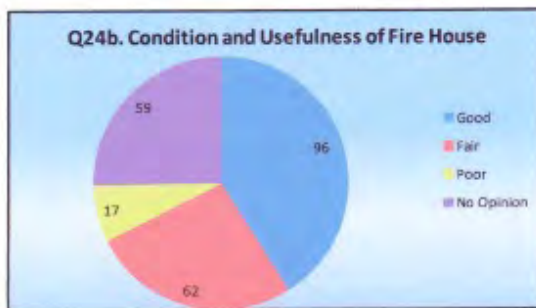
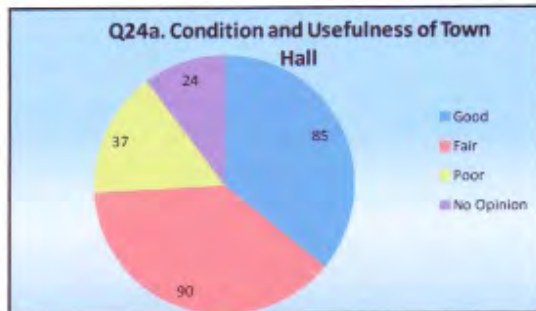
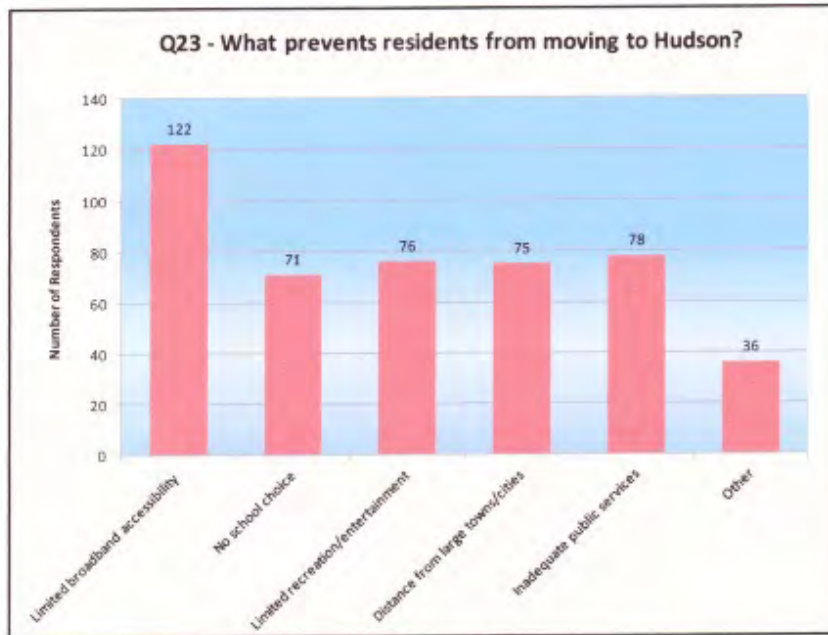


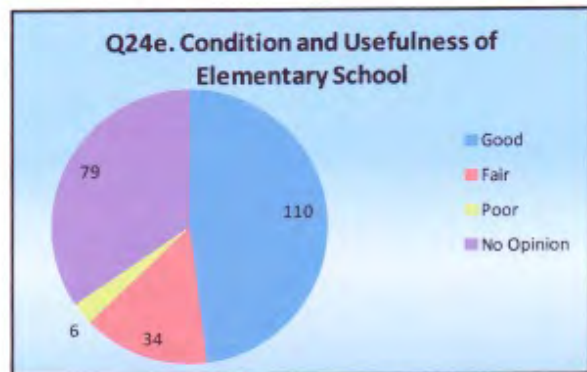
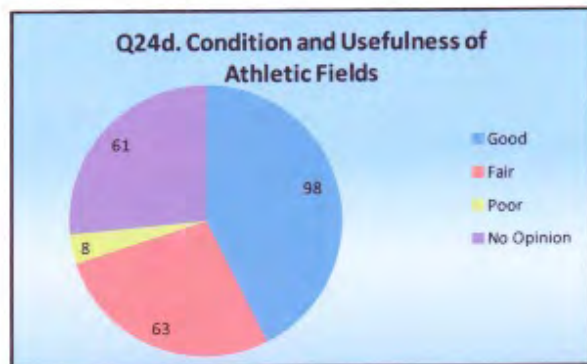
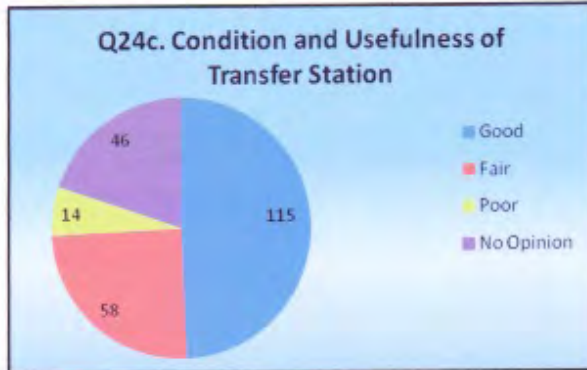


