

## HUDSON, NEW HAMPSHIRE BOARD OF SELECTMEN

### Minutes of the October 1, 2024 Meeting

1. CALL TO ORDER – by Vice-Chairman Dumont for the meeting of October 1 2024 at 7:00 p.m. at the Hills Memorial Library.
2. PLEDGE OF ALLEGIANCE – Todd Boyer.
3. ATTENDANCE  
Board of Selectmen: Heidi Jakoby, Dave Morin, Dillon Dumont and Kara Roy.  
Staff/Others: Steve Malizia - Town Administrator; Lorrie Weissgarber - Executive Assistant.
4. PUBLIC HEARING  
Vice-Chairman Dumont explained the petition Warrant Article #29 – Comprehensive Infrastructure Study. Based on RSA 40:14 XI (b) we are required to hold a Public Hearing to take any additional public input. Vice-Chairman Dumont opened the Public Hearing at 7:02 p.m.
5. PUBLIC INPUT –  
James Crowley – 4 Fairway Drive  
Quite honestly the last time I was here the sound system wasn't nearly as good as it is now. Thanks for the upgrades. I wrote mine out. First off, thanks for this meeting, it's been, well kind of overdue, or, long overdue, I'm glad we are here. I want to state some summary points in my recent September 29<sup>th</sup> email to the Board of Selectmen. And some additional verbal ones that occurred to me after publishing it. I brought an extra copy if anybody wants one. I know when I submitted it just kind of scrambled all my formatting. OK, thank you. Again, like I said, I'll just. I suggest first, establishing an index of existing reports. Example, NRPC Town-Wide Transportation Study and Town Hall Study if less than, say four years old then use existing studies to reduce the cost of producing the Article 29 Comprehensive Infrastructure Study. Next, I'm just stating the obvious pretty much. Next establish a 2025 funding budget for each main category identified in Article 29 and total funding of it, what would most likely get voter approval in March. Would it be an all-encompassing report? Or, certain categories ranked both necessary to be studied by public concurrence. After voter approval of funding, I like to think positive, a completion of the authorized study the Board of Selectmen needs to periodically disclose progress or pitfalls in achieving needed infrastructure improvement. Needed will be important public relations and justification of report costs and ongoing transparency disclosure of progress. In the report, I suggest having a section for existing and future growth patterns, assessment and development analysis. Quantify why does Hudson need certain visionary and infrastructure improvements? I suggest a section to define and rank infrastructure categories needed to support residential development and a separate on ranking infrastructure categories needed to support nonresidential development. This Hudson position better to support one over the other or a logical mixture based on current zoning and land use regulations. Then in your transportation category, Hudson is a pass-through community, not a destination community for commuters. Simply look at Hudson vehicle registration compared to existing traffic counts. As I understand it, the New Hampshire Department of Transportation has recently acquired software and data collection abilities to analyze pass-through trip starts and ends. Hudson needs an assessment of who is using its roadways and where they are coming from and going to. This type of information is currently needed and lacking. The BOS should request assistance from the NHDOT to supply this already tax dollars paid for source of professional knowledge to generate data on the subject. The NHDOT seems a logical starting point at obtaining this type of information than Hudson taxpayers funding the total cost of it. Next category briefly touch on is sewer and water. An existing community well has been contaminated and shut down. Alternative water sources and future budgeting needs examination in exposure to impacts in Hudson tax payers. I think probably through the rumor mill different people have heard about this, but, is there going to be some future tax impacts? It would be nice to know. The next category was impact fees. I think the report needs to highlight and list current established impact fee categories. Also identify the analytical methods used to establish the amount. How often are they reviewed? And final authorization procedure to legally implement them. I'm not sure if a published guideline is available for easy public access and review. If not one, should be made available. I have not notice where criteria to generate impact fee components can be found on the Town website. That's me personally, could be my lack of skills, but, please consider that and all this infrastructure deal because part of Article 29 was impact fees. Finally, I wonder what benefit this comprehensive infrastructure report will be if there are no defined procedures for

