



# TOWN OF HUDSON

## Conservation Commission



Randy Brownrigg, Chairman

Dave Morin, Selectmen Liaison

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12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

### CONSERVATION COMMISSION AGENDA December 14, 2020

The Town of Hudson Conservation Commission will hold its next meeting on **December 14, 2020** at 7:00 p.m. in the Community Center, located at 12 Lions Ave., Hudson, NH.

#### I. Call to Order:

- a. Pledge of Allegiance
- b. Roll Call
- c. Alternates
- d. Public Input Related to Non-Agenda Items

#### II. New Business:

- a. Conditional Use Permit Application Review:  
Hudson Logistics Center - Green Meadow Golf Course; Map: 234, Lot 005-000 and  
Map 239, Lot 001-000

\* If time permits, the following agenda items will be discussed:

- b. Musquash Parking Lot
- c. Trail Work/Scheduling

#### III. Commissioner's Comments:

#### IV. Adjournment

All plans and applications are available for review by request.

*Next Regular Meeting: Monday, January 11, 2020 at 7:00 p.m.*

  
Randy Brownrigg, Chairman



## Stickney, Doreena

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**From:** Hudson New Hampshire via Hudson New Hampshire <noreply@hudsonnh.gov>  
**Sent:** Friday, November 27, 2020 12:26 PM  
**To:** Stickney, Doreena  
**Subject:** Form submission from: Contact a Board or Committee

**EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.**

**Submitted on:** Friday, November 27, 2020 - 12:25pm

**Submitted by:**

James Crowley

603-886-3441

jkcrowleynh@comcast.net

**Question/Comments Submitted:**

November 27, 2020

To:  
Conservation Commission

RE: Roundabout location and 334-36(C) (2)

Please include this in the 12/14/2020 Conservation Commission packet.

The location of the access way roundabout in wetlands is still an unresolved issue.

It doesn't comply with the 334-36(C) (2) access roadway regulation for the following reasons:

- The ordinance specifically states an access way is to minimize impact on wetlands. A roundabout compared to straight alignment does not satisfy the minimize requirement.
- The last sentence of the 334-36(C) (2) says, "Such construction may be permitted within the District only when no viable alternative is available." The applicant wants us to limit interpretation of it to be they selected the best route for the access way through the wetlands. How does a roundabout located in wetlands with approximately 200 acres of up lands nearby full satisfy the no viable alternative is available requirement? By moving the roundabout westward to up lands there is a viable alternative to what is currently being proposed. Hudson regulations do not limit the length of private driveways so that cannot be a problem.
- The Hudson regulations give equal protective status to all District wetlands except man made ones. The subjective wetland function and value of a particular wetland or the area surrounding its location is not a factor to be considered in Hudson regulatory protection. The wetlands in the roundabout foot print are not man made so are fully protected by the 334-36(C) (2) access roadway regulation

Therefore, the Conservation Commission and Planning Board should NOT approve the Conditional Use permit

with the issue of meeting 334-36(C) (2) requirements still unresolved on project plans.

Respectfully submitted  
Jim Crowley  
4 Fairway Drive

**Dhima, Elvis**

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**From:** Hudson New Hampshire via Hudson New Hampshire <noreply@hudsonnh.gov>  
**Sent:** Saturday, November 28, 2020 4:42 PM  
**To:** Dhima, Elvis  
**Subject:** Form submission from: Contact a Board or Committee

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**EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.**

**Submitted on:** Saturday, November 28, 2020 - 4:41pm

**Submitted by:**

James Crowley

603-886-3441

[jkcrowleynh@comcast.net](mailto:jkcrowleynh@comcast.net)

**Question/Comments Submitted:**

Date: November 28, 2020

To:

Hudson Conservation Commission

Re: Comments on GES letter dated November 9, 2020

Please include this letter in the Conservation Commission 12/14/2020 meeting packet.

I have reviewed the Gove Environmental Services, Inc. (GES) response letter to the Conservation Commission dated November 9, 2020 and want to comment on certain items in it. As you know the submittal of the GES at the one week written cutoff date prior to the last Conservation Commission meeting did not give the public time to put any comments concerning it in writing. Please take the following comments into consideration before voting on the Hudson Logistics Center Conditional Use Permit.

Items #6 & 7 GES responses, "The legal allowance for the remaining impacts associated with the access road impacts can be found in § 334-36(C) (2) of Article IX of the Zoning Ordinance which regulates the Wetlands Conservation Overlay District."

Items #6 & 7 Review Comment: This is still an unresolved issue for the access way roundabout location. Please refer to letter dated November 27, 2020 to Conservation Commission from James Crowley of 4 Fairway Drive, Hudson.



Item #10 GES response, "The peer reviewed studies concerning air pollution and management of stormwater indicate that there will be no increased risk of pollution as a result of this project."

Item #10 Review Comment: Infiltration Basins require pre-treatment practices up-gradient of them to achieve design removal efficiencies of contaminants. Snow storage areas were added to plans per peer review request.

However, the Plowed snow can contain pollutants such as salt, sand, oil, grease, captured air pollution particulates and trash, which can accumulate in the area where the snow is stored and can be released when the snow melts. Multiple project snow storage areas do not supply pre-treatment of the snow melt prior to entering an infiltration basin. The design pollutant removal efficiency of all Infiltration Basin without pre-treatment will be reduced as a result. Therefore, “no increased risk of pollution as a result of this project” is a misstatement concerning stormwater. The Conservation Commission and Planning Board should require all snow melt runoff prior to entering an Infiltration Basin to be filtered through a pre-treatment process.



Item #12 GES response, “The design of this system has been reviewed and approved by both the Town of Hudson and the town’s peer review consultant and is currently being reviewed by NHDES staff for compliance with the AoT rules.”

Item #12 Review Comment: Examination of peer review letter dated 09/30/2020 by Fuss & O’Neill has noted remaining deficiencies in the current 09/14/2020 stormwater management design. There are 4 comments concerning outstanding issues and 5 comments on items that require Town evaluation or input. That indicates the town’s peer review consultant has not completely approved the design plans concerning stormwater. Most notable the Applicant is not in compliance with NHDES AoT regulation Env-Wq 1504.13 (c) concerning necessary required field information for designing Infiltration BMPs. Is it an unreasonable request that a project of this magnitude be required