



## **Operational BY-LAW NO 525**

### **PLANNING PROGRAM**

**WHEREAS** in 1994 the Town of Hudson adopted Planning By-Law number 320;

**WHEREAS** the Vaudreuil-Soulanges RMC revised its Schéma d'Aménagement;

**WHEREAS** the Town of Hudson's planning regulation must conform to the objectives of the revised Schéma d'Aménagement and with the provisions of the complementary document;

**WHEREAS** in accordance with article 123 of the *Loi sur l'aménagement et l'urbanisme (L.R.Q., c. A-19.1)*, the present by-law does not contain any provisions subject to approval by way of referendum;

**WHEREAS** notice of motion was duly given at the special Council meeting held on April 27<sup>th</sup>, 2009 ;

**WHEREAS** the requirements of Article 356 of the Cities and Towns Act have been met and that Council declares having read By-Law No 525 and relinquishes its reading;

**THEREFORE**, it is **moved** by Councillor David Morton, **seconded** by Councillor Michel Gaudette and unanimously resolved that By-Law N° 525 be and is hereby adopted and decreed as follows:



## FOREWORD

The Town of Hudson adopted its first Master Plan in 1994<sup>1</sup>, following the coming into effect of the Vaudreuil-Soulanges Regional County Municipality (RCM)'s first Land Use Planning and Development Plan. At the same time, the Town adopted Zoning By-Law N° 321, Subdivision By-Law N° 323, Construction By-Law N° 322, and Permits and Certificates By-Law N° 324. Subsequently, it adopted By-Law N° 384 which concerning Tree Cutting, By-Law N° 406 concerning Architectural Control and By-Law N° 435, implementing Site Planning and Architectural Integration Program for zones R-7 and R-8 (new Zones R-21 and R-22).

With the coming into effect of the MRC's revised LUPDP on October 25<sup>th</sup>, 2004, the Town had the obligation to revise and/or adopt a new Master Plan, to revise its Planning By-Laws and/or to adopt new by-laws, for them to be in conformity with the new LUPDP.

It is therefore in this context that this Master Plan has been prepared. In addition, new Subdivision, Zoning, Construction, Permits and Certificates By-Laws have been prepared to be in conformity with the revised Regional County Municipality's LUPDP and to meet the Town of Hudson's new requirements.

It should be noted that the Master Plan corresponds to a guide or action plan that shall allow the Town's administrators to manage future land use related to public and private interventions on its territory. For their part, the Planning By-Laws (Subdivision, Zoning, Construction, Permits and Certificates, Site Planning and Architectural Integration Programs, Minor Derogations) shall enforce the goals, directions and strategies outlined in the Master Plan.

### MAP 1: THE REGIONAL CONTEXT

This map will identify the Town of Hudson's boundaries within the Vaudreuil-Soulanges RCM and in particular:

- The boundaries and names of municipalities;
- The major trunk roads;
- The Ottawa River.

<sup>1</sup> By-Law N° 320

*\*Administrative codification : only the original by-laws have a legal value*



## 1.0 SUMMARY OF THE TOWN'S MAIN CHARACTERISTICS

### 1.1 The Regional Situation

Located approximately 60 kilometres from downtown Montreal, adjacent to the Ottawa River, the Town of Hudson is a semi-rural municipality immersed in a vast green environment where we can find single family homes alongside a town centre home to numerous small businesses and services, green spaces and agricultural properties.

Hudson's territory has an area of 2,162 hectares, of which more than 50 percent is located in the permanent agricultural zone. The Town's boundaries are defined by the Ottawa River to the North, the Town of Vaudreuil-Dorion to the East, the Towns of Vaudreuil-Dorion and Saint-Lazare to the South, and by the Municipality of Rigaud to the West.

It is accessible by Highway 40 which links it to Montreal, as well as to the remainder of the Vaudreuil-Soulanges territory. It is also accessible via the AMT's commuter train service which runs from downtown Montreal to Rigaud. It is also accessible via a seasonal ferry which runs between Hudson and Oka, from May to November.

On an administrative level, it is part of the Vaudreuil-Soulanges RCM and the Montreal Metropolitan Community (MMC).

### 1.2 Brief History of the Town

The history of the Town of Hudson dates back to 1702 when Pierre de Vaudreuil was granted the Cavagnal Concession. Colonization was slow until 1760 when transportation was extended via the Ottawa River. It was during this period (1732) that a Hudson Bay Trading Company trading post was established (where Greenwood is located today).

Two glass factories were built between 1850 and 1860; one in Como, the other in the Village of Hudson. At that time, population growth was quite dynamic and a post office and two churches (St. James in 1842 and St. Mary in 1866) were built.

The construction of the railroad in 1890 was a turning point in Hudson's history, as numerous homes and summer cottages were built, as well as a number of small industries. In 1907, the Wyman Memorial Church became the third church built in the area. The year 1911 saw the inauguration of the municipal aqueduct and the electrical network. The Whitlock Golf Club was inaugurated in 1912 and the Hudson Yacht Club in 1918. Also, in 1918, a portion of the municipality parted to create Como East. In 1921, the name Como was replaced by Hudson and in 1926 another part of the municipality parted to create Hudson Heights.

At the end of the 1950s and the beginning of the 1960s, numerous residential properties and a number of businesses were built. This period marked a new era in Hudson's development as it now became a suburb of Montreal. In 1969, East Como, Hudson and Hudson Heights merged to create the current Town of Hudson.

### 1.3 Biophysical Characteristics

#### 1.3.1 Topography

The Town of Hudson lies within a natural setting dominated by a slightly uneven elevation overseen by a plateau with an altitude in excess of 70 metres, located between two clayed plains whose level fluctuates around 30 meters. A detailed analysis of the municipality's topography reveals seven (7) distinct physiographic units (see Map 2):

- 1) The clayed Choisy plain used for agricultural purposes;
- 2) The Alstonvale embankment which serves as a transition between the superior plateau and the plain and where the difference in height is approximately 30 meters;
- 3) The superior plateau of Hudson Heights where the Falcon Golf Club and the Hudson Valleys and Alstonvale residential developments are located;
- 4) The Viviry River valley, at the bottom of which runs the river and where green spaces and residential developments were established between the 1960s and the 1990s;



- 5) Hudson's slopes, where the village core and its rear extensions initiated;
- 6) The Cameron embankment which corresponds to a 30 meter drop between the Viviry River valley and Highway 342;
- 7) The clayed Como plain which is used for agriculture, as well as for vacation and residential purposes. In general, this plain includes the lowlands located north of the AMT railroad.

### 1.3.2 Hydrography

Hudson borders the Ottawa River for approximately 16 kilometres. Secondary watercourses, the Viviry River being the main one, drain the territory on a south-northerly axis. Some wetlands and a few specific sites run alongside this river.