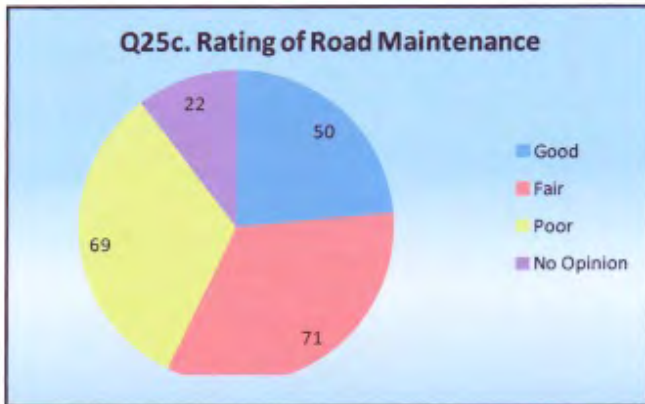
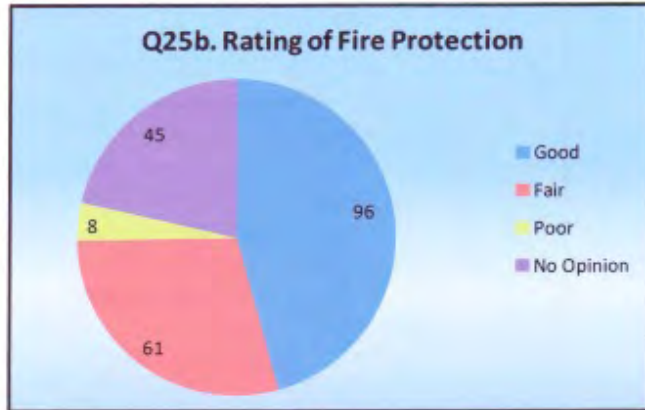
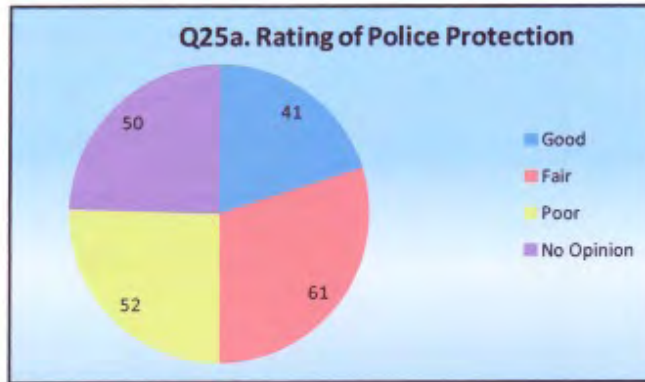