future resulting actions to go with it. It will be necessary for a prime player to coordinate and be a consensus builder to get voters to approve additional funding to address identified deficiencies. The BOS should be that prime player. I think everybody will agree to step up to do that. Or, we wouldn't be here tonight. We already know an infrastructure report will identify and quantify current understaffing of emergency services personnel. The BOS will be needed to educate the public as to why understaffing exists and build a consensus as to how to address it. Since current competition for the same professional personnel by surrounding communities and even the state is intensive, it's time to start thinking outside the box of using current methods to address that void. I envision future BOS public workshops for generation of solution ideas. These ideas may range from creation of a first responders property tax credit, similar to the existing veterans one. Or, possibly something more drastic. For example, Hudson is already scheduled to get a paid for special apparatus fire truck because town zoning ordinance allowed the largest industrial expansion project ever in New Hampshire to be built within our Town borders. However, Hudson already has a problem with manning the fire and ambulance equipment already in service. The BOS needs to start public discussions on whether it's time for a moratorium on future development until the Town can adequately cover and absorb its existing built and coming approved development on the books. It appears to me future development will have to suffer because of this. A moratorium should be considered that can be legally supported by the courts until Hudson achieves sufficient emergency manpower. The public should know, the public should be informed about additional manpower required increases future property taxes. Keep in mind free, so to speak, fire equipment doesn't address required ongoing future operational costs. Anyway I wish the size of the public turnout tonight was larger, actually. Personally, I encourage the BOS use Hudson Community TV and the free local newspaper, Hudson Times, and other media to get the word out on infrastructure study. Hudson desperately needs intense guidance and vision to address its infrastructure if we wanted to be a community we are proud to live in. And that's my summary. We're happy to come back again if you hold more meetings.

Jim Dobens – 4 Eagle Drive

Why not, it's been awhile. I'm back, yes. I hope everybody had a good summer. I did. At least I tried to. I'm here because I care. I'm the one who wrote the warrant article. Mr. Malizia: Name and address for the record, just to put on record please. Jim Dobens, four Eagle Drive for the last 44 years. I am here because I care. I wrote that warrant article asking for an infrastructure study because the Town needs one. And before I get into all the stuff that I read, I have been involved in infrastructure studies from the developer's point of view. Projects much larger than the stuff that's going on here. And I can tell you that it's needed. And what I'm leading into is my question to everybody, what is the vision for Hudson? I don't know if anybody can explain it to me. What do you want Hudson to look like and what needs to be done to accomplish that vision? Hudson does not have the vision today nor do we have a comprehensive master plan to accomplish one. An infrastructure study will look at all aspects of the Town as to where we are and what we must plan for in the future. The study will allow for proper town planning decisions and improve the quality of life for residents by identifying the key areas of improvements necessary for our schools, our emergency services, our DPW, water and sewerage, housing traffic, the environment and importantly zoning. The scope of this study should include: identify the current projects and developments being built, and then what is in the que for approval and in planning stages. Second, population growth and demographics. What do you understand it to be for the next decade or for the next 15 years? You can have population growth but what's going to be the demographics of that growth? School assessment of facilities, curriculum, student population trends and staffing to achieve better than average results. Clearly this needs School Board input. Police and Fire assessment of what we have today and what is needed for the next decade in terms of staffing, equipment, training, IT support. As this town expands there are going to be more emergency calls, it's a given. I know I see every time I see the Fire trucks go out Dave, hopefully they're safe, they're good. I'm not sure if we follow the two in and two out rule. Because I think we staff our trucks with what? Two? Selectman Morin: That's up to the Fire Chief at this point. Jim Dobens: OK, but I'm just saying on typically it's about two. I really would like to see us get into the two in two out rule as well as some increased staffing with Police. But that's something that can be looked at during the study. DPW assessment of equipment staff and training and IT. Is they will have to deal with more road infrastructure and what comes with it. How many more roads are in the plan for this town for the next decade? That adds more work for them. Water and sewerage usage in capacity projections. Do we have the infrastructure to support the developments that are coming? Road infrastructure in the traffic situation. This is the really big elephant in the room. I have yet to see a comprehensive traffic study that combines all the developments, current and planned, and their impact on the Town's roads. Main roads and back roads. We have become a pass-through town and I keep hearing that phrase more and more from people, but we have. We've become a pass-through town and soon there will be hundreds of tractor trailers daily plus more cars from these developments traversing all over our roads. Where are the bottle-necks today and where