### 1.3.3 Forest Cover

The forest covers more than 42% of the Town's total area. With the exception of the two agricultural plains, the forestry cover is omnipresent throughout the territory. This confers onto Hudson a very attractive natural character (see Map 2). One must note the clear intention of the population wanting to preserve the tree cover in both developed and undeveloped areas.

### 1.3.4 Fauna

There are numerous land and aquatic species on the Town's territory, but two areas are of special interest for the preservation of fauna. They are the area with a high concentration of aquatic birds found along the shoreline and in the Ottawa River littoral as well as the Clark-Sydenham private ecological reserve located West of Cote Saint-Charles.

## 1.4 The Population

### 1.4.1 Demographic Growth

In 2006, Hudson's population was 5,088. A retrospective look at the demographic growth between 1971 and 2006 reveals a relatively slow growth during this period with an increase of approximately 708 inhabitants only in 35 years. As illustrated on the following table, growth was slight during this period, except for the period between 1986 and 1991 where the population grew by 9.1% and between 2001 and 2006 where growth was 5.7%. This situation can be explained by the lack of activity in residential construction, at certain times, as well as by the population's age structure. As will be seen hereinafter, Hudson registers a relatively high percentage of senior citizens and a small percentage of young people. Thus, the birth rate is relatively low and the mortality rate is relatively high.

**Table 1: Population Growth 1971-2006\***

Year	Number of Citizens	Variations in Absolute Numbers	Variations in %
1971	4,380		
1976	4,480	+100	+2,3
1981	4,412	- 68	- 1,5
1986	4,426	+14	+0,3
1991	4,829	+403	+9,1
1996	4,796	- 33	- 0,6
2001	4,811	+15	+0,3
2006	5,088	+277	+5,7

\* Source: Statistics Canada Census

## MAP 2: THE BIOPHYSICAL CHARACTERISTICS

This map will illustrate:

- The Seven Physiographical Units
- The Forest Cover
- The Main Hydrographical Network
- The Clark-Sydenham Property
- The aquatic bird habitats (identified by "bird" symbols) in the Ottawa River littoral



#### 1.4.2 Age Structure

Statistics pertaining to age groups in 2006, as identified in Table 2, reveal that the 20-44 age group represents 23.1% of the population, which is clearly inferior to the average noted in the Vaudreuil-Soulanges RCM (35.3%) or the one for Quebec in general (33.8%). The 45-64 group reveals to be higher (33.6%) than the average of the RCM (27.5%) or Quebec's (29.0%). Concerning the 65+ group, it represents 19% of the population, which is greatly higher than the RCM's average (9.9%) or Quebec's in general (14,3%). It is to be noted that the average age of Hudson's population is 44.7 years versus 37.1 in the RCM and 38.8 for Quebec.

**Table 2: Age Structure, 2006\***

Age Groups	Hudson		Vaudreuil-Soulanges RCM		Province of Québec	
	Number	%	Number	%	Number	%
0-19	1 235	24,3	32 845	27,3	1 727 510	22,9
20-44	1 175	23,1	42 440	35,3	2 553 785	33,8
45-64	1 710	33,6	33 165	27,5	2 184 545	29,0
65 +	970	19,0	11 955	9,9	1 080 295	14,3
Total	5 090	100	120 405	100	7 546 135	100

\* Source: Statistics Canada, Census, 2006.

#### 1.4.3 Population Distribution by Language

The population of Hudson is 66,2% English, 21,6% French, 2,4% English and French and 9,8% other languages.

#### 1.4.4 Population Projection for 2016

Based on the population's age structure, the number of lots still available for residential construction and Hudson's development history over the past 30 years, population projections indicate that growth over the next ten years should be limited. The projected increase should be approximately 500 to 600 people, bringing the actual number to 5,700 by 2016.

#### 1.4.5 Average Household Income and Property Values

According to the 2006 Census, the average household income for Hudson reached \$97,974 compared to \$73,360 for the Vaudreuil-Soulanges RCM and \$58,954 for Quebec in general.

According to the same census, the average property value was established at \$373 434 in 2006, comparatively to \$221 916 for the Vaudreuil-Soulanges RCM and \$182 399 for Quebec in general.

### 1.5 Existing Land Use

#### 1.5.1 General View

The Town's territory covers an area of 2,162 hectares, 1,099 hectares of which 1 099 (50.8%) are located in the permanent agricultural zone decreed in 1990 by the *Act Respecting the Preservation of Agricultural Land and Agricultural Activities*.

The urbanization perimeter delimited by the RCM's LUPDP covers an area of 812 hectares. It is within this perimeter that urban development occurred and that it shall be able to extend in the future. The development within the 250 hectares of the Hudson Valleys/Alstonvale area will also be able to continue, this area having been subject to a 1988 authorization by the CPTAQ<sup>2</sup> for uses other than agriculture.

Eighty-seven percent of the area within the urbanization perimeter is already occupied. There is still a number of lots available for residential purposes along some of the existing streets, however, the presence of wetlands sometimes limit their development. In the Hudson Valleys/Alstonvale area, approximately 180 lots are available for residential development. The lots currently available for construction are identified on Map 3.

<sup>2</sup> Decisions # 7218D-143128 and 7227D-143129

\*Administrative codification : only the original by-laws have a legal value



### **1.5.2 Housing**

According to the 2006 Census, there are 2,075 dwelling units in Hudson, of which 90,4% (1876) are single-family dwellings. There are also a few multifamily dwellings which account for approximately 50 units, mainly located on Main Road, within the town centre. To this number is added Manoir Cavagnal, a seniors' residence with 99 rooms or apartments.

An analysis of the residential network allows us to discover various housing types, each reflecting a specific period of the Town's development. The oldest are located on Main Street which is the spine of Hudson's development since its beginning. It is along this street that we find the most interesting architectural specimens, particularly between the commercial centre and Bellevue Street and between the commercial centre and Mount Victoria Street. Some of these homes were originally summer cottages usually built on large lots.

More modest wood frame homes located on smaller lots were built in the village centre itself between 1920 and 1940, on Main Road or its adjacent streets, such as. McNaughten, Cameron, Melrose, Cedar, and Pine up to Lakeview. Development then continued towards the South with the extension of these streets and along new streets located behind the town centre, on much larger lots, this time.

In the early 1960s, development occurred behind the village on the shores of the Viviry River and on crescents linked to Main Road. These developments are generally more systemized than the preceding ones, with planned curvilinear streets respectful of the topography, loops, dead-ends, green spaces and single family dwellings "suburb" style built on relatively larger wooded lots.

The most recent residential development, Hudson Valleys/Alstonvale, is itself located outside of the urbanization perimeter. It is integrated with a golf course (the Falcon) and a series of green spaces and luxurious residences are built there on large lots. Its only fault is that it is not incorporated with Hudson's agglomeration, its geographical situation being a detached enclave from the rest of the community.

