



*TO GUIDE OUR  
FUTURE*

HUDSON OAKS  
**COMPREHENSIVE  
PLAN**

ADOPTED SEPTEMBER 2022

# WE THANK YOU ACKNOWLEDGMENTS

---

## OUR COMMUNITY

---

In collaboration with our community and our partners, we created this Plan together

## COMPREHENSIVE PLAN ADVISORY COMMITTEE

---

Jared Clarke  
Amber Zuehl  
Mike Wilson  
Bret Privitt  
Troy Houghton  
Kevin Riney  
Kerby Smith  
Nick Nelson  
Logan Beall  
Charlie Gilchrist  
Lonnie Boyd  
Bill Baker  
Marissa Galaviz

## CITY COUNCIL

---

Tom Fitzpatrick, Mayor  
Tom Marquardt, Place 1  
Brian Lixey, Place 2  
Marty Schrantz, Place 3  
Sean Cannon, Place 4  
Daniel Cross, Place 5

## PLANNING & ZONING COMMISSION

---

Jo-Alice Davis, Place 1  
Luke Moore, Place 2  
Robyn Jackson, Place 3  
Brad Manning, Place 4  
Donte Hall, Chair, Place 5  
Jennifer Lies, Place 6  
Angela Pereira, Place 7

## CITY STAFF

---

Sterling Naron,  
City Administrator  
Michael Baldwin,  
Police Chief  
Hayden Brodowsky,  
Director of Operations  
Shelley Scazero, TRMC  
City Secretary

## CONSULTANT TEAM

---

Peloton Land Solutions:  
Abra Nusser, AICP  
Brian Haynes, PE  
Madeleine Bonney  
Maria Skrut

# TABLE OF CONTENTS

## 01 | INTRODUCTION

---

ABOUT THIS PLAN	06
PLANNING AREA & POPULATION	10
COMMUNITY ENGAGEMENT	15
COMMUNITY VISION	24

## 03 | DESIGN

---

COMMUNITY FEEDBACK	45
DESIGN SYSTEM CONTEXT	52
LAND USE & PLACEMAKING	58
MOBILITY & CONNECTIVITY	82

## 05 | SERVICES & FACILITIES

---

COMMUNITY FEEDBACK	120
CONTEXT	121
VISION	126
STRATEGIES & ACTIONS	128

## 02 | ECONOMIC & FISCAL

---

COMMUNITY FEEDBACK	28
CONTEXT	30
VISION	36
STRATEGIES & ACTIONS	38

## 04 | UTILITIES

---

COMMUNITY FEEDBACK	108
CONTEXT	109
VISION	114
STRATEGIES & ACTIONS	116

## 06 | IMPLEMENTATION

---

USAGE & UPDATES	132
KEY PARTNERS	136
FINANCING & FUNDING	137
ACTION PRIORITIZATION	138





# HUDSON OAKS COMPREHENSIVE PLAN CHAPTER 1. INTRODUCTION

# INTRODUCTION

The Hudson Oaks Comprehensive Plan was created in an organized fashion, with methods and approach that have been tested and successful. The Community and the Planning Team found it to be a meaningful and productive experience, and this Comprehensive Plan is a result of that experience.



## ABOUT THIS PLAN

The “why” behind the Comprehensive Plan and background of the planning process that led to its creation.



## PLANNING AREA & POPULATION

Maps and details about the planning area for Hudson Oaks and information regarding the historical, current, and future population.



## COMMUNITY ENGAGEMENT

A summary of the major community engagement methods and outreach for the Comprehensive Plan.



## COMMUNITY VISION

The Community Vision Statement and its supporting themes that guided this Plan and that will guide the City over the coming years.

## ABOUT THIS PLAN: LETTER FROM THE MAYOR

Hudson Oaks is a place that takes pride in our unique, close-knit community. We are proud of what our city is today, and we want it to be even better as it matures. It has been a rewarding process to review and reflect on where Hudson Oaks began, and to now see how we can advance our future together, in a shared direction.

In 2020, the City of Hudson Oaks embarked on the important task of listening to our community members regarding the city, how it functions, and the desired future here. The process of defining our Vision for the future is meaningful, and the Vision in this Plan serves as the guide to the City's bold, innovative, and controlled growth. This Plan was created by obtaining feedback and insight from the community, stakeholders, and in-depth review and discussion with the Comprehensive Plan Advisory Committee (CPAC), the Technical Advisory Committee (TAC), and the Consultant Team. Doing this allowed us to establish specific actions to achieve the Vision.

This Plan will guide our city's success and help us achieve the prosperous future that is on the horizon and within our reach. I am grateful to the community for showing up and helping during this planning effort and, I am excited to see what happens next, and I look forward to being part of it. Sincerest thanks to all who contributed to this Comprehensive Plan.



**TOM FITZPATRICK**

MAYOR

HUDSON OAKS

Regards,

A handwritten signature in black ink that reads "Tom Fitzpatrick". The signature is written in a cursive, flowing style.

# ABOUT THIS PLAN: PURPOSE

The purpose of this Comprehensive Plan is to articulate a newly established Vision to guide development, growth, and the creation of key policies and procedures that will influence the future of the City. This Plan provides:

- A 15- to 20-year Vision for the community's future;
- Policies that outline everyday decisions;
- A guidebook for new development and redevelopment in the city; and
- Actions to achieve the Vision.

The collaboration and feedback during the planning process was analyzed and applied to the components within this Plan including future land use, housing, mobility and transportation, parks and recreation, economic development, and other important factors that can play a large role in the future of Hudson Oaks.



## COMPREHENSIVE PLAN TOPICS

## TIME FOR AN UPDATE

- Last update was in 2012, and updates are generally every three to five years
- New development occurred, and more is on the way
- Existing conditions and community sentiment have evolved based on new context
- 2020 Community Survey shed new light on preferences and perceptions, as well as set a baseline for future surveys

# PLANS HIERARCHY & RELEVANCE

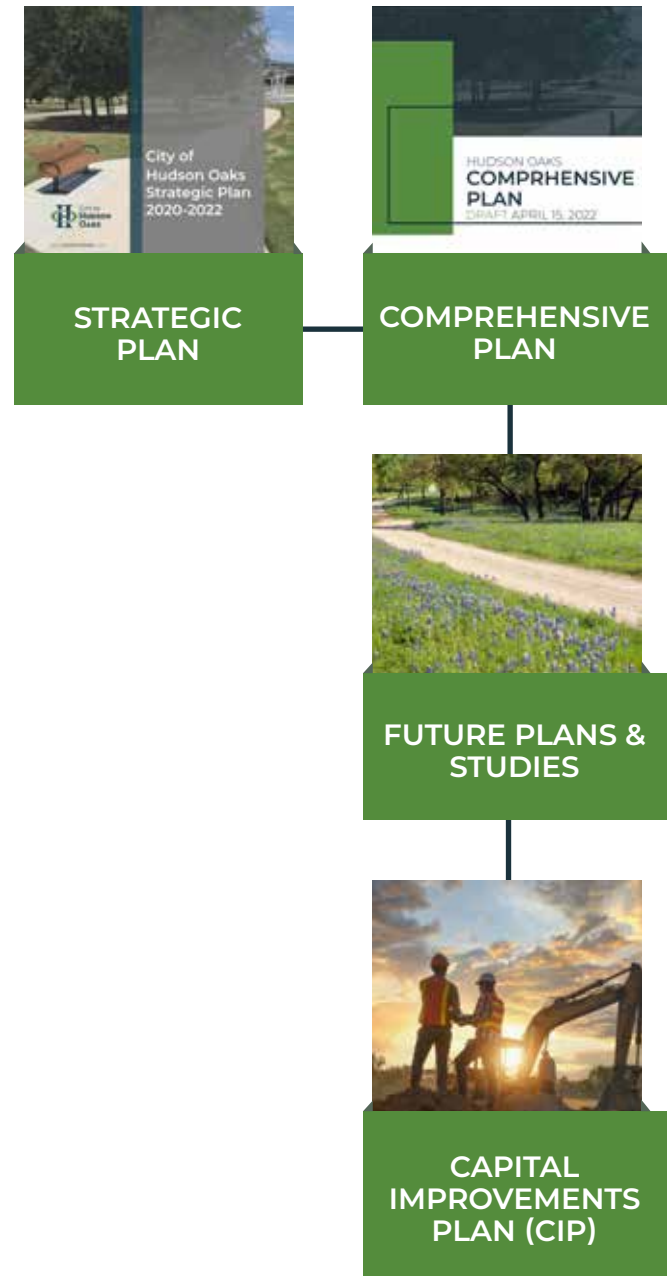
The Comprehensive Plan is one of two primary plans used to guide policies and priorities for the City, in addition to the Strategic Plan. Utilizing feedback and direction from City Council, the 2020-2022 Strategic Plan contains 10 two-year goals and a Vision Framework that provided the foundation of topics to address in the Comprehensive Plan Update, as well as other components to the governance of the City.

Whereas the Strategic Plan is a visionary and actionable guide for the City as an organization, the Comprehensive Plan complements this guidance and adds topics that affect the physical development and design of the city's land and the people who live in Hudson Oaks. The Comprehensive Plan sets citywide policies, while other plans and studies address more detailed topics within the city.

State law gives municipalities the power to regulate the use of land, but only if such regulations are based on a plan. Specifically, Chapter 213 of the Texas Local Government Code states:

*"The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality...A municipality may define the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations."*

Some future plans and studies are recommended in the Actions of this Plan and can continue the valuable planning and design efforts for the continued success of Hudson Oaks. The Capital Improvements Plan (CIP) provides a funding program for large investments and construction contained in priorities of the City's plans and studies, which are informed by the Comprehensive Plan.





# PLANNING APPROACH

Two primary methodologies were utilized in the creation of the Hudson Oaks Comprehensive Plan: Triple Bottom Line (3BL) and Design Thinking. 3BL is a topic-based, resilience approach that focuses on all three spheres, as pictured to the right, and avoids potential Actions or Policies that could focus on one or two of the components at the expense of the third.

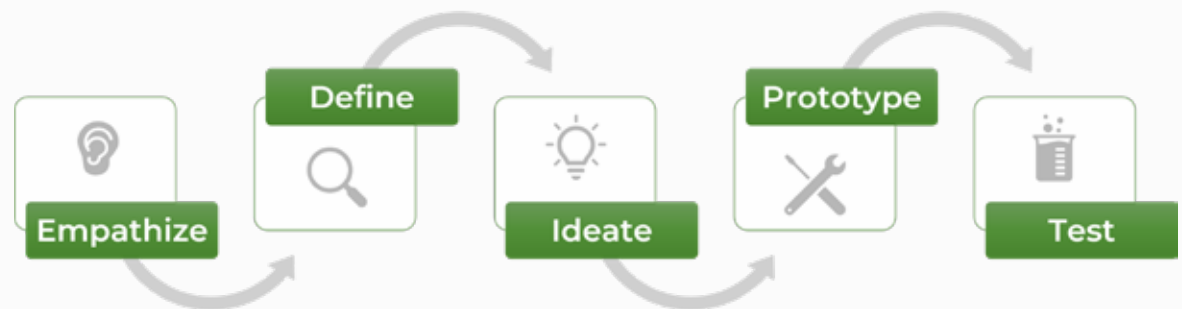
Design Thinking is a five-step engagement and process approach that designs **with** the community, stakeholders, developers, and others. Empathizing, the first step, continued throughout the process as each topic was discussed and evaluated.

The Triple Bottom Line (3BL) methodology was applied throughout the planning process and to each Plan element as it was crafted. Operation and policymaking at the intersection of the three spheres is where the most effective, synergistic, and resilient results can be realized for Hudson Oaks.

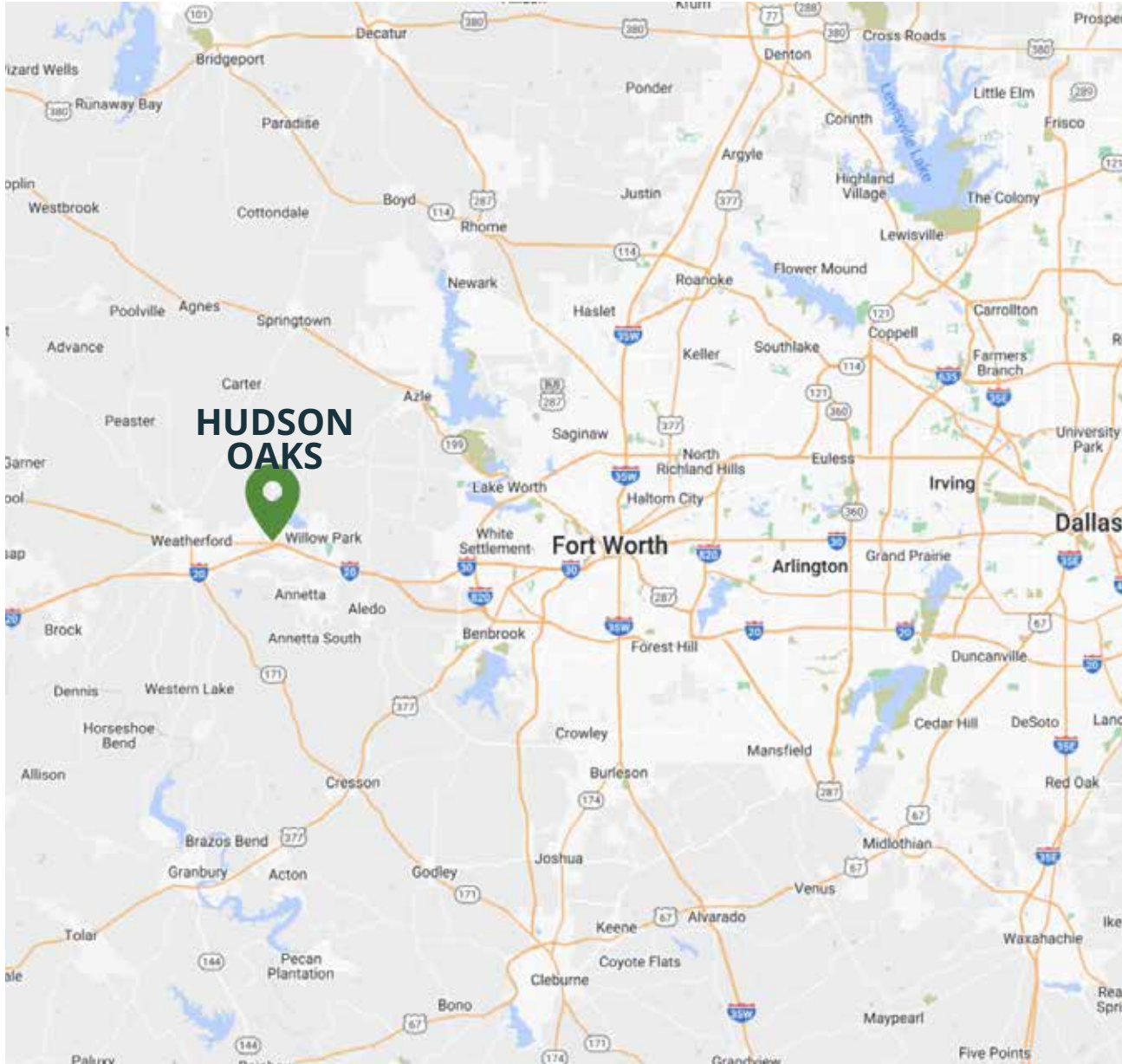
## TRIPLE BOTTOM LINE



## DESIGN THINKING



# MAP 1. HUDSON OAKS & THE REGION

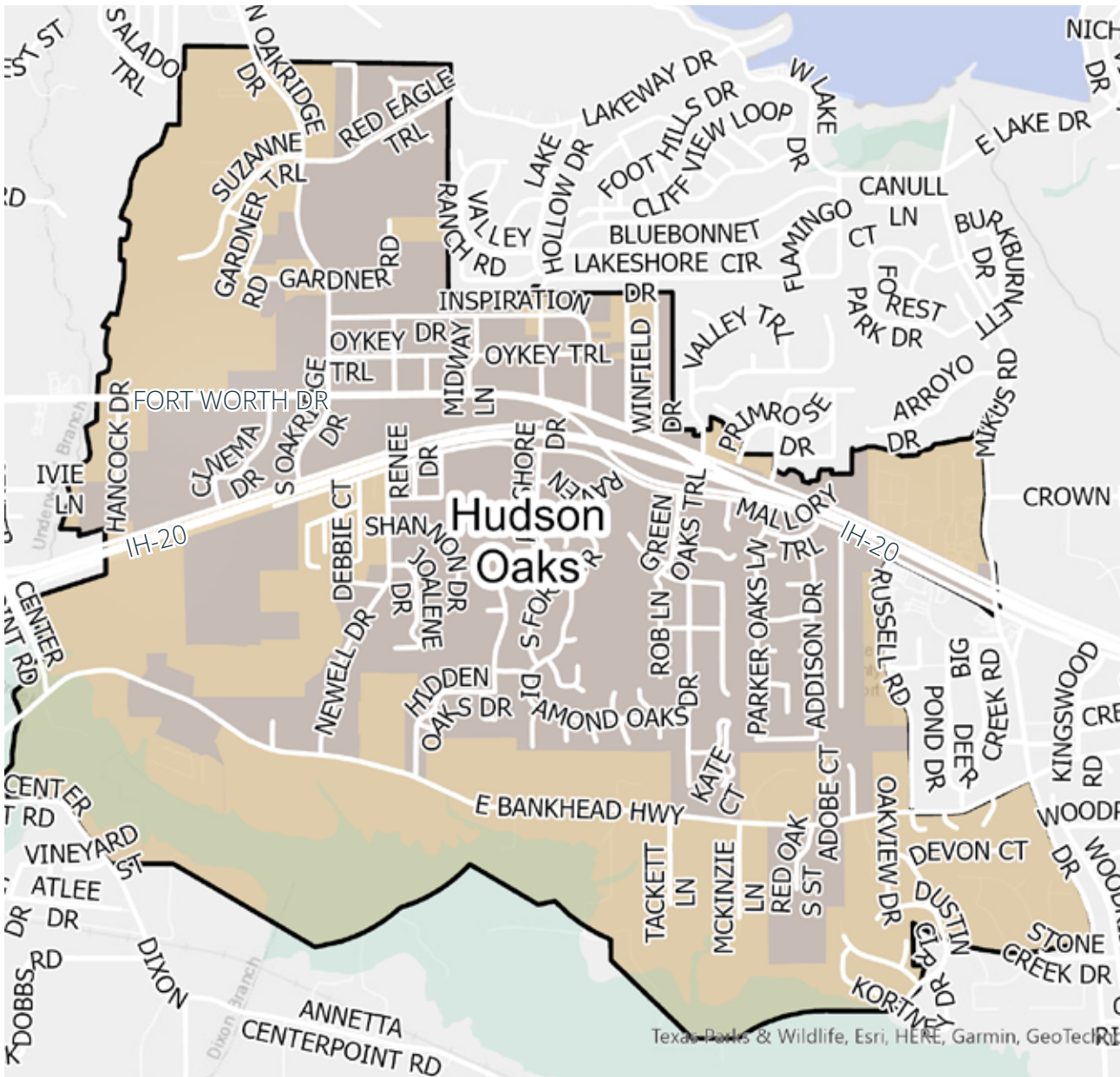


Hudson Oaks is located in eastern Parker County, on the western side of the Dallas-Fort Worth Metroplex. It is within a 30-minute drive to Downtown Fort Worth on most days and is adjacent to Willow Park, Weatherford, and Aledo via Interstate Highway (IH) 20. Hudson Oaks is near Lake Weatherford, which is maintained by the City of Weatherford, and it offers recreational activities, such as hiking, mountain biking, and fishing.








Source:  
Google Maps, 2022

# MAP 2. HUDSON OAKS PLANNING AREA



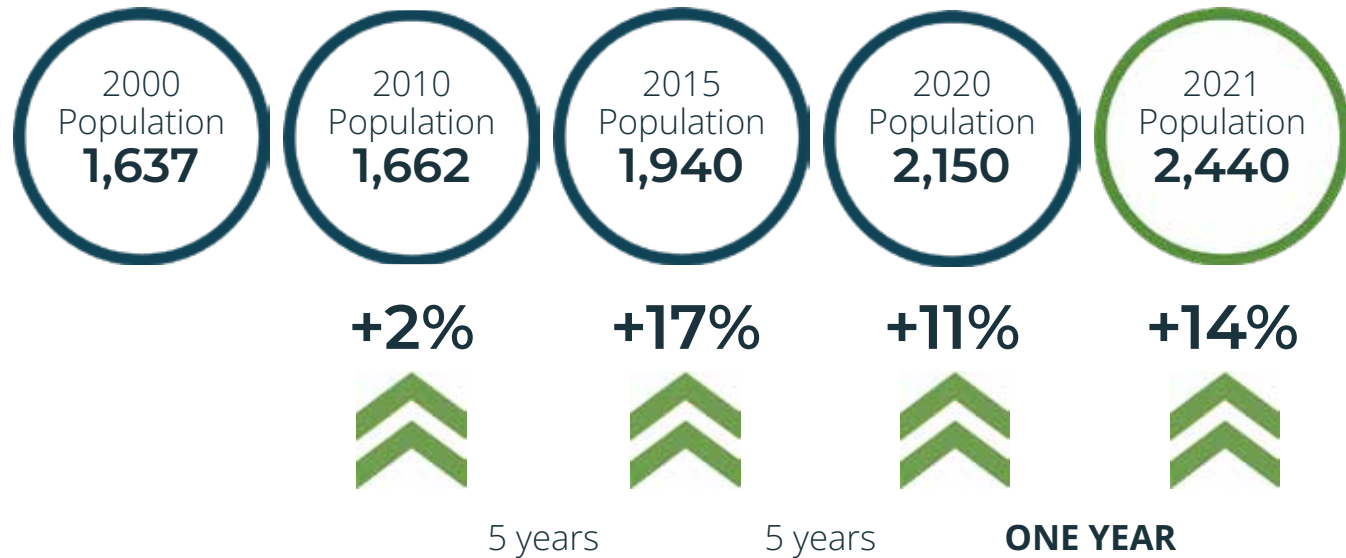
The City of Hudson Oaks was founded in Parker County, Texas in 1978, and is approximately 2.5 square miles in area (city limits). The main objective of the incorporation of Hudson Oaks was to provide efficient services and infrastructure without property taxes.

-  Ultimate Municipal Boundary
-  Hudson Oaks City Limit
-  Hudson Oaks ETJ
-  Floodplain
-  Lakes



Source:  
City of Hudson Oaks & TXDOT, 2022

# POPULATION GROWTH



Hudson Oaks was home to approximately 2,150 residents as of 2020 and is experiencing population growth as the region continues to urbanize. The city gained 513 residents from 2000 to 2020. Population growth was slow from 2000 to 2010, but the rate of growth was faster from 2010 to 2020.

Hudson Oaks' population growth surpassed the regional city-wide growth rate average of 28% increase in population from 2010 to 2020 (with Hudson Oaks growing by approximately 31% since 2000).

**As of January 2021, the population estimate was 2,440, which represented a 13.5 percent increase in just one year, since 2020.**

Multiple developments are anticipated to bring hundreds more dwelling units, at roughly 2.7 people per household (PPH), within the next five to 10 years, such as the approved Elan Hudson Oaks development's 340 dwelling units.

*With significant amounts of undeveloped and agricultural land within the Hudson Oaks Planning Area and a rapidly urbanizing Parker County and region, population could conceivably triple, at minimum, by 2040, approaching 7,000 to 10,000 people, even if density is restrained in areas under the City's control.*

# ETJ CONTROL LIMITATIONS

Extraterritorial Jurisdiction, or ETJ, is an area around the City Limits where the City can control Subdivision regulations but not zoning. The prior to approximately 2015, ETJ served as a “buffer” around cities where they could ensure new development at within its limits was at least constructed with proper infrastructure and fire protection. Over the past several years, the State of Texas has passed significant legislation that:

- (1) reduced powers of Texas cities to proactively annex properties in their ETJ and
- (2) amplified powers of special districts for infrastructure authority and operation.

These two major shifts in policy and regulatory environment in Texas have given rise to a growing proliferation of special districts that no longer need to negotiate with cities, in most cases, to bring in development that is inconsistent than what the community may prefer.

## ETJ DENSITY

Areas within the ETJ are susceptible for development that is higher density and lower quality design than the community prefers.

## GROWTH MANAGEMENT

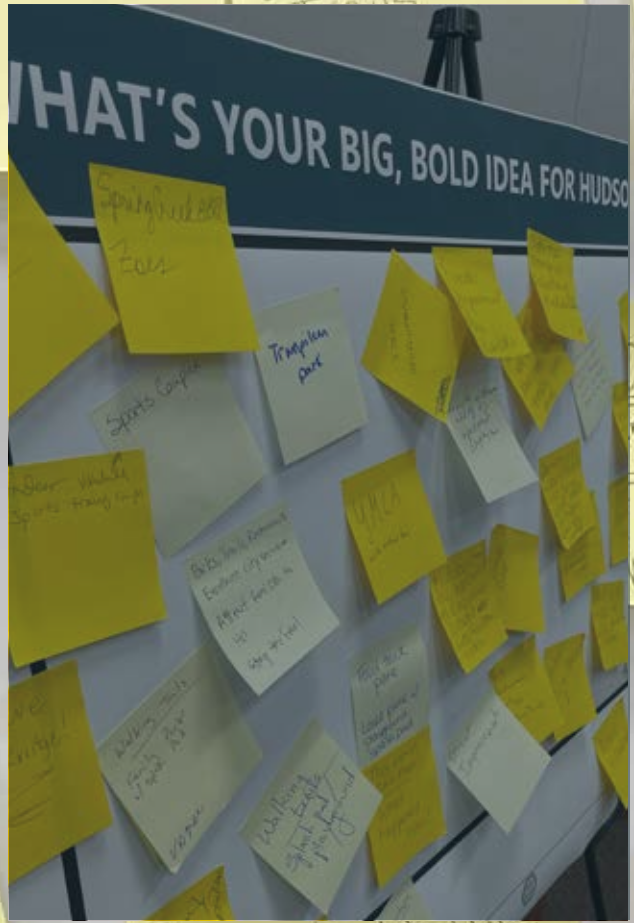
Texas cities are frequently being put in situations where negotiations are tense to bring in development consistent what the Comprehensive Plan articulates.

Tools, such as non-annexation agreements, can be explored with existing property owners to prevent future development that could be undesirable.





ART WITH  
 METRO +  
 -walking



traffic less  
 a safer  
 drivers



there becomes  
 more traffic

more

calls in

# COMMUNITY ENGAGEMENT

Many different community engagement methods were utilized during the planning and design process that led to a relevant and practical set of Strategies, Actions, and Policies contained in this Comprehensive Plan.

The following six methods were the primary tools to gather feedback and collaborate with the community on the Comprehensive Plan Update. In addition to these methods, multiple forms of outreach, such as social media, newsletters, and emails were utilized to help spread the word about collaboration opportunities.



**PLANCOHO.COM**



**2020 COMMUNITY SURVEY**



**STAKEHOLDER INTERVIEWS**



**COMMUNITY FORUMS**



**TECHNICAL ADVISORY COMMITTEE**



**COMPREHENSIVE PLAN ADVISORY COMMITTEE**

# COMMUNITY ENGAGEMENT



PLANCOHO.COM

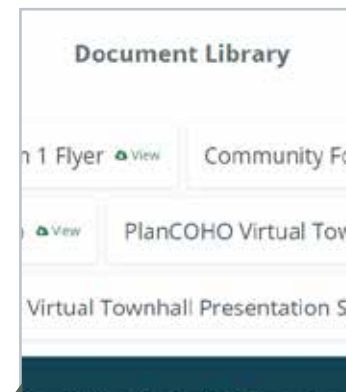
The project website was utilized to keep the community up-to-date on important information regarding projects, schedule, and review materials during the development of this Comprehensive Plan. This website contained an Interactive Map that allowed residents to provide their feedback relating to areas of concern within Hudson Oaks, and for additional collaboration between the community and members of the consultant team.



INTERACTIVE MAP



EVENT INFO



DOC LIBRARY



24/7 CONTACT

Common feedback themes from online engagement were infrastructure and traffic. Specific feedback included: repaving streets in need of repair; highway/interstate improvements and widening of US-180 and IH-20; improving mobility and traffic congestion; drainage and ponding issues; and beautification and cleanup efforts, especially at gateways and key intersections.



# COMMUNITY ENGAGEMENT



## 2020 COMMUNITY SURVEY

The Community Survey illustrated that overall, the community is happy with the way things are in Hudson Oaks. As the city continues to grow, new businesses and ongoing economic development will continue to be seen as a positive, but respondents want growth to be done in a planned and strategic way. Respondents want more restaurants and activities, but are selective about quality commercial uses. In addition, parks and recreation and multi-modal improvements (ex. Sidewalks and trails) were of frequent note.



### STRENGTHS

- 1 Economic Development
- 2 Low Crime/ Public Safety/ Emerg. Svcs.
- 3 Taxes



### WEAKNESSES

- 1 Infrastructure (Incl. Drainage & Roads)
- 2 Residential Uses-Related
- 3 Traffic/ Road Capacity



### OPPORTUNITIES

- 1 Economic Development
- 2 Parks & Recreation
- 3 Multi-modal Improvements



### THREATS

- 1 Traffic/ Road Capacity
- 2 Growth/ Over Development
- 3 Infrastructure (Incl. Drainage & Roads)

### AUG - SEPT 2020

- 2% of city population is a healthy city response rate
- 10% response rate from Hudson Oaks residents
- 13% response rate from all respondents

**A GREAT RESPONSE!**

# COMMUNITY ENGAGEMENT



## STAKEHOLDER INTERVIEWS

Stakeholder Interviews were completed in September of 2021 and included members of the community with roles that varied from members of local organizations and business owners. These stakeholders provided valuable feedback relating to Hudson Oaks strengths and weaknesses, city-related matters (ex. quality of life, clarity of communication, new events, etc.), and the state of the local economy. The stakeholders were also asked questions relating to their perspective of Hudson Oaks' and the amount of growth it has experienced in recent years, and how they would like to see the future growth be managed.

Stakeholders expressed the desire for additional shopping and dining opportunities, introducing new housing choices to support local workers and various life-stages, as well as the need for more special events and a hotel to promote and support tourism. Stakeholders were also concerned about traffic in and around Hudson Oaks, and gave valuable feedback relating to particular areas of interest within the City.