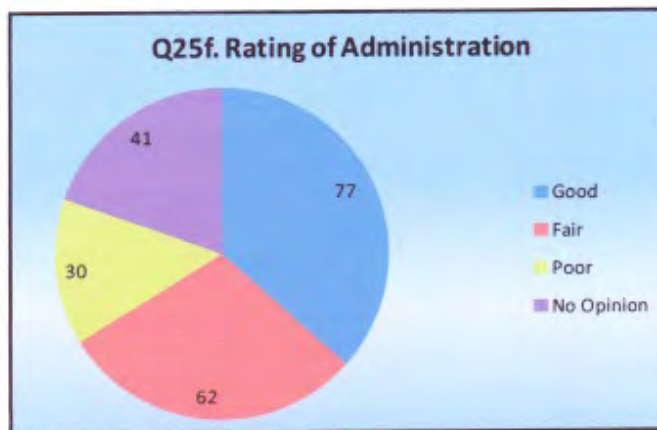
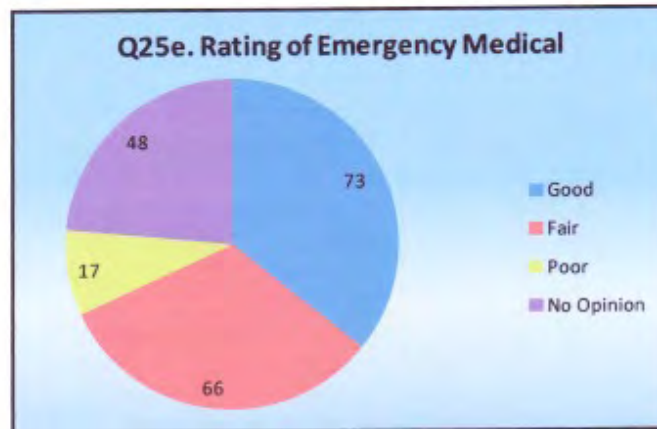
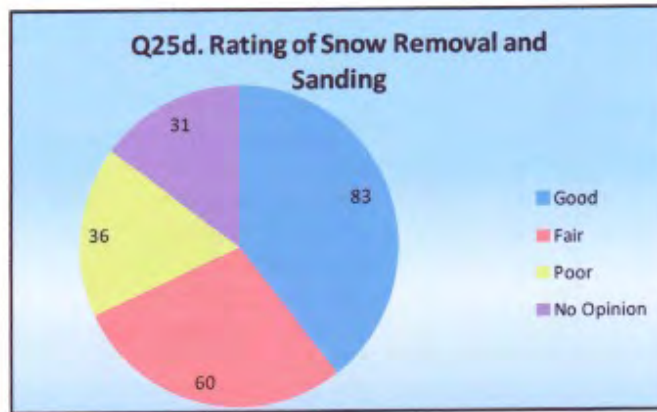