### **1.5.3 Commercial**

Hudson's commercial role is found almost exclusively within the town centre, that is along Main Road and a short distance on Cameron Street. There are also a few establishments in the Eastern part of Town, on Main Road (an antique dealer and an inn) and a mechanical garage is found on Bellevue. With the exception of a few commercial establishments which would benefit from aesthetic improvements and landscaping, the architecture of the majority of commercial buildings is, in general, very good.

### **1.5.4 Recreational Services**

Hudson has numerous recreational facilities managed by private corporations, giving the town an important tourist and recreational role within the Vaudreuil-Soulanges territory. There are three golf courses (Como, Falcon, and Whitlock), the Hudson Yacht Club, the Royal Oak Tennis Club, and two curling clubs. A regional cycling circuit (Circuit des deux Lacs) runs through the town, by Main Road and Côte St. Charles.

### **1.5.5 Civic, Community, and Cultural Equipments and Parks**

The Town is rather well equipped in municipal facilities. There is a Town Hall, a Fire Hall and a Municipal Garage. While the town hall is a building of heritage interest, it no longer meets the administration's current needs, the area of its floor plan being quite limited. Notwithstanding this, the Town can rely on a recently purchased building and refurbished for the purpose of housing the Technical Services and Urban Planning Departments, as well as another building located on the same property as the Municipal Garage to house the Community Patrol.

Concerning community facilities, the population of Hudson has access to a Community Centre owned by the Town and a senior residence (Manoir Cavagnal) which is privately owned. There are two elementary schools (Saint-Thomas and Mount Pleasant) and a high school (Westwood Senior High School) on the territory. All three are located within the town centre. There are also four churches, St-James and St-Mary's Anglican Churches, Saint Thomas Aquinas Catholic Church and Wyman Memorial United Church.





On the cultural level, the Town of Hudson is well provided even though it does not own any equipment. There is a library and a theatre (Village Theatre), both located in the town centre and managed by non-profit organizations. The Greenwood Centre for Living History, located at 254 Main Street, allows citizens and visitors to view antique furniture and artefacts as well as familiarize themselves with the people who have lived there in the past.. It is to be noted that the building dates back to 1732, when it served as the trading post for the Hudson Bay Company. Lastly, but not least, there is a private ecological area (the Clark-Sydenham property) which is for bird rehabilitation and open to the public for nature observation.

The Town of Hudson owns and operates 22 parks, of which some of which are playgrounds and others are nature parks or conservation areas. The following table identifies these parks.

**Table 3: Existing Municipal Parks**

Name	Category	Facilities	Surface Area in Hectares
Appleglen/Woodcroft	Nature Park	- walking trails	8,86
Bellevue	Nature Park	none	0,53
Benson	Recreational Facility	- Chalet - softball - skating rink - playground	0.81
Brisbane	Nature Park	- walking trails	9,0
Cameron/Fairhaven	Nature Park	none	4,23
Como Gardens	NaturePark Conservation	none	0.92
Cote St-Charles	Nature Park	none	0,44
Davidson	Conservation	- walking trails	7,71
Pine Lake	Nature Park	none	2,9
Mullan	Conservation	none	2,86
Oakfield	Nature Park Conservation	none	2.98
Rousseau	Nature Park	none	0,11
St-Jean	Landscape Park	bench	0,08
St-Thomas	Recreational Facility	- pool - restrooms - basketball - soccer	4.03
Sanderson	Recreational Facility	- playground - open space	1.17
Sandy Beach	Conservation	- walking trails	4.52
Stirling	Natural Park	none	0.24
Taylor Bradbury	Nature Park	- walking trails	10.0
Thompson	Recreational Facility	- soccer	7.59
Hudson Valleys/Alstonvale	Nature Park	- walking trails - playground	20.8
Wallace	Nature Park	none	0.54
Wellesley	Nature Park	none	0.29
<b>TOTAL</b>			<b>90,61</b>

Taking into account the 4 hectares per 1000 inhabitants currently established standard, the Town of Hudson, in theory, should have a 20 hectares area of park land.

The Town is currently in the process of planning and developing a nature park on the shores of the Ottawa River at the mouth of the Viviry River<sup>3</sup>. This new park will encompass land owned by the Town, including the Marina and Sandy Beach properties.

<sup>3</sup> Town of Hudson, *Master Plan for Sandy Beach Nature Park*, Planex Consultants, October 2004.

\*Administrative codification : only the original by-laws have a legal value



### 1.5.6 Agriculture

The agricultural zone decreed by the CPTAQ covers an area of 1,099 hectares representing more than 50% of the Town's total area. The agricultural zone encroaches on two plains, one of which is located on the western side of the municipality and the other on the eastern side. Five farms are in operation and they focus mainly on beef cattle, horse breeding, or large scale farming.

Unfortunately, the agricultural zone decreed in 1990 did not always respect the existing land use pattern. This is notably the case for the Bellevue and Seigneurie areas where we find more than 75 homes and approximately 10 vacant lots. It is also the case for the Butternut and Turtle Pond areas, which have approximately 7 or 8 homes and a number of vacant lots.. The western part of Hudson also faces some of the same anomalies. Alstonvale, Aird and Rousseau Streets are other concrete examples.

Six sectors of the agricultural zone are identified as destructured tracts of land. The following zones are shown on the zoning plan annexed to Zoning By-Law No 526:

- Zone R1 (Eastern section of Main Road);
- Zone R3 (Bellevue and Seigneurie Streets);
- Zone R-11 (Butternut and Turtle Pond Streets);
- Zone R48 (Aird and Alstonvale Streets);
- Zone R-51 (Rousseau Street)
- Zone R52 (Western section of Main Road in the area of Montée Lavigne).

We must recall that a destructured tract of land corresponds to a selective entity with a limited area, destructured by the addition over time of non agricultural uses and within which remain a few vacant lots that are enclosed and unreclaimable for agriculture<sup>4</sup>. The town could allow the construction of single-family dwellings on vacant lots located in these destructured tracts of land further to an authorisation from the CPTAQ.

We must recall that, according to the Vaudreuil-Soulanges RCM's By-Law N° 163-2, all of Hudson's agricultural zone is located in a sector where the only breeding facilities allowed are those whose odour coefficient is less than one, which prohibits the possibility of pig farming on Hudson's territory.

## 1.6 The Built Heritage, Heritage Belt, Scenic Roads, and Outstanding Scenic View Points

### 1.6.1 The Built Heritage

The Town of Hudson has a good number of heritage buildings, however, the following four sectors deserve particular attention: (see Map 4)

#### a) The Como Area

This sector runs along Main Road between the Willow Place Inn to 308 Main. There are over twenty English Cottages (Arts and Crafts style) or Canadiana style homes in this area. Many of these homes date back to the 19<sup>th</sup> century and even earlier, such as Greenwood which dates back to 1732. St. Mary's Church also represents one of the Town's remarkable architectural elements.