### HUDSON OAKS NEEDS & OPPORTUNITIES HIGHLIGHTS:



**HOUSING  
CHOICE**



**HOTEL(S)**



**SHOPPING &  
DINING**



**SPECIAL  
EVENTS**



**IMPROVE  
TRAFFIC**

# COMMUNITY ENGAGEMENT



## COMMUNITY FORUM 1

The first of three Community Forums for the Comprehensive Plan Update was held at Hudson Oaks City Hall in September of 2021. There was a high level of collaboration, and at least 37 participants were in attendance. Participants added their feedback and ideas to several interactive stations, such as Big, Bold Ideas, Mobility Jars of the Future, Map Talk, and Age-Specific Needs for Hudson Oaks.

At the Map Talk Station, participants worked with the Planning Team in identifying areas of interest throughout the city and to brainstorm innovative solutions. Participants worked with planners to highlight areas for planning review that required special consideration regarding traffic, safety, parks and trails, and improving connectivity within Hudson Oaks.

**SEPTEMBER 18, 2021**

**COMMUNITY FORUM 1**  
*Kickoff Collaboration*

**Plan COHO**

#PLANCOHO #BRANCHOUT #HUDSONOAKS

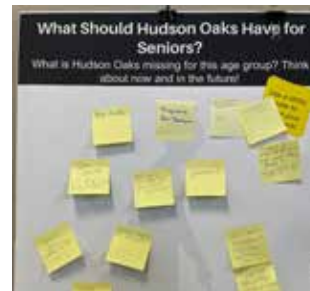
**SATURDAY, SEPT. 18**  
**COME & GO**  
**FROM 10AM-2PM**

The Comprehensive Plan Update is essential to Hudson Oaks and our future. It will set policy for new development and redevelopment, programs, infrastructure, and more.

- BIG, BOLD IDEAS**  
Come share your big, bold ideas for what COHO should tackle
- SWOT**  
Dive into COHO's Strengths, Weaknesses, Opportunities, and Threats
- FAMILY FRIENDLY**  
Bring kiddos if you have them because there will be fun for the entire family to participate in

LOCATION:  
CITY OF HUDSON OAKS CITY HALL  
310 HUDSON OAKS DRIVE  
HUDSON OAKS, TX 76087

Visit PlanCOHO.com to subscribe for updates or see more information



**WHERE DO YOU WORK?**

General Location	Tally	
	At Home	At Business
Hudson Oaks		
Aledo		
Willow Park		
Weatherford		
Annetta		
Fort Worth		

*Make your voice heard!*

# COMMUNITY ENGAGEMENT



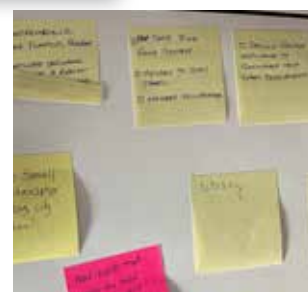
## COMMUNITY FORUM 2



The second of three Community Forums for the Comprehensive Plan Update was held at Pathfinder Brewery in November of 2021. There was a fantastic level of collaboration, and at least 50 participants of all ages and stages were in attendance. Several introductory stations outlined project basics, there were several collaboration stations, and there was also a kid city craft area, complete with a roundabout playmat and a “rainbow kid city.”

Participants had the opportunity to highlight areas of interest within the City that contributed to high-traffic congestion. Areas noted included the US 180 & Hudson Oaks Dr./S. Lakeshore Dr. intersection, Chick-fil-A’s driveway on Hudson Oaks Dr., and HEB’s southern entrance at US 180.

## NOVEMBER 2, 2021



# COMMUNITY ENGAGEMENT



## COMMUNITY FORUM 3

Community Forum #3 was held via Zoom townhall in March of 2022. Concepts and highlights for the draft Comprehensive Plan were presented to the participants by a panel consisting of the Planning Team and City Staff.

This event had high virtual turnout with over 80 participants actively listening and providing valuable feedback. After the presentation, participants were able to ask questions and receive real-time feedback from the panelists. This virtual townhall allowed the community to get a glimpse of Hudson Oaks' future, ask questions, be heard, and see the many elements that are included within the Comprehensive Plan Update.

### MARCH 3, 2022

**Plan COHO**

**PREVIEW THE FUTURE OF HUDSON OAKS!**

JOIN US ON ZOOM FOR THE PLANCOHO VIRTUAL TOWNHALL AS WE DISCUSS THE DRAFT CONCEPTS AND HIGHLIGHTS OF THE HUDSON OAKS COMPREHENSIVE PLAN! THIS PRESENTATION WILL UNVEIL THE DRAFT FUTURE LAND USE PLAN, MASTER THOROUGHFARE PLAN, AND WILL FEATURE A LIVE Q&A DISCUSSION. COME WITH ANY QUESTIONS YOU MAY HAVE!

**DRAFT FUTURE LAND USE PLAN**

**DRAFT MASTER THOROUGHFARE PLAN**

**STRATEGIES & ACTIONS HIGHLIGHTS**

THURSDAY, MARCH 3, 2022  
6:30 PM - 8:00 PM  
VIA LIVE ZOOM TOWNHALL WITH PRESENTATION AND PANEL Q&A

GET THE DETAILS ON THE EVENT AT:  
[WWW.PLANCOHO.COM](http://WWW.PLANCOHO.COM)

OR SCAN THE QR CODE ABOVE WITH YOUR PHONE CAMERA!



**PlanCOHO Virtual Townhall**  
**Hudson Oaks Comprehensive Plan**  
Draft Concepts & Highlights

Townhall will begin at 6:30pm CST.

Please use the Q&A function at the bottom of the screen to ask questions during the live Q&A portion of the event. Chat is disabled, and the video will be muted.

Presentations and a recording of the Townhall will be posted on PlanCOHO.com on March 4, 2022.



# COMMUNITY ENGAGEMENT



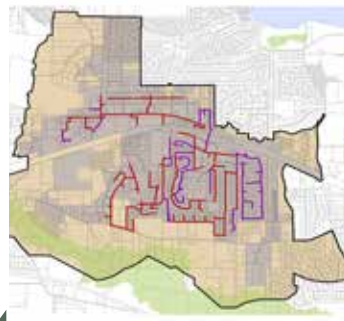
## TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee consisted of five members, which included City Staff from various departments. Throughout the meetings, the TAC helped guide the process by:

- Identifying current and future city-led projects relevant to the Planning Process
- Analyzing important data & feedback relevant to the Planning Process
- Collaborating with the consultant team to identify planning trends and practices most relevant to the city of Hudson Oaks
- Reviewing the Vision Statement and Comprehensive Plan



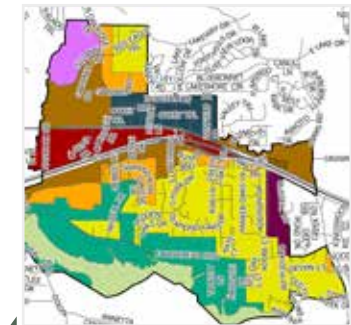
IDENTIFY



ANALYZE



COLLABORATE



REVIEW

# COMMUNITY ENGAGEMENT



## COMPREHENSIVE PLAN ADVISORY COMMITTEE

The Hudson Oaks Comprehensive Plan Advisory Committee (CPAC) consisted of 13 Hudson Oaks residents representing diverse backgrounds and roles, such as board members of various commissions within the city, property owners, business owners, and developers. The CPAC met at three key points in the planning process to review information gathered during community engagement events and provide direction on different elements of the Comprehensive Plan during various stages of drafting.

Among these responsibilities, CPAC members were also ambassadors for circulating the word to the community and participated in the Community Forums when available. The CPAC was also responsible for the review and recommendation of the draft concepts and highlights for consideration by City Council.

Listed to the right are some highlights of direction provided by CPAC.



### KEY DIRECTION

- Considered and refined the draft Vision Statement that was recommended to City Council for approval.
- Upon feedback and discussion regarding future multi-family residential development in the city, CPAC determined that it was beneficial for City revenues and to attract restaurants, shopping, and entertainment. Small-scale multi-family and innovative product types, such as mansion or large-home-type apartments, are preferred over large, garden-style apartments.
- Considered and refined the draft Character Framework and Master Thoroughfare Plan.

### CPAC HIGHLIGHTS

# COMMUNITY VISION



## COMMUNITY VISION

The Community's Vision is a valuable tool to be utilized and reviewed while Hudson Oaks strives to become a place that is unique, attractive, and special. The Vision is the backbone of this Plan and the subsequent Strategies and Actions that will be utilized during growth while expanding and maintaining the place that so many call "home."

The Vision Statement was created using input from multiple sources within Hudson Oaks, including its history, city leadership and direction, existing conditions, and community feedback from the community survey, stakeholder interviews, and direction and feedback from CPAC. This Vision Statement iterates what is important to Hudson Oaks and its residents, and will be used in decision making, future development and services, and achieving what the community would like to see in the future.







## **THE CITY OF HUDSON OAKS**

**IS A PROPERTY TAX-FREE COMMUNITY THAT UTILIZES PARTNERSHIPS AND CREATIVE REVENUES TO PROVIDE A SAFE, WELCOMING, AND CONNECTED ENVIRONMENT FOR GREAT QUALITY OF LIFE. THE CITY IS A REGIONAL LEADER IN INNOVATION THAT BUILDS ON STRONG TRADITIONS TO GROW STRATEGICALLY AND PROVIDE UNIQUE DESTINATIONS.**

### **VISION STATEMENT**

share your feedback!

MIXED USES w/  
HIGHER DENSITY TOWN  
HOMES

non-fast food  
restaurants that  
offer dining  
experiences

trail/sidewalk  
system connecting  
neighborhoods to  
dining/shopping

HIGHER DENS  
RESIDENTIAL  
OF CAKEY TO  
w/ SHORT BL  
STREET G  
DETACH

- More variety
- Sushi
- Asian
- Italian
- steak

More fast food  
or drive-thru places  
No More chicken  
sandwiches,  
tacos

HIGHER DENSITY  
FAMILY RES.

Make lighted  
intersections have  
pedestrian feedback  
impaired

## HUDSON OAKS COMPREHENSIVE PLAN CHAPTER 2. ECONOMIC & FISCAL

This chapter dives into the Economic & Fiscal aspects of Hudson Oaks, how it applies to the Vision, and Strategies and Actions that can be applied to achieve sustainable economic growth and viability.



### COMMUNITY FEEDBACK

Summary of feedback gathered during the planning process that relates to economic and fiscal vitality



### CONTEXT

Summary of key information relevant to analysis and vision for economic and fiscal matters in Hudson Oaks



### VISION

The future of economic and fiscal vitality in Hudson Oaks



### STRATEGIES & ACTIONS

A list of Economic & Fiscal Strategies and Actions to move Hudson Oaks towards its Vision

# ECONOMIC & FISCAL

# COMMUNITY FEEDBACK



## GENERAL

As Hudson Oaks continues to grow, the community has taken notice and is excited about the future. Since Hudson Oaks does not collect property tax, its primary source of revenue is significantly reliant on sales tax. Existing zoning does not encourage market diversification, but local shopping, dining, and entertainment is highly desired.

Economic development and grocery stores were rated in the top strengths and opportunities in the 2020 Community Survey. The top opportunity identified by survey respondents was the need for more economic development, specifically new restaurants and shopping, but respondents were selective about quality commercial uses. Growth/over development and commercial related uses were top weaknesses and threats.

At Community Forum 1, community members participated in the Big, Bold Idea activity in which participants wrote down a Big, Bold Idea for Hudson Oaks. General feedback from this exercise revealed new Hudson Oaks amenities were desired, including more sit-down restaurants, a sports complex, a golf course, a YMCA, a food truck park, and playgrounds/splashpads for children.



## PREVALENT FEEDBACK DURING THE PLANNING PROCESS RELATED TO THE FOLLOWING TOPICS:



**HOUSING CHOICE**



**HOTEL(S)**



**SHOPPING & DINING**



**SPECIAL EVENTS**



**IMPROVE TRAFFIC**

# COMMUNITY FEEDBACK



## NO PROPERTY TAX

### TOP 3 STRENGTH

The 2020 Community Survey results reflected that the lack of property taxes within Hudson Oaks is a top strength identified by community members. Feedback reflected topics, such as that this is a reason for moving to Hudson Oaks, that it should stay a strength, and that it helps Hudson Oaks distinguish itself as fiscally conservative.

### EXCERPT FROM HUDSON OAKS 2020-2022 STRATEGIC PLAN CORE VALUES:

“NO PROPERTY TAX. We will not charge ad valorem taxes (i.e. property taxes). This key principle was the driving factor that created the City of Hudson Oaks, and it will be preserved and continue in the future. We believe that our commercial properties and sales taxes can support the necessary municipal services and infrastructure to our residents and business owners. We will continue to grow tax base through targeted and sustainable economic development.”

### HUDSON OAKS STRATEGIC PLAN



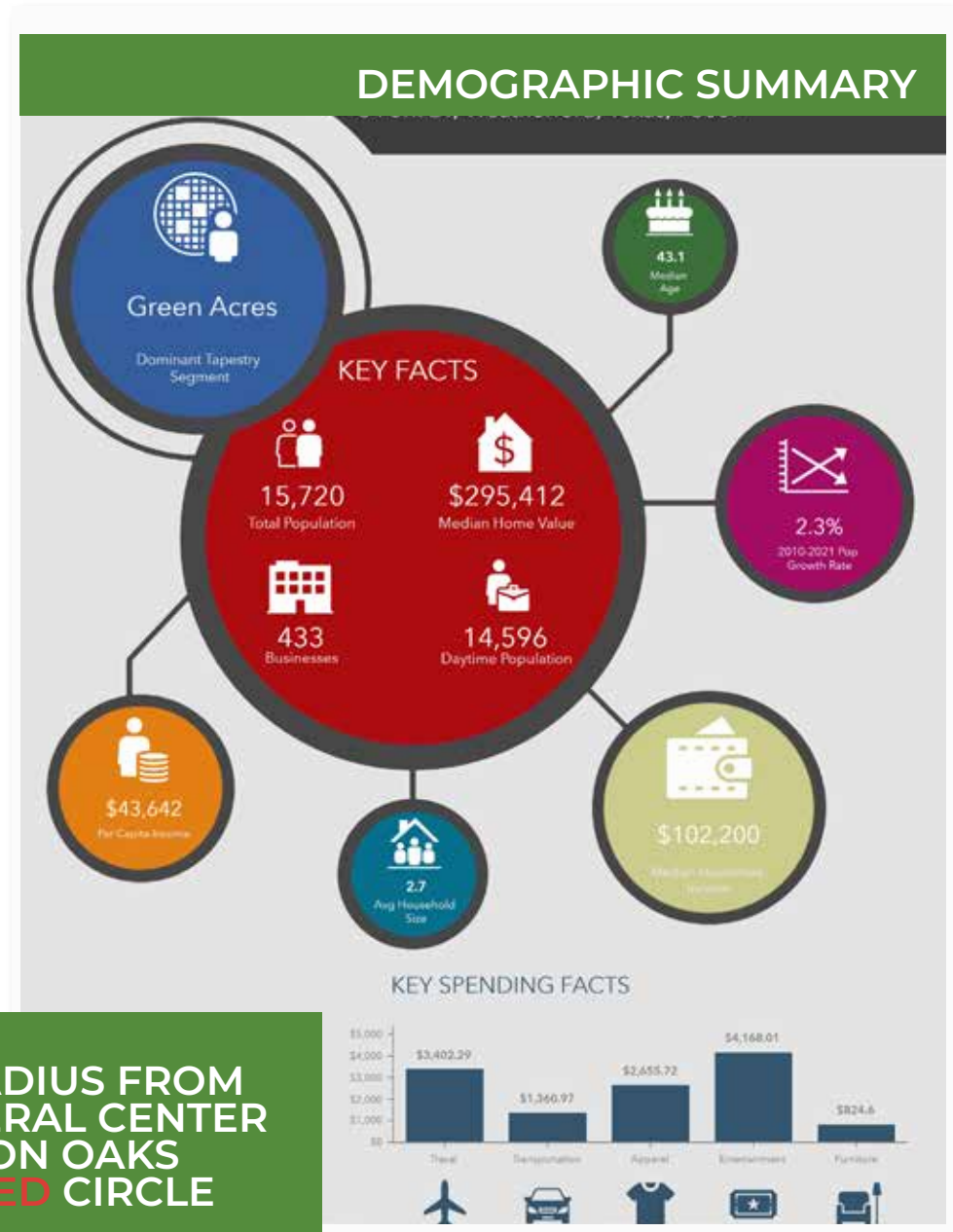
# PEOPLE OF HUDSON OAKS

 ESRI, 2021

Shown to the right is a high-level summary of a more detailed set of demographic-related data, gathered from ESRI in 2021, to inform the planning process and resulting strategies. The people who live within a three-mile radius of the general center of Hudson Oaks (reflected in the map below within the red circle) comprise a fairly homogenous group of people that are educated, innovative, and tech-savvy, referred to by ESRI as a Tapestry Segment called “Green Acres,” which is detailed further on the following page.



**3-MILE RADIUS FROM THE GENERAL CENTER OF HUDSON OAKS WITHIN RED CIRCLE**



# PEOPLE OF HUDSON OAKS



ESRI, 2021

## GREEN ACRES

*Rural enclaves in metropolitan areas, primarily (not exclusively) older homes with acreage; new housing growth in the past 15 years.*

*An older market, primarily married couples, most with no children.*

Comprising approximately 88 percent of the population within the area illustrated on the previous page, “The Green Acres lifestyle features country living and self-reliance. Avid do-it-yourselfers, they maintain and remodel their homes, with all the necessary power tools to accomplish the jobs. Gardening, especially growing vegetables, is a priority, again with the right tools, tillers, tractors, and riding mowers. Outdoor living features a variety of sports: hunting and fishing, motorcycling, hiking and camping, and even golf.”

- “Residents are active in their communities and a variety of social organizations, from charitable to veterans clubs.
- They are cautious consumers with a focus on quality and durability. Purchasing choices reflect Green Acres residents country life.
- Income is derived not only from wages and salaries but also from self-employment, investments , and increasingly, from retirement.
- Residents pursue physical fitness, from working out on home exercise equipment to playing a variety of sports and eating wholesome food.
- Comfortable with technology, more as a tool than a trend. Banking or paying bills online is convenient, but the Internet is not viewed as entertainment.”

# CITY BUDGET

Hudson Oaks has no property tax so sales tax is the lifeblood of the General Fund. Sales Tax accounts for nearly 75 percent of revenues, with Payments in Lieu of Taxes (PILOT), mixed beverage tax, franchise fees, and in-kind Public, Educational, and Government (PEG) fees making up the remaining 14 percent of the 89 percent of revenues under “Taxes” illustrated to the left. Other revenues include sources such as building permits and inspections, health inspections, court fines, and interest earnings.

Hudson Oaks also has five other funds, in addition to the General Fund, that provide modest revenues to the City.

## FY22 GENERAL FUND REVENUES



## FY22 GENERAL FUND EXPENDITURES





# CITY BUDGET



## TRENDS

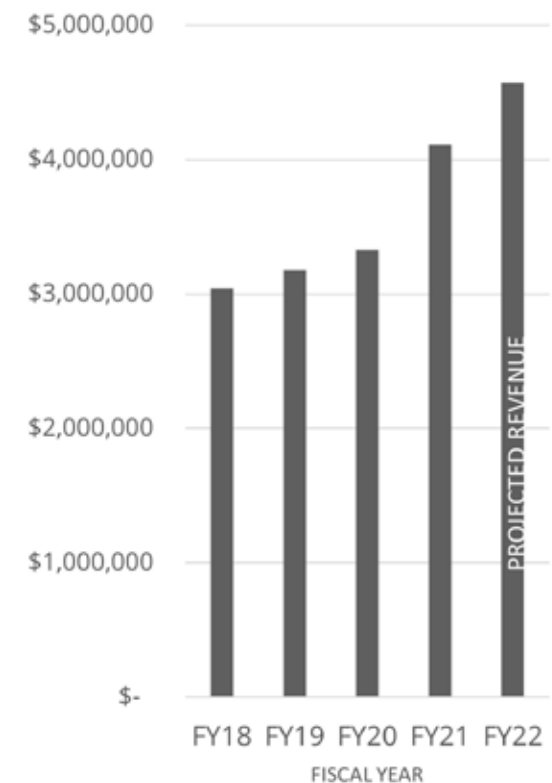
Since the City has no property tax, it is essential to closely monitor trends and developments in the local economy. Sales tax has seen steady growth over the past few years, with the recent addition of large sales tax producing entities on top of organic growth of existing businesses continuing the trend upward. Diversifying the tax base that makes up Hudson Oaks can make the City more resilient in times of economic decline or instability.

Another major revenue source, building permits, is expected to see significant growth in the coming years. The City conservatively projects this revenue source to avoid becoming dependent on it for vital operations due to its unpredictability. The other major trend in the General Fund is the continued decline of court fine revenue. The City has moved to a Community Policing Model, and the number of warnings issued has increased, while the number of fines has decreased.

Continued development in Hudson Oaks has also benefited the Enterprise Fund, as it has expanded due to additional water and sewer customers. The recent installation of automated metering has allowed Enterprise Fund operations to absorb this growth without the need to add new employees. As the city continues to grow, this trend will pay significant dividends in future years.

Hudson Oaks is poised for significant commercial and mixed-use development. H-E-B grocery opened its doors in May 2019 and has been a huge asset to the community, as far as community partnerships and sponsorship, but is also a popular local and regional destination. Creekside at Hudson Oaks, a mixed-use development featuring high-end multi-family and retail, began construction in the spring of 2019 and was completed in summer of 2021, and additional developments are on the way.

### CITY REVENUE GROWTH



# CITY BUDGET

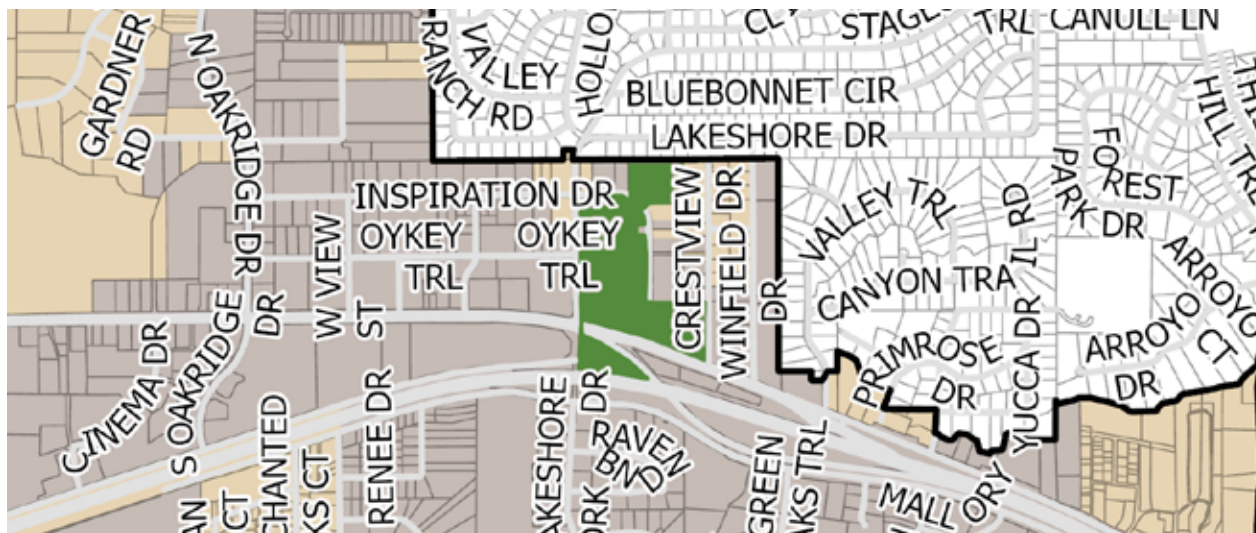


## PID #1

Public Improvement Districts (PID's) are geographic areas that are established to provide specific types of improvements or maintenance, which are financed by assessments against the property owners within the area. PID's provide the City with a development tool that allocates costs according to the benefits received to incentivize desirable development, while assisting with costs of infrastructure and other improvements that may not be able to be constructed otherwise.

Hudson Oaks has one PID in place, Hudson Oaks PID #1, which encompasses approximately 46 acres, with IH-20 being the southernmost boundary, US 180 being the secondary southern boundary, Hudson Oaks Drive along the west, Crestview Drive on the east, and Inspiration Drive along the north/northeast.

Hudson Oaks PID #1 has a projected increase in assessments due to increased property values, but sales tax contributions from entities within the PID #1 boundaries continue to supplement the debt service payments associated with the PID.



# CITY BUDGET

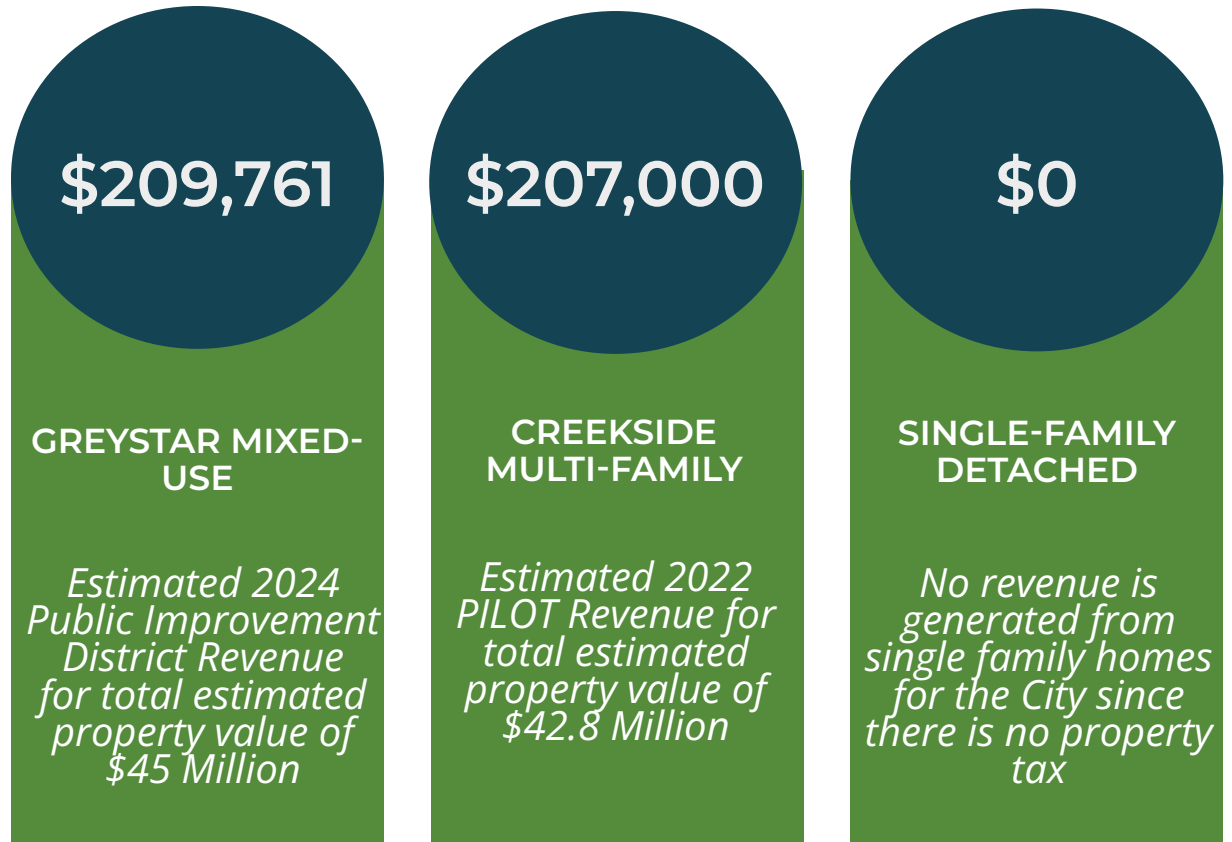


## FISCAL IMPACT

### HUDSON OAKS PILOT

- Payments in Lieu of Taxes (PILOT) payments are made to the City to help offset not having property tax. This is a revenue source that is generally uncommon in the State of Texas, but allows Hudson Oaks to be unique, and is one of the major draws for new residents that are coming to live in the city.
- Recently, PILOT payments have increased due to assessed developments having either new value on the ground or increased value compared to previous years, or in some cases, a combination of both.

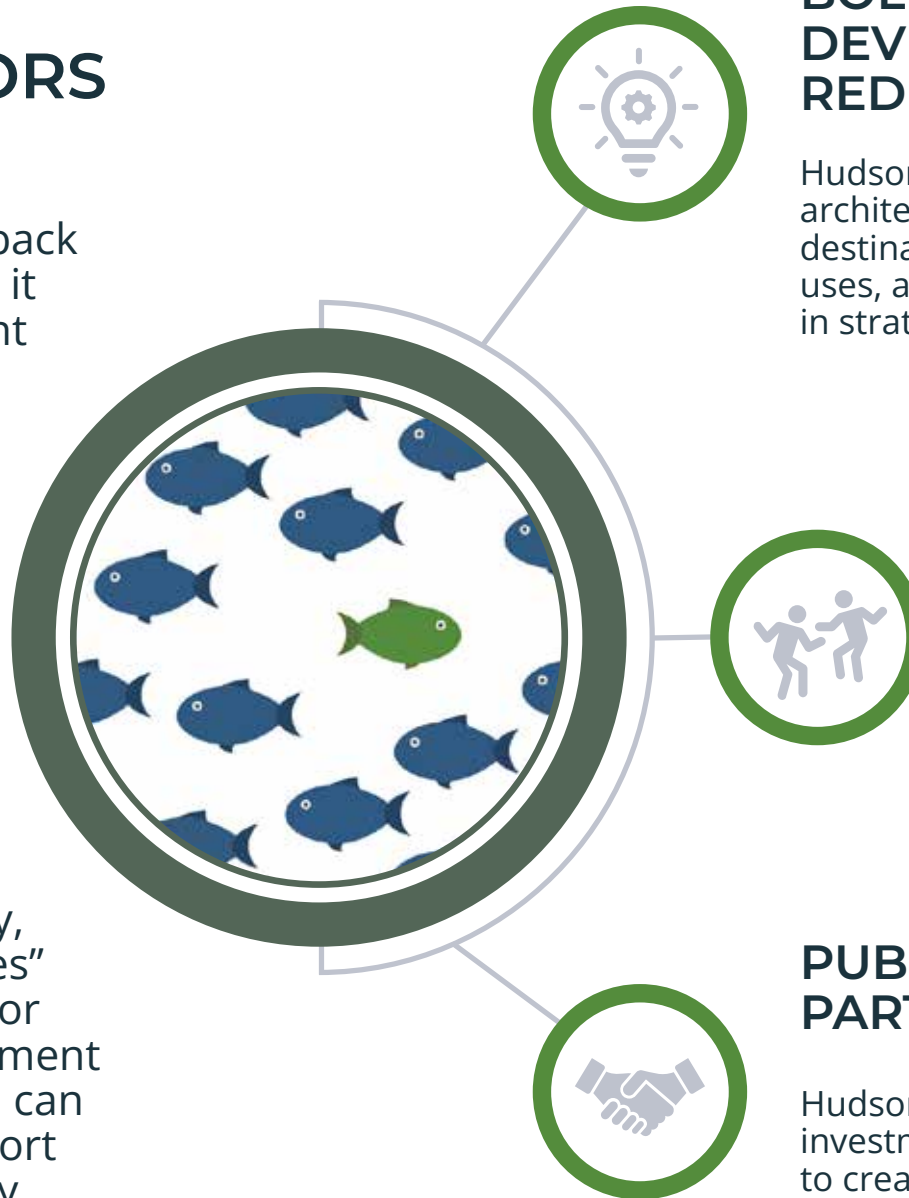
### CITY REVENUE



Through Hudson Oaks’ PILOT (Payments in lieu of Taxes) and Public Improvement District (PID) tools, multi-family, commercial, and mixed-use development can have a net positive impact to the City’s budget, even without property taxes. As illustrated above, single family detached housing, which is the most common development type within the city, contributes no revenue and only results in indirect expenditures. Diversifying the tax base by encouraging and attracting commercial, mixed-use, and innovative housing types can positively affect fiscal vitality and long-term stability of City services, amenities, and the local economy.