will they be in 10 years and what is the plan from this town to solve them? To solve them you need to understand them. To understand them you need to study them. So get the real facts that an infrastructure study will provide for that. Ever since I moved to Hudson, every single development that's been going in has always told me there is going to be minimal impact to traffic. That has been going on since the Sanders Place went in in south Hudson. Minimal impact. It's funny how I've gone from a one lane one way one lane the other to six, seven lanes down there going to eight. Minimal impact. I'm really tired of it. Our environment. What impact do these developments have on the quality of our air, our water, the noise levels to the residents of Hudson. These all have health impacts. How is this being monitored and tracked? What about green space needs called out by residents in one of the last Master Plans discussions? Zoning. We need a complete review of all our zoning and make appropriate changes that aligns with what Town's vision should be. This study will allow planning to take place between Town leaders and its residents to accomplish which you want driven by a Master Plan that delivers this Town vision that you want. Get the study going so we can build economic prosperity and improve resident's quality of life at the same time. We need economic growth but, we also need it responsibly that's what this will do. Some not all of this can be done by various department heads and save money. However, it needs to be over watched and conducted by a qualified non-partisan company. So yes, it will cost money but, this expenditure will truly save us significant funding in the future. Thank you.

Tim Wyatt – 139 Barrets Hill Road

I'm here to speak about some ideas that I have that might think for the future of Hudson and how we go about its development. We talk about the Master Plan and I'm hoping at some point maybe there will be a scale model of Hudson with all the roads and buildings and things that we can move around and point to areas we'd like to see developed in a certain way. With that thought in mind I drew myself a map of Hudson and drew the major roads. I think one way to look at Hudson if we would like to make a wish list of what we would like to see. I think a big part of what needs to be addressed is the traffic. I feel that we're going to have to make some decisions about what we would like and what we're going to have to forego, if you will. I would like to keep as much of the green space that we have relatively green or residential. And allow those corridors that are already currently developed to continue to be so and improved for development and I think there are other areas that are not developed that we could take advantage of. The river, I think, is something that we have to, my knowledge, no benefit from in very much other than Merrill Park, I guess. I've only been down there a couple times it doesn't really seem to be that great of an access to appreciate the river. In my wish list I see an aerial on the river that does a few things. It allows for retail, a nice restaurant to see the sun set over the river I think would be, it would really put Hudson on the map in southern New Hampshire. One of the areas I think we would need to forego is Route 3 and forego in a way that it can't be taken advantage of in such a way that we continue to develop but also make better for travel. The traffic idea I have is at the Sagamore Bridge traffic coming into Hudson we create a system. In my mind it's a large traffic circle, but, you have two choices, south or north. Not east. East is local, you want to go east you're on more local roads that Lowell Road. Send them up Lowell Road take advantage of the development that we have and keep going. But the quicker way would be to come across Taylor Falls Memorial Bridges and there I'm thinking 111, when I look at the big picture of the region, that needs to be the route to 93. Maybe we'll get a bridge in Merrimack someday, I don't know but, I'm thinking of these things as a direction possibly to aim for. Allow the managed development on 111. Improve the road we know we've got problems there with traffic, the high speed then becoming lower speed is a challenge. And although it's maybe considered by many the heart of Town where the Common is, again, again another traffic circle. If you want to go south that's local, we want you to go east or north. My feeling is by controlling traffic this way people get used to what makes sense if you don't want to go north or south at the Sagamore Bridge keep going up to the Taylor Falls and in this way maybe we have a chance at controlling the traffic. This is, you know, dreaming in the future and how you get from here to there. But is a thought that maybe others could build upon. The section between the bridges along the river if that area could get another supermarket and let that neighborhood be almost a place where when you get home and you're in your car, you don't even need a car, you have access to services. And I think that of residential planning to the east and south of town currently has open space I think would benefit Hudson. Mixed development, residential some more starter homes and that work well I think for downsize. I'm one of the seniors in town who's looking to downsize, I'll bet I'm not alone and there's not a lot of inventory. If you don't want a condo or a duplex or something. If you still want your own property and you don't want to walk up two or three flights of stairs. If you have something like that please let me know. Those are the broad strokes that some of the ideas I had that maybe could be useful. Taking into account everything that the previous speakers have talked about with how to go about managing development. I can't imagine it's an easy, an easy task, but, if we were able to make a decision as a town that these are the, I guess it's going to be through zoning. Keep our industrial pretty much where it is now,