#### b) The Commercial Centre Area

This sector has several buildings that are interesting because of their old architecture. Many institutional buildings in this area, such as the Town Hall, Wyman Memorial Church and Saint Thomas Aquinas Church with its rectory are worthy of being mentioned. Some of the commercial buildings are also part of the district's architectural heritage, namely Legg's Store, Bar-Salon Château du Lac (an old hotel), the business located at the corner of Main and Cedar, the National Bank building, the business located at the corner of Main and Wharf, and the old train station which was converted into a theatre and others.

<sup>4</sup> Translated from the definition in RCM of Vaudreuil-Soulanges' LUPDP, October 2004.

\*Administrative codification : only the original by-laws have a legal value





c) The Residential Area of the Old Village

In this sector we find a series of wood-frame home located mainly on small lots, in the quadrilateral defined by McNaughten, Lakeview, Oakland and the rear lot line of properties on Main Road. Built at the beginning of the 20<sup>th</sup> century, these houses created the village's first residential district. The two-sloped roofs, low skyline, wood siding and exceptional landscaping make this district very unique. It is to be noted that Hudson's library (War Memorial), is found within this sector and its architectural value is very interesting.

d) The Main Road Area, West of the Commercial Centre

This district stretches along Main Road between the commercial centre and Mount Victoria Street. It includes a number of luxurious houses dating from the 1930s and 1940s, built mainly on large lots. This district also includes St. James Church which constitutes one of Hudson's most beautiful architectural jewels.

A list of historical buildings of interest will be listed in an appendix of this Master Plan. These buildings were identified by the Hudson Historical Society and their location is found on Plan 4 of this document.

### 1.6.2 Heritage Belt and Scenic Roads:

Although pockets of heritage buildings can be identified, the entire length of Main Road should be considered as a heritage belt and/or scenic road. The presence of numerous older buildings added to its natural environment including sporadic views of the Ottawa River and the trees that border it justify its classification as a heritage belt and scenic road. Alstonvale Road can also be classified as a scenic road with its curvilinear layout, narrow width, and wooded surroundings.

### 1.6.3 Outstanding Scenic View Points

Hudson's geographic location bordering the shores of the Ottawa River allows us to identify some incredible scenic view points on this waterway, from sites such as the Hudson/Oka Ferry, the Willow Place Inn's parking lot, the municipal wharf, Thompson Park and the look-out point at the top of the hill on Alstonvale Road.

### 1.6.4 Archaeological Sites

There are two archaeological sites in Hudson. One is located in the Como district and the other at the eastern edge of Town, along the Lake of Two Mountains.

## 1.7 Public Services and Transportation Infrastructures

### 1.7.1 Potable Water and Sanitary Sewer Networks

The central and eastern portions of Hudson's territory are serviced by a municipal aqueduct that is connected to four wells. The built area along Main Road, in the Montée Lavigne neighbourhood, is serviced by the Raquette well which is managed by the Municipality of Rigaud. Not having access to a municipal aqueduct, residences in the agricultural area located between the Raquette network and the central sector get their potable water from private wells.

Until recently, the Town did not have a sewer system. In 2008, the construction of a of a sanitary sewer network and a wastewater treatment system will allow the town centre as well as the Bellevue Street area to be serviced, from now on. Clay soil was the cause for wastewater treatment problems in the Bellevue area and small lots and higher density were the main reasons for the installation of sewer in the center of town.

### 1.7.2 Transportation Infrastructures

Hudson's street network does not include any road belonging to a highway network as described by the Quebec Ministry of Transport. Only Highway 342 (Harwood), being a regional road, runs along the southern portion of its territory, providing access to several parts of the agglomeration via local collector streets, such as Bellevue, Cameron, Cote St-Charles and Montée Lavigne. Main Road being the main artery for Hudson, it crosses the entire town, from East to West, a short distance from the Ottawa River, therefore joining Hudson to its neighbouring municipalities, Vaudreuil-Dorion and Rigaud. This street was the first access road to Hudson, which allowed the linear development along the river. Even though today, its role is that of a main artery, it does not meet the width and shoulder requirements to be classified as such.



According to a recent traffic study commissioned by the Town of Hudson<sup>5</sup>, the main traffic problems are identified as follows:

- a) Lack of cycling paths along the main arteries used by cyclists (particularly Main and Cote St. Charles);
- b) Excess speed recorded on Main Road and Cote St. Charles;
- c) Traffic congestion near schools;
- d) Traffic congestion at the entrance of Finnegan's Market parking lot during summer weekends;
- e) Traffic congestion on Main Road in the vicinity of the Hudson/Oka ferry during summer weekends.

The same study analyzed the adequacy of the Town's network of collector streets. At present, we cannot mention any other real problems other than those identified previously. However, the same study forecasts that new constructions built in the next 10 years (approximately 378 new housing units and a 175 unit residence for seniors) shall have a negligible impact on the municipal road network. The counts from this study are indicated in the following table.

**Table 4: Traffic Flow in Certain Strategic Locations of Town\***

	<b>Average Daily Flow during the Week</b>	<b>Daily Flow on Saturdays</b>	<b>Daily Flow on Sundays</b>
Cote St. Charles at Charlewood	3,952	4,803	2,743
Cameron Avenue at St-Jean	4,184	4,228	2,851
Main at Cameron	6,215	7,572	4,955
Main at Bellevue	2,941	4,435	3,849
Main, east of the Hudson/Oka Ferry	2,074	2,731	2,408

\* Taken from the Traffic and Transportation Study, Town of Hudson, Master Plan, December 2006, Genivar.

### 1.7.2 Public Transportation

Hudson is serviced by the AMT's commuter train which runs between Montreal and Rigaud on the basis of one train per day in both directions, during the week. There is no train service on weekends. In order to address the citizens' needs, a new bus service between Hudson and Saint Anne de Bellevue was created by the CIT La Presqu'île in March 2007. This service is offered from Monday to Friday with three morning and three late afternoon/early evening departures.

A ferry service is available to link the Town of Hudson to the Town of Oka. This service is provided by a private company that operates it on a seasonal basis, from April to November.