# COMMUNITY DIFFERENTIATORS

Throughout the planning process, community feedback consistently reflected that it is an important component of the envisioned future of Hudson Oaks that the city be unique and competitive. The three strategies illustrated to the right were extracted from the City's 2020-2022 Strategic Plan and selected to apply to the city overall and not just to the operation of the City organization. "Swimming a different way, in a crowded sea of choices" for business location, visitor destinations, and development consistent with the Vision, can positively contribute to short and long-term fiscal vitality and focus marketing efforts.



## BOLD & INNOVATIVE DEVELOPMENT & REDEVELOPMENT

Hudson Oaks can pursue unique architecture, placemaking, desirable destinations, sales tax-generating uses, and mixed-use development in strategic areas.

## EVENTS & ENTERTAINMENT

Hudson Oaks can offer unique entertainment options that provide activities for residents and contribute to the destination appeal of the city.

## PUBLIC-PRIVATE PARTNERSHIPS

Hudson Oaks can leverage private investment and market potential to create synergy between public dollars, the community's Vision, and developer returns but rather on the new growth itself.

# FISCAL VITALITY



## BOLD & INNOVATIVE DEVELOPMENT & REDEVELOPMENT

The City has an opportunity to benefit economically by pursuing these three “fiscal rules of thumb” for future development patterns, investments, and initiatives. These three policies will directly relate to priorities within this Plan, such as improved walkability and bikeability, beautification and branding, growth management, and most of all, the three Community Differentiators provided on the prior page. These policies are proven to yield stability, vibrancy, and revenue-expenditure balance in city development patterns.



### GROWTH IN THE CORE

*Focusing development and redevelopment in Hudson Oaks’ new Town Center will ensure that infrastructure will be best utilized and that the city will have a healthy heart.*



### MIXED-USE ZONING

*Deregulating uses that are desirable in the city, customized per area, will allow the market to provide innovative and modern development types that have the best rates of fiscal return.*



### HOUSING CHOICE

*Encouraging diversity of housing types, prices, styles, and locations will allow residents to “age in place” without relocating and ensure that businesses can have access to local talent.*

## STRATEGY 2.1



### *BOLD AND INNOVATIVE DEVELOPMENT & REDEVELOPMENT*

#### **Action 2.1.1.**

- Complete a detailed Market Study for the city to determine trade area capture, ripe markets, desirable markets consistent with the Vision, and potential development types that complement trade area demographics and trends.

#### **Action 2.1.2.**

- Establish Town Center standards to define Hudson Oaks' unique core and to promote its economic development and diversity in uses using Hudson Oaks' placemaking, branding, and design.

#### **Action 2.1.3.**

- Identify two potential areas south of IH-20 for public or publicly accessible private parks/plazas to activate placemaking components in the southern half of the city.

#### **Action 2.1.4.**

- Institute adaptive design standards for zoning designation updates, as guided by the Character Framework, to allow for uses that best fit the needs of each Character Area, economic trends, and capture market ripeness, during various stages of growth and need within the City.

#### **Action 2.1.5.**

- Once population reaches 5,000, institute and codify applicable changes to Home Rule form of government.

## STRATEGY 2.2

### Action 2.2.1.

- Reintroduce small events to feature and support local food and entertainment, such as a BBQ cookoff or festival.

### Action 2.2.2.

- Introduce a recurring COHO Farmers Market within Town Center to encourage local spending and local businesses that can showcase goods and services and also to provide family friendly entertainment.

### Action 2.2.3.

- Introduce recurring and cost effective arts and music events, possibly overlapping with the future COHO Farmers Market and influenced by each season, to provide local musicians informal playing time that can also provide a “soundtrack” to an experience in local parks and gathering spaces.

### Action 2.2.4.

- Introduce Branch Out Day (or similar title) to celebrate Arbor Day, branded for Hudson Oaks, with a tree planting ceremony, tree giveaway, and trash pickup/community service opportunities to promote a sense of community.



## EVENTS & ENTERTAINMENT

## STRATEGY 2.2 (CONTINUED)



### *EVENTS & ENTERTAINMENT*

#### **Action 2.2.5.**

- Incentivize a hotel to come to Hudson Oaks to promote tourism and destination appeal and support the needs of the community and visitors.

#### **Action 2.2.6.**

- Partner with a deluxe shuttle company to provide services that reduce the need for event parking, to and from the south side of Hudson Oaks during event days, to promote public safety and connectivity between Town Center and areas south of IH-20.

#### **Action 2.2.7.**

- Provide an online submission form on the Hudson Oaks website for local businesses, residents, and experience makers to communicate their destinations and upcoming events to City and EDC Staff for potential promotion.



## STRATEGY 2.3

### Action 2.3.1.

- Collaborate with the Beall property owner/developer to provide distinctive design and architecture, consistent with Hudson Oaks' modern and sophisticated brand and with placemaking best practices.

### Action 2.3.2.

- Adopt incentives and a marketing program per the recommended detailed Market Study and evaluate them after one year of creation to assess effectiveness.

### Action 2.3.3.

- Revise the Code of Ordinances to identify diverse housing types, and allow them in areas consistent with envisioned development as guided by the Character Framework, to ripen mixed-use and commercial development to be constructed by the private sector and for other stated Plan priorities.

### Action 2.3.4.

- Rezone areas within the City Limits to be consistent with the Character Framework to support economic development along key corridors.

### Action 2.3.5.

- Partner with the Airport to create a marketing program to specifically attract development within Airport Area as guided by the Character Framework.

### Action 2.3.6.

- Evaluate expanding the current Public Improvement District (PID) or applying a Tax Increment Reinvestment Zone (TIRZ) to the Town Center area.



## *PUBLIC-PRIVATE PARTNERSHIPS*



# HUDSON OAKS COMPREHENSIVE PLAN CHAPTER 3. DESIGN

# DESIGN

Detailed in this chapter is the Design System that will be utilized to guide Hudson Oaks' future development through Land Use & Placemaking and Mobility & Connectivity.



## COMMUNITY FEEDBACK

A summary of the feedback and themes received from the community



## DESIGN SYSTEM

The Design System is a vital component of the Comprehensive Plan and acts as the primary guide for growth & development



## LAND USE & PLACEMAKING

Character Framework to achieve the Vision for development and growth within Hudson Oaks while guiding land use, design, and placemaking



## MOBILITY & CONNECTIVITY

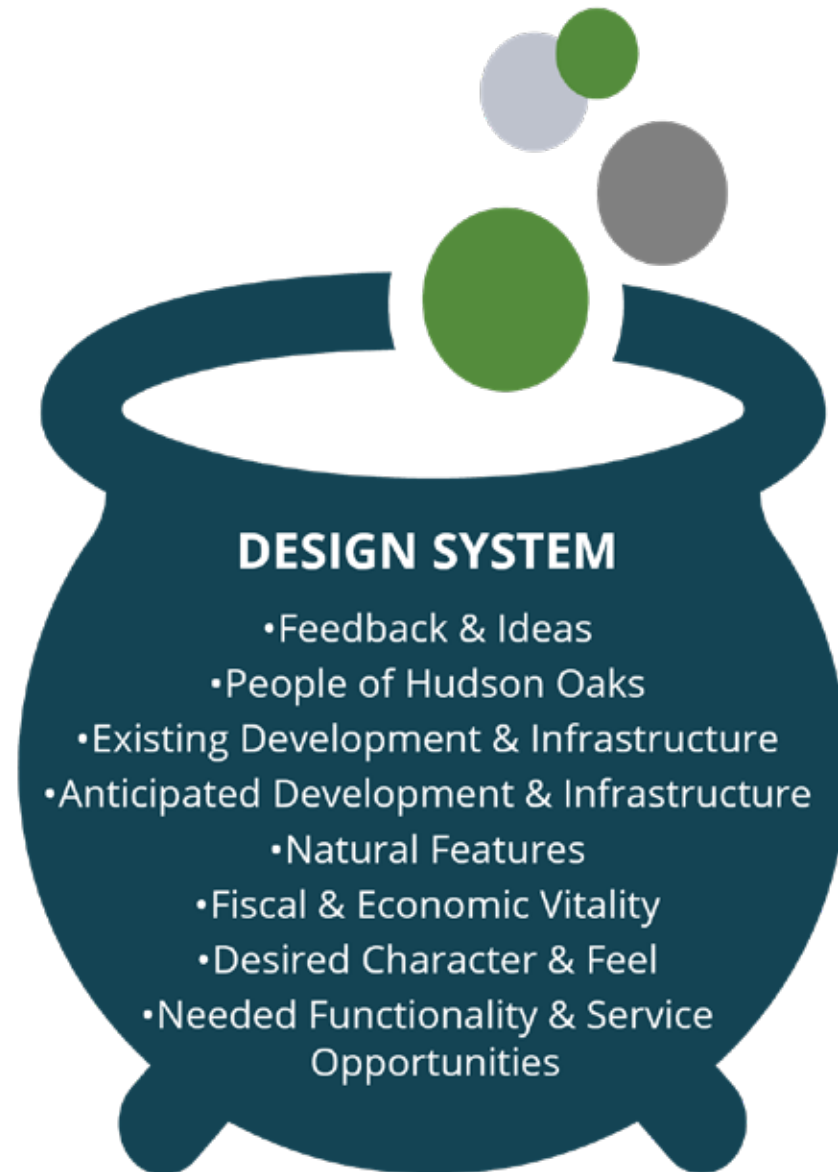
Mobility Framework to achieve the Vision for development and growth within Hudson Oaks while guiding mobility, design, and connectivity

## DESIGN SYSTEM

The planning process included a wide variety of inputs and considerations that led to the Design System. Some of those factors, or “ingredients,” are depicted to the right in the “mix” that contributed to the formation of the Design System, and some details are included on the following pages.

Traditionally containing the Future Land Use Plan and Master Thoroughfare Plan, the Design System is more advanced and modern and provides a Character Framework and Mobility Framework.

## COMPONENTS: WHAT’S IN THE MIX



# COMMUNITY FEEDBACK



## THEMES

As Hudson Oaks continues to grow, the community has taken notice and is excited about the future. Since Hudson Oaks does not collect property tax, its primary source of revenue is significantly reliant on sales tax. Existing zoning does not encourage market diversification, but local shopping, dining, and entertainment is highly desired, and the lack thereof has resulted in members of the community taking their valuable dollars elsewhere to fulfill their needs.

Economic development and grocery stores were rated in the top strengths and opportunities in the 2020 Community Survey. Similarly, growth/over development and commercial related uses were top weaknesses and threats.



### PREVALENT FEEDBACK DURING THE PLANNING PROCESS REGARDING DESIGN RELATED TO THE FOLLOWING TOPICS, SIMILAR TO THOSE LISTED IN THE ECONOMIC & FISCAL VITALITY CHAPTER:



BEAUTY & CHARACTER



ENTERTAINMENT



SHOPPING & DINING



EXISTING NEIGHBORHOODS



TRAFFIC

# COMMUNITY FEEDBACK



## HOUSING

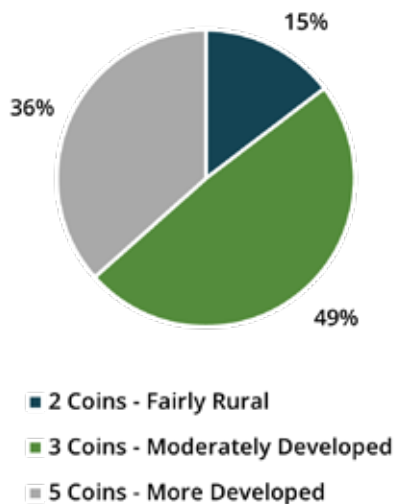
There was an activity used during Community Forum #2 that provided quick facts on revenue generation, styles, and other factors relating to multi-family development. After reviewing the information and some prior feedback, respondents were asked to choose their desired level of development in Hudson Oaks (“Fairly Rural,” “Moderately Developed,” or “More Developed”), and then were allocated two, three, or five coins respectively based on their selection.

85 percent of participants chose the “Moderately Developed” or “More Developed” coin packs, which both indicated more multi-family was generally acceptable to pay for desired improvements, with approximately half of total station participants choosing the middle option of “Moderately Developed.” From this station’s feedback, as well as the rest of the planning process’ feedback, the Comprehensive Plan Advisory Committee made a recommendation to City Council as reflected to the right.

Allow a limited amount of small and moderate, neighborhood-scale multi-family structures:

- Along key corridors (i.e. IH-20 and US 180);
- Integrated into commercial land uses on the second stories of mixed-use developments;
- Within Master Planned Communities as part of a diverse array of housing choices; and
- Townhomes, multiplexes, mixed-use, build-to-rent, and/or live-work buildings.

## MULTI-FAMILY FEEDBACK



### 2 COINS

For this coin pack, I'm choosing a fairly rural feel Hudson Oaks with low housing density and a smaller population, and I'm willing to forgo most amenities, programming, and community facilities.

I am also willing to forgo most infrastructure improvements, including drainage and walkable/bikeable street design.

I am not willing to pay for more amenities and improvements through revenue generated by additional types of multi-family housing, and I do not mind Hudson Oaks having limited shopping and dining.

For this coin pack, I prefer no additional multi-family, and I acknowledge that most of the businesses and amenities in a more developed city will not be in Hudson Oaks.

### 3 COINS

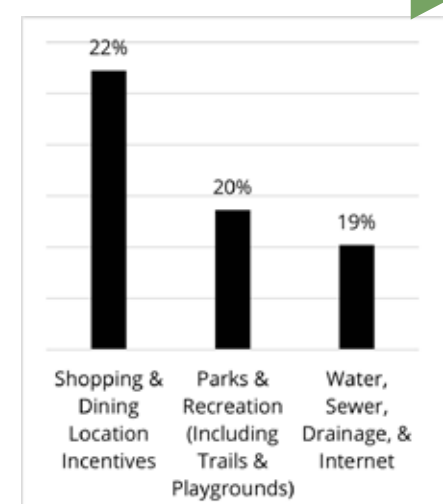
For this coin pack, I'm choosing a moderately developed Hudson Oaks with limited amenities, limited programming, mostly (not all) automobile-oriented places, and some infrastructure improvements that I am willing to support, in certain limited circumstances, through revenue generated by adding some multi-family housing types in Hudson Oaks in controlled locations and with strict standards.

For this coin pack, I prefer limited multi-family and small lot development, and I acknowledge that many of the businesses and amenities in a more developed city will not be in Hudson Oaks.

### 5 COINS

For this coin pack, I'm choosing a more “developed” Hudson Oaks with more amenities, programming, and vibrant, walkable places that I am willing to support through adding multi-family housing types in Hudson Oaks in multiple locations, and with associated standards, in areas throughout the city.

I acknowledge that for this coin pack, a diverse array of housing choices are necessary, including, but not limited to, multi-family/apartments, duplexes, multiplexes, townhomes, and apartments, which will provide the necessary customer base and revenue to economically support diverse amenities, shopping, and dining throughout the city.



# COMMUNITY FEEDBACK



## NEW USES

Feedback showed desire for a Town Center with mixed uses, gathering spaces, and connectivity improvements. Residents adored the Oakey Trail Corridor Plan and are looking forward to Hudson Oaks' Town Center becoming an activity hub for community events and vibrancy.

Residents want more sit-down restaurants, shopping, and entertainment options with increased attention placed on proximity and connectivity. Another common Land Use feedback theme was the need for increased parks and recreation opportunities. Residents would like to see more parks within Hudson Oaks, and see the need for more recreation elements such as walking and biking trails, city sports fields, and community events.

The community is supportive of a variety of housing types, including multi-family as illustrated to the left, within the city in order to support the improved amenities that they would like to see, as well as the ability for themselves and family members to "age-in-place" by adding some senior housing.

- Mansion/ Four-plex/ Six Flat/ Etc.**  
Typically three to eight homes inside one structure made to look like one home from the outside or in line with a block.
- Build-to-Rent**  
Multiple single-family or two-family structures on one lot that are for rent and have full HOA, leasing maintenance, and shared amenities.
- Standard**  
Typically more than 50 homes inside one or multiple structures. Shared amenities, such as a pool and fitness center are common.
- Mixed-Use**  
Typically commercial on the bottom floor with residential and/or additional commercial spaces on the upper floors.
- Live-Work**  
Townhome-type homes with space on the bottom floor for a studio office, or other residential-compatible use with an associated living space above.

### CF2 MULTI-FAMILY STYLE SAMPLING

- Feedback received to date has mentioned wanting more shopping, restaurants, and entertainment destinations in Hudson Oaks.
- The City adopted the Oakey Corridor Overlay in

# COMMUNITY FEEDBACK



## MOBILITY PRIORITIES

The Mobility Jars of the Future activity was designed to gather the community's priorities for mobility, connectivity, and transportation. Eight different illustrative spending options were provided, with a broad description of each option. Each person was given eight coins to either distribute evenly or provide more coins to their top priorities as they felt appropriate. The top three priorities are reflected below:



Participants were also able to leave any additional comments they had on mobility priorities in Hudson Oaks. Many people provided feedback for specific roadways, highways, or intersections that needed improvements, including:

- Additional lanes on IH-20;
- More traffic cops to monitor speed;
- Street maintenance on Oakridge Drive, Inspiration Drive, and Oakey Trail;
- Reduce traffic and speeds on local streets; and
- Traffic light or roundabout at Oakridge Drive and Red Eagle Trail.

Some respondents also wanted to see more walking and biking trails throughout Hudson Oaks that connect residents to destinations, such as businesses and schools.





# COMMUNITY FEEDBACK



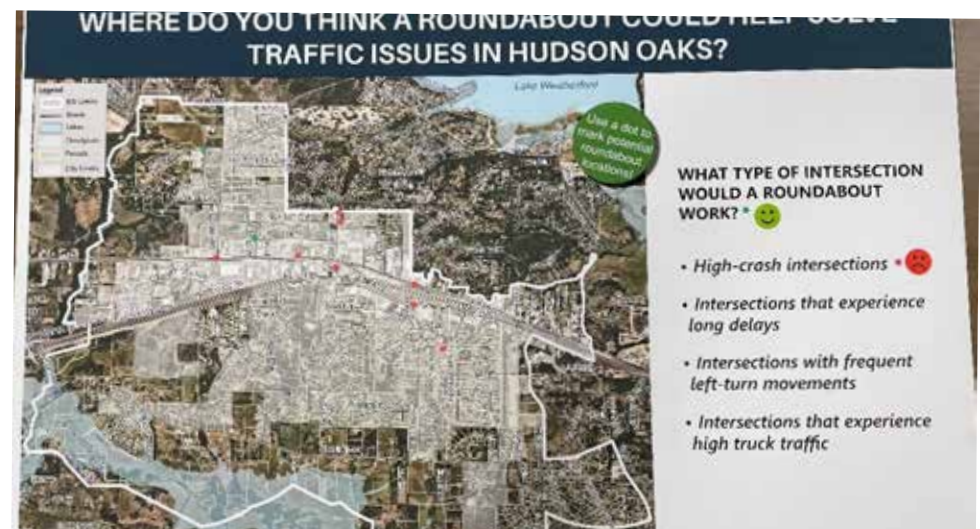
## ROUNDABOUTS & INTERSECTIONS

During Community Forum 2, roundabouts were a possible solution discussed for alleviating traffic and safety considerations in some areas of Hudson Oaks. Once participants were able to talk with an engineer about questions, participants were asked to leave feedback on where they think intersections could benefit from this design solution.

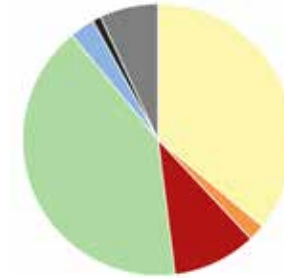
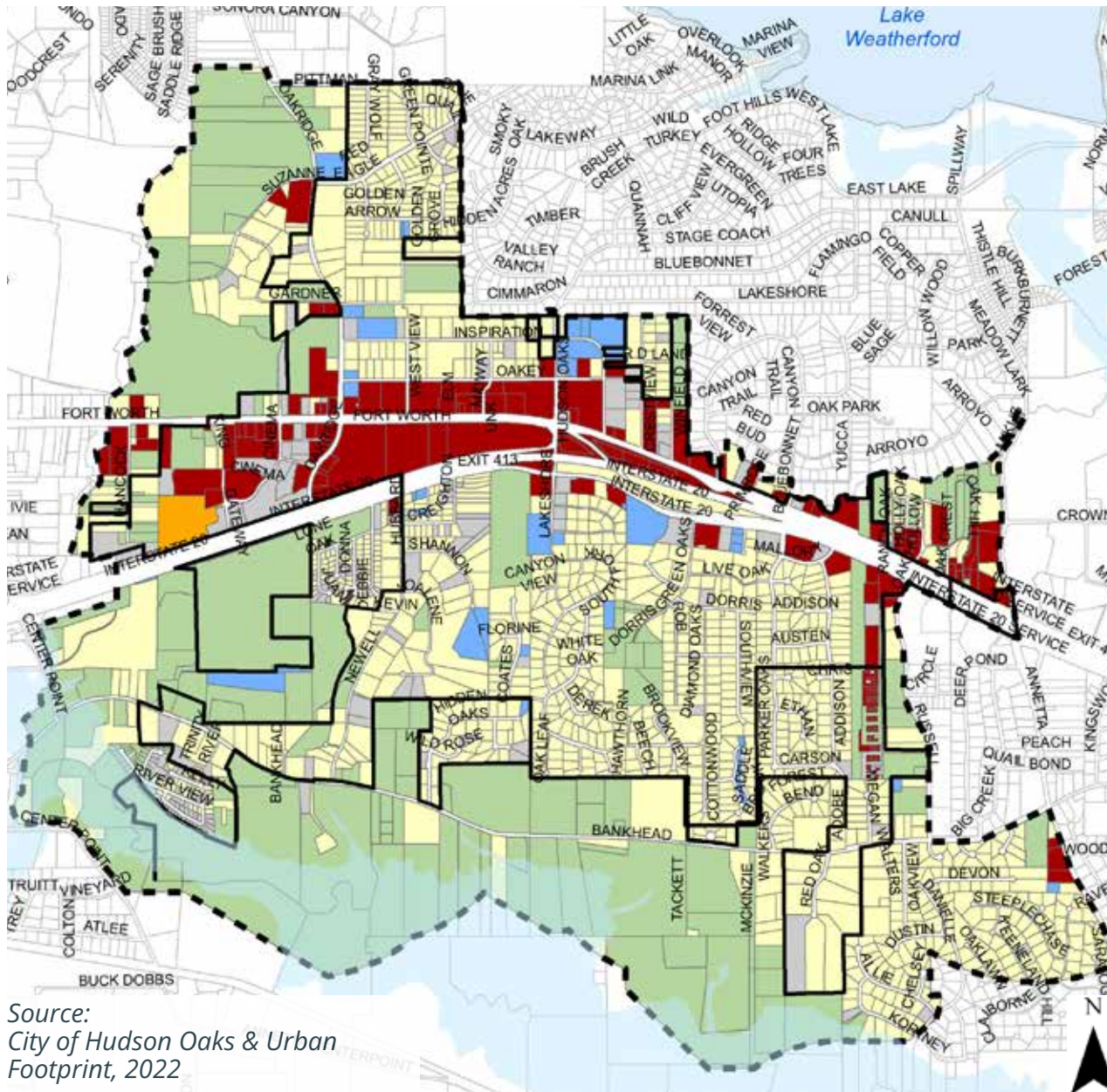
Some of the feedback noted includes:

- The N Oakridge Dr at Suzanne Trail/Red Eagle Trail intersection was identified by several residents as a potential roundabout solution due to perceived safety concerns, existing congestion/delay, and the existing offset of the intersection which causes confusion sometimes with conflicting movements.
- The existing roundabout at Oakey Trail and Midway Lane functions well was noted for potential enhancements to accommodate large trucks that try to access the area for deliveries.
- Lakeshore Dr/Lake Hollow Dr and Oakey Trail/Thompson Trail were two other locations mentioned marked by participants where a roundabout may be a solution to address safety and/or traffic congestion issues.

Residents were in favor of additional roundabouts and understand the benefits provided by them in terms of traffic control and reducing the risk of accidents.



# MAP 3. EXISTING LAND USE, 2021

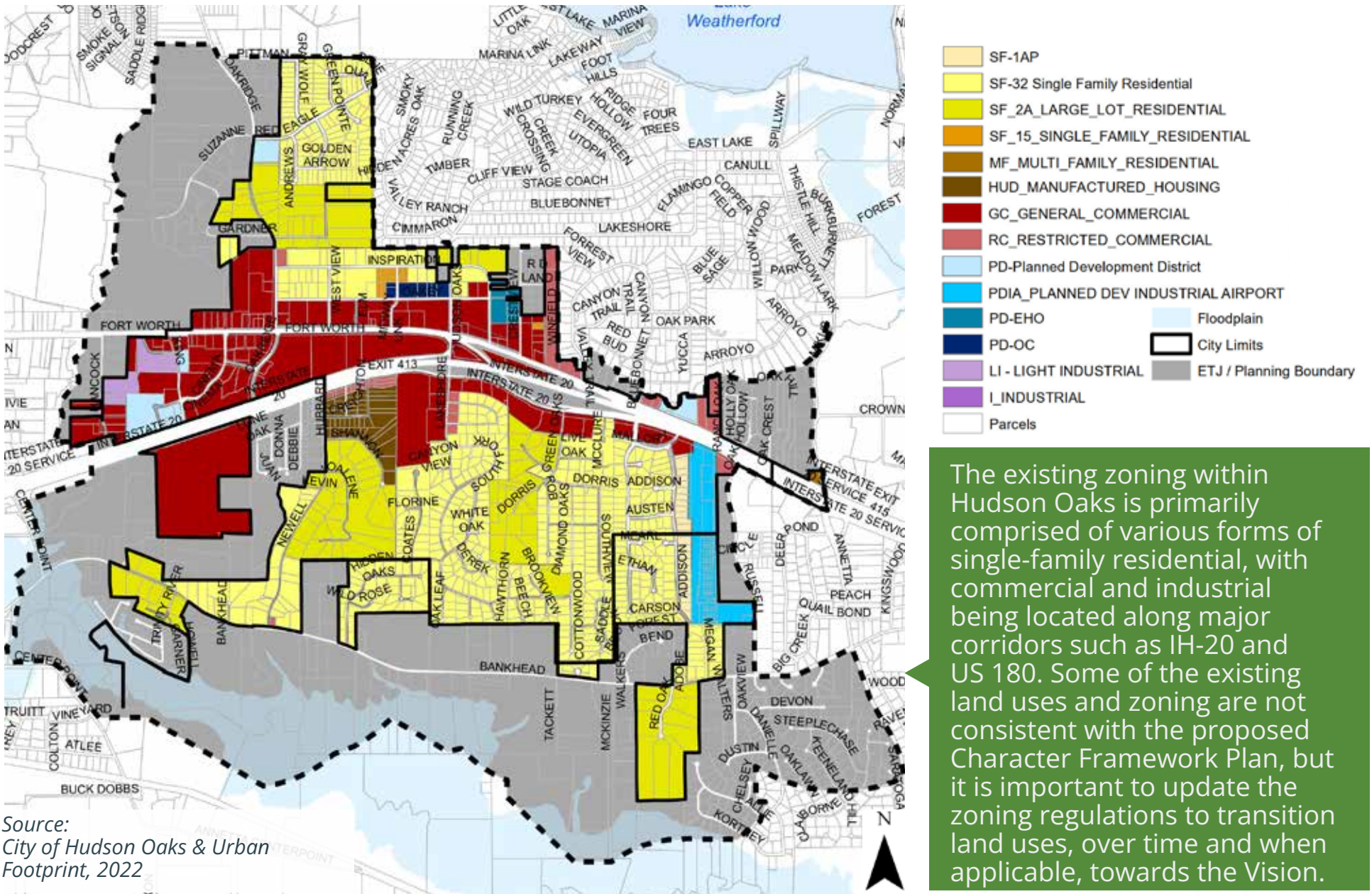


The primary existing land use within the Hudson Oaks planning area is characterized as Agriculture/Open Space (41%), with single family residential following closely behind (36%).

The significant amount of large estates, floodplain, and undeveloped land contribute to the high percentage of agricultural/open space land use.

Source:  
City of Hudson Oaks & Urban Footprint, 2022

# MAP 4. EXISTING ZONING, 2022



Source:  
City of Hudson Oaks & Urban  
Footprint, 2022

# MAP 5. ANTICIPATED DEVELOPMENT

At the beginning of the Planning Process, there were several key developments that generated excitement for the community and Staff. Some of these have since been constructed, but developments such as the Oakey Trail Corridor, Greystar Mixed-use, and the IH-20 Mixed-use and Commercial Property continue to be highly anticipated developments and improvements that the community is looking forward to seeing complete and bringing in additional attractions.