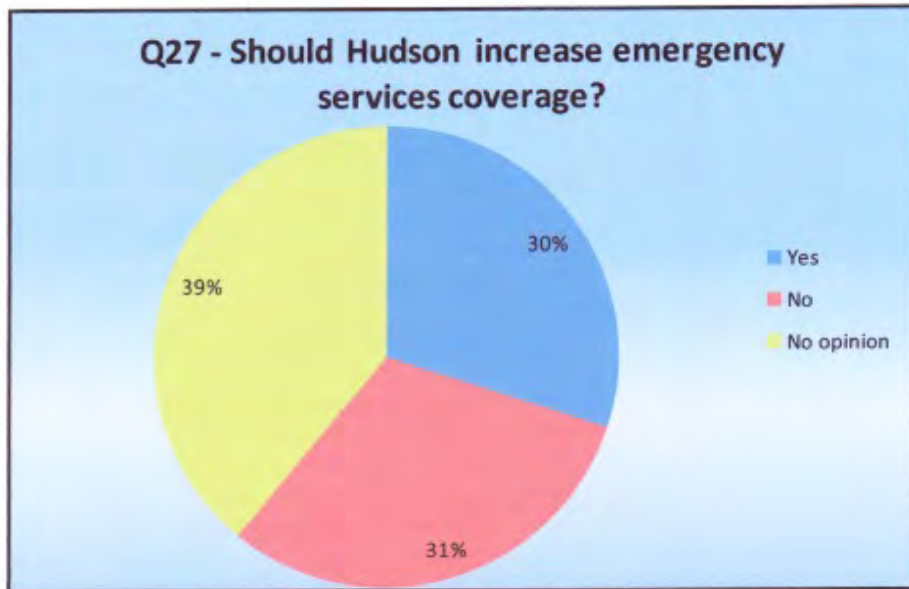
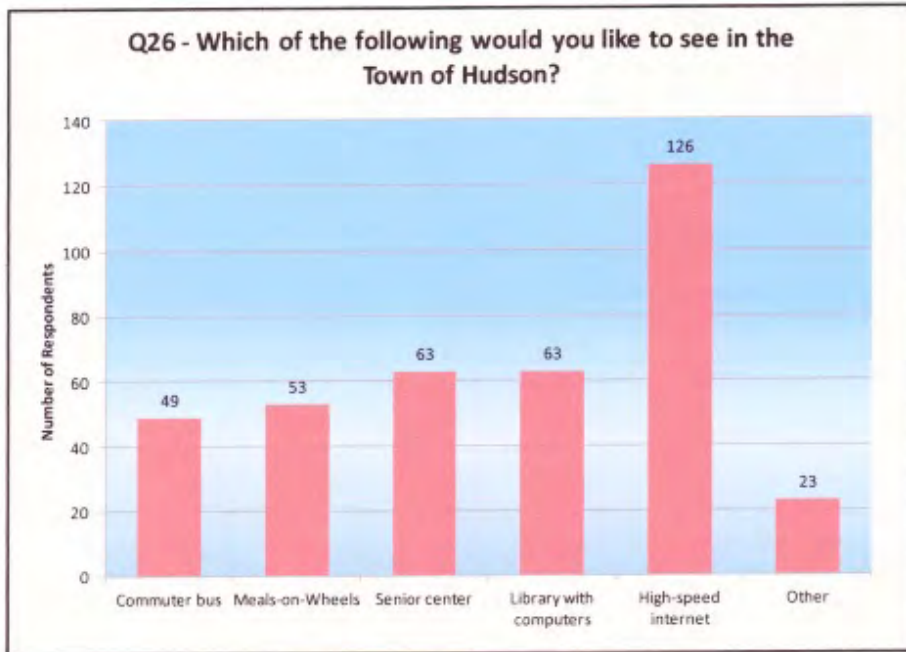


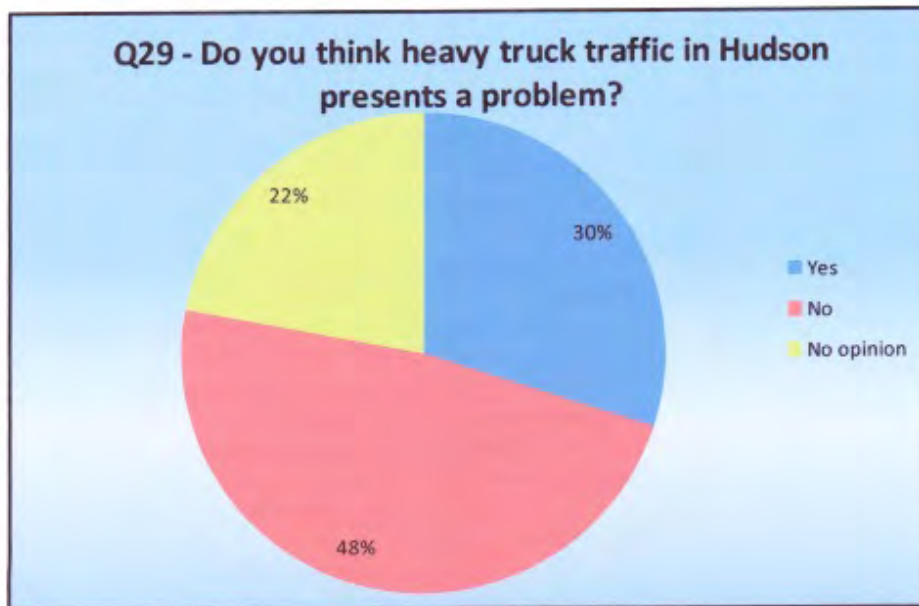
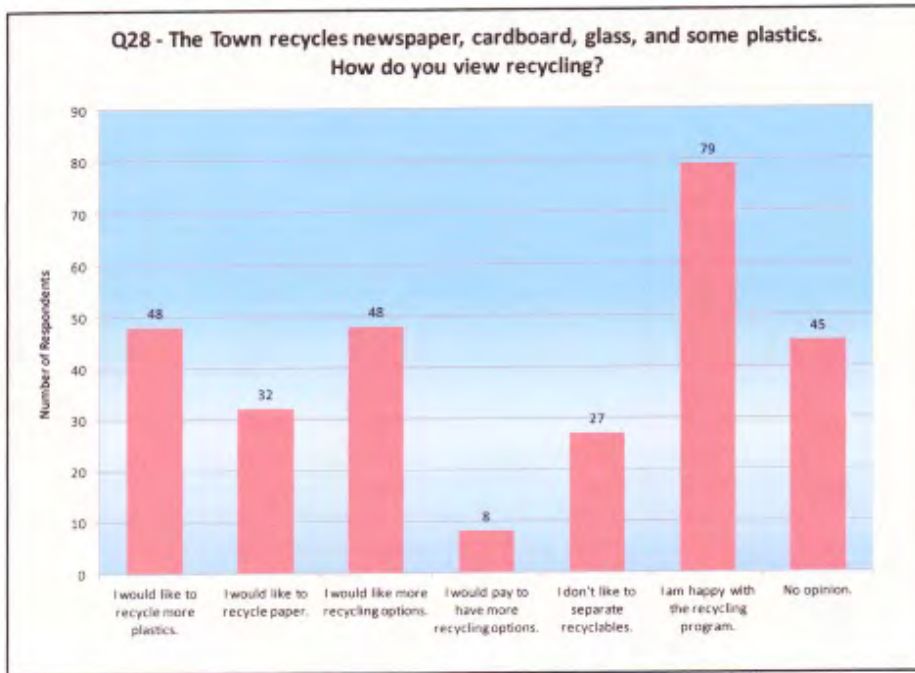