### MAP 4: HERITAGE AND LANDSCAPE POINTS OF INTEREST

This map will illustrate the following elements:

- The Four Historical Areas
- The Heritage Belt and Scenic Road
- The Scenic View Points
- The Archaeological Sites
- Historical buildings of interest

### MAP 5: TRANSPORTATION INFRASTRUCTURE

This map will illustrate the:

- Main Transportation Network
- Montreal-Rigaud Train Railway
- Hudson-Oka Ferry

<sup>5</sup> Genivar, *Traffic and Transportation Study, Town of Hudson Master Plan*, December 2006

\*Administrative codification : only the original by-laws have a legal value



## 1.8 The Natural and Anthropogenic Constraints

### 1.8.1 Natural Constraints

A small portion of the Town's territory is affected by spring floods recurring every 0-20 years and 20-100 years. It is a narrow strip of land along the Ottawa River, except for the area between Parsons Point and Boyer Point and some properties in the Western sector where the floodplain is sometimes greater. The ratings for floods recurring floods in the 0-20 years and 20-100 years flood zones vary according to the six sections defined by the *Ministère du Développement durable, de l'Environnement et des Parcs* and are identified on Plan No 6. We know that no construction or works of any kind may be done within the 0-20 years flood zone. However, in the 20-100 years flood zone construction and works may be done as long as immunization measures are foreseen.

In 2008<sup>6</sup>, an inventory and characterization of wetlands was realized on Town of Hudson territory and a number of wetlands were found. These wetlands are important in the filtration of surface and ground water and are rich in flora and fauna. Plan 9 identifies the location of these wetlands. Specific provisions to protect these areas should be included in the zoning by-law.

The Town only has one zone subject to landslide. It is located in the agricultural zone, at the eastern boundary of the territory. However, tree cutting or excavating and backfilling should not be permitted on steep slopes in order to protect them. The Town has already taken the initiative to do so by prohibiting, in its Zoning By-Law, all new construction or septic installation or any tree cutting in the areas where the slope exceeds 20% and by purchasing properties to be used as parks, between Fairhaven et Windcrest for example or along Cameron Street. The Alstonvale embankment, which includes a 20 meter drop, must also be protected even if it is in the agricultural zone.

### 1.8.2 Anthropogenic Constraints

#### *Contaminated Sites*

According to the study done by the *Ministère du Développement durable, de l'Environnement et des Parcs*, there are ten (10) contaminated sites in Hudson. It will be important that authorizations be obtained from this ministry prior any construction or extension projects can be done on these sites.

#### *Drinking Water Wells*

The Town of Hudson owns and operates four drinking water wells used to supply the central and eastern sectors of the Town. Two of these wells are located in the Hudson Valleys/Alstonvale sector while the other two are located along the Viviry River. It is important that no construction or other works, other than those related to water supply and maintenance be authorised within a 30-meter protection radius surrounding these wells or as determined by a hydrogeological study.

#### *The Natural Gas Pipeline*

A natural gas pipeline crosses the agricultural zone on a short distance at the East end of the municipality. A portion of the pipeline is also located in a destructured tract of land.

#### *The Snow Dump*

The snow dump, approved by the *Ministère du Développement durable, de l'Environnement et des Parcs*, is located north of the railway track, on Wharf Street. In the near future, part of this site will be used for a wastewater treatment plant.

## MAP 6: NATURAL AND ANTHROPOGENIC CONSTRAINTS

This map will illustrate the:

- Flood Zone
- Embankments and Steep Slopes
- Contaminated Sites
- Drinking Water Wells
- Natural Gas Pipeline
- Snow Dump

<sup>6</sup> Teknika HBA Inc. Characterization of Wetlands and Natural Areas on the Town of Hudson's territory, June 2008.

\*Administrative codification : only the original by-laws have a legal value



## 2.0 SYNTHESIS OF STRENGTHS AND WEAKNESSES

The analysis of the main physical and socio-economic, land use and infrastructure characteristics enables us to identify the Town's strengths and weaknesses that are susceptible of interacting with its future development. It is from these strengths and weaknesses that we shall be able to specify a certain number of goals and orientations that will be the basis of this master plan.

### 2.1 The natural environment

#### Strengths:

- The Town benefits from a natural environment of exceptional quality which is based primarily on its main components which are the Ottawa River and its forest cover. The Ottawa River provides an excellent habitat for the fish and the aquatic birds. Regarding the forest, it consists of species such as pine, birch, maple, oak, etc., many of which have reached maturity and cover approximately 42% of the municipal territory, mainly in the urban milieu.

### 2.2 Housing

#### Strengths:

- Availability of approximately 240 lots for future residential development.
- Good quality buildings many of which being of heritage interest.

#### Weaknesses:

- Lack of a sanitary sewer system except in the town centre and the Bellevue area;
- Weeping field problems in certain areas due to the clay composition of the soil.

### 2.3 Commercial

#### Strengths:

- Businesses are concentrated in a compact area in the agglomeration centre.
- The commercial core offers a distinctive architectural quality and a pleasant atmosphere for pedestrians.

#### Weaknesses:

- Some commercial buildings are neglected and would deserve to be restored;

### 2.4 Civic, Community and Cultural Equipments and Parks

#### Strength:

- The Town is well enough equipped in civic, community and cultural equipments as well as in parks and nature trails.

#### Weaknesses:

- The Town Hall's limited floor area causes some space problems for the municipal administration.

### 2.5 Agriculture

#### Strengths:

- The territory's has very good soil types and good climatic conditions, ideal for agricultural activities.
- Over 50% of the municipality's territory is protected by the *Act Respecting the Preservation of Agricultural Land and Agricultural Activities*.

#### Weaknesses:

- The division of the agricultural zone causes certain problems in areas already urbanized and included in this zone obstructing, in particular, all new construction on vacant lots.
- Currently, the Town is not sufficiently protected against the development of new breeding facilities. However, it is located in an area where the only authorized farming must have an odour coefficient of less than one (1), which excludes all possibility of pig farming.



## **2.6 Built Heritage, Heritage Belt, Scenic Roads and Outstanding Scenic View Points**

### Strengths:

- Hudson has numerous heritage buildings, of which some have a great architectural/historical value.
- Main Road can be considered a heritage belt and scenic road, while Alstonvale Road can be considered a scenic road.
- Certain view points along the Ottawa River are exceptional.

### Weaknesses:

- The Town regulates the architecture of buildings throughout its territory; however, it does not have specific regulations, such as a SPAIP, to protect heritage buildings located in the four areas identified previously or natural landscapes.

## **2.7 Public Facilities and the Transportation Infrastructures**

### Strength:

- The existing road network meets the town's requirements relatively well.

### Weaknesses:

- Some localized traffic problems have been identified, such as those at item 1.7.2 of this Master Plan.
- The Town does not have a sanitary sewer network except in the town core and the Bellevue area where a new sewer system has just been installed.

## **2.8 Natural and Anthropogenic Constraints**

### Weaknesses:

- The Town contends with spring floods which affect certain properties in the 0-20 and 20-100 flood zones;
- Some lots are affected by anthropogenic constraints such as, contaminated lots, the municipal snow dump, the natural gas pipeline, and lots adjacent to potable water intakes;
- Some steep slopes limit building opportunities.