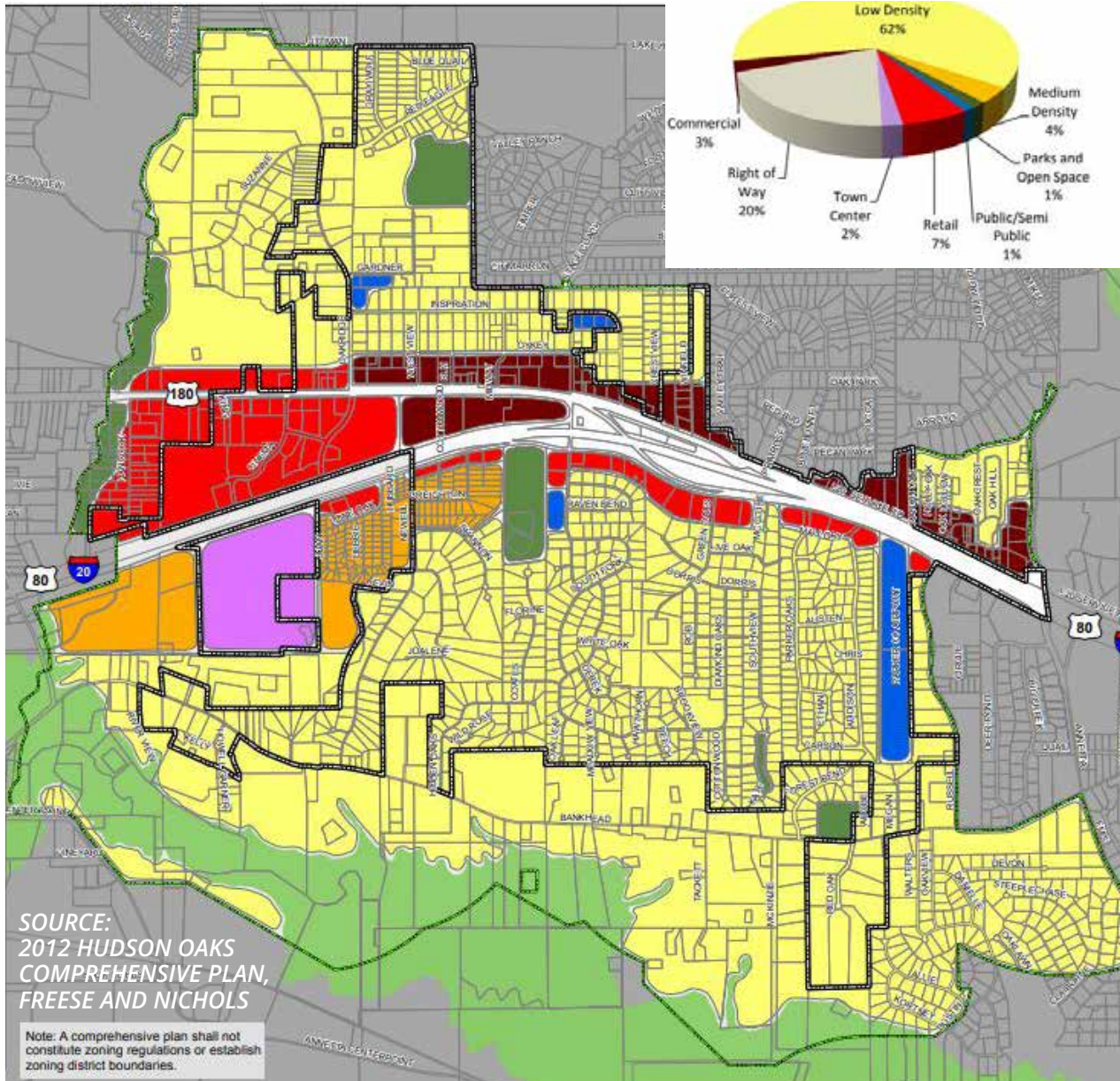
- 1 DUTCH BROS. & CHIPOTLE
  - 2 BUSINESS PARK 180
  - 3 HUDSON OAKS BUSINESS PARK
- 4 IH-20 MIXED-USE & COMMERCIAL
  - 5 OAKEY TRAIL CORRIDOR DEVELOPMENT
  - 6 GREYSTAR MIXED-USE DEVELOPMENT



Source:  
City of Hudson  
Oaks &  
TXDOT, 2022

Hudson Oaks has many areas that can develop, redevelop, or stay the same over the next 15 to 20 years. Pictured to the left are some of the areas that are anticipated to develop or redevelop. Contained in the following pages and chapters are visuals, policies, guides, and actions to inform how preservation, development, and redevelopment should take place consistent with what the community prefers.

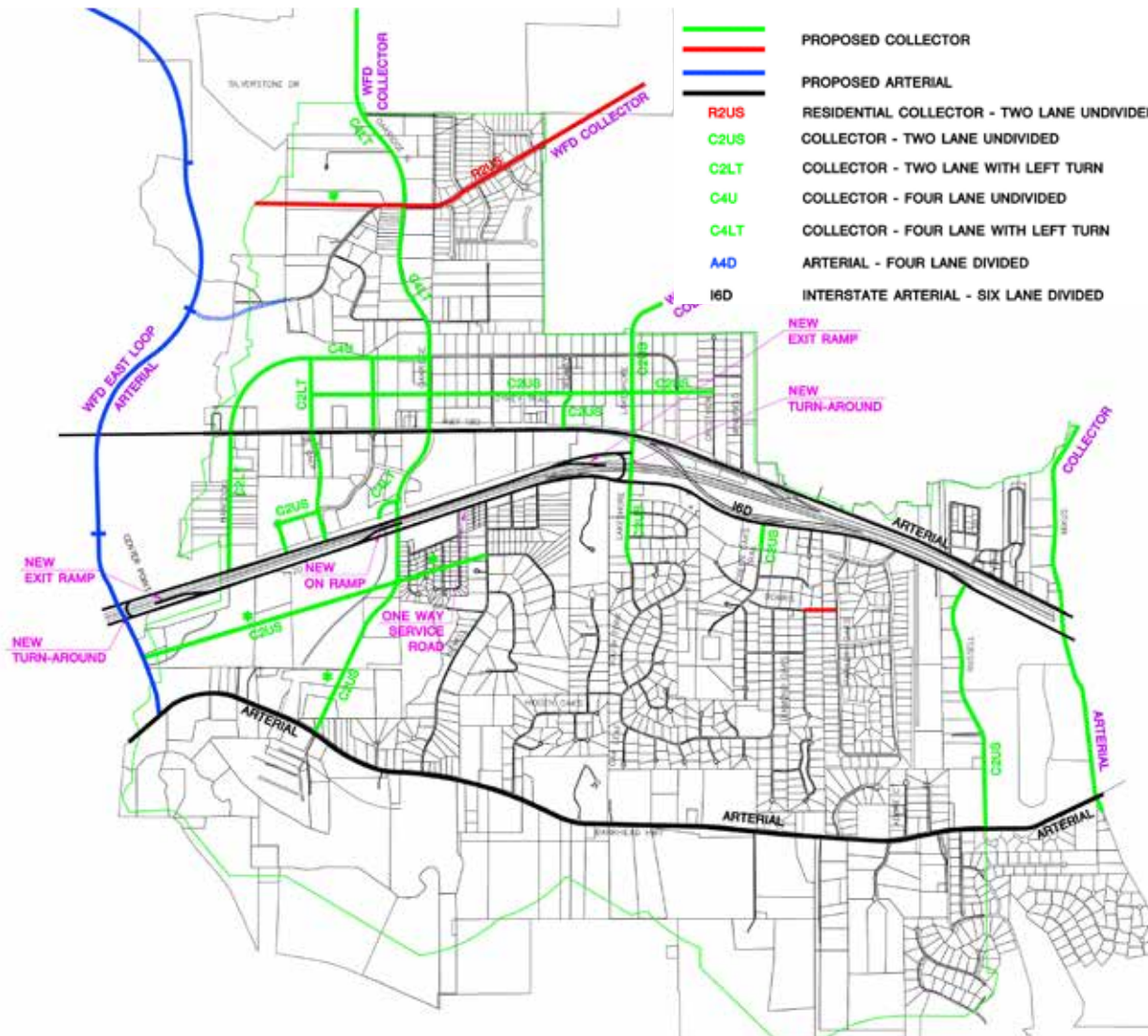
# MAP 6. PREVIOUS FUTURE LAND USE PLAN



The previous Future Land Use Plan from the 2012 Comprehensive Plan (replaced with this Plan’s Character Framework) comprised of eight rigid categories: approximately 62% low-density single-family residential, with seven percent of the total area being devoted to retail, and the remaining 11 percent in small portions for medium density residential, commercial, “town center,” medium density residential, parks & open space and public/semi-public.

The previous Future Land Use Plan represented a traditional and limited approach to designing the future of Hudson Oaks. Areas were designated as single family residential because no vision was created for them. Although tax base diversification was already on the radar as a need and potential threat to long term success of the City in 2012, necessary planning and design has not been provided until this Plan.

# MAP 7. PREVIOUS MASTER THOROUGHFARE PLAN



The previous Master Thoroughfare Plan (MTP) from the 2012 Comprehensive Plan (replaced with this Plan's Mobility Framework) included a series of Functional Classifications (five types of Collectors and two types of Arterials). Some new roadways were included that had not been previously, such as the extensions of Cinema Drive and Inspiration Drive, but the Plan did not contain enough new roadways to ensure that new development and redevelopment would be well connected and would not worsen traffic conditions.

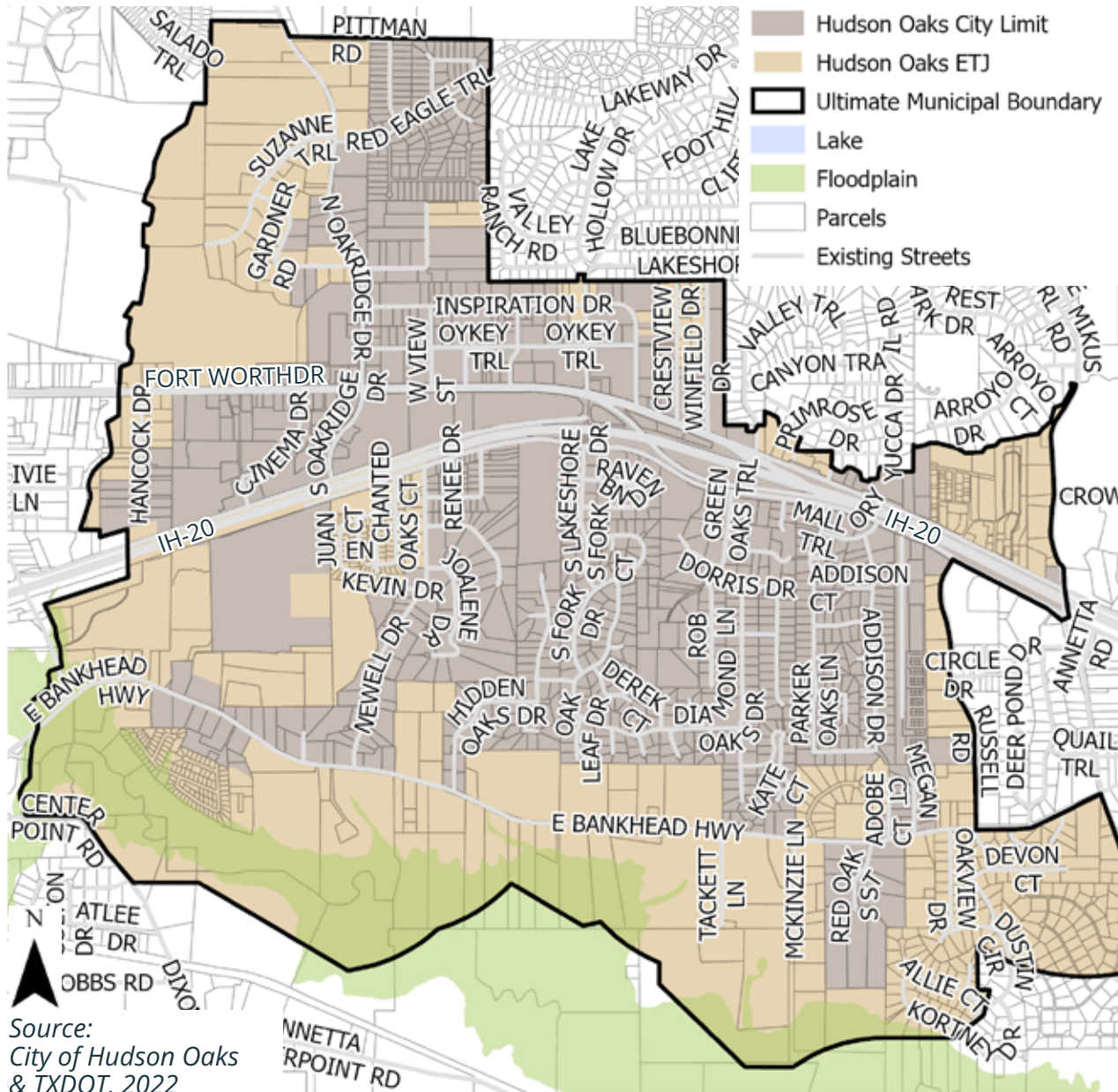
All roads included in the previous MTP are included in this Plan's MTP, generally, but the Functional Classifications are adjusted to be consistent with best practices and to address community feedback. New roadways are also added to the network in the update, as well as design policies and actions to improve and sustain highly functional mobility and connectivity for decades to come. See *Mobility & Connectivity* for details.



**teague nall & perkins**  
 5227 N Riverside Drive, Suite 100  
 Fort Worth, Texas 76137  
 817.336.5773 ph 817.336.2813 fx  
 TBPE Registration No. F-230  
 www.tnplnc.com

\* ALIGNMENT SHOWN IS NOT INTENDED TO REPRESENT THE EXACT ALIGNMENT OF THE FUTURE CONNECTION

# MAP 8. EXISTING STREET MAP



Source:  
City of Hudson Oaks  
& TXDOT, 2022

Hudson Oaks is served by two TxDOT-owned and maintained highways: Interstate Highway (IH) 20 and US Highway 180, also known as Fort Worth Highway. Developed areas within Hudson Oaks are generally separated from one another and lack connectivity through multi-modal elements, such as bike and pedestrian paths.

The existing street network within the City is comprised of mostly two-lane, asphalt roads with bar ditches that serve as the primary means of stormwater conveyance. Improved connectivity within existing neighborhoods, and between destinations and different areas of the city and beyond, was a common feedback theme in the planning process, and residents repeatedly mentioned safety and inconvenience weaknesses in multiple areas of the city. North-south connectivity is limited due to IH-20, and trails and sidewalks are not common within the existing mobility network. The Texas Department of Transportation (TxDOT) has plans for road expansions and improvements along IH-20, but that project is currently under study and timing is unknown.

# DESIGN SYSTEM: STRATEGIES

The Design System is comprised of two main features: Land Use & Placemaking and Mobility & Connectivity. They each have a framework map and four guiding Strategies as reflected below. Each Strategy is detailed within this chapter on the pages that follow.



## LAND USE & PLACEMAKING

1. Mobility Integration
2. Character Framework
3. Parks & Gathering
4. Vibrancy & Activations



## MOBILITY & CONNECTIVITY

1. Land Use Integration
2. Mobility Framework
3. Streets & Pathways Design
4. Functionality Improvements





# DESIGN SYSTEM: PRINCIPLES

The Hudson Oaks Design System includes many components that are a result of the “mix” reflected at the beginning of this chapter. Four principles utilized in the Design System are reflected below.



## CHARACTER- & FUNCTION-BASED FUTURE LAND USE

- Instead of restricting future land use to one specific thing on properties, the Character Areas are based on desired function/role within the city, height, intensity, and character.
- Intentional low-density design with ample connectivity and a focus on walkability and placemaking.



## EXISTING NEIGHBORHOOD PROTECTION

- There are many existing neighborhoods in Hudson Oaks that are not interested in change within them and compatibility adjacent to them is desired.
- The Character Framework designates existing neighborhoods for preservation and safekeeping, as well as envisioning compatibility standards in future zoning and development proposals in adjacent areas.



## GROWTH MANAGEMENT

- Although Hudson Oaks is open to growth, worsening traffic conditions are at top of mind.
- The Design Framework contains strategic and thoughtful Character Areas, new and well-designed roads and pathways, preservation of natural areas, and other strategies to improve traffic, prevent future adverse impacts of growth, and attract desired development in specific locations.



## ECONOMIC PROSPERITY

- Character Areas, streets, and pathways were synthesized into key corridors to diversify the tax base, add destinations, and improve safety and connectivity.
- Communicating the Hudson Oaks brand through gateways, monumentation, and landmarks will add to economic benefits moving forward.

# LAND USE & PLACEMAKING

## DESIGN SYSTEM PRINCIPLES:

- CHARACTER- & FUNCTION-BASED FUTURE LAND USE
- EXISTING NEIGHBORHOOD PROTECTION
- GROWTH MANAGEMENT
- ECONOMIC PROSPERITY

*SEE PAGE 57 FOR DETAILS*



# LAND USE AND PLACEMAKING

## FOUR STRATEGIES:



### MOBILITY INTEGRATION

Focusing on multi-modal design and connectivity within new areas, and improving existing traffic congestion, is essential to creating and enhancing destinations and recognizing the role corridors play in how land is used



### CHARACTER FRAMEWORK

A modernized Future Land Use Plan that provides Character Area Designations to guide future development and redevelopment by focusing on desired design, function, mobility, and intensity.



### PARKS & GATHERING

Parks, trails, and gathering spaces for opportunities for recreation, providing and connecting destinations, and enhancing quality of life



### VIBRANCY & ACTIVATIONS

A four-pronged approach to injecting and maintaining vibrancy and activations for special places in Hudson Oaks that contribute to achieving the community's Vision

## MOBILITY INTEGRATION

The Vision created by the Hudson Oaks community was crafted by evaluating the character and function of each area, especially mobility and connectivity-related factors.

### CORRIDORS AS INTENSITY TRANSITIONS

In Hudson Oaks, IH-20 is a major dividing line of both character and development, and it also influences the intensity of potential development. All Character Area Designations along IH-20 are mixed-use, and no single-family detached residential uses should be constructed along the corridor's frontage in the future. As distance increases from IH-20 southward, so does the intensity of both form and land use to provide adequate transition to the residential and more rural areas of Hudson Oaks. The Character Area Designations on the south side of the IH-20 frontage were discussed by the Planning Team and the Comprehensive Plan Advisory Committee, prior to being presented to the public, and portion of the city that is south of IH-20 was envisioned to be markedly less intense than the areas of Regional Mixed-use designated between Fort Worth Highway and IH-20. Similarly, on the north side of Fort Worth Highway, Community Mixed-use and Town Center Character Area Designations were utilized to transition intensity to the low density residential uses to the north. Oakridge Drive serves as that transition line between the North Campus Character Area Designation and the Neighborhood Mixed-use and low density residential to its east.

### CONNECTIVITY TO TOWN CENTER

Connectivity to the newly designated Town Center Character Area, from portions of the city north of IH-20, but also especially portions of the city south of IH-20, was a challenge identified early during the planning process. Carrying forward the extension of Oakridge Drive, across IH-20 southward, to include multi-modal accommodations on a potential future Texas Department of Transportation (TxDOT) overpass was seen as much-needed and beneficial to safety and connectivity of the city and the areas near that location.

### AIRCRAFT, LAND USE, & DESIGN

Due to the unique function and safety considerations associated with the East Parker County Airport (private), the Airport and its surrounding properties to the east are designated as Airport Area to encourage economic development consistent with appropriate land uses. In addition, an area north of the Airport, across IH-20, is hatched over Community Mixed-use as Airport Compatibility Area to restrict future heights that can conflict with pilot visibility and other safety considerations.

The background of the slide is a dark, semi-transparent aerial photograph of a city street grid. A prominent green horizontal bar spans the width of the slide, positioned in the lower half. The text is white and centered within this bar.

# CHARACTER FRAMEWORK

---

A GUIDE TO CHARACTER- & FUNCTION-BASED FUTURE LAND USE

# CHARACTER FRAMEWORK



## PURPOSE & USAGE

The Character Framework sets forth Character Areas that represent character, design, form, and intensity. Instead of restricting future land use to one specific thing on properties (ex. retail, single family residential, etc.), the Character Areas are based on desired function/role within the city while respecting the context that already exists. The Vision established through the planning process reflects intentional low-density design with ample connectivity and a focus on walkability and destinations/placemaking. Although the Character Framework is very important, the Character Framework is only one component of the Comprehensive Plan. There are many other pieces that must also be considered.



### EVALUATE PROPOSED DEVELOPMENT & REDEVELOPMENT

When new development or redevelopment is proposed within Hudson Oaks, the Character Framework should be utilized to evaluate the consistency of what is proposed with what the Community would like to see in the future. The subject property's Character Area standards should be used as a guidepost to complement other components of the Comprehensive Plan, such as the Mobility Framework, Vision Statement, etc.



### UTILIZE AS AN ECONOMIC DEVELOPMENT TOOL

It is helpful to articulate what Hudson Oaks would like to see in each area of the city for many reasons, but especially for economic development. This Comprehensive Plan illustrates desired development and function in each area of the city, which can assist the development community, potential retailers and restaurants, and others help the Vision become a reality.



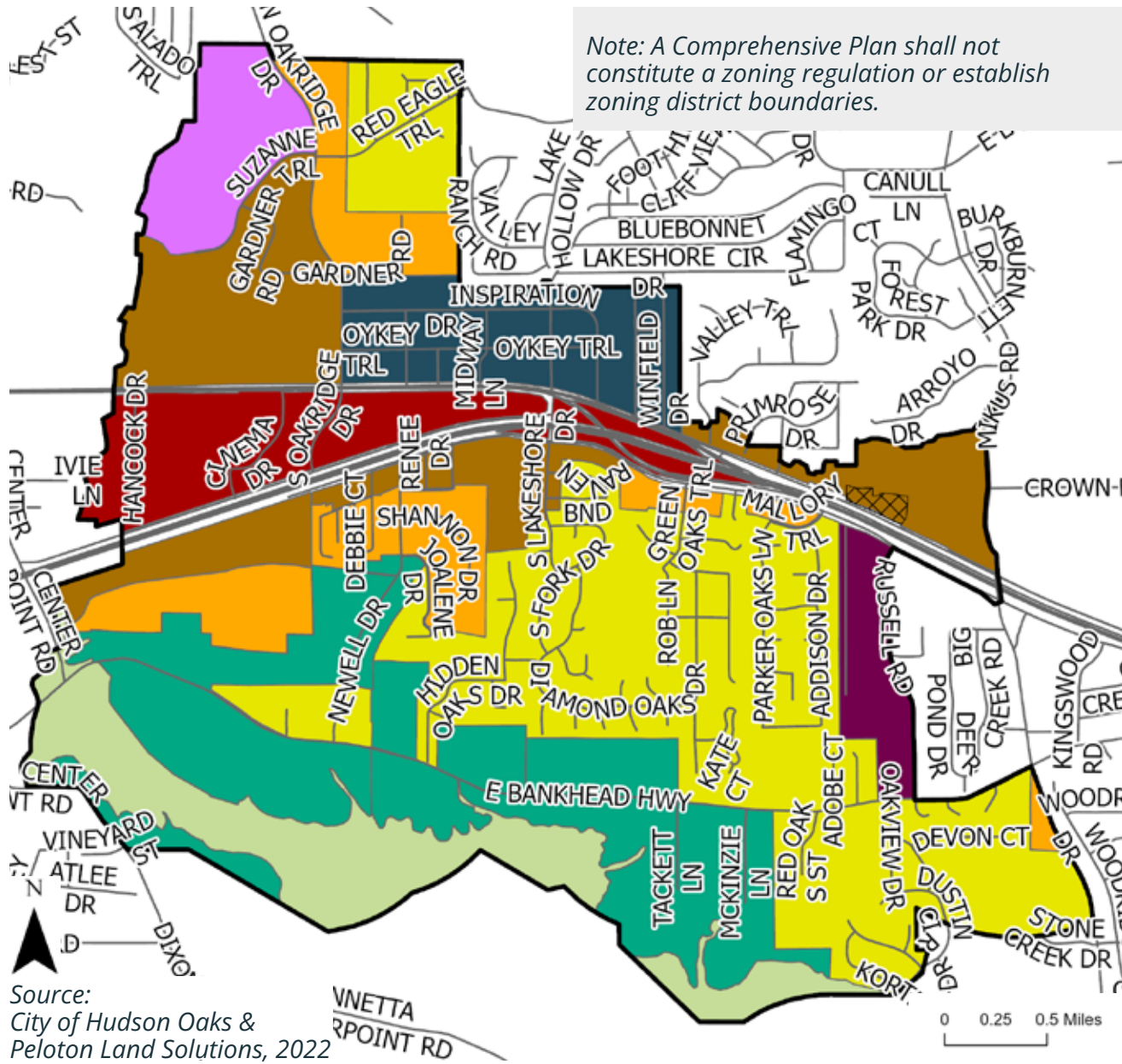
### COMMUNICATE THE VISION AND EXPECTATIONS TO THE COMMUNITY

Communicating the Vision graphically and with supporting text sets expectations within all facets of the Community-- from residents to businesses to developers and more. The Character Framework sets those expectations in terms of function and intensity, as well as how things should look and feel.

# MAP 9. CHARACTER FRAMEWORK

Note: A Comprehensive Plan shall not constitute a zoning regulation or establish zoning district boundaries.

- Bankhead Timbers
- Existing Neighborhood
- Town Center
- Neighborhood Mixed-use
- Community Mixed-use
- Regional Mixed-use
- North Campus
- Airport Area
- Airport Compatibility Area
- Floodplain
- Ultimate Municipal Boundary



Source:  
City of Hudson Oaks &  
Peloton Land Solutions, 2022



# FLOODPLAIN CHARACTER AREA

This Character Area includes Federal Emergency Management Administration (FEMA) floodplain on the south side of the Hudson Oaks Ultimate Municipal Boundary (UMB).

## Function

Preserve and enhance open space and natural assets for lasting beauty and drainage/stormwater management

## Anticipated Land Uses

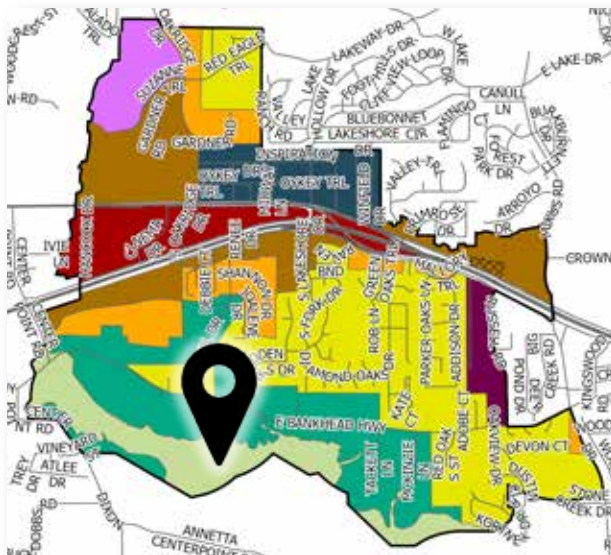
Parks, trails, and passive recreation

## Design

Preserve trees, enhance streams and waterways, low impact development (LID), and branded wayfinding and signage at trailheads and parks

## Maximum Height

One story





# BANKHEAD TIMBERS

## CHARACTER AREA

This Character Area includes mostly rural properties along East Bankhead Highway, within the southern portion of Hudson Oaks' Ultimate Municipal Boundary (UMB). Bankhead Timbers is intended to preserve the natural scenery and rural/country feel of the area to the extent possible.



### Function

Preserve and enhance open space and natural assets, accommodate agritourism, and existing and future residential

### Anticipated Land Uses

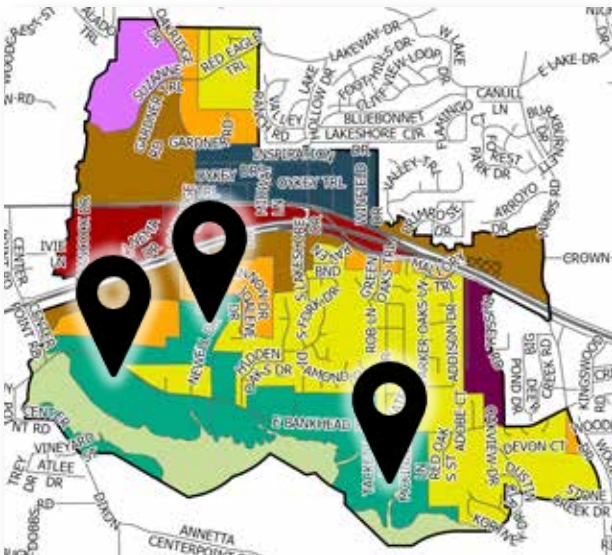
Low-density residential, agritourism, low-intensity shops, etc.

### Design

Preservation of rural character and connectivity via sidewalks and trails to nearby destinations

### Maximum Height

Two stories, one story typical



# EXISTING NEIGHBORHOOD CHARACTER AREA

This Character Area includes existing homes within neighborhoods that are generally grouped with at least one shared street (not just standalone homes). The Existing Neighborhoods designation is intended to preserve existing residential neighborhoods and provide ongoing compatibility with any new development or redevelopment within or adjacent to them.

## Function

Preserve existing neighborhoods and minimize any future development or redevelopment impacts

## Anticipated Land Uses

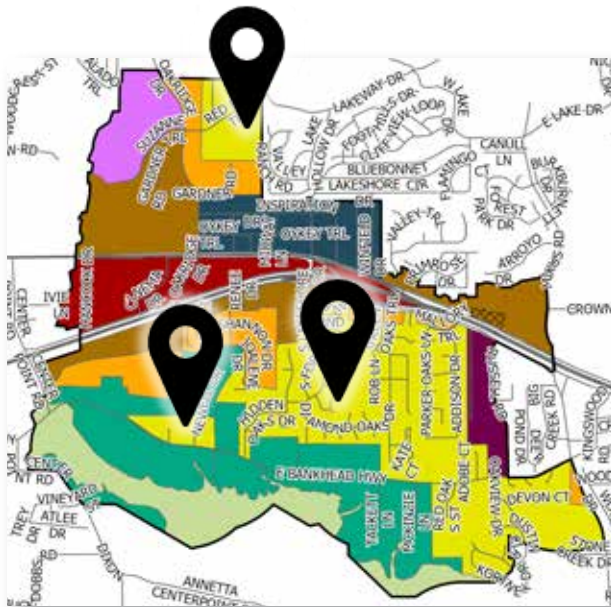
Residential, parks, trails, and passive recreation

## Design

New development or infill/redevelopment should blend with existing character and scale for preservation of look and feel of adjacent homes

## Maximum Height

Two stories



# TOWN CENTER

## CHARACTER AREA

This Character Area encompasses the Oakey Trail Corridor and will function as Hudson Oaks' Town Center. Every city needs a heart, a place to gather and a center-- this is Hudson Oaks' destination center.