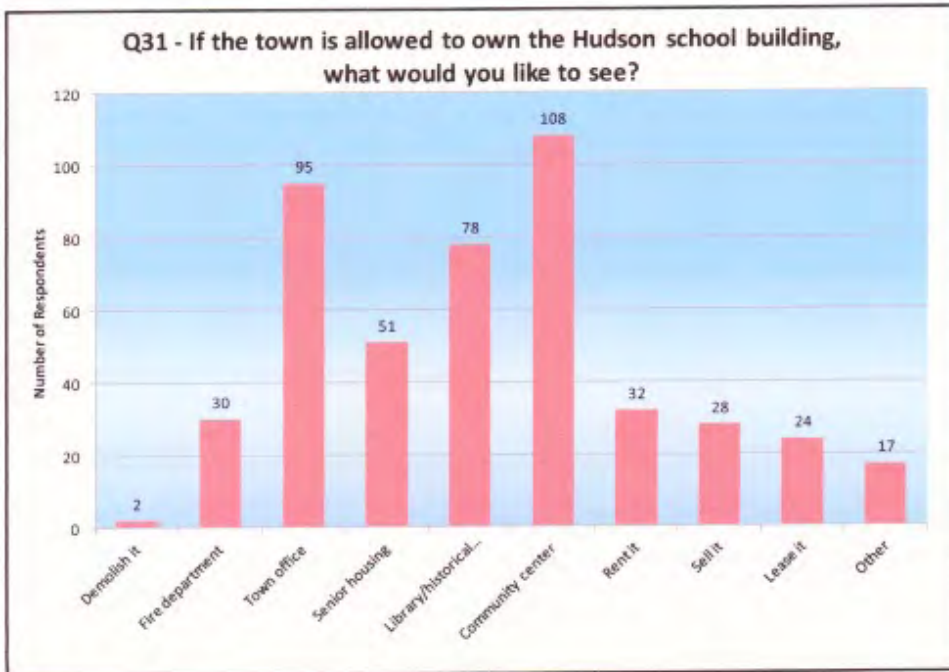
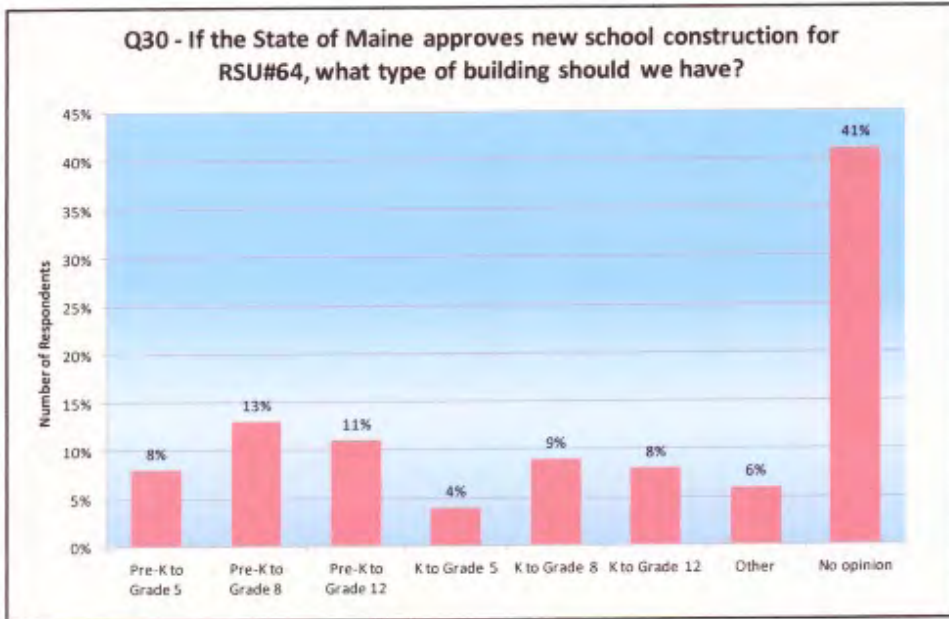