### 3.0 DEVELOPMENT ORIENTATIONS AND STRATEGIES

The development orientations are guidelines for the management of the future development of the municipal territory. They are the answer to the main problems identified previously and meet the goals of the Vaudreuil-Soulanges RCM's Master Plan. They constitute, with the strategies associated to them, the main part of this master plan because, along with these orientations and strategies, the municipal authorities will be able to specify how they intend to develop the municipal territory. It is also from these orientations and strategies and the land use plan that the Subdivision, Zoning, Construction, Permits and Certificates and SPAIP By-Laws can be revised.

The orientations accepted concern seven themes, which are environment management, urbanization management, agriculture, heritage, recreational tourism, the security of people and movables, transportation and networks.

#### 3.1 Environmental Management

##### Orientations:

- 1) Preserve the natural elements, particularly the forests, lakes, bodies of water and the wetlands found within the Town's boundaries;
- 2) Prohibit any new sand pits and quarries on the Town's territory.

##### Strategies:

- 1) Require, in the Permits and Certificates By-Law, that a permit or certificate be obtained for any construction, work or works done on the shore or the littoral.
- 2) Include provisions to protect the shores and the littoral of lakes, streams and the wetlands in the Zoning By-Law and ensure the preservation, the quality and the biological diversity of these areas and particularly the protection of the faunistic habitats.
- 3) Make the Tree-Cutting By-Law more restrictive.
- 4) Rezone the Clark-Sydenham property and the wetlands to the Conservation Zone. A wetland audit commissioned by the Town will make it possible to identify and characterize these wetlands.
- 5) Integrate provisions in the Zoning By-Law to prohibit the establishment of new quarries or sand pits on the territory.

#### 3.2 Urbanization Management

##### Orientations:

- 1) Maximize the use of existing public infrastructures and facilities in the urbanization perimeter and the para-urban residential areas;
- 2) Fill vacant lots with constructions that integrate well with the neighbouring architecture.

##### Strategies:

- 1) Prioritize development along existing roads before opening new streets;
- 2) Continue to improve and revitalize the Town's core by restoring certain public, commercial buildings and improving infrastructure. Commercial development will focus on retail businesses and services requiring limited floor space and aimed at the local and visiting population. The Zoning By-Law shall specify that the maximum floor area for commercial buildings shall not exceed 2,000 square meters and that no new facilities, such as elementary or high schools or colleges, hospitals, movie theatres and government services will be permitted on the territory;
- 4) Increase the residential density between the town core and the Ottawa River, once the sanitary sewer system is in place. Particular attention shall be given to senior housing and multifamily construction in this area.
- 5) Pursue development within the residential para-urban area (Hudson Valleys and Alstonvale areas) according to the Development Plan accepted by the town;





- 6) Use the Site Planning and Architectural Integration Program (SPAIP) By-Law or the Architecture By-Law to ensure the harmonious integration of new constructions within the existing urban system including the downtown core;
- 7) Prohibit any new large energy transportation infrastructure in the urbanization perimeter. However, the establishment of such an infrastructure shall be authorized if it can be proven that it cannot be installed anywhere else on the territory. Natural Gas and Petroleum Corporations planning a transportation infrastructure within the urbanization perimeter shall have to prepare and submit a site development plan to the Town before a permit can be issued.

### 3.3 Agriculture

#### Orientations:

- 1) Ensure the sustainable development of agricultural activities in the permanent agricultural zone;
- 2) Govern existing buildings other than agricultural or non-essential for agricultural purposes within the permanent agricultural zone;
- 3) Have certain built sectors within the agricultural zone recognized as destructured tracts of land;

#### Strategies:

- 1) Authorize only agricultural uses in the permanent agricultural zone;
- 2) Prohibit the opening of any new road in the permanent agricultural zone or in a destructured tract of land;
- 3) Foresee that separating distances applying to animal breeding establishments and storage of fertilizers and manure be included in the Zoning By-Law, as well as the integration of requirements concerning livestock production zoning.
- 4) Foresee regulations applicable to existing buildings other than agricultural in the Zoning By-Law.
- 5) Prepare files in view of having certain built sectors in the agricultural zone recognized as destructured tracts of land.
- 6) Examine the possibility of the operation of smaller agricultural activities such as horticultural and farmhouse activities.

### 3.4 Heritage and Landscapes

#### Orientations:

- 1) Protect and develop elements of heritage interest.
- 2) Favour the use or reallocation of heritage buildings for residential, commercial or public purposes as to avoid their demolition or transformation susceptible of putting their architectural character in peril.
- 3) Preserve the natural and urban landscapes.
- 4) Improve the downtown core street scape.

#### Strategies:

- 1) Protect the four heritage districts through the adoption of a SPAIP by-law;
- 2) Protect the heritage belt and scenic road, as well as the scenic points of interest through the adoption of a SPAIP by-law.
- 3) The Citation of "Historical Monument" as certain buildings or sites of heritage interest in accordance with the "Loi sur les Biens culturels". The list of these buildings and sites appears in the Chapter 5 of this Master Plan.
- 4) Put in place a heritage circuit to discover the Town's historical and architectural attractions.

### 3.5 Recreational Tourism

#### Orientation:



- 1) Improve the existing tourist and recreational product.

Strategies:

- 1) Develop Sandy Beach Park and the adjacent marina;
- 2) Study the possibility of constructing a bicycle path along a length of the railway should the AMT abandon the existing railway line;
- 3) Study the possibility of creating a green belt integrating Hudson's agricultural zone with those of neighbouring municipalities of Vaudreuil-Dorion and St-Lazare.

### 3.6 Safety and Security of People and Movable

Orientation:

- 1) Ensure the safety and security of people and movables within zones of constraint occupancy.

Strategies:

- 1) Foresee that the Zoning and Permits and Certificates By-Laws include provisions addressing the flood zones. In addition, require that applicants for new constructions or extensions with lots located in a flood zone obtain a permit or certificate of authorisation from the Town, to this effect and supply, a surveyor's plan indicating the levels of the said lots.
- 2) Foresee that the Zoning By-Law prohibits any construction on lots with a 20% or more slope and where the embankment is five (5) meters high or more. That all tree cutting be prohibited in these zones.
- 3) Foresee that the Zoning By-Law prohibits all construction or extensions on contaminated lots unless a certificate of authorization has been granted by the *Ministère du Développement durable, de l'Environnement et des Parcs*.
- 4) Foresee that the minimum distances included in the Zoning By-Law be adhered to around potable water wells, gas pipeline and the snow dump.
- 5) Prohibit minor derogations in a zone where lot occupancy is subject to particular constraints for public security reasons.

### 3.7 Transportation and Networks

Orientations:

- 1) Improve the road system.
- 2) Improve the public transit system.
- 3) Restrict the installation of telecommunication towers and antenna mounting frames.