### Function

Main street-style activity center that provides destination appeal with amenities and activities

### Anticipated Land Uses

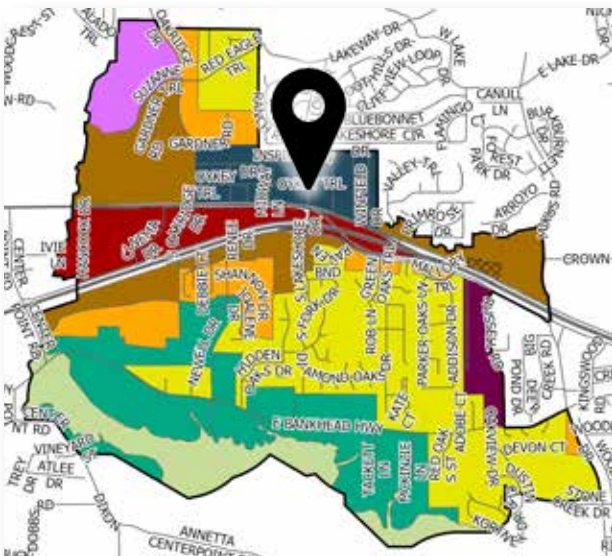
Charming and walkable mixed-use (ex. shops, restaurants, lofts, etc.) that has destination appeal, as well as provides desirable housing to support non-residential uses

### Design

Ground floor commercial with residential uses above is preferred; connected sidewalk and trail network with shade and public art; variety of housing types; extensive landscaping

### Maximum Height

Four stories with residential compatibility standards



# NEIGHBORHOOD MIXED-USE

## CHARACTER AREA

This Character Area serves as a buffer between the higher-intensity Community Mixed-use and adjacent Existing Neighborhoods. Neighborhood Mixed-use provides opportunities for bold and innovative development types that provide neighborhood services, housing, and walkable destinations.

### Function

Family-friendly activity hubs with development compatible with potential adjacent or included residential uses

### Anticipated Land Uses

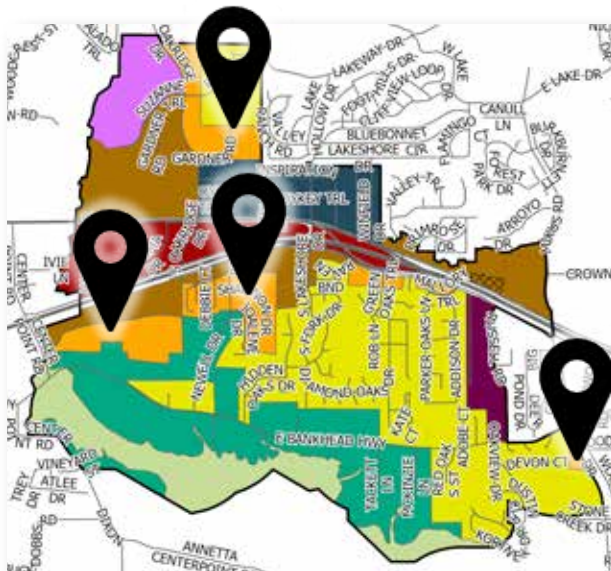
Neighborhood-friendly entertainment, restaurant, and shopping destinations with family-oriented amenities and a variety of housing types

### Design

Low intensity development with mitigated traffic impacts, connected pedestrian and bike lane system, and pleasant landscaping and lighting

### Maximum Height

Three stories with residential compatibility standards



# COMMUNITY MIXED-USE

## CHARACTER AREA

This Character Area contains medium-intensity mixed-uses and serves as a transition between Regional Mixed-use and other Character Areas. Community Mixed-use provides opportunities for both residential and non-residential development that can be slightly higher in intensity than Neighborhood Mixed-use since it is not adjacent to Existing Neighborhoods.



### Function

Walkable nodes of activity and destinations that provide special places, entertainment, and housing options

### Anticipated Land Uses

Residential and non-residential uses, such as shops, restaurants, townhomes, hotels, entertainment, and housing variety

### Design

Similar to Town Center but potentially more detached block forms with connected sidewalk and trail network with shade and public art

### Maximum Height

Four stories

Projects within this area may have suitable locations for buildings of up to six stories, subject to additional consideration by the Planning and Zoning Commission and City Council to ensure that the architecture and design of the project(s) is compatible with the Vision and nearby residential development



# REGIONAL MIXED-USE CHARACTER AREA

This Character Area is located along Hudson Oaks' two major thoroughfares: Fort Worth Highway and Interstate 20. Regional Mixed-use is the most urban of the Character Areas within the Character Framework, due to its location and function, but it still reflects low intensity consistent with Hudson Oaks' small town feel.

## Function

Destination appeal with development that is corridor-oriented to attract visitors and provide entertainment

## Anticipated Land Uses

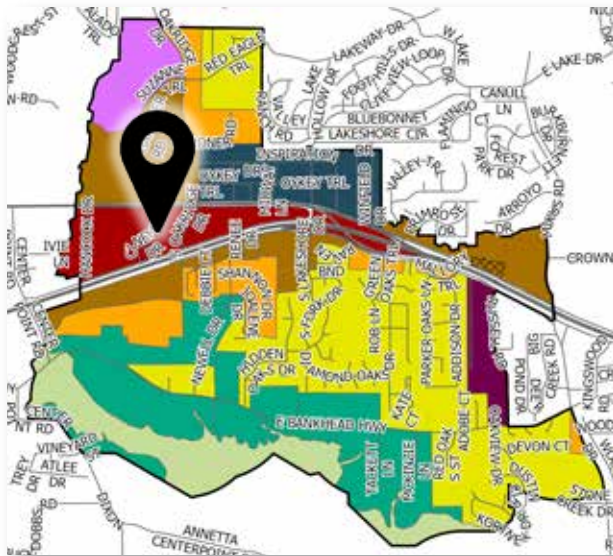
Highway-oriented commercial, residential, entertainment, and destination uses

## Design

Corridor branding opportunities with developments, destinations, and employment centers that have potential regional capture/draw; disconnected pad sites and auto-oriented development not preferred

## Maximum Height

Six stories



# NORTH CAMPUS

## CHARACTER AREA



This Character Area is an opportunity for commercial and flex-type space that incorporates the natural treed setting and proximity to future East Loop on its west side. North Campus will be a gateway into and from Hudson Oaks on its northwestern corner due to its location on the edge of East Loop.

### Function

Enhances and preserves existing features (trees and natural features) and creates scenic entry into Hudson Oaks from Future East Loop with predominately non-residential uses

### Anticipated Land Uses

Light industrial, office, and adaptable live-work units

### Design

Preservation of trees with integration into development design with campus-style connectivity

### Maximum Height

Four stories



# AIRPORT AREA

## CHARACTER AREA

This Character Area includes the existing Parker County Airport (private) and its adjacent businesses. Airport Area recognizes that the Airport and surrounding area has unique economic development potential.



### Function

Existing Airport with surrounding areas and encourages development of supportive and like-uses and preserves adjacent residential

### Anticipated Land Uses

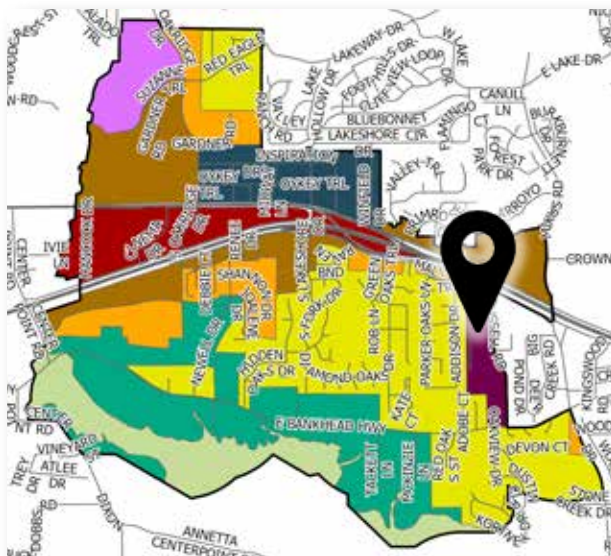
Private airport with complementary and quiet light industrial or commercial (incl. restaurant) uses on the periphery; no residential uses

### Design

Unique and modern airport-themed elements, wayfinding, and branding

### Maximum Height

Two stories





# AIRPORT COMPATIBILITY AREA

## CHARACTER AREA

This Character Area serves as a safety precaution between the northern edge of the Airport Character Area to ensure that future building heights do not impede the functionality or safety of the Airport.



### Function

Provides additional safety precautions regarding building height and compatibility for areas north of the existing runway

### Anticipated Land Uses

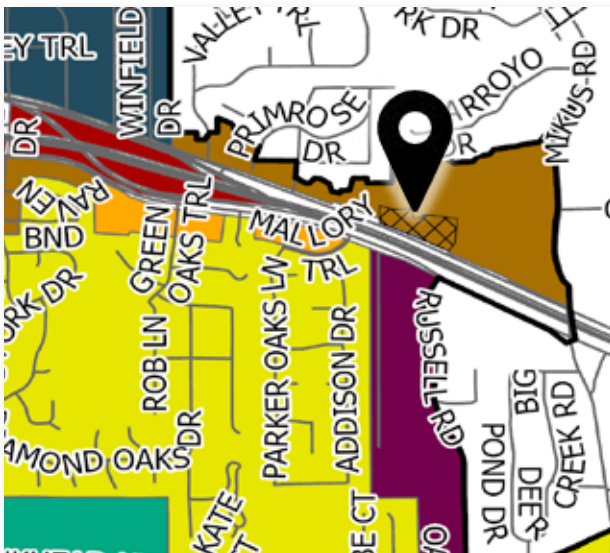
Same as Community Mixed-use with charming and walkable mixed-use (ex. shops, restaurants, etc.)

### Design

Same as underlying character area of Community-mixed Use

### Maximum Height

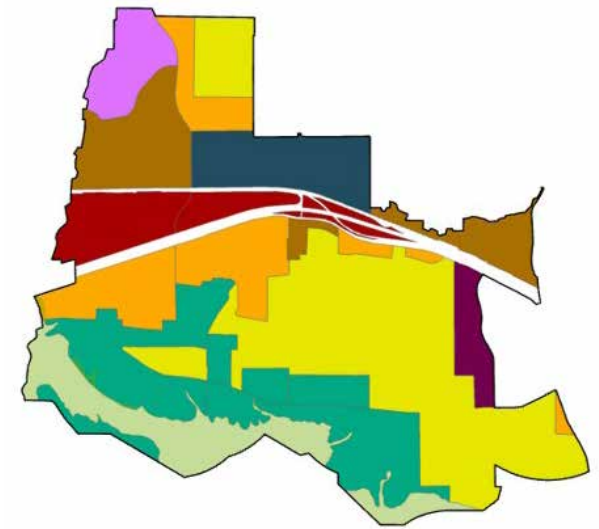
One story with additional stories to be potentially approved with a sight visibility study to address relationship of the site to the runway and any safety considerations



# CHARACTER FRAMEWORK

## MIXED-USE DESIGNATIONS

All Character Areas in the Character Framework are mixed use, with the general exception of Existing Neighborhood, which is intended to remain residential. There are three levels of mixed-use: Neighborhood, Community, and Regional. Town Center is generally aligned with Community Mixed-use but is intended to have a unique brand and function within the community. Provided below is a listing of the general differences between each of the three main levels of mixed-use for easy comparison. Some notes may have exceptions as marked within the Plan elsewhere, but this represents a general outline of each intensity and function:



### NEIGHBORHOOD MIXED-USE

1. Maximum 3 stories with residential compatibility standards
2. Shops, restaurants, and services intended to serve the surrounding and adjacent neighborhoods
3. Customers and visitors could potentially walk or bike to the area
4. Generally when adjacent to residential



### COMMUNITY MIXED-USE

1. Maximum 4 stories; potential for up to 6 stories with additional consideration and under special circumstances
2. Similar to Town Center but more detached block forms (ex. some pad sites)
3. Customers from other side of the community would drive to visit/spend
4. Generally when not adjacent to residential or when highway-oriented but in an area with existing neighborhood considerations



### REGIONAL MIXED-USE

1. Maximum 6 stories
2. Uses with a more regional or destination draw, such as hotels, car dealerships, employment centers, etc.
3. Customers and visitors may be from outside of the community and could see the destination(s) from IH-20
4. Not adjacent to residential areas due to height/ intensity potential

# CHARACTER FRAMEWORK FUTURE NEIGHBORHOODS

The community is generally willing to have additional residential development of various types within Hudson Oaks to get additional amenities, restaurants, and shopping, but there is not a desire for multi-hundred-unit residential developments moving forward. All development should be neighborhood-scale, regardless of the total acreage of a project, the heights, or the uses. Perimeter fencing of multi-family and other development is discouraged (other than screening and buffering requirements for single family residential), and a “permeable” perimeter should be designed to be a more seamless and walkable environment with a neighborhood feel, regardless of scale.

Future development should be evaluated when adjacent to existing neighborhoods and homes to ensure that compatibility and character preservation is achieved. When non-residential development directly abuts existing residential uses, enhanced landscaping and screening requirements should apply with connections for pedestrians, bicyclists, and others as applicable. Future residential development should:

## MULTI-FAMILY POLICY:

Allow a limited amount of small and moderate, neighborhood-scale multi-family structures:

- Along key corridors (i.e. IH-20 and US 180);
- Integrated into commercial land uses on the second stories of mixed-use developments;
- Within Master Planned Communities as part of a diverse array of housing choices; and
- Townhomes, multiplexes, mixed-use, build-to-rent, and/or live-work buildings.

- ✓ Be compatible in terms of noise, light, and intensity to existing neighborhoods;
- ✓ Provide proactive community events and engagement that have identifiable and frequent traditions;
- ✓ Include new parks, plazas, trails, and open space in central and useable areas;
- ✓ Preserve and enhance natural features, while also providing new scenic areas and wildlife habitats that prevent drainage/stormwater problems and contribute to a green setting in Hudson Oaks;
- ✓ Provide a mixture of uses and housing types;
- ✓ Mitigate traffic impacts by providing innovative and bold mobility and connectivity; and
- ✓ Safely and pleasantly connect pedestrians and cyclists safely to and from nearby destinations.

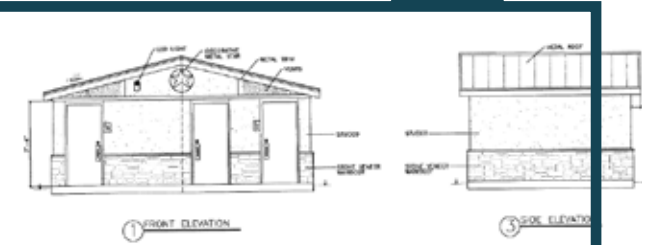
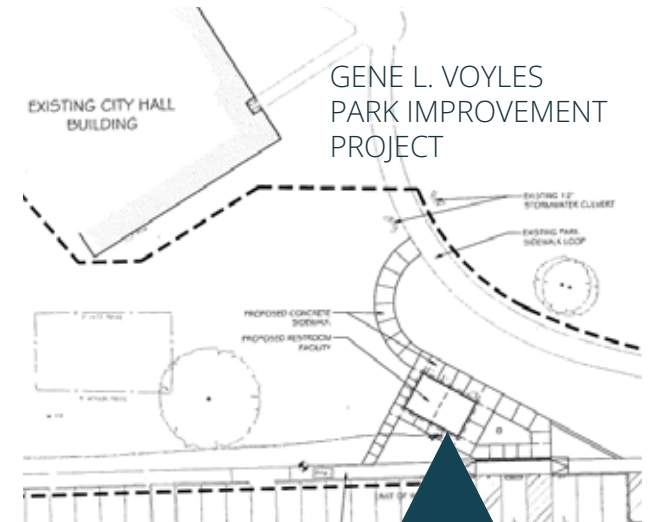
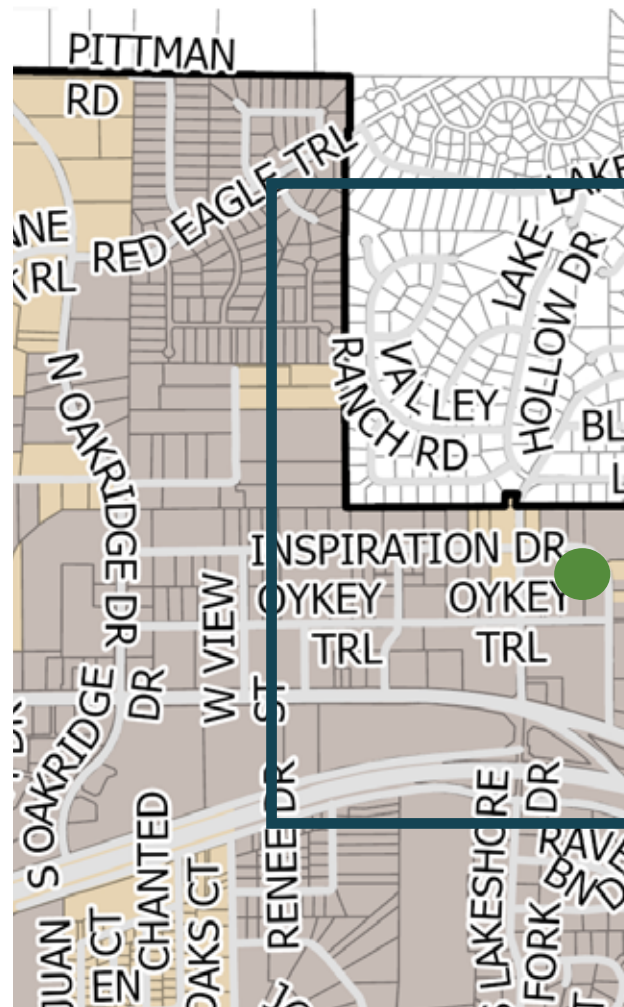
# PARKS & GATHERING



## LAND USE & PLACEMAKING

Hudson Oaks has one park, Gene L. Voyles Park, which is adjacent to City Hall, north of IH-20. The community wants more walkability and bikeability, parks, and gathering spaces and places high priority on expanding and enhancing these features within the city. Residents expressed interest in increasing the number of community events and the construction of additional parks and trails, although funding is limited to do so. A common feedback-related request was for additional parks to be constructed south of IH-20 and also for a playground to be installed at the existing park and in future ones.

Improvements are slated for Gene L. Voyles Park to receive a new public restroom building, an associated pathway to connect to the existing Park's trail system, and a playground (partially pictured to the right).



# PARKS & GATHERING



## LAND USE & PLACEMAKING



New growth and development/ redevelopment contributes to the Parks & Recreation System, as well as placemaking

### POLICY

Incentivize new development and redevelopment to contribute to the creation of new parks and expansion of existing parks through parkland dedication requirements and payments-in-lieu-of parkland dedication for both residential and non-residential uses.

Scenic areas, valuable natural habitats, existing trees, and floodplain are preserved and enhanced



### POLICY

Incorporate natural features into parks and trails to be as “green” as possible, including areas along creeks and within floodplain, to activate scenic value and provide connectivity and sense of community to surrounding areas.



Gene L. Voyles Park is improved with public restroom and playground

### POLICY

Expand Gene L. Voyles Park with planned improvements to become central location for all city-led community events and entertainment, including summer concerts, festivals, and farmers markets.

Two new public access parks, and potentially a sports complex, are added south of I-20 through public-private partnerships



### POLICY

Incentivize public-private partnerships for the creation of new parks. As development comes to Hudson Oaks, it will be important to seek out these opportunities to meet the desires of the community.



Parks, gathering spaces, and other destinations are connected by safe and pleasant trails and pathways

### POLICY

Prioritize safety with parks, gathering spaces, and other destinations by including improved lighting and thoughtful design of trails and pathways to ensure that the community can enjoy these features with peace of mind.

# VIBRANCY & ACTIVATIONS



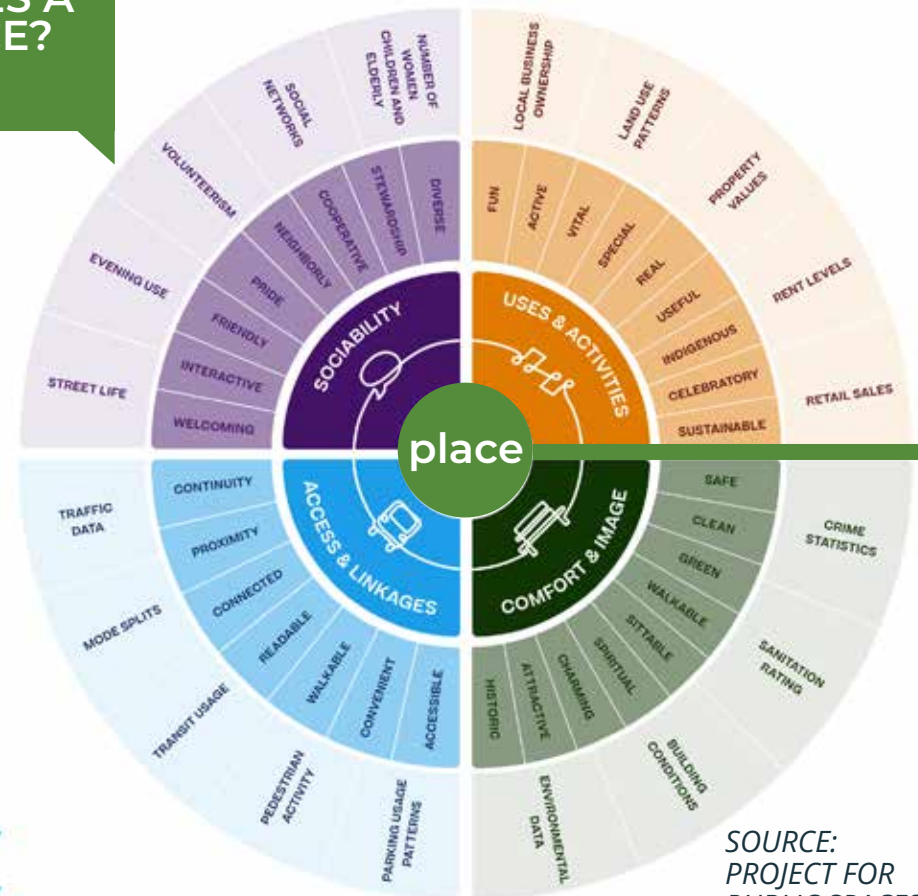
LAND USE & PLACEMAKING

“Great public spaces are those places where celebrations are held, social and economic exchanges occur, friends run into each other, and cultures mix. They are the “front porches” of our public institutions – libraries, field houses, schools – where we interact with each other and government. When these spaces work well, they serve as the stage for our public lives.

*What makes some places succeed while others fail?* In evaluating thousands of public spaces around the world, PPS has found that to be successful, they generally share the following four qualities: they are **accessible**; people are engaged in **activities** there; the space is **comfortable** and has a good image; and finally, it is a **sociable** place: one where people meet each other and take people when they come to visit. PPS developed **The Place Diagram** [to the right] as a tool to help people in judging any place, good or bad.”

Source: <https://www.pps.org/article/grplacefeat>

## WHAT MAKES A GREAT PLACE?



SOURCE:  
PROJECT FOR  
PUBLIC SPACES

# VIBRANCY & ACTIVATIONS



LAND USE & PLACEMAKING

Provided below are four Policies to utilize when considering priorities and improvements within the city to create special places, preserve existing ones, and to improve places that need a bit something extra. These policies, coupled with the Plan’s other Policies and Actions, will result in vibrant destinations and citywide activity to achieve the Vision:



Sociability

POLICY

Foster vibrancy and community bonds by attracting and creating evening uses, street life, innovative development types, and neighborhood programming.

Uses & Activities



POLICY

Create and encourage authentic and fun public and private development, redevelopment, and amenities that are special and sustainable.



Comfort & Image

POLICY

Communicate the polished and high quality brand of Hudson Oaks through safe, green, and attractive design and programming.

Access & Linkages



POLICY

Prioritize connecting destinations and housing with well-designed, safe, and attractive choices in walking, biking, car, transit, and other travel modes.

## STRATEGY 3.1

### CHARACTER FRAMEWORK

#### **Action 3.1.1.**

- Create and process rezoning of properties that are inconsistent with the Character Framework.

#### **Action 3.1.2.**

- Create and process Code of Ordinances amendments to update zoning districts to be consistent with the Character Framework and overall Vision for Hudson Oaks.

#### **Action 3.1.3.**

- Revise the Code of Ordinances to require redevelopment and infill development projects to mitigate traffic impacts.

#### **Action 3.1.4.**

- Revise the Code of Ordinances to allow and encourage diverse housing types, to include some form-based and design-focused standards that produce high quality design and variety.

## STRATEGY 3.2

### MOBILITY INTEGRATION

#### **Action 3.2.1.**

- Create and process Code of Ordinances amendments to implement the Mobility Framework and provide modern street design consistent with Functional Classifications and the overall Vision for Hudson Oaks.

#### **Action 3.2.2.**

- Prioritize improvements of the trail network and for sidewalks to provide additional walkability and bikeability within Hudson Oaks.



**Action 3.3.1.**

- Work with private property owners to attain and develop additional parks and recreation amenities south of IH-20.

**Action 3.3.2.**

- Create and adopt revisions to the Code of Ordinances to require the Vision for the Town Center through Zoning and applicable subdivision regulations.

**Action 3.3.3.**

- Evaluate alcohol-related uses to potentially pursue regulations consistent with an entertainment-type district and alcohol-related uses that the city does not currently have.

**Action 3.4.1.**

- Construct Inspiration Drive to encourage Town Center growth and development.

**Action 3.4.2.**

- Evaluate potential partnerships, through a Call for Programming, at Gene L. Voyles Park by private and/or non-profit individuals and groups.

## STRATEGY 3.3

### *PARKS AND GATHERING*

## STRATEGY 3.4

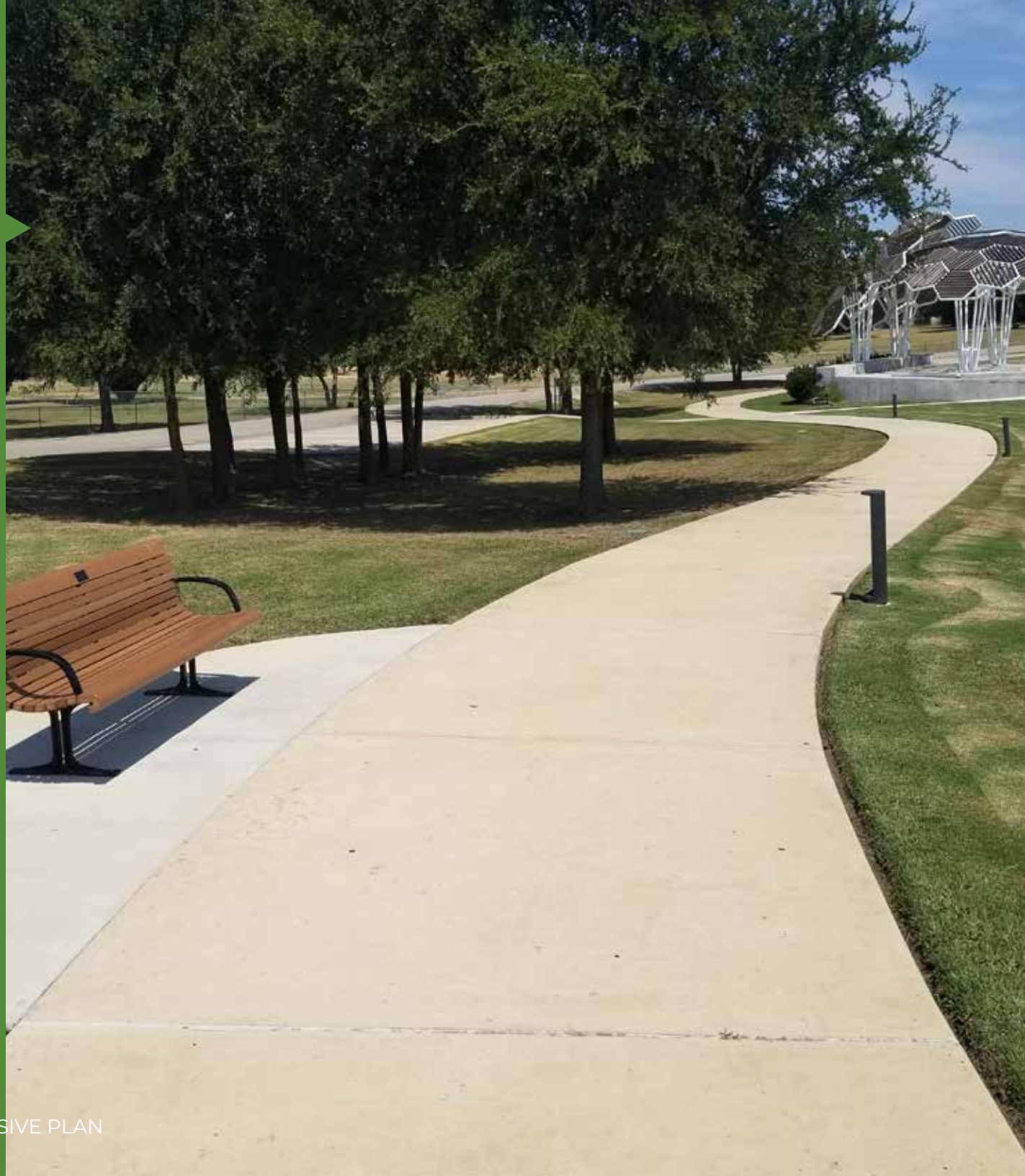
### *VIBRANCY & ACTIVATIONS*

# MOBILITY & CONNECTIVITY

## DESIGN SYSTEM PRINCIPLES:

- CHARACTER- & FUNCTION-BASED FUTURE LAND USE
- EXISTING NEIGHBORHOOD PROTECTION
- GROWTH MANAGEMENT
- ECONOMIC PROSPERITY

*SEE PAGE 60 FOR DETAILS*



# MOBILITY & CONNECTIVITY

## FOUR STRATEGIES:



### GATEWAYS & MONUMENTS

Making a statement with the identity and brand of Hudson Oaks at key entries and areas within the city can not only remind people they are in Hudson Oaks but can also help distinguish it from its neighbors



### MOBILITY FRAMEWORK

A modernized Master Thoroughfare Plan that provides Functional Classifications to guide future transportation and connectivity by focusing on street and pathway design, function, connections, and access.