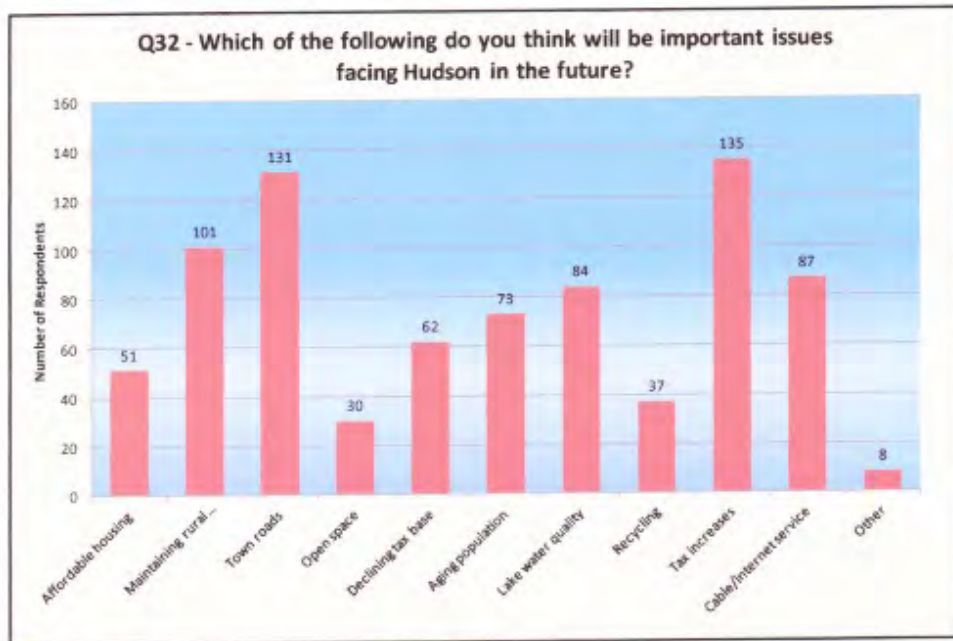












F) WATER CLASSIFICATION TABLE

RIVERS / STREAMS

Water Classification Program

Related Website: www.maine.gov/dep/blwq/docmonitoring/classification/index.htm

Maine has four water quality classes of rivers and streams: AA, A, B, and C (38 M.R.S.A. Section 465). Each classification assigns designated uses and water quality criteria (narrative and numeric), and may place specific restrictions on certain activities (Table 4-1 and 4-17) such that the goal conditions of each class may be achieved or maintained. Definitions of terms used in the classification are provided in 38 M.R.S.A. Section 466.