Strategies:

- 1) Foresee that the Zoning and Subdivision By-Laws have provisions that limit the number of intersections and access points onto Highway 342 (Harwood).
- 2) Pressure the appropriate authorities to improve public transit services (commuter train and bus service).
- 3) Foresee that the Zoning By-Law includes regulations for the establishment of telecommunication towers and antenna mounting frames.



## 4.0 LAND USES AND BUILDING DENSITIES

Land uses and building densities allow to interpret in a relatively accurate manner the above mentioned development orientations and strategies. On Plan 7, these land uses specifying the future of each land use category whether it be residential, commercial, institutional, park or recreational area, agricultural or conservation. In general, these land uses correspond to dominant existing land uses and also, in certain cases, to different uses in the case where a change of provision seems necessary.

In addition to specifying the location of different sections of the territory, the Land Use Map, as it relates to residential uses, identifies the anticipated residential density (very low, low, and low to medium density).

It is to be noted that the Land Use Plan does not have the degree of accuracy of the Zoning Plan, the main goal being to foresee a functional and coherent layout of different land use areas and not, as in the Zoning Plan, delimit the zones subject to uses and standards.

Each foreseen land use will be examined hereinafter.

### 4.1 Residential

Land uses areas retained for residential purposes determine the existing residential network and the residential sectors to be developed in the future, whether included in the urbanization perimeter or the para-urban sector "Hudson Valleys/Alstonvale", or yet within the destructured tracts of land.

The general objective is to increase the residential density in the Town's core and its immediate surroundings and to maintain a low or very low residential density elsewhere on the territory. Hence, four (4) types of residential zones shall be established:

- Very Low Density Areas (H1) authorizing single-family detached dwellings built on relatively large lots (2 800 m<sup>2</sup> or more) as well as parks and green spaces. These areas mainly include the para-urban sector "Hudson Valleys/Alstonvale" as well as the western part of the perimeter along Main Road. Here, the density will vary from 2 to 4 dwelling units per hectare.
- Low Density Areas (H2) encroaching on residential areas mainly located in the urbanization perimeter. These areas authorise detached or semi-detached single family dwellings serviced by the Town's aqueduct and built on minimum area lots that could vary from 1 400 m<sup>2</sup> (with two services (aqueduct and sewer)) to 2 800m<sup>2</sup> (with one service or without service) except in the case where they are located near a stream or within Ottawa River corridor<sup>7</sup>, in which case, the minimum lot area must be at least 3 700m<sup>2</sup>. In the case where both municipal services (aqueduct and sewers) are available, these areas could be reduced. These areas also authorise parks and green spaces. Here, the density shall vary between 5 and 10 dwelling units per hectare.

Certain low density areas correspond to destructured tracks of land where only isolated single-family dwellings are authorized. These zones are R-1, R-3, R-11, R-48, R-51 and R52 appearing in the Zoning Plan annexed to Zoning By-Law N° 526.

- Low and Medium Density Areas (H3) located in the Town's core and in its immediate neighbourhood. These areas authorise detached and semi-detached single family dwellings built on minimum area lots being in conformity with those required in low density areas, serviced only by the municipal aqueduct. Once both municipal services (aqueduct and sewers) are installed, these areas could be reduced and multi-family dwellings authorised according to a density that could vary between 15 and 35 units per hectare.
- High Density Area (H4) that authorizes multi-family dwellings where density shall vary between 25 to 35 units per hectare. This area will also include a seniors' residence project on Côte Saint-Charles.

<sup>7</sup> Espace compris dans les premiers 100 mètres d'un cours d'eau ayant un bassin versant de 20 km<sup>2</sup> et plus

\*Administrative codification : only the original by-laws have a legal value



#### 4.2 Commercial

Land use areas retained for two types of commercial purposes:

- Commercial Central Core Area (C1) includes the commercial sector and residential units located along Main Road. Commercial uses and services compatible with the town centre, single family dwellings, duplexes, triplexes, row houses, detached multi family dwellings, integrated dwellings, commercial buildings and parking lots shall be authorised in this area.

This area will be serviced by a sanitary sewer system in spring 2009, which will contribute to greatly improving the salubrity and quality of the environment. However, this improvement shall not open the door to high rise construction which would take away the character of the current commercial core.

- Selective Commercial Areas (C2) determines lots used for commercial establishments located outside of the central commercial core. Commercial uses, identical or similar to the existing ones and parks will be authorised in these areas.

#### 4.3 Institutional

Institutional land use area (I) applies to all public and semi-public buildings located in the urbanization perimeter, such as the Town Hall, the Community Centre, the Municipal Garage, and all schools and churches.

#### 4.4 Parks

The park land use area regroups all municipal parks and playgrounds located within the urbanization perimeter or the para-urban sector "Hudson Valleys/Alstonvale".

#### 4.5 Recreational Facilities

The recreational land use area (Rec) applies to all private recreational facilities included in the urbanization perimeter or the para-urban sector, such as the Hudson Yacht Club and the Whitlock and Falcon Golf Clubs.

Although residential development is not currently permitted in the recreational land use area, it could potentially be permitted on lots 1940, 1944, and 1946 which are included in the urbanization perimeter, provided the density does not exceed 10 units per hectare.

#### 4.6 Agriculture

Within the agricultural land use area (A) uses are limited to agriculture and uses some equipments, infrastructures and public or recreation related services. Dwellings and businesses not related to a farm are prohibited. However, buildings and uses that are non agricultural or that are not required for agriculture and exist in the agricultural zone benefit from acquired rights. Residential dwellings can be expanded and certain accessory uses can be added, according to the conditions stated in the Zoning By-Law. Concerning existing commercial buildings and vacant buildings (agricultural or other), a change in use is possible provided it meets the requirements set forth in this same by-law.

More precisely, the following uses are authorised within the agricultural land use area:

- Agricultural use;
- Residential building for the agricultural producer;
- Accessory use related to the residential building;
- Commercial use related to the sale of agricultural products;
- Commercial use related to the sale of seeds and fertilizers;
- Commercial use related to the sale and repairs of agricultural machinery;
- Country-style dining, bed and breakfasts, and other agro-tourism activities provided they are associated with an agricultural operation;
- Horse breeding and training;
- Kennel provided it respects the conditions of the Zoning By-Law;



- Industry transforming raw agricultural products produced by an agricultural producer with products coming primarily from his farm;
- Feed mill;
- Pumping station;
- Public well, aqueduct and sewer shows that there is no room within the urbanization perimeter for this use;
- Large energy infrastructures, except wind turbines;
- Recreational trails (pedestrian, cyclable, equestrian, cross country skiing) and interpretation trails;
- Non-agricultural buildings or buildings not required for agricultural purposes existing on October 25<sup>th</sup>, 2004, according to the provisions of the Town's Zoning By-Law.