### FUNCTIONALITY IMPROVEMENTS

Summary of identified mobility and connectivity challenges and potential solutions for the City and partners to pursue in solving them



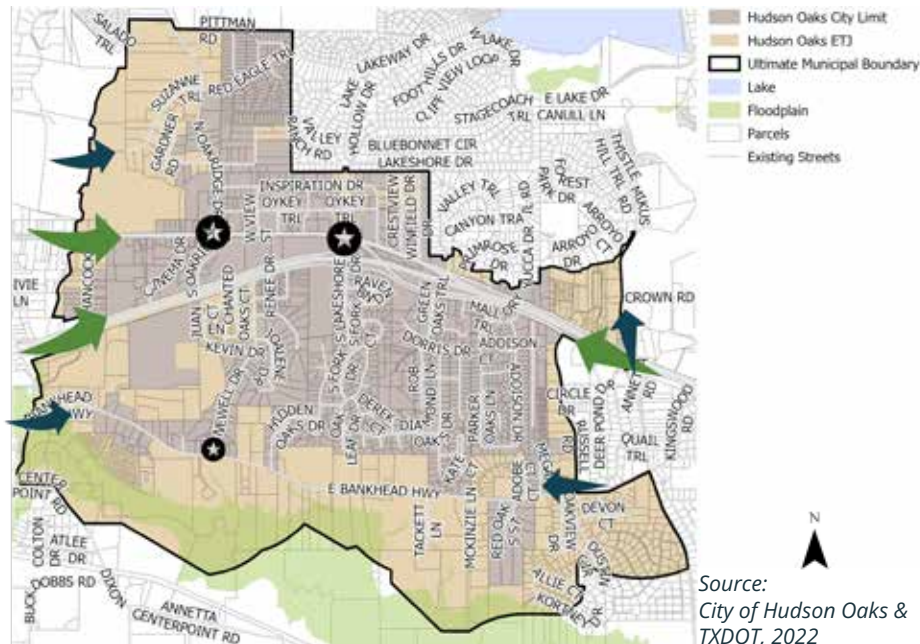
### STREETS & PATHWAYS DESIGN

A four-pronged approach to improving traffic, providing travel choice, and well-designed development, redevelopment, and neighborhood enhancements

# GATEWAYS & MONUMENTS

## MOBILITY & CONNECTIVITY

Hudson Oaks can utilize its high quality brand to visually communicate to people that they have arrived in Hudson Oaks (both residents and visitors alike). Major gateway opportunities are shown below in green, minor gateway opportunities in blue, and monuments or branding stations are shown in black. Gateways and monuments are great ways to show the character of Hudson Oaks and also welcome people to the city and can fit into the wayfinding project already underway in Hudson Oaks. Wayfinding and signage helps residents and visitors find their way and to be exposed to the City's consistent and exciting brand.



Source: Google Street View

An aerial photograph of a city street grid is shown in a dark, muted color palette. A prominent multi-lane highway or expressway runs diagonally across the center of the image. A solid green horizontal bar is positioned across the lower half of the page, serving as a background for the title and subtitle.

# MOBILITY FRAMEWORK

---

A GUIDE TO CONNECTIONS, ROADS, INTERSECTIONS, & PATHWAYS

# MOBILITY FRAMEWORK



## PURPOSE & USAGE

The Mobility Framework is another vital tool within the Comprehensive Plan, and the second of two main components of the Design Framework, in addition to the Character Framework. The “map” and Functional Classifications comprise the Master Thoroughfare Plan “MTP” and was created utilizing community feedback relating to traffic and mobility, analyzing existing conditions, and implementing planning best practices to create a framework for Transportation and Mobility within the City of Hudson Oaks, and ultimately guide the city in future decision-making. Just like the Character Framework, the following three components are relevant to the Mobility Framework:



### EVALUATE PROPOSED DEVELOPMENT & REDEVELOPMENT

When new development or redevelopment is proposed within Hudson Oaks, the Mobility Framework should be utilized to evaluate the consistency of what is proposed with what the Community would like to see in the future. The subject property’s planned roadways should be used as a guidepost to complement other components of the Comprehensive Plan, such as the Character Framework, Vision Statement, etc.



### UTILIZE AS AN ECONOMIC DEVELOPMENT TOOL

It is helpful to articulate what Hudson Oaks would like to see in each area of the city for many reasons, but especially for economic development. This Comprehensive Plan illustrates desired development and function in each area of the city, which can assist the development community, potential retailers and restaurants, and others help the Vision become a reality.



### COMMUNICATE THE VISION AND EXPECTATIONS TO THE COMMUNITY

Communicating the Vision graphically and with supporting text sets expectations within all facets of the Community-- from residents to businesses to developers and more. The Mobility Framework sets those expectations in terms of connectivity, design, and improvement of the roadway and trail networks.



## THIS MTP VS PREVIOUS 2012 MTP

# MASTER THOROUGHFARE PLAN



## MTP CHANGE HIGHLIGHTS

### Sampling of Classification Changes

- East Bankhead Highway (Parker County Roadway) downgraded from six-lane divided Interstate Arterial to three-lane Minor Arterial to protect rural/country feel and align with lowest classification planned for Parker County
- Adjusted multiple Collectors to Minor Arterials
- Upgraded Future East Loop (Parker County Roadway) from four-lane divided Arterial to Highway to be consistent with County design intentions
- Downgraded Fort Worth Highway (TxDOT Roadway) from six-lane divided Interstate Arterial to four-lane divided Major Arterial to accommodate new sidewalks, bikeways, and streetscape
- Upgraded Oakridge Drive from two-lane undivided Collector to three-lane Minor Arterial to provide enhanced safety, aesthetics, and functionality
- Designated Mikus Road a four-lane divided Major Arterial to clarify functionality, role, and ultimate design

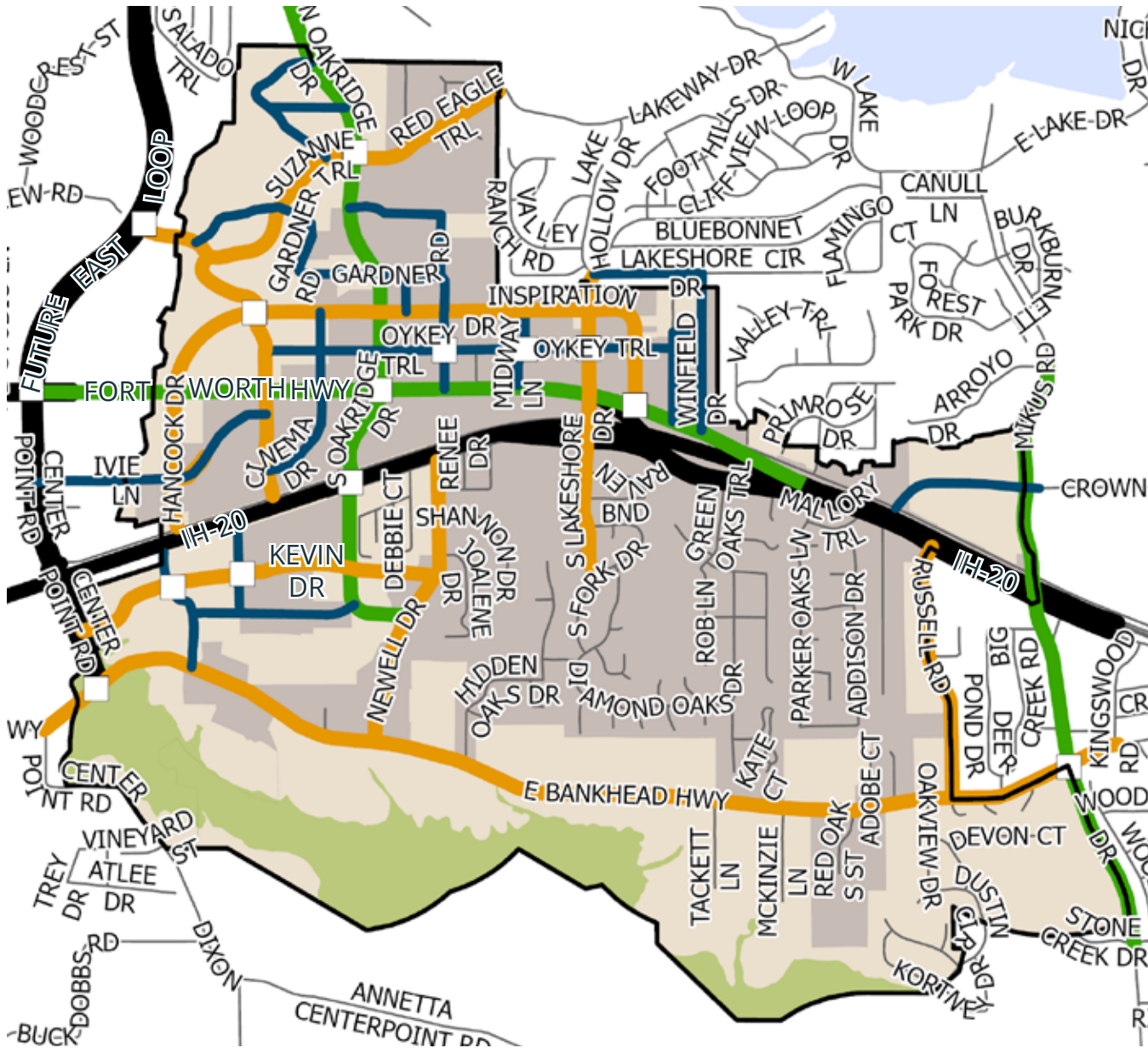
### New Proposed Thoroughfares

- Added multiple new thoroughfares in the northwest sector of the Planning Area
- Added multiple new Collector thoroughfares to improve connectivity and traffic
- Added Newell Drive to proposed roadway network as a three-lane Minor Arterial

### Enhancements & Adjustments

- Removed Oakridge Drive extension connecting to East Bankhead through existing estate residential lots
- Adjusted east-west thoroughfare south of IH-20 to align with Kevin Drive instead of going through existing residential development
- Although Dorris Drive is proposed to extend as previously planned for, it is a Local Street and is therefore not shown in color on the MTP
- Added Special Consideration Intersections to identify initial intersection gateways, roundabouts, or other special design needs due to intersection role or safety opportunities

# MAP 10. MASTER THOROUGHFARE PLAN (“MTP”)



- Ultimate Municipal Boundary
- Hudson Oaks City Limit
- Hudson Oaks ETJ
- Lake
- Floodplain
- Highway
- Major Arterial
- Minor Arterial
- Collector
- Local Street
- Special Consideration Intersection

*Note: Roadway alignments shown are preliminary and for planning purposes only. Actual roadway system alignments shall conform to AASHTO, TxDOT, and City engineering criteria. Roadway alignments will be reviewed and determined at the time of development.*

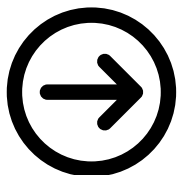
Source:  
City of Hudson Oaks &  
Peloton Land Solutions, 2022



# MTP FUNCTIONAL CLASSIFICATIONS

Functional Classifications are groupings of roadway types based on the intended service that they provide. The purpose for classifying roadway types is to identify the role in which they will play in providing service to the mobility network within Hudson Oaks, whether for vehicles, pedestrians, or cyclists.

In every trip there is generally three distinct elements: the main movement, distribution and collection, and access. These three elements translate directly into the Functional Classifications used in the Master Thoroughfare Plan (MTP). By implementing modern and safe design as recommended in the strategies on the previous page, Hudson Oaks' priorities of Economic Development, Character Preservation, and Events and Entertainment can be realized through provision of additional connections, enhanced design, and the necessary funding to design, construct, and maintain new and existing improvements.



**HIGHWAY**  
300'-550' R.O.W.  
NUMBER OF LANES VARIES



**MAJOR ARTERIAL**  
100' R.O.W.  
4 LANES DIVIDED



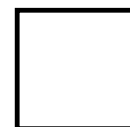
**MINOR ARTERIAL**  
75'-80' R.O.W.  
2-3 LANES DIVIDED



**COLLECTOR**  
60' R.O.W.  
2 LANES UNDIVIDED



**LOCAL STREET**  
50'-60' R.O.W.  
2 LANES UNDIVIDED



**SPECIAL CONSIDERATION INTERSECTION (SCI)**  
*Roundabouts, gateway monumentation, and/or public art for enhanced design*

# MTP: HIGHWAY

## FUNCTIONALITY

Interstate 20 and Future East Loop

6-8-Lane, Divided, 300-550-foot Right-of-Way

Highways are regional connectors that provide the largest amount of movement through cities and to nearby destinations.

Highways vary in number of lanes and improvements, such as the construction of additional lanes, must undergo various studies to warrant the need for additional design and expansion.

### IH-20 CORRIDOR STUDY

### EXISTING IH-20



### FUTURE IH-20



*The IH-20 Texas Corridor Study, conducted by TxDOT's Freight, Trade, and Connectivity Section of the Transportation Planning and Programming Division, will identify multimodal needs and prioritize improvements that facilitate the movement of people and goods from east to west Texas. The study area spans along IH-20 from the I-10 junction in Reeves County to the Texas/Louisiana state line, a distance of 635 miles. IH-20 is one of the primary east-west travel routes in Texas. The corridor is used for travel, trade and as a primary evacuation route from I-635 to the Texas/Louisiana state border in case of an emergency. The IH-20 Corridor Study is critical to maintaining both a regional and national transportation system that is safe, efficient, and responsive to future growth.*

EXISTING OAKRIDGE DRIVE



# MTP: MAJOR ARTERIAL



## FUNCTIONALITY

Fort Worth Drive, Oakridge Drive, and Mikus Road

4-Lane, Divided, 100-foot Right-of-Way

### MAJOR ARTERIAL CONCEPTUAL RENDERING MEDIAN VIEW



Major Arterials are responsible for moving the largest amounts of traffic across the city.

Major Arterials will have two travel lanes in each direction, a landscaped median, and where applicable, will contain dedicated left turn-lanes to accommodate turning movements. These roadways will also include off-street bike lanes on each side, and sidewalks/trails with pedestrian-scale lighting and shade trees.

### MAJOR ARTERIAL CONCEPTUAL RENDERING TURN-LANE VIEW



Intersections with Major Arterials will be extensively evaluated to ensure safe and functional design, especially due to the large volume of traffic interacting through each.

# MTP: MINOR ARTERIAL

## FUNCTIONALITY

Kevin Drive, Newell Drive, Inspiration Drive, Lakeshore Drive, Hudson Oaks Drive, and Bankhead Highway

2-3-Lane, Divided, 75-80-foot Right-of-Way

Typically designed to move traffic across neighborhoods and to destinations, but expected to carry less traffic than Major Arterials.

Minor Arterials should consist of two lanes, a landscaped median with left turn lane.

Each side of these roadways should accommodate other modes of transportation by including on-street buffered bike lanes or shoulders and sidewalks or trails with pedestrian-scaled elements.



**MINOR ARTERIAL CONCEPTUAL RENDERING  
MEDIAN VIEW**



**MINOR ARTERIAL CONCEPTUAL RENDERING  
TURN-LANE VIEW**



# MTP: COLLECTOR



## FUNCTIONALITY

### COLLECTOR CONCEPTUAL RENDERING



Cinema Drive, Oakey Trail, Gardner Road, Ivie Lane, Crown Road, & Midway Lane

2-Lane, Undivided, 60-foot Right-of-Way

Collectors are used primarily for collecting traffic from residential and neighboring areas, and have lower speed limits than arterial road-types.

Collector roadways should consist of two lanes with buffered bike lanes or shoulders and sidewalks or trails on each side.

These roadways provide additional opportunity for improved streetscape design due to the frequency of utilization within urban, walkable areas such as town centers and activity hubs.

# MTP: SPECIAL CONSIDERATION INTERSECTIONS



## FUNCTIONALITY

Special Consideration Intersections (SCIs) are areas identified within Hudson Oaks to have unique need for additional design and mitigation methods to address traffic and safety concerns.

SCIs will receive special or enhanced design consideration in relation to pedestrian, cyclist, and vehicular environment and movement. These intersections are a vital component to placemaking, wayfinding, and improving safety within the city.

Special or enhanced design may include roundabouts, overpasses, additional crosswalk configurations, gateway monumentation, and/or public art to improve functionality.



Source: NACTO



# SPOTLIGHT ON ROUNDABOUTS

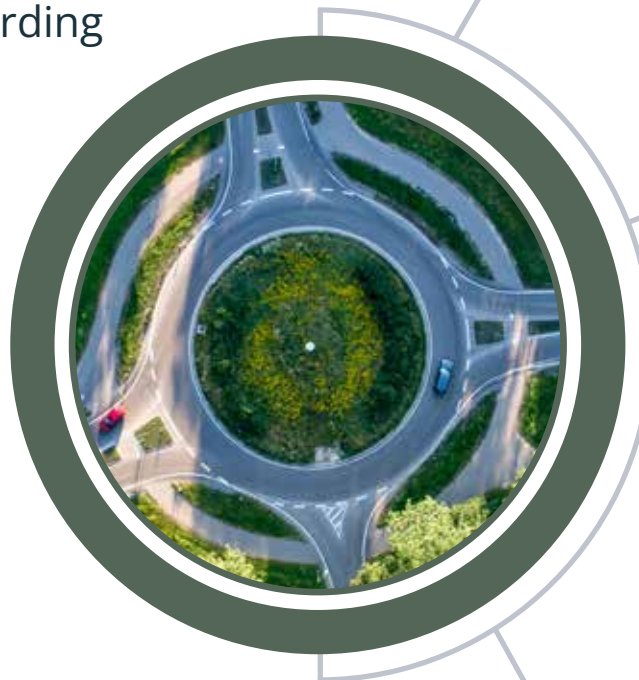


## FUNCTIONALITY

Community feedback regarding traffic and safety led to evaluation of additional roundabouts in Hudson Oaks.

At Community Forum 2, participants were able to get many questions answered about roundabouts and learn of the potential efficiencies and safety improvements.

Potential roundabout locations were identified, and the benefits of well-designed roundabouts were desired by participants.



## SAFE

The Federal Highway Administration (FHWA) reports roundabouts reduce injury and fatal crashes by up to 82% compared to conventional intersections.



## EFFICIENT

The FHWA reports that roundabouts are more efficient, stating that even while calming traffic, they can reduce delay and queuing when compared to other intersection alternatives.



## BEAUTIFUL

Roundabouts provide more opportunities for beautification than other intersection options through the use of landscaping, monumentation, and other design elements.



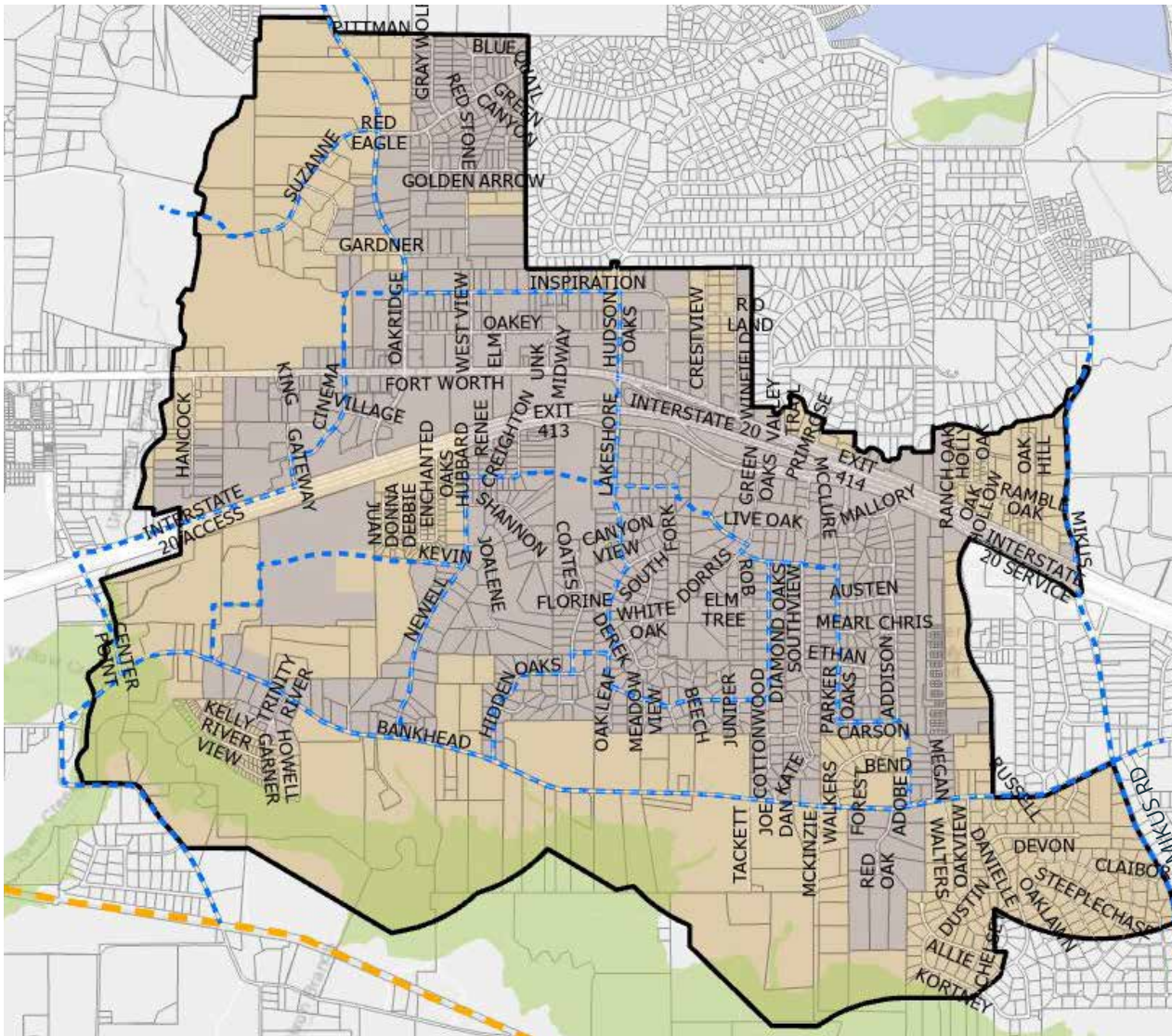
## LESS EMISSIONS

According to FHWA analyses, simulation models determined that roundabouts experienced lower emissions due to less stop-and-go traffic patterns.

# MAP 11. TRAILS MASTER PLAN



## MOBILITY FRAMEWORK



- Hudson Oaks City Limit
- Hudson Oaks ETJ
- Ultimate Municipal Boundary
- Lake
- Floodplain
- NCTCOG Veloweb
- Multi-modal Trail



Source:  
 City of Hudson Oaks, Parker County,  
 NCTCOG, & Peloton Land Solutions, 2022



# TRAILS MASTER PLAN



## MOBILITY FRAMEWORK

Trails are traditionally planned as part of a Parks and Recreation Master Plan, but in 2017, the City adopted a Trails Master Plan containing the elements generally depicted on the updated Trails Master Plan on the prior page. The only adjustment from the 2017 Trails Master Plan is the placement of the Bankhead Trail along the Highway instead of in the Creek’s floodplain. The alignments are all conceptual so the Bankhead Trail could still go along the floodplain should associated alignment be coordinated.



### ALIGNMENTS

*Alignments should be enhance and showcase natural systems in and around Hudson Oaks by utilizing undevelopable open space, easements, and adjacent rights-of-way when applicable.*



### TRAILHEADS & OFF-SPOTS

*By providing adequately spaced trailheads and off-spots, connectivity can be improved within Hudson Oaks and its neighborhoods. Users are more likely to utilize trails if there are more access points throughout the system.*



### DESTINATIONS & CONNECTIONS

*By creating additional connections throughout the city by way of the trail system, Hudson Oaks can work towards its multi-modal and walkability goals and allow residents additional ways of accessing destinations within the city.*

# FUNCTIONALITY IMPROVEMENTS



## KEY HIGHLIGHTS



### Dorris Drive

- A planned connection since at least 2012, this small segment of roadway will connect Parker Oaks and Diamond Oaks for safety and mobility between the residential areas south of IH-20.



### Cinema & Inspiration

- Extensions of existing Cinema Drive and Inspiration Drive that will connect to IH-20 for additional development frontage and better connectivity.



### Bankhead Highway

- A Parker County roadway that connects East Bankhead Drive in Weatherford to south side of IH-20's frontage. Connection of the existing Bankhead Drive in Hudson Oaks, which currently terminates at the south side of IH-20's frontage, is being considered for extension/realignment to the east to connect with East Bankhead Highway in Aledo, which would provide a full east-west alternative to IH-20 through Hudson Oaks.

# FUNCTIONALITY IMPROVEMENTS



## KEY HIGHLIGHTS



### East Loop

- An approximate 300-foot, four-lane highway being constructed by Parker County within the next five to seven years that will go northward from existing Centerpoint Road, then west to connect to Ric Williamson Memorial Highway and FM 51 in and near Weatherford.



### IH-20

- A 350-550-foot, four- to six-lane highway that connects Hudson Oaks to points east, points west, and beyond. TxDOT anticipates making a multitude of improvements within and near the IH-20 right-of-way over the plan horizon of 15 to 20 years after hiring a consultant to initiate a Corridor Study likely in 2023. One such improvement, requested by Hudson Oaks and some within the community, is an Oakridge Overpass to provide additional north-south connectivity.



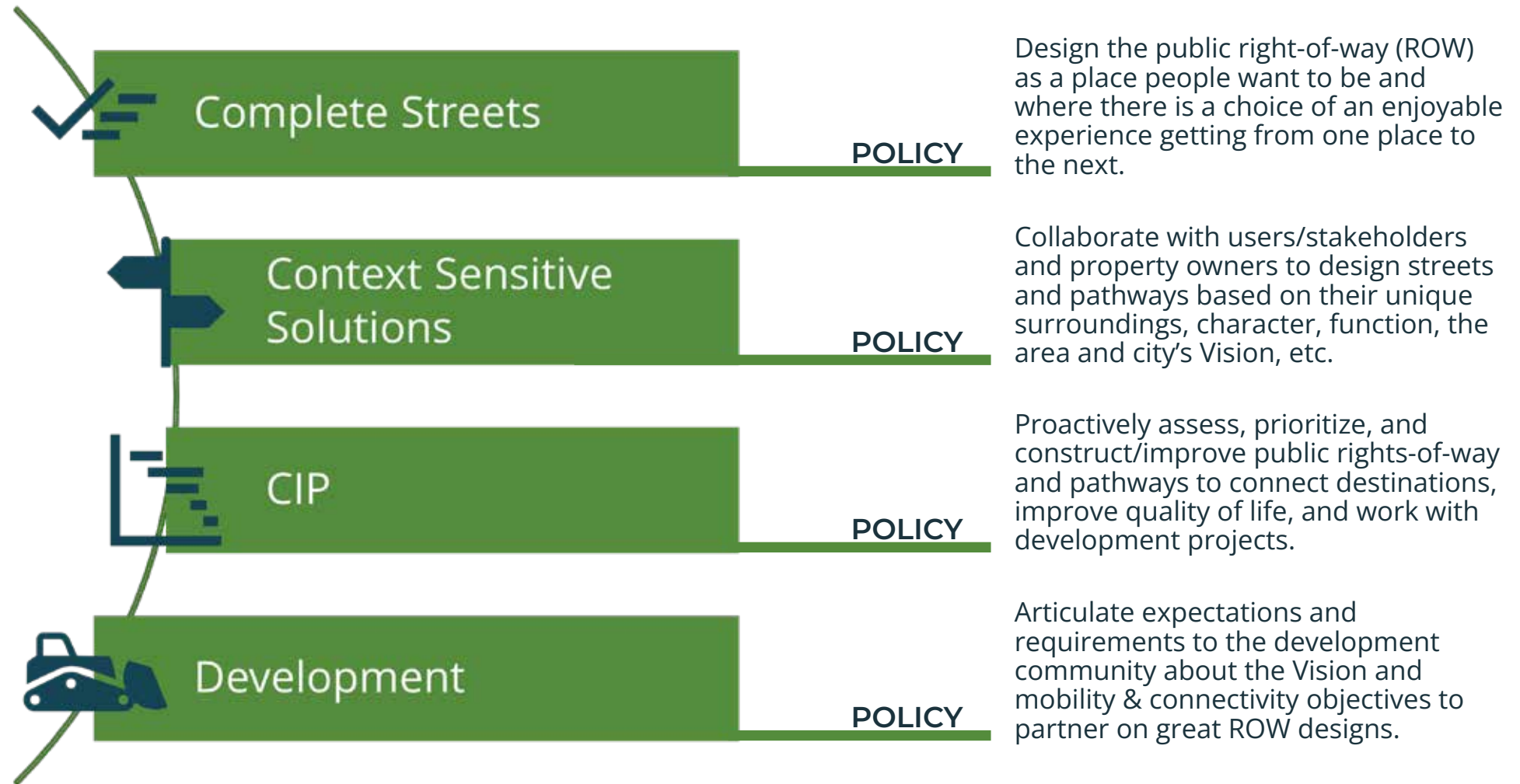
### HEB Access

- Turning movements and street features coming from HEB Supermarket out of its westernmost southern access points, onto the IH-20 Frontage Roads, have been noted as safety and traffic efficiency concerns. Conversations between the City and TxDOT have yielded potential solutions, the most promising of which would be closing the westernmost southern access point permanently and utilizing the easternmost southern access point and the one off of Hudson Oaks Drive as the primary entries and exits.

# STREETS & PATHWAYS DESIGN



## 4-PRONGED APPROACH



# STREETS & PATHWAYS DESIGN



## COMPLETE STREETS

Complete Streets is a concept that was created to provide synergy between policy, people, and places. This concept aims to establish streets as places within the public realm. The Complete Streets Process can help cities prioritize funding for projects that follow the Complete Streets guidelines and lead to an outcome that is both functional and beautiful.

*Per the National Association of Transportation Officials (NACTO), “Complete streets are designed and operated to enable safe access for all users. pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.”*

Cities typically have their own street design manual, and many that are used today are based on the principle that a street’s primary function is to convey vehicular traffic from point a to point b. The result of this has led to the design and construction process for streets and roadways becoming purely auto-centric with priority placed on traffic movement and high speeds, and losing the pedestrian-scale elements that make cities inviting, connected, and beautiful.

NACTO’s design process for Complete Streets provides in-depth details and principles for improving connectivity and multi-modal inclusivity within communities, and can be implemented into Hudson Oaks’ own design and requirements that will usher in the new age of connectivity and mobility, and walkability within the city.



### NACTO COMPLETE STREETS DESIGN PROCESS

#### Evaluation

- Evaluate Existing Conditions
- Evaluate Planned Conditions
- Evaluate Design Objectives

#### Design

- Design Definition
- Design Alternatives
- Design Tradeoffs

## STREETS & PATHWAYS DESIGN



### CONTEXT SENSITIVE SOLUTIONS (CSS)

Context Sensitive Solutions (CSS) is the practice of transportation design that is inclusive to all users and modes of transportation to meet the needs of community. CSS is a collaborative process that involves stakeholders at all levels to design streets that fit into the character of the area while promoting and maintaining safety and mobility. This practice works on the basis that street elements should complement the context of surrounding development in order to create a “roadway experience,” thus leading to a roadway taking on certain characteristics of an overall area to support and be compatible with adjacent uses. The CSS design process is similar the typical thoroughfare design process with automobile traffic being considered with traffic counts, traffic demand, and level of service. The difference is that in addition to vehicular traffic, additional elements, like pedestrian traffic, built environment, and land use, are also considered and incorporated into the ultimate design.