develop those corridors that are already developed. Make a decision on how we want to handle our traffic so we're not thinking about trying to develop areas that are currently not developed, save those for the residential green space. I think that pretty much covers what I hoped to say. Thank you very much.

Todd Boyer – 2 Merrill Street

Been a Hudson resident for over 45 years, own a business in town, Lowell Road. When I hear infrastructure the first thing I think about is roads, traffic so on and so forth. The other speakers talked about Fire, Police, school, things to that nature. I agree with all of it, but that wasn't my point in coming here tonight. My point in coming here tonight was to talk about the roads. Everybody wants to complain about the traffic in town. Everybody wants to say we have, you know, passing through our town. However, I believe, our Town Engineer has gone to bat for the town and has gotten the state to pony up money to do a study, on whether or not the Circumferential Highway could be put in. And I believe that it was voted down. If we are going to complain about traffic and we are going to worry about how many cars are passing through us, why wouldn't we want to at least study it and find out if the road is even capable of being done? We might find out that it can't be done. And if it can't, at least we'll know and we can allocate funds to a different direction, a different solution. But if we don't know we can't educatedly make that decision. However, if it can be done, it's going to alleviate a lot of our problems. I recently saw a post that, you know, gas stations must be a very lucrative business. There are lucrative. Why? Because we have made them lucrative. If you take the surrounding towns that are near us, Windham, Nashua, Pelham, even Merrimack go out a little further to Atkinson. If they are going to get to Nashua they have to come through Hudson. We have two major highways that run alongside us. They are going to go through Hudson. If we force all that traffic down Lowell Road, we are going to make gas stations and convenience stores incredibly lucrative. Plain and simple. So if we don't want it we need to be willing to think outside the box. Outside the box is what are we going to do? We cannot be concerned about putting in a Circumferential Highway and it opening up more land to be developed. If that is the case and that is the concern, then we come up with zoning ordinances to protect that land. We come up with a planning schedule that designates some of that land for green space for a certain period of time. We're going to have tractor trailers in town soon, down at Target. Everybody knows it. They, if I remember correctly, gave us \$1.5 million to do a boat ramp down there. They're participating in our town. They're going to redo all those intersections in town so that we have better traffic flow. They're going to redo the pavement so that we have good roads to drive on. I understand if you've been in town for over 40 years and you like a small little community seeing change is never easy. But change is going to happen. Whether we want our town to stay small or not the surrounding towns around us are not going to allow us to stay small. So if we don't bother to really think about roads and getting traffic through this town easily, we're going to have the same problem years and years to come, and it'll be worse and worse. We don't need to be concerned about the businesses on Lowell Road, all of them will be fine because we'll have some local traffic. But, we have to do something to be able to funnel the vehicles through this town. That's it.

Ed Thompson – 22 Burns Hill Road

Only 31 year's resident. I don't really have a prepared statement but, I did want to come down and speak in support of the study. I think it's probably three to five years overdue and obviously I would say the next two to ten years is going to be quite challenging for the town of Hudson. I noticed that this was an advisory warrant petition. It was approved quite sizably, 1789 to 1325 with the Board of Selectmen voting not to recommend by a vote of 3-1. I'm not really sure why it was not recommended. I did not watch the meeting I don't know if it was because of financial reasons or what. But, I certainly think its worthwhile doing. I noticed back in August a front page article in the Union Leader stated, front page, right across the front, Union Leader, Growing Pains State Wrestles with Develop Across Southern New Hampshire. Commercial and residential growth is in overdrive. Kind of an understatement, I've been around southern New Hampshire a lot. You've probably all seen it. It's taken off, this is the place to be, right? The New Hampshire advantage. And like I said, I think the next three to ten years is going to be some serious challenges. I think you need this study. I don't think Target is going to solve all our traffic problems. I don't think big developers are going to come in and solve our problems, it's not going to happen. It's going to have to happen from within. I don't know. I think the growing pains, we're already there, so. I encourage you to push forward on this wherever the money comes from, you know, just make it happen please. Thank you.