#### **4.7 Conservation**

Within this land use area, natural spaces are included and are to be preserved because of their fragile ecological nature. This is why the Clark-Sydenham Ecological Area and Graham Island (Pigs Island) are included in this conservation zone. Within the Clark-Sydenham Ecological Area provisions are specifically made for "bird rehabilitation" and "nature interpretation" uses. Some wetland areas, such as Davidson Park and the one located at the end of Léger Lane are retained for conservation purposes. Other areas of the same type could eventually be retained in the same manner.

#### **PLAN 7 : LAND USES AND BUILDING DENSITIES (IN ENVELOPE)**

Plan n° 7 titled "The general policies on land uses and land occupation densities" of By-Law No 525 concerning the Town's Master Plan is replaced by Plan n° 7-1 "The general policies on land uses and land occupation densities", dated April 2010 which is presented in an envelope with this By-Law n° 525.

This plan shall illustrate the following information:

- Residential Land Use Areas and their Respective Densities
- Commercial Areas
- Institutional Areas
- Parks
- Private Recreational Facilities
- Agricultural Areas
- Conservation Areas
- Urbanization Perimeter



## 5.0 AREAS OF PRIME OF CONCERN

Certain sectors in Hudson shall be the subject of particular regulation measures either because of their heritage interest or their geographical situation in a development area.

This is why the following sectors, identified on Map 8, will be subject to the *Site Planning and Architectural Integration By-Law* (SPAIP):

- The four historic districts identified previously;
- Sandy Beach Sector;
- The seniors' residence project located on Côte St.Charles;
- The residential sector adjacent to the Whitlock Golf Club;

This measure will allow the preservation of the architectural character of the buildings in these sectors at the time of renovations and extensions and ensure some continuity with the sector's architecture when new buildings are built. This measure shall entail that all renovation, extension and construction projects in these sectors must be submitted to the Town Planning Advisory Committee for consideration and approval before they are approved by the Town Council.

The heritage belt and scenic road which span the entire length of Main Road shall also have to be incorporated into the SPAIP, in order to preserve the architectural characteristics of buildings and external features of properties bordering on this street. This by-law will also allow the preservation of important view points identified on Map 4.

The Town of Hudson shall resort to the "*Loi sur les Biens culturels*" in order to cite the followings buildings and sites as Historical Monuments:

1. Emporium Boutique (403 Main)
2. Legg's Boutique
3. St-Thomas Aquinas Church
4. St-Thomas Aquinas Rectory
5. May's Studio
6. Town Hall
7. CPR Station/ Village Theatre
8. Veterans' Cenotaph (in front of community center)
9. Dr Runnells' Cairn (St-Jean Park)

Other buildings and sites could eventually be added to this list.

The Town is also planning to prepare, in the short term, a revitalization program for the Town core. This program will concentrate on improvements to the pedestrian network, street hardware, signs and signage, landscaping and lighting. We will also try to find solutions for new parking spaces in the rear of lots fronting on Main Road.

A concept of redevelopment for the town core is now in progress. This concept includes a site plan and ambience sketches of some strategic places.

### MAP 8: AREAS OF PRIME CONCERN

This map will illustrate the following geographic areas:

- Four Historical Districts;
- Sandy Beach Sector;
- Senior Housing Project on Côte Saint-Charles;
- Whitlock Residential Project
- Heritage Belt and Scenic Road along Main Road





## **6.0 CONCLUSION**

This Master Plan, being a municipal management tool, establishes the development orientations and implementation strategies and land uses that shall ensure the rational development of the Town Hudson as well as a harmonious integration of various urban or rural functions.

Although it could be adjusted to meet new requirements, the Master Plan should not be radically amended during the 6 or 7 years following its coming into force. However, we must ensure that, at all times, the Master Plan is in conformity with the Vaudreuil-Soulanges RCM's Land Use Planning and Development Plan and in agreement with the Urban Planning By-Laws.

The Town Planning regulations which affect the subdivision of lots, zoning, building, issuance of permits and certificates, as well as architectural control, legally complement the Master Plan. The important orientations and land uses stated in this Master Plan being the foundation of this by-law, it will ensure, by means of general and particular provisions, that the citizens of Hudson and representatives of public and private corporations will respect them.

This by-law sets, amongst others, the requirements concerning minimum buildable lot sizes, permitted uses in different zones delimited in the Zoning Plan, the siting of buildings in these zones, parking, signage, protection of the shoreline and the littoral, the floodplains, protection of trees, separating distances for breeding facilities, etc.

We can only hope that all these town planning tools will contribute, in the future, to maintaining the unique character of the Town of Hudson, preserving its natural landscapes and the architecture of its buildings.

### **Coming into force**

This by-law shall come into force according to the law.

### **MAP 3: EXISTING LAND USE (IN ENVELOPE)**

This map will illustrate the following information:

- Existing Land Uses;
- Streets;
- Vacant Lots able to receive New Constructions
- Urbanization Perimeter.

### **MAP 9: WETLANDS AND NATURAL AREAS**

This map will illustrate the following information:

- Wetlands and natural areas;



### Appendix

List of buildings with an historical and architectural interest as identified by the Hudson Historical Society

# id.	Name	Address
1	Graham post office	898 Main
2	Boyd house	880 Main
3	Thompson farm house	693 Main
4	Mount Victoria school	689 Main
5	Mount Victoria	57 Mount Victoria
6	The Oaks - Rev. James Pyke	643 Main
7	St-James church	642 Main
8	Sydenham cottage	635 Main
9	Whitlock 1817	601 Main
10	Mathewson's school	586 Main
11	Halcro farm	545 Main
12	St. Joseph's Church, from Côte St.Charles	455 Main
13	Parsons	336 Main
14	Como model school	324 Main
15	Davidson house 1850	316 Main
16	Davidson Lancaster house	289 Main
17	Ellesmere 1866	280 Main
18	Parish Hall	273 Main
19	Schneider's Inn 1792	264 Main
20	St. Mary's church 1867	263 Main
21	Greenwood	254 Main
22	Rose cottage 1860	253 Main
23	Riversmead	245 Main
24	Mosers	223 Main
25	Dean's house	219 Main
26	Willow place Inn	208 Main
27	Peter Johnston	193 Main
28	Rouleau house 1870	165 Main
29	Sanderson farm house 1850	23 Chandler
30	Nelles Hyland-Schneider house	18 Chipman's Point
31	Robinson's farm house 1905	128 Main
32	Robinson's farm house 1900	11 Davidson
33	McKercher's cottage 1820	152 Montée Manson
34	McKercher/Manson's house 1800	88 Main
35	Manson farm house	72 Main
36	Boyer Manor	64 Main
37	Cottage	62 Main
38	Robinson farm house	40 Main



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