Class AA waters are managed for their outstanding natural ecological, recreational, social, and scenic qualities. Direct discharge of wastewater, dams, and other significant human disturbances are prohibited. Tiered aquatic life use goals direct that the biological condition of this classification be approximately Tier 1-2 on the Biological Condition Gradient (Figure 4-2, Davies and Jackson 2006; USEPA 2005)

Class A waters are managed for high quality with limited human disturbance allowed; aquatic life use goal approximately Tier 1-2 on the Biological Condition Gradient. Direct discharges are allowed but highly restricted.

Class B waters are general-purpose water and are managed to attain good quality water; aquatic life use goal approximately Tier 3 on the Biological Condition Gradient. Well-treated discharges with ample dilution are allowed.

Class C waters are managed to attain at least the swimmable-fishable goals of the federal Clean Water Act and to maintain the structure and function of the biological community; aquatic life use goal approximately Tier 4 on the Biological Condition Gradient.

Table 4-17 Maine Water Quality Criteria for Classification of Fresh Surface Waters (38 MRSA §465)

	Dissolved Oxygen Numeric Criteria	Bacteria (<i>E. coli</i>) Numeric Criteria	Habitat Narrative Criteria	Aquatic Life (Biological) Narrative Criteria
Class AA	as naturally occurs	as naturally occurs	Free flowing and natural	No direct discharge of pollutants; as naturally occurs
Class A	7 ppm; 75% saturation	as naturally occurs	Natural	as naturally occurs
Class B	7 ppm; 75% saturation	64/100 ml (g.m.*) or 427/100 ml (inst.*)	Unimpaired	Discharges shall not cause adverse impact to aquatic life in that the receiving waters shall be of sufficient quality to support all aquatic species indigenous to the receiving water without detrimental changes to the resident biological community.
Class C	5 ppm; 60% saturation	142/100 ml (g.m.*) or 949/100 ml (inst.*)	Habitat for fish and other aquatic life	Discharges may cause some changes to aquatic life, provided that the receiving waters shall be of sufficient quality to support all species of fish indigenous to the receiving waters and maintain the structure and function of the resident biological community.

*"g.m." means geometric mean and "inst." means instantaneous level

Excerpt from Draft 2006 Maine Integrated Water Quality Report:

http://www.maine.gov/dep/blwq/docmonitoring/305b/2006/2006_Draft_305b_Report_Section2.pdf

G) SUMMARY STATEMENT ON MAINE FARM AND OPEN SPACE LAW

The **Farm Use** portion of the law requires a minimum of five (5) acres of land used for farming, agriculture, or horticultural activities. It must produce an income of \$2000 per year for one of the two, or three of the five years preceding the application. The value of homegrown commodities used in the household may be counted as part of this income figure. (The income provision may be waived in special cases.)

The landowner must then provide annual income reports to the town assessor that confirm continued agricultural use. Valuations of farmland are set by the local assessor but the State issues recommended guidelines. The valuation is different for every type of cropland and other agricultural uses.

The **Open Space** portion of the law has NO minimum lot size requirement, but the tract must be preserved or restricted in use to provide a public benefit by conserving scenic resources, enhancing public recreation opportunities, promoting game management, or preserving wildlife or wildlife habitat.

Valuation guidelines have been set by the State to assist the landowner and assessor and depend on the level of protection placed on a particular parcel. The suggested reductions are from fair market value and are: 20% for all Open Space land; and an additional 30% for permanently protected land (with a conservation easement); and an additional 20% for "forever wild" lands. For allowing public access, a further reduction of 25% may be added to the above reductions.

Withdrawal from the Open Space tax program incurs a penalty. This penalty is 30% of the difference between the tax program assessment and the fair market assessment. If the land has been in the tax program for more than 10 years the penalty percentage drops one percent for each year to a 20% minimum.

Application to both programs is made to the town assessor by April 1st of the year in which classification is requested. The Farm and Open Space programs both assess a high penalty for removal of the lands from protection. Like the Tree Growth Program, the sliding scale lessens the penalty the longer the land is left in the program, but the penalty should be seriously considered before applying to these programs