Vice-Chairman Dumont: With that I will have Selectman Jakoby read a couple of items into the record.  
Selectman Jakoby: Thank you so much Chairman. We did receive two additional letters of input from the public.

Selectman Jakoby reads two emails submitted for this meeting into the record:

Janie Delano Freedom – 27 Amanda Drive

Sir,

Kindly take this email as a NO vote from me , I am opposed to the funding of any Infrastructure Proposal/Warrant etc. as the cost to us taxpayer will be exorbitant and out of reach.

It has cost \$42,000 just for town hall.

I cannot even imagine the cost to do a Total infrastructure study.

Thank you for putting this email towards public input tonight.

I am unable to attend the meeting in person.

Janie Delano Freedom

27 Amanda Drive

Hudson NH

a resident for over 47 years.

Jerry Bento – 7 Muldoon Drive

As a long-time taxpayer in the Town of Hudson, I always feel that major purchases or upgrades are brought to the taxpayers when the need is urgent as opposed to having a long term plan that is reviewed with the Taxpayers on a yearly basis. In an ideal world, there would be a plan posted by the Town that shows projected needs for up to 10 years.

At a very minimum, the areas that I feel must be studied in the Infrastructure Study are the following:

1. Population projections for Town of Hudson (for use in studying the following areas)
2. Traffic -
  1. Identify current bottlenecks
  2. Project current bottlenecks
  3. Identify short and long term solutions based on bottlenecks
3. Fire - Review staffing, software, vehicles, and create plans based on population projections
4. Police - Review staffing, software and hardware, vehicles and create plans based on population projections
5. Combined Emergency Services Dispatch - is now the right time to combine
6. DPW - Review staffing, vehicles, software and hardware, vehicles, and create plans based on population projections
7. IT -
  1. One IT Manager for the Town and School. (yes, different platforms and requirements, but a strong manager should be able to handle)
  2. Review staffing
  3. Review hardware and facilities
  4. Combine with schools to save money, cross train staff that does both areas.
  5. Shared infrastructure to save money and enhance disaster recovery for both the School and the Town.

Some of these items can be performed by current staff or NRPC (population projections for example). Also, a contract for the study should include provisions that the Department Heads will respond to the questionnaires from the company hired for the survey(s) thus reducing the amount of time required onsite by the contractor.

Costs should be reduced if much of the leg work is performed by employees of the Town of Hudson.

The end result of these studies should be an updated CIP and recommendations for each department for the future. As a result of these studies, it may be feasible to create Capital Reserve Funds to better plan for future needs so that financial impacts will be spread out over the years.

Yes, there will be costs associated with the Study, but historically this Town has not done a good job of documenting and planning for the future. With a completed study, the Taxpayers would be able to see both any deficiencies and also what future needs.

Thank you for your consideration.

Jerome J Bento  
7 Muldoon Dr  
Hudson, NH 03051

Selectman Jakoby: That's all I have Mr. Chairman. Vice-Chairman Dumont: I'll go back out to the public one more time. Is there anyone out there that would like to speak? With that I will close the public hearing at 7:39 p.m.

13. ADJOURNMENT

Motion to adjourn at 7:40 p.m. by Selectman Morin, seconded by Selectman Roy. Motion carried, 4-0.

Recorded by HCTV and transcribed by Lorrie Weissgarber, Executive Assistant.

<u>                    Absent                    </u>	
<u>Bob Guessferd, Chairman</u>	<u>Dillon Dumont, Vice-Chairman</u>
<u>Kara Roy, Selectman</u>	<u>Heidi Jakoby, Selectman</u>
<u>Dave Morin, Selectman</u>	