The most notable publication and guidebook for CSS is *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* published by the Institute of Transportation Engineers (ITE). This publication includes information on balancing the transportation needs of the community with adjacent land uses. In particular, the CSS approach recommends designing thoroughfares based upon:

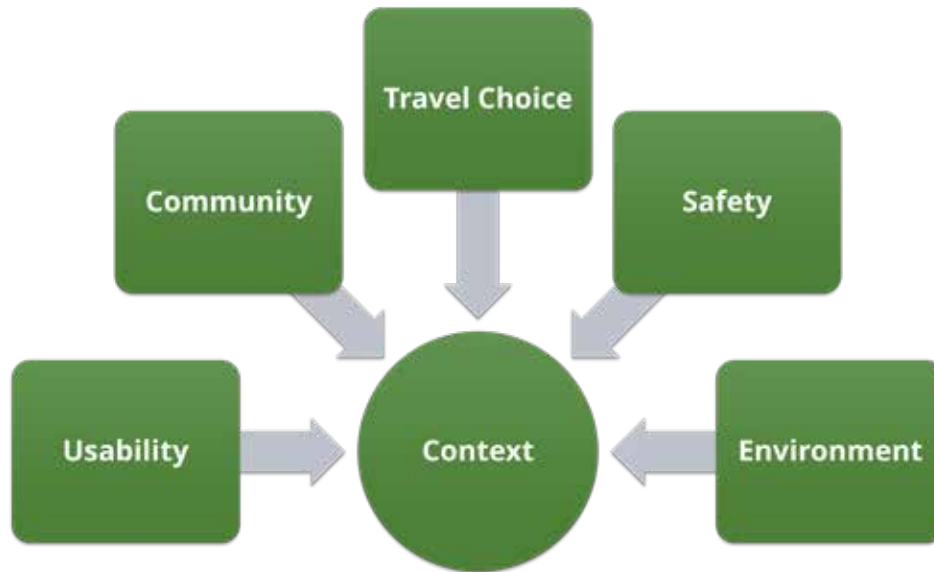
- Community Objectives
- Usability
- Travel Choice
- Safety
- Environment



# STREETS & PATHWAYS DESIGN



## CONTEXT SENSITIVE SOLUTIONS (CSS)



In order to design accordingly, decision makers must understand the key relationship between transportation and land use, particularly the flexibility that may be needed in roadway design in order to accommodate a thoroughfare to changing urban form within the community.

Understanding key community objectives for land use within the community is also important in order to ensure that public infrastructure investments are in line with ultimate land use objectives.



## STRATEGY 3.5

### MOBILITY & CONNECTIVITY

#### **Action 3.5.1.**

- Revise the Code of Ordinances to require new development to mitigate traffic impacts.

#### **Action 3.5.2.**

- Revise the Code of Ordinances to require development and redevelopment to mitigate traffic impacts through standards such as a Traffic Impact Analysis and associated improvements.

#### **Action 3.5.3.**

- Explore options for funding Master Thoroughfare Plan (MTP) projects, including grants, bonds, and partnerships with TXDOT and NCTCOG.

#### **Action 3.5.4.**

- Discuss and evaluate potential improvements, as described within this chapter, to implement traffic and safety enhancements near HEB and Greystar Mixed-use.

#### **Action 3.5.5.**

- Coordinate and participate in discussions and partnerships to continue eastward expansion of Bankhead Highway until connection is complete.



**Action 3.5.6.**

- Create and adopt modern and advanced Capital Improvements Plan standards and procedures.

**Action 3.5.7.**

- Create and adopt procedures relating to utilization of an updated and maintained GIS to inform future Capital Improvements Plan priorities.

**Action 3.5.8.**

- Create and adopt modern and advanced Capital Improvements Plan policy to fund and construct Master Thoroughfare Plan roadways as applicable for connectivity and to catalyze development.

**Action 3.5.9.**

- Discuss and evaluate potential partnerships with County, TxDOT, or neighboring cities for road improvements on roads that are shared, such as Oakridge.

**Action 3.5.10.**

- Conduct a pavement and ADA assessment to assess road conditions and walkability in the city and schedule repairs and maintenance in future budgets.

**Action 3.5.11.**

- Evaluate and Update City's Traffic Engineering Design Standards and Policy Guidelines to improve connectivity and multi-modal inclusivity by using NACTO's design process principles.

**STRATEGY 3.5**  
**MOBILITY &**  
**CONNECTIVITY**



This chapter discusses utilities. The intro will be enhanced.



## COMMUNITY FEEDBACK

Summary of feedback and input relating to utilities and infrastructure as received from the community during the Engagement Process



## CONTEXT

Existing conditions for water, sanitary sewer, stormwater infrastructure, and fiber internet within Hudson Oaks



## VISION

The future of utilities and resources in Hudson Oaks



## STRATEGIES & ACTIONS

Actionable strategies relating to utilities that Hudson Oaks can utilize and prioritize to make its Vision into reality

# COMMUNITY FEEDBACK



## UTILITIES

### WATER, SEWER, DRAINAGE & INTERNET A TOP 3 FUNDING PRIORITY

Hudson Oaks Has Choices was an activity used during Community Forum #2 that provided quick facts on revenue generation. After selecting the desired level of development within Hudson Oaks, respondents were allocated coins based on selection in step one.

Respondents used coins to fund spending priorities, resulting with water, sewer, drainage, and internet being the third funding priority within the community, with one coin vote difference behind the second funding priority of Parks and Recreation.

In the 2020 Community Survey, the top weakness identified in the was existing infrastructure (including drainage and roads). Respondents expressed general dissatisfaction with utilities, roads, traffic, sidewalks, trails, cost and supply of water, and the lack of a city-wide sewer system, and others stated specific issues to resolve in their neighborhood.

Regarding satisfaction with infrastructure related items within the City, survey respondents were most satisfied with “Essential Utility Services (Water/Sewer) for Daily Living.” Despite the high level of satisfaction across all categories, write-in comments listed infrastructure as an area of concern and in need of improvement, especially relating to roads and drainage.



# UTILITIES CONTEXT



CCNS

A Certificate of Convenience and Necessity (CCN) grants the right to provide retail water or sanitary sewer utility service to a defined geographical area. Districts and Municipalities are not required to have CCNs, but often choose to obtain them to protect their service area from encroachment.

## WATER CCN:

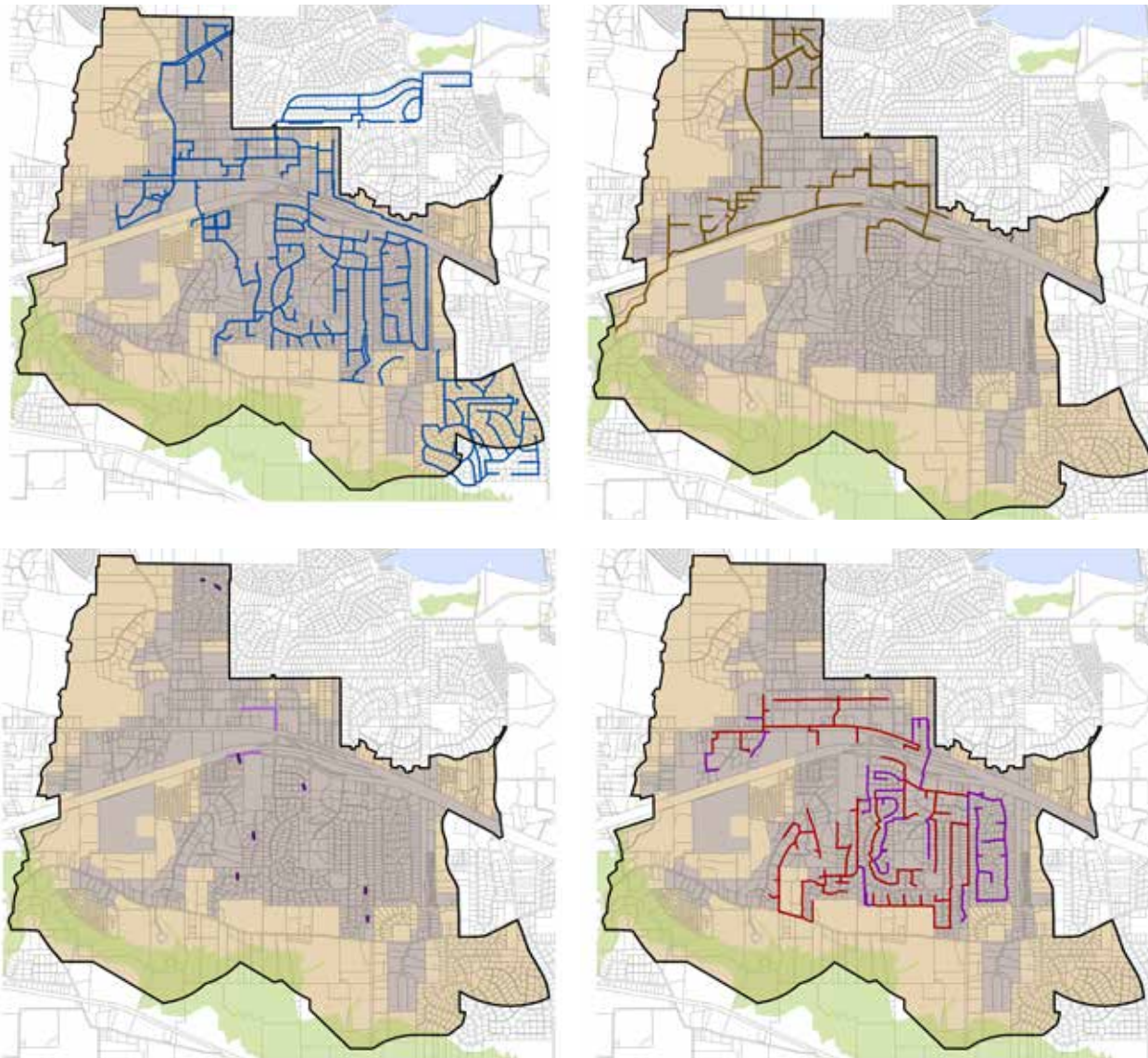
Hudson Oaks' Water Certificate of Convenience and Necessity (CCN) is a Bounded Service Area per the PUC and encompasses an area of approximately 7 square-miles. Hudson Oaks' service area is generally contained within the City's Ultimate Municipal Boundary (UMB) with the exclusion of a portion extending into the Crown Valley Subdivision within Weatherford's city limits. The City's CCN borders Willow Park's CCN to the east, Weatherford's CCN to the West, and uses the stream centerline of Dixon Branch as its ultimate southern boundary.

## SANITARY SEWER CCN:

**HUDSON OAKS' SANITARY SEWER CERTIFICATE OF CONVENIENCE AND NECESSITY (CCN) IS A BOUNDED SERVICE AREA PER THE PUC AND ENCOMPASSES AN AREA OF APPROXIMATELY 6.3 SQUARE-MILES. HUDSON OAKS' SERVICE AREA IS CONTAINED WITHIN THE CITY'S ULTIMATE MUNICIPAL BOUNDARY (UMB), BORDERING WILLOW PARK'S CCN TO THE EAST, WEATHERFORD'S CCN TO THE WEST, AND THE DIXON BRANCH STREAM TO THE SOUTH.**

# MAP 12. EXISTING UTILITY LINES

**i** CONTEXT



- Hudson Oaks City Limit
- Hudson Oaks ETJ
- Ultimate Municipal Boundary
- Lake
- Floodplain
- Existing Water Line
- Existing Sanitary Sewer Line
- Existing Culvert
- Existing Storm Sewer Line
- Aerial Fiber Line
- Buried Fiber Line



Source:  
City of Hudson Oaks,  
& Parker County 2022

# EXISTING UTILITIES



## WATER

The City of Hudson Oaks provides treated groundwater from the Trinity Aquifer in Parker County and purchases treated surface water from the City of Weatherford from Lake Benbrook in Tarrant County and Lake Weatherford in Parker County. Benbrook Lake is owned and operated by the U.S. Army Corps of Engineers and managed by Tarrant Regional Water District (TRWD). For the latest quarter assessed by the U.S. EPA as of the time of this Plan (January 2021 - March 2021), tap water provided by the City of Weatherford was in compliance with federal health-based drinking water standards, although stakeholder feedback reflected a need/opportunity to evaluate potential strategies for advanced water filtration beyond federal minimum standards.

The majority of the city is served by water lines, but there are some areas, such as on the city's west side and within most of the ETJ as seen on Map 12, where water lines do not exist. There have been times of drought where concerns regarding capacity and availability were high, so water conservation and water supply is a top priority for Hudson Oaks long term. The following water-related service improvements have been recently completed or are underway as of April 2022:

- Hudson Oaks and Willow Park entered into an interlocal agreement for treated surface water from Fort Worth. Though this agreement, Fort Worth will replace City of Weatherford water and supplement the City's ground water wells.
- A 24-inch water line from western Fort Worth to the north side of IH-20 was completed in 2021, was utilized first in summer 2021, and is ready for operation when needed.
- A pump station and meter station, with ground storage tanks, is scheduled for completion in October 2022.
- A 16-inch water line from the pump station to Hudson Oaks at the second meter station off of Ranch Oak Drive has not been used yet and needs the pump station completed before it can become operational.



# EXISTING UTILITIES



## SANITARY SEWER, STORMWATER, INTERNET & POWER

### SANITARY SEWER

Sanitary sewer service is available in several commercial and multi-family areas north of IH-20 and along Oakridge Drive, but existing homes within large-lot, residential areas, as well as most areas south of IH-20 are serviced by individual septic systems.

The City is actively arranging and preparing for additional wastewater service to accommodate increasing wastewater flows associated with increased development and population. The City contracted with Kimley-Horn to prepare a Wastewater Treatment Study that was considered by City Council on January 27, 2022. The City Council started the process to search for potential properties to purchase for the future sewer plant and obtaining property for the future sewer plant is underway.

### STORMWATER/ STORM SEWER

Stormwater infrastructure is designed to move stormwater runoff (i.e. rain water) away from residential and paved areas to detention or retention ponds, lakes, creeks, or rivers. Stormwater infrastructure can include curbs, gutters, drains, pipes (i.e. storm sewer), or collection systems. Data for existing storm water infrastructure in Hudson Oaks is limited, but available information is represented on Map 12.





## FIBER INTERNET INFRASTRUCTURE

Internet is considered a key part of infrastructure, especially in the adapting virtual environment. The City went through the process of installing over 25 miles of fiber line, starting in late 2016 through Certificate of Obligation (CO) funding, and completed in May 2018. The fiber network will continue to expand with new development or should additional funding become available for City-initiated expansions to service. The completion of the city-wide fiber initiative connected every home and business in Hudson Oaks to a fiber-based connection. The fiber initiative contributed to the recruitment of Nextlink Communications, the third fastest growing company in the Fort Worth region to Hudson Oaks. Also, in 2019, Hudson Oaks attracted one of the largest agricultural auction and technology companies as their corporate headquarters citing the technology infrastructure as one of the determining factors of their location selection.

The screenshot shows a news article from NBCDFW. The main headline is "North Texas Cities Open Warming Centers as Millions of Texans Face Bitter Cold and No Power". Below the headline is a sub-headline: "A growing list of shelters are opening across the state are set up to help protect those suffering from the cold". The article is by Logan McElroy, published February 15, 2021, and updated on February 17, 2021 at 7:32 pm. There is a video player showing "YMCA Opens Warming Centers" with a timestamp of 0:50. To the right, there is a social media post from the City of Weatherford (@weatherford) announcing a warming center for Parker County residents. The post includes the address "1000 Cinema Drive Hudson Oaks, TX 75087" and the hours "8 PM to 8 AM".

## POWER & WINTER STORMS

Power within Hudson Oaks is primarily provided through TXU Energy and Tri-County Electric Cooperative. In February of 2021, like many other cities in North Texas, Hudson Oaks was affected by the rolling blackouts that were issued by the Electric Reliability Council of Texas (ERCOT) through an Emergency Energy Alert due to the record high power usage. City of Hudson Oaks water utility customers were instructed to boil their water during a portion of the winter storm event because the power which runs the utility pumps was down or off for more than four hours. The Hudson Oaks public water system is supplied by ground water from aquifer wells and surface water purchased from the City of Weatherford, which is treated prior to entering the system. While this was a statewide issue, and blackouts were intended to last approximately 15 to 30 minutes, there were many instances that lasted longer and required residents to contact their provider directly to get estimated service restoration times and that impacted water treatment and other infrastructure components.

## VISION



### UTILITIES

With growth, focus will be on the construction of new infrastructure and the maintenance and improvement of existing assets. Existing utility infrastructure can be reviewed and assessed at time of development and redevelopment to determine needed upgrades or extension of services, leading to the opportunity to provide improvements as efficiently and as low-cost for the City as possible through the utilization of public-private-partnerships.

The City can begin to map existing and future stormwater elements by utilizing a Geographic Information System (GIS) database, similar to what has already been done with existing water and sewer infrastructure, which can be updated as existing components are located and assessed, and as new improvements are completed.

The City can complete a detailed assessment of its existing drainage facilities to identify needed maintenance and future improvements, and work to introduce innovative green infrastructure elements that promote resiliency and sustainability. Green infrastructure works to capture, filter, and reduce stormwater runoff and contamination through the utilization of various water management practices including rain gardens, bioswales, permeable pavements, green streets and alleys, and land conservation and preservation.

Utilities are necessity when it comes to successful growth and public health. Hudson Oaks' has expanded the area of which it can provide service for water and sanitary sewer over the past few decades, but as growth continues, the Vision for utilities within Hudson Oaks should focus on expansion and maintenance of existing infrastructure to maintain its high level of service, with additional consideration being placed on updates to the City's Capital Improvements Plan (CIP) every five years to identify a list of future projects for water, sewer, and stormwater infrastructure.

## CONNECTED & GREEN INFRASTRUCTURE

By planning with resiliency and sustainability in mind, Hudson Oaks can be positioned for a future that is not only economically prosperous, but also sustainable. The backbone for resiliency is connectivity, and this Plan focuses on incorporating the natural, digital, and physical components of resiliency into actions that are achievable.

This resilient Vision for Hudson Oaks can be achieved, in part, by integration of green infrastructure. Preserving of land for green spaces and stormwater drainage systems, investing in innovative technologies, and upgrading roadway infrastructure to efficiently convey and capture stormwater runoff through connected facilities that work efficiently, contribute to parks and recreation, and that also can look great.

# VISION



## UTILITIES

<p><b>WATER</b></p>	<p>Continue to expand level of service and capacity to guide the way for future water infrastructure construction and improvements.</p> <p>Continue to monitor water quality and plan to make any improvements necessary to continue complying with the EPA's drinking water standards.</p>
<p><b>SANITARY SEWER</b></p>	<p>Continue to expand level of service and capacity to guide the way for future sanitary sewer infrastructure construction and improvements.</p> <p>Utilize public-private partnerships for infrastructure expansion as development and redevelopment occurs and reduce costs for the City.</p>
<p><b>STORMWATER/ STORM SEWER</b></p>	<p>Utilize GIS database to map and document all existing and proposed stormwater infrastructure to better understand impact and effectiveness.</p> <p>Integrate Green Infrastructure into future stormwater infrastructure design to promote efficiency in capturing and filtering drainage and runoff, and resiliency.</p>
<p><b>INTERNET</b></p>	<p>Continue to close gaps in coverage within the city by requiring new subdivisions, and commercial and mixed-use developments to install fiber lines and contribute to the City's goal of being fully integrated with high-speed fiber internet.</p>
<p><b>POWER</b></p>	<p>Evaluate the need for cold-weather preparation within Hudson Oaks and any additional measures that can be taken to reduce instances of power outages and service disruptions.</p> <p>Coordinate with TXDOT to minimize instances of disruption of service during roadway improvement projects and construction.</p>



## STRATEGY 4.1

### PER THE 2020-2022 HUDSON OAKS STRATEGIC PLAN:

*“A Capital Improvements Program (CIP) establishes a list of large community enhancement projects and funding sources. In the Community Survey, roads and infrastructure were the largest concerns from survey respondents.*

*Community leadership is listening and open to this feedback, and developing a Streets and Sidewalks CIP is the first step to progress. This tool will allow City Staff and City Council to prioritize and budget large infrastructure projects to ensure efficient and strategic upgrades to our infrastructure.”*

#### **Action 4.1.1.**

- Adopt a Capital Improvements Program (CIP) with associated analysis, prioritization, adoption, and implementation measures and procedures.



## STRATEGY 4.2

### Action 4.2.1.

- Develop GIS database of existing water, sanitary sewer, stormwater facilities, and other infrastructure components to include locations of resident concerns and information fields for maintenance and repair-related objectives and resources such as date installed, linked plans or as-builts, maintenance check notes, scheduled repairs/replacement, size, condition, etc.

### Action 4.2.2.

- Initiate a policy/procedure to review the GIS database to prioritize maintenance, repair, and/or replacement of aging infrastructure through the Capital Improvements Plan (CIP) and to forecast future costs.

### Action 4.2.3.

- Construct or coordinate implementation of the Wastewater Study recommendations.

### Action 4.2.4.

- Conduct a Drainage and Natural Features Study to identify areas of potential improvement, future CIP needs, relevant development standards (ex. green infrastructure and Low Impact Development) and priorities for construction, incentives, and/or requirements.

### Action 4.2.5.

- Revise the Code of Ordinances to require and/or incentivize Green Infrastructure and Low Impact Development to capture and filter stormwater in future development and mitigate impacts of additional development traffic on natural areas, wildlife habitat, and flooding.

### Action 4.2.6.

- Revise the Code of Ordinances to require internet fiber installation with new development.

**POLICY:** Continue to partner with developers and franchise utilities to upgrade broadband fiber in areas with needed capacity and service.



This chapter summarizes community feedback, existing conditions and other context, vision, and strategies and actions for Services & Facilities within Hudson Oaks.



**COMMUNITY FEEDBACK**

A summary of community feedback received during the Engagement Process relating to Services and Facilities



**CONTEXT**

Existing Services and Facilities, Conceptual Risk Management, and Services & Facilities Vision.



**VISION**

The Vision for Services & Facilities within Hudson Oaks



**STRATEGIES & ACTIONS**

Strategies and Actions to achieve the Vision

# COMMUNITY FEEDBACK



## SERVICES & FACILITIES

### TOP 3 STRENGTH

The 2020 Community Survey results identified the low crime, and public safety and emergency services as a top strength within Hudson Oaks. Respondents like the visibility and quality of the police force in and linked their efforts to low crime. Respondents feel safe and secure in Hudson Oaks, and they support the public safety services in the City. There is also high satisfaction with the events put on by the City, as well as the transparent City leadership and management.

### EXCERPT FROM HUDSON OAKS 2020-2022 STRATEGIC PLAN CORE VALUES:

We will provide the highest quality in government leadership for our residents and business owners. To create a sustainable development environment, it is important for us to continue providing superior professional services in everything we do. This will also help us with community relations as we continue to interact with the public.

During Community Forum 3, residents expressed concern or curiosity regarding the potential for Parker County Emergency Services District #3 to be unable to keep up with future growth. Concerns regarding the likelihood of being overloaded by number of calls and/or longer response times in order to cover the extensive area that it encompasses were mentioned.



### PUBLIC SAFETY



### CITY LEADERSHIP



# CONTEXT



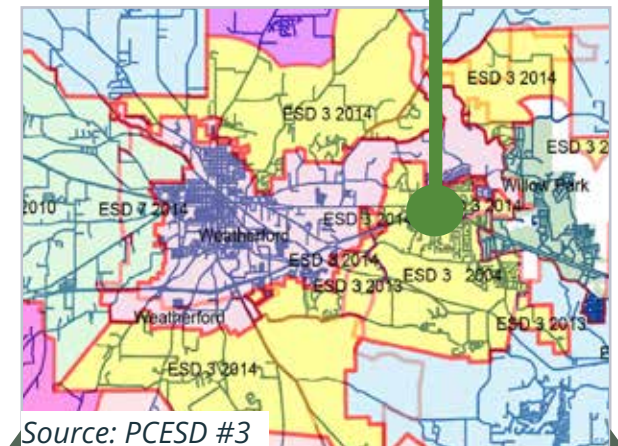
## EXISTING SERVICES

Existing services within Hudson Oaks include the City’s Administration, City Council, Community Engagement, Finance, Municipal Court, Parks and Facilities, Planning and Development, Police, and Public Works.

Hudson Oaks partners with Parker County Emergency Services District #3 (PCESD #3) to provide Fire and Emergency Medical Services (EMS) to the community and surrounding areas. An ESD is a political subdivision of the State, similar to a school district, that is funded primarily through the levying of ad valorem (property) tax within the associated county but may bill for services provided, such as EMS, if it chooses to do so. PCESD #3 is located in Hudson Oaks’ Public Safety Building, features full firefighting staff and paramedics, and provides services to a significant area within Parker County, as represented by the yellow color in the map to the right.

- **Hudson Oaks’ City Administration** provides and day-to-day management of the city.
- **Hudson Oaks’ City Council** is responsible for crafting, reviewing, and revising the strategic long-term vision for the City.
- **The Finance Department** is responsible for reviewing City transactions, budgeting, asset management, and also providing billing and customer support for utility clients within Hudson Oaks.
- **The Parks and Facilities Department** maintains Gene L. Voyles Park, as well as all buildings, well sites, and medians within Hudson Oaks.
- **The Planning and Development Department** is responsible for Long-term Planning, Development Review, Zoning Management, and Economic Development.
- **The Public Works Department** provides the routine maintenance and emergency repairs to infrastructure within the City, and is also responsible for long-range water and sewer planning.

### HUDSON OAKS



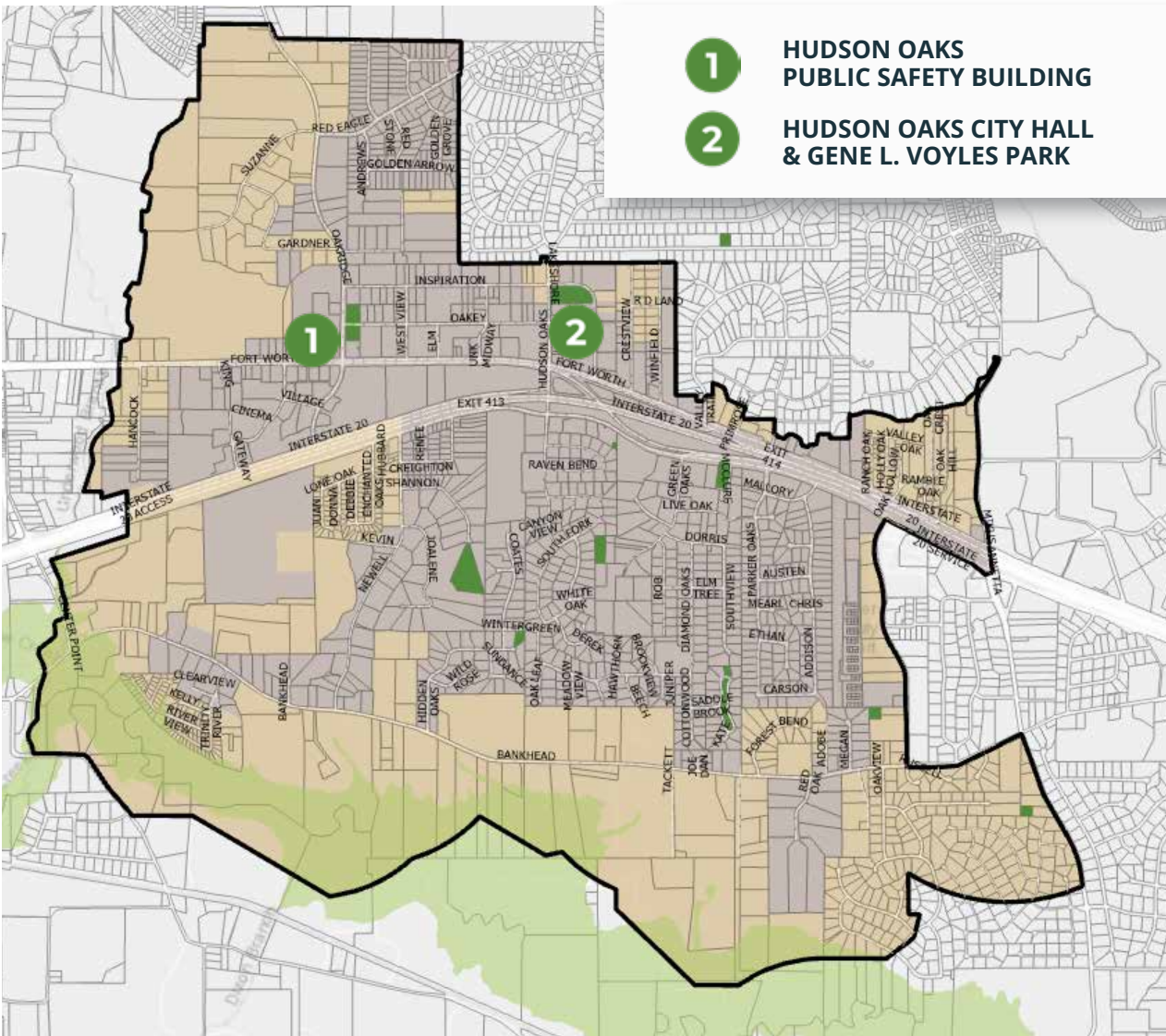
Source: PCESD #3

### PARKER COUNTY ESD #3

# CONTEXT



## EXISTING FACILITIES



Hudson Oaks owns and maintains three existing facilities within its city limits: City Hall, the Public Safety Building, and Gene L. Voyles Park (located next to City Hall). Hudson Oaks also owns additional properties throughout the city limits as pictured in the adjacent map, shaded in green.

The parcels adjacent to Gene L. Voyles Park will be used at the time of the park's expansion to add new amenities for residents to enjoy (see page 76, *Parks & Gathering*). The remaining parcels owned by the City are adjacent to Oakridge Drive and Oakey Trail, within the Hudson Heights, Hidden Oaks, Diamond Oaks, and Green Oaks Estates neighborhoods, and one final property outside of the City limits within the Lakeshore Hills Subdivision that is used for public facilities.



Source:  
City of Hudson Oaks,  
& Parker County 2022



# CONTEXT



## CONCEPTUAL RISK MANAGEMENT & RESILIENCY

Risk Management is a vital component long-term success within Hudson Oaks. A strategy is needed to consider the appropriate measures to be taken to prepare Hudson Oaks before, during, and after an emergency to increase resiliency with disruptions of service, natural disasters, and other events. The right programs, plans for typical events, and Staff or partners to guide the City in times of disaster will be identified.

The City of Hudson Oaks is continuously working towards improving its level of service and takes proactive measures to reduce community risk. The City continues to provide improvements to emergency services through the implementation of strong Subdivision and Building Code requirements, and equipment upgrades. A technical Risk Management Study should be scheduled for future work and will be needed to determine the next steps necessary for well-informed decision making in prevention, protection, and preparedness. Risks continue to increase in the ever-evolving world as technology advances and becomes weaponized, which leaves cities at greater risk of cyber-attacks.

Prevention will be a priority throughout the future Risk Management Study, and will ensure that Hudson Oaks is resilient and prepared by thinking through and setting standards for:

- Emergency Services (Police, Parker County ESD #3)
- Natural Disasters (Flooding, Tornadoes, Wildfires, etc.)
- Technology & Cyber Attacks
- Responses & Protocols

# CONTEXT



## CONCEPTUAL RISK MANAGEMENT & RESILIENCY

Cities within Texas, including Hudson Oaks, continue to be targeted in elaborate cyber and ransomware attacks, as well as being involved with natural disasters and human-led acts of violence. Shown below are categories of risks that should be evaluated in the technical Risk Management Strategy process and in the actions for the City to achieve.

According to cyber security leader Barracuda, "Cybercriminals use malicious software, delivered as an email attachment or link, to infect the network and lock email, data and other critical files until a ransom is paid. These evolving and sophisticated attacks are damaging and costly. They can cripple day-to-day operations, cause chaos, and result in financial losses from downtime, ransom payments, recovery costs, and other unbudgeted and unanticipated expenses."

As of August 2019, "Barracuda researchers analyzed that ... about 45 percent of the municipalities attacked had populations of less than 50,000 residents, and 24 percent had less than 15,000 residents. Smaller towns are often more vulnerable because they lack the technology or resources to protect against ransomware attacks."



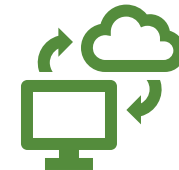
### HUMAN

- Accidents
- Intentional or Acts of Violence



### WEATHER

- Atmospheric
- Hydrologic
- Other



### TECHNOLOGICAL

- Information Technology
- Utility Outage or Collapse
- Critical Infrastructure Damage, Destruction, or Held Hostage
- Chain Interruption

# VISION



## SERVICES & FACILITIES

The City's main reason of formation, in 1978, was to not have property tax. With that continued commitment, services and facilities will be more modest than other cities may have, just due to the limited revenues. The community would like more parks and recreation amenities within the city, including a community center, sports complex, additional community events and trails. Services and enhancements are also wanted and needed within Town Center, citywide for traffic alleviation measures, street repair, working utilities, Police and Fire services, and more. With expectations, wants, and needs increasing faster than revenues and staffing, non-traditional or creative revenue strategies and service provision will need to be deployed for continued resident and business satisfaction. More "grass roots" involvement will be important in Hudson Oaks' future, especially when it comes to events and building community.

While the City does not currently plan on expanding its emergency services provided to include City-operated Fire and EMS, there is opportunity to increase the level of service and decrease community concerns relating to Parker County ESD #3's ability to provide quick and efficient service as the City continues to grow. The City of Hudson Oaks intends to continue its commitment to safety to ensure that the crime rate remains low and that satisfaction with public safety services remains high.

With continued growth and development on the horizon, conducting a Services and Facilities Assessment to evaluate the need for additional staff within various departments within the City, including the Planning and Development, Public Works, and Police Departments, to effectively support growth and maintain high levels of service.



## STRATEGY 5.1

### *SERVICES & FACILITIES*

#### **Action 5.1.1.**

- Complete a City Assets and Facilities Assessment to identify the need for additional Staff, facilities, and storage that may be needed over the near and longer terms to serve the existing and future population, businesses, and visitors of Hudson Oaks.

#### **Action 5.1.2.**

- Evaluate the creation of a volunteer position for coordinating one or more community events.

#### **Action 5.1.3.**

- Formalize a GIS program for the City to include an initial list of what needs to be mapped, who on Staff or which consultant will create and maintain mapping and GIS for the City, and how GIS will be utilized to inform a Capital Improvement Program (CIP).

#### **Action 5.1.4.**

- Conduct a Parks and Recreation Study to evaluate existing and desired levels of service for parks and recreation within the city.

#### **Action 5.1.5.**

- Review and update parkland dedication and development requirements and associated calculations of fees-in-lieu-of to prepare and adopt any necessary ordinance amendments.

#### **Action 5.1.6.**

- Evaluate and adopt a policy to keep track of and implement an infrastructure maintenance and improvement program that prioritizes, informs, and addresses community-identified issues.



**STRATEGY 5.1****Action 5.1.7.**

- Allocate funding and complete the completed Wastewater Study recommendations from 2021.

**Action 5.1.8.**

- Explore the need for the extension of sanitary sewer service to areas identified in the future land use plan through sanitary sewer infrastructure assessment and master planning.

**Action 5.1.9.**

- Develop GIS database of existing wastewater facilities within the city.

**Action 5.1.10.**

- Review GIS database to perform analysis to identify aging wastewater infrastructure and proactively prioritize improvements and maintenance of needs accordingly.

**Action 5.1.11.**

- Evaluate and allow for the construction of a new fire station for PCESD #3.

***SERVICES &  
FACILITIES***



# HUDSON OAKS COMPREHENSIVE PLAN CHAPTER 6. IMPLEMENTATION

This final chapter details potential partnerships, financing and funding opportunities, the tools for usage and updates to this Comprehensive Plan, and an Action Matrix to prioritize the Strategies and Actions previously listed.



## USAGE & UPDATES

Detailing the tools that will be necessary to manage and encourage sustainable growth



## KEY PARTNERS

A summary of potential Key Partners to help Hudson Oaks make this Vision a reality



## FUNDING MECHANISMS

Funding methods and opportunities to help facilitate updates, maintenance, and improvements



## STRATEGIES & ACTIONS

Setting the framework for effective implementation

# IMPLEMENTATION

# PLANNING FOR IMPLEMENTATION

The importance of city planning can never be overstated—planning provides for the protection of private property and ensures future development occurs in a coordinated and organized fashion, consistent with the Comprehensive Plan. The future of Hudson Oaks will be shaped with the policies and recommendations developed in this 2022 Comprehensive Plan Update. Based on this Plan, decisions will be made that will influence many aspects of the city's built and social environments. Hudson Oaks has taken an important leadership role in defining its future, with the adoption of this Plan. The Plan will provide a very important tool for City Staff and civic leaders to use in making sound planning decisions regarding the long-term growth and development of Hudson Oaks. The future quality of life in Hudson Oaks will be substantially influenced by the manner in which Comprehensive Plan recommendations are administered and maintained.

Planning for the city's future should be a continuous process, and this plan is designed to be a dynamic tool that can be modified and periodically updated to keep it in tune with changing conditions and trends. Changes in Hudson Oaks' socioeconomic climate and in development trends that were not anticipated during preparation of the Plan will occur from time to time, and therefore, subsequent adjustments will be required. Elements of the city that were treated in terms of a general relationship to the overall area may, in the future, require more specific and detailed attention.

Plan policies and recommendations may be put into effect through adopted development regulations, such as zoning and subdivision, and through capital improvement programs. Many recommendations within the Plan can be implemented through simple refinement of existing city regulations or processes, while others may require the establishment of new regulations, programs, or processes. This final section of the Comprehensive Plan Update describes specific ways in which Hudson Oaks can take the recommendations within this plan from vision to reality.

## PROACTIVE & REACTIVE IMPLEMENTATION

There are two primary methods of plan implementation: proactive and reactive methods. To successfully implement the plan and fully realize its benefits, both methods must be used in an effective manner. Both proactive and reactive actions that could be used by Hudson Oaks are described within this Implementation Chapter. Examples of these methods are illustrated to the right:

### PROACTIVE IMPLEMENTATION

- Developing a Capital Improvements Plan (CIP), by which the city expends funds to finance public improvements to meet objectives cited within the Plan
- Establishing or updating zoning regulations
- Establishing or updating subdivision regulations

### REACTIVE IMPLEMENTATION

- Approving a rezoning application submitted by a property owner consistent with the Comprehensive Plan
- Site plan review
- Subdivision review

As Hudson Oaks continues to grow, so does the importance of having the tools necessary for managing development, redevelopment, and improvements in a way that aligns with the Vision of the city. By providing routine updates and amendments to this Plan, Hudson Oaks will be focused on maintaining its resiliency and relevancy as it grows and the determined Strategies and Actions are implemented and completed.

# PLAN UTILIZATION



## PLAN PURPOSE

### A GUIDE FOR EVERY-DAY DECISION-MAKING

The current physical layout of the city is a product of previous efforts put forth by many diverse individuals and groups. In the future, each new development that takes place, whether a subdivision that is platted, a home that is built, or a new school, church or shopping center that is constructed, represents an addition to Hudson Oaks' physical form. The composite of all such efforts and facilities creates the city as it is seen and experienced by its citizens and visitors. If planning is to be effective, it must guide each and every individual development decision. The city, in its daily decisions should always refer to the basic proposals outlined within the Comprehensive Plan. The private builder or investor, likewise, should recognize the broad concepts and policies of the Plan so that their efforts become part of a meaningful whole in planning the city.

### FLEXIBLE AND EVOLVING

This 2022 Comprehensive Plan Update is intended to be a dynamic planning document for Hudson Oaks – one that responds to changing needs and conditions. Plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of proposed amendments. The City Council and other Hudson Oaks officials should consider each proposed amendment carefully to determine whether it is consistent with the Plan's goals and policies, and whether it will be beneficial for the long-term health and vitality of Hudson Oaks.

# PLAN UTILIZATION



## PLAN REVIEWS & UPDATES

### BIENNIAL REVIEW

Every-other-year, at minimum, a periodic review of the Plan with respect to current conditions and trends should be performed. Such scheduled evaluations will provide a basis for adjusting Capital expenditures and priorities, and will reveal changes and additions that should be made to the Plan in order to keep it current and applicable long-term. It would be appropriate to devote one bi-annual meeting of the Planning and Zoning Commission to reviewing the status and applicability of the plan in light of current conditions, and to prepare a report on these findings to the City Council. Those items that appear to need specific attention should be examined in more detail, and changes and/or additions made accordingly. By such evaluations, the Plan will remain functional, and will continue to give leaders guidance in decision-making. Periodic reviews of the plan should include consideration of the following:

- The City's progress in implementing the Plan
- Changes in conditions that form the basis of the Plan
- Community support for the Plan's Vision components
- Changes in State laws

The full benefits of the plan for Hudson Oaks can only be realized by maintaining it as a vital, up-to-date document. As changes occur and new issues within the city become apparent, the plan should be revised rather than ignored. By such action, the plan will remain current and effective in meeting the city's decision-making needs.

### COMPLETE REVIEW & UPDATE WITH PUBLIC PARTICIPATION

In addition to periodic reviews, this Plan should undergo a complete, more thorough review and update every three-to-five years. The review and updating process should begin with creating an advisory committee, similar to the one appointed in assisting the preparation of this Plan. This Plan was crafted utilizing community feedback gathered from extensive engagement and outreach. It will be important to continue engaging the community as updates are made to ensure that the Plan evolves and aligns with the community's vision. Strong leadership is key for utilizing this Plan and furthering progress, while also ensuring that updates capture feedback from all levels so that the city's Vision remains relevant and is implemented effectively.



The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the Plan. Each zoning, development and subdivision decision should be evaluated and weighed against applicable proposals contained within the Plan. If decisions are made that are inconsistent with Plan recommendations, then they should include actions to modify or amend the Plan accordingly in order to ensure consistency and fairness in future decision-making. Amending the Subdivision Ordinance and Zoning Ordinance represent two major proactive measures that the city can take to implement 2022 Comprehensive Plan Update recommendations.

# PLAN UTILIZATION



## REGULATORY MECHANISMS

### ZONING ORDINANCE

Zoning is perhaps the single most powerful tool for implementing Plan recommendations. The city's Zoning Ordinance should be updated with the recommendations contained within the chapters of this 2022 Comprehensive Plan Update. All zoning and land use changes should be made within the context of existing land uses, future land uses, and planned infrastructure, including roadways, water and wastewater.

### ZONING TEXT AMENDMENTS

There are numerous recommendations within this 2022 Comprehensive Plan that relate to enhancing design standards. Their implementation will not only improve future development and interaction between land uses but will also improve Hudson Oaks' overall image and livability. Such recommendations involve landscaping, non-residential building design, and compatibility, to name a few. These recommendations should be itemized and prioritized and should be incorporated into the Zoning Ordinance accordingly.

### SUBDIVISION ORDINANCE

State law gives power to cities to regulate the use of land, but regulations should be based on a plan. Therefore, Hudson Oaks' Zoning Map should be as consistent as possible with the Comprehensive Plan, specifically the Future Land Use Plan. It is not reasonable, however, to recommend that the city make large-scale changes in its zoning map changes immediately. It is therefore recommended that the city prioritize areas where a change in current zoning is needed in the short-term and that efforts be concentrated on making such changes. In the long-term, consistent zoning policy in conformance with the Future Land Use Plan will achieve the city's preferred land use pattern over time.

### ZONING MAP AMENDMENTS

The act of subdividing land to create building sites has a major effect on the overall design and image of Hudson Oaks. Much of the basic physical form of the city is currently created by the layout of streets, easements, and lots. In the future, the basic physical form of Hudson Oaks will be further affected by such action. Requirements for adequate public facilities are essential to ensure the city's orderly and efficient growth.

# INDIVIDUALS & ORGANIZATIONS



## PROSPERITY IN PARTNERSHIPS

Partnerships play a major role in the implementation and utilization of the 2022 Comprehensive Plan Update. By gathering contributions from each individual in their respective role and capacity, Hudson Oaks can ensure its Vision and Goals are ultimately met. Below is a summarized list of examples for Key Partners, but it is important to keep in mind that there are many individuals, groups, and organizations that can contribute to a community's success.

### **PARKER COUNTY ECONOMIC DEVELOPMENT COMMITTEE (EDC)**

- Hudson Oaks' economic health and vitality is critical to its residents and the future of neighboring communities. The Parker County EDC plays a larger role as a key partner to the City as it seeks to implement this Comprehensive Plan Update.

### **PARKER COUNTY & TXDOT**

- Parker County & TXDOT are actively pursuing mobility and connectivity improvements, and will serve as a key partners in future endeavors that require multi-city, county, and State coordination.

### **HOMEOWNERS ASSOCIATIONS (HOA'S)**

- Homeowners Associations are important within communities due to the amenities and opportunities that they provide for residents, and the enforcement and maintenance of aesthetic. As new development comes into Hudson Oaks, it will be important to coordinate with HOA's to provide continued education to homeowners.

### **WEATHERFORD INDEPENDENT SCHOOL DISTRICT (ISD)**

- Hudson Oaks is located in Weatherford ISD, which also encompasses the cities of Weatherford, Wright, and Carter. As the school district continues to grow to provide for additional capacity, Weatherford ISD will continue to be a key member for the community.

### **THE COMMUNITY**

- The community, including residents/property owners and business owners, will be one of the largest and most important partners for the City of Hudson Oaks. The City will have a vital role in assisting these partners in the implementation of this plan, and helping them understand the importance of the Vision and how it applies to each new development.



Funding is critical to the implementation of this Comprehensive Plan and could impede completing the proposed Strategies and Action if not planned appropriately. Keeping track of the strategies and actions of this Plan is important for planning funding and prioritizing the next steps. Funding opportunities include:

# FUNDING & FINANCING



## FUNDING OPPORTUNITIES



### CAPITAL IMPROVEMENTS PLAN (CIP)

Many initiatives within this Plan will require Capital Financing, either through a Bond Program, Certificates of Obligation (CO's), or other mechanisms. The CIP considers funding options that are appropriate for sustainable spending and prioritizing projects. It is necessary to maintain, reconstruct, and expand existing infrastructure to pursue sustainable growth. Hudson Oaks currently has a CIP that will continue to provide opportunities to address existing infrastructure. Hudson Oaks plans Capital Improvement Projects over 5-10 year windows, and has numerous projects that are currently in various stages of design and development.



### PUBLIC GRANTS & PROGRAMS

Public Grant and Program funding is a vital financing component for communities that are seeking to accelerate development and economic growth. Public Grants and Programs can be used to support roadway and infrastructure improvements, gateway/monument projects, trail construction and open space improvements, and Town Center development and revitalization. Hudson Oaks can utilize key partnerships for collaboration and education to best understand the benefits and opportunities that best align with its Vision.



### PUBLIC-PRIVATE PARTNERSHIPS

This method of financing is an essential mechanism that can be utilized to facilitate public infrastructure due to the nature and necessity. As the City continues to develop, private entities will tie into existing infrastructure and will work with the City to address capacity issues, existing and new, that may arise.

# APPLYING ACTIONS



## CONCEPTUAL COST & TIMEFRAME

The following pages contain the Action Matrix for this Comprehensive Plan. The purpose of this matrix is to summarize all actions listed within the previous chapters, identify and prioritize actions based on conceptual cost and the timeframe for completion, and provide the City with a checklist as a tool that can be utilized for effective implementation.

Conceptual cost is provided for each action. While there is no exact range for each, these costs range from one and four dollar signs and are to be used as an illustrative guide only.

A timeframe is provided for each action, but should serve as a general guide to help prioritize actions and the order in which they are completed. Actions can be completed sooner than the timeframe indicates should funding, partnerships, or relating factors that otherwise adjust the ripeness for completion and implementation.

Implementation is one of the most important, yet most difficult, aspects of the comprehensive planning process. Without viable, realistic and actionable strategies for implementation, the recommendations contained within this Comprehensive Plan Update will be difficult to realize.



**WITHIN  
THREE  
YEARS**



**WITHIN  
SIX  
YEARS**



**WITHIN  
10-15  
YEARS**



**EFFECTIVE IMPLEMENTATION INVOLVES PRIORITIZING THE  
RIGHT THINGS AT THE RIGHT TIME TO GAIN MOMENTUM AND  
SET THE STANDARD FOR DEVELOPMENT, REDEVELOPMENT, AND  
IMPROVEMENTS WITHIN HUDSON OAKS.**

The background of the slide is a dark, monochromatic aerial photograph of a city or town. The map shows a complex network of streets, including a prominent multi-lane highway or expressway that runs diagonally across the middle. The overall tone is dark, with the green bar at the bottom providing a strong contrast for the white text.

# **ACTION MATRIX**

---

**A GUIDE FOR IMPLEMENTATION**

		Action	Conceptual Cost	Timeframe
CHAPTER 2: ECONOMIC & FISCAL	Bold and Innovative Development & Redevelopment	<b>Action 2.1.1.</b> Complete a detailed Market Study for the city to determine trade area capture, ripe markets, desirable markets consistent with the Vision, and potential development types that complement trade area demographics and trends.	\$	Mid-term
		<b>Action 2.1.2.</b> Establish Town Center standards to define Hudson Oaks’ unique core and to promote its economic development and diversity in uses using Hudson Oaks’ placemaking, branding, and design.	\$\$*	Short-term
		<b>Action 2.1.3.</b> Identify two potential areas south of IH-20 for public or publicly accessible private parks/plazas to activate placemaking components in the southern half of the city.	\$	Short-term
		<b>Action 2.1.4.</b> Institute adaptive design standards for zoning designation updates, as guided by the Character Framework, to allow for uses that best fit the needs of each Character Area, economic trends, and capture market ripeness, during various stages of growth and need within the City.	\$\$*	Short-term
		<b>Action 2.1.5.</b> Once population reaches 5,000, institute and codify applicable changes to Home Rule form of government.	\$	Mid-term
	Events & Entertainment	<b>Action 2.2.1.</b> Reintroduce small events to feature and support local food and entertainment, such as a BBQ cookoff or festival.	\$	Short-term
		<b>Action 2.2.2.</b> Introduce a recurring COHO Farmers Market within Town Center to encourage local spending and local businesses that can showcase goods and services and also to provide family friendly entertainment.	\$	Short-term
		<b>Action 2.2.3.</b> Introduce recurring and cost effective arts and music events, possibly overlapping with the future COHO Farmers Market and influenced by each season, to provide local musicians informal playing time that can also provide a “soundtrack” to an experience in local parks and gathering spaces.	\$\$	Short-term

		Action	Conceptual Cost	Timeframe
CHAPTER 2: ECONOMIC & FISCAL	Events & Entertainment	<b>Action 2.2.4.</b> Introduce Branch Out Day (or similar title) to celebrate Arbor Day, branded for Hudson Oaks, with a tree planting ceremony, tree giveaway, and trash pickup/community service opportunities to promote a sense of community.	\$\$	Mid-term
		<b>Action 2.2.5.</b> Incentivize a hotel to come to Hudson Oaks to promote tourism and destination appeal and support the needs of the community and visitors.	\$\$	Short-term
		<b>Action 2.2.6.</b> Partner with a deluxe shuttle company to provide services that reduce the need for event parking, to and from the south side of Hudson Oaks during event days, to promote public safety and connectivity between Town Center and areas south of IH-20.	\$	Short-term
		<b>Action 2.2.7.</b> Provide an online submission form on the Hudson Oaks website for local businesses, residents, and experience makers to communicate their destinations and upcoming events to City and EDC Staff for potential promotion.	\$	Short-term
	Public-Private Partnerships	<b>Action 2.3.1.</b> Collaborate with the Beall property owner/developer to provide distinctive design and architecture, consistent with Hudson Oaks' modern and sophisticated brand and with placemaking best practices.	\$	Short-term
		<b>Action 2.3.2.</b> Adopt incentives and a marketing program per the recommended detailed Market Study and evaluate them after one year of creation to assess effectiveness.	\$	Mid-term
		<b>Action 2.3.3.</b> Revise the Code of Ordinances to identify diverse housing types, and allow them in areas consistent with envisioned development as guided by the Character Framework, to ripen mixed-use and commercial development to be constructed by the private sector and for other stated Plan priorities.	\$\$*	Short-term
		<b>Action 2.3.4.</b> Rezone areas within the City Limits to be consistent with the Character Framework to support economic development along key corridors.	\$\$*	Short-term

Action		Conceptual Cost	Timeframe	
Public-Private Partnerships	<b>Action 2.3.5.</b> Partner with the Airport to create a marketing program to specifically attract development within Airport Area as guided by the Character Framework.	\$	Mid-term	
	<b>Action 2.3.6.</b> Evaluate expanding the current Public Improvement District (PID) or applying a Tax Increment Reinvestment Zone (TIRZ) to the Town Center area.	\$\$	Mid-term	
CHAPTER 3: MOBILITY & CONNECTIVITY	Character Framework	<b>Action 3.1.1.</b> Create and process rezoning of properties that are inconsistent with the Character Framework.	\$*	Short-term
		<b>Action 3.1.2.</b> Create and process Code of Ordinances amendments to update zoning districts to be consistent with the Character Framework and overall Vision for Hudson Oaks.	\$\$*	Short-term
		<b>Action 3.1.3.</b> Revise the Code of Ordinances to require redevelopment and infill development projects to mitigate traffic impacts.	\$\$*	Mid-term
		<b>Action 3.1.4.</b> Revise the Code of Ordinances to allow and encourage diverse housing types, to include some form-based and design-focused standards that produce high quality design and variety.	\$\$*	Short-term
	Mobility Integration	<b>Action 3.2.1.</b> Create and process Code of Ordinances amendments to implement the Mobility Framework and provide modern street design consistent with Functional Classifications and the overall Vision for Hudson Oaks.	\$\$*	Short-term
		<b>Action 3.2.2.</b> Prioritize improvements of the trail network and for sidewalks to provide additional walkability and bikeability within Hudson Oaks.	\$\$	Mid-term
	Parks and Gathering	<b>Action 3.3.1.</b> Work with private property owners to attain and develop additional parks and recreation amenities south of IH-20.	\$	Mid-term
		<b>Action 3.3.2.</b> Create and adopt revisions to the Code of Ordinances to require the Vision for the Town Center through Zoning and applicable subdivision regulations.	\$\$*	Short-term

		Action	Conceptual Cost	Timeframe
CHAPTER 3: MOBILITY & CONNECTIVITY	Parks and Gathering	<b>Action 3.3.3.</b> Evaluate alcohol-related uses to potentially pursue regulations consistent with an entertainment-type district and alcohol-related uses that the city does not currently have.	\$\$*	Short-term
	Vibrancy & Activations	<b>Action 3.4.1.</b> Construct Inspiration Drive to encourage Town Center growth and development.	\$\$\$	Mid-term
		<b>Action 3.4.2.</b> Evaluate potential partnerships, through a Call for Programming, at Gene L. Voyles Park by private and/or non-profit individuals and groups.	\$	Mid-term
	Mobility & Connectivity	<b>Action 3.5.1.</b> Revise the Code of Ordinances to require new development to mitigate traffic impacts.	\$\$*	Short-term
		<b>Action 3.5.2.</b> Revise the Code of Ordinances to require development and redevelopment to mitigate traffic impacts through standards such as a Traffic Impact Analysis and associated improvements.	\$\$*	Short-term
		<b>Action 3.5.3.</b> Explore options for funding Master Thoroughfare Plan (MTP) projects, including grants, bonds, and partnerships with TXDOT and NCTCOG.	\$	Short-term
		<b>Action 3.5.4.</b> Discuss and evaluate potential improvements, as described within this chapter, to implement traffic and safety enhancements near HEB and Greystar Mixed-use.	\$\$	Mid-term
		<b>Action 3.5.5.</b> Coordinate and participate in discussions and partnerships to continue eastward expansion of Bankhead Highway until connection is complete.	\$	Long-term
		<b>Action 3.5.6.</b> Create and adopt modern and advanced Capital Improvements Plan standards and procedures.	\$\$	Mid-term
		<b>Action 3.5.7.</b> Create and adopt procedures relating to utilization of an updated and maintained GIS to inform future Capital Improvements Plan priorities.	\$\$	Mid-term

Action		Conceptual Cost	Timeframe	
CHAPTER 3: MOBILITY & CONNECTIVITY	Mobility & Connectivity	<b>Action 3.5.8.</b> Create and adopt modern and advanced Capital Improvements Plan policy to fund and construct Master Thoroughfare Plan roadways as applicable for connectivity and to catalyze development.	\$\$	Mid-term
		<b>Action 3.5.9.</b> Discuss and evaluate potential partnerships with County, TxDOT, or neighboring cities for road improvements on roads that are shared, such as Oakridge.	\$	Short-term
		<b>Action 3.5.10.</b> Conduct a pavement and ADA assessment to assess road conditions and walkability in the city and schedule repairs and maintenance in future budgets.	\$\$	Short-term
		<b>Action 3.5.11.</b> Evaluate and Update City's Traffic Engineering Design Standards and Policy Guidelines to improve connectivity and multi-modal inclusivity by using NACTO's design process principles.	\$\$	Mid-term
CHAPTER 4: UTILITIES		<b>Action 4.1.1.</b> Adopt a Capital Improvements Program (CIP) with associated analysis, prioritization, adoption, and implementation measures and procedures.	\$\$	Short-term
		<b>Action 4.2.1.</b> Develop GIS database of existing water, sanitary sewer, stormwater facilities, and other infrastructure components to include locations of resident concerns and information fields for maintenance and repair-related objectives and resources such as date installed, linked plans or as-builts, maintenance check notes, scheduled repairs/replacement, size, condition, etc.	\$\$	Mid-term
		<b>Action 4.2.2.</b> Initiate a policy/procedure to review the GIS database to prioritize maintenance, repair, and/or replacement of aging infrastructure through the Capital Improvements Plan (CIP) and to forecast future costs.	\$\$	Short-term
		<b>Action 4.2.3.</b> Construct or coordinate implementation of the Wastewater Study recommendations.	\$\$\$	Long-term



Action		Conceptual Cost	Timeframe	
CHAPTER 4: UTILITIES	<p><b>Action 4.2.4.</b> Conduct a Drainage and Natural Features Study to identify areas of potential improvement, future CIP needs, relevant development standards (ex. Green infrastructure and Low Impact Development) and priorities for construction, incentives, and/or requirements.</p>	\$\$	Long-term	
	<p><b>Action 4.2.5.</b> Revise the Code of Ordinances to require and/or incentivize Green Infrastructure and Low Impact Development to capture and filter stormwater in future development and mitigate impacts of additional development traffic on natural areas, wildlife habitat, and flooding.</p>	\$\$*	Short-term	
	<p><b>Action 4.2.6.</b> Revise the Code of Ordinances to require internet fiber installation with new development.</p>	\$\$*	Short-term	
CHAPTER 5: SERVICES & FACILITIES	Services & Facilities	<p><b>Action 5.1.1.</b> Complete a City Assets and Facilities Assessment to identify the need for additional Staff, facilities, and storage that may be needed over the near and longer terms to serve the existing and future population, businesses, and visitors of Hudson Oaks.</p>	\$\$	Mid-term
		<p><b>Action 5.1.2.</b> Evaluate the creation of a volunteer position for coordinating one or more community events.</p>	\$	Short-term
		<p><b>Action 5.1.3.</b> Formalize a GIS program for the City to include an initial list of what needs to be mapped, who on Staff or which consultant will create and maintain mapping and GIS for the City, and how GIS will be utilized to inform a Capital Improvement Program (CIP).</p>	\$\$	Mid-term
		<p><b>Action 5.1.4.</b> Conduct a Parks and Recreation Study to evaluate existing and desired levels of service for parks and recreation within the city.</p>	\$	Short-term
		<p><b>Action 5.1.5.</b> Review and update parkland dedication and development requirements and associated calculations of fees-in-lieu-of to prepare and adopt any necessary ordinance amendments.</p>	\$\$*	Short-term

Action		Conceptual Cost	Timeframe	
CHAPTER 5: SERVICES & FACILITIES	Services & Facilities	<b>Action 5.1.6.</b> Evaluate and adopt a policy to keep track of and implement an infrastructure maintenance and improvement program that prioritizes, informs, and addresses community-identified issues.	\$	Mid-term
		<b>Action 5.1.7.</b> Allocate funding and complete the completed Wastewater Study recommendations from 2021.	\$\$\$	Mid-term
		<b>Action 5.1.8.</b> Explore the need for the extension of sanitary sewer service to areas identified in the future land use plan through sanitary sewer infrastructure assessment and master planning.	\$\$	Mid-term
		<b>Action 5.1.9.</b> Develop GIS database of existing wastewater facilities within the city.	\$\$	Mid-term
		<b>Action 5.1.10.</b> Review GIS database to perform analysis to identify aging wastewater infrastructure and proactively prioritize improvements and maintenance of needs accordingly.	\$\$	Mid-term
		<b>Action 5.1.11.</b> Evaluate and allow for the construction of a new fire station for PCESD #3.	\$\$	Mid-term

*\*Conceptual Cost of \$\$ includes all Code Amendments combined, not priced individually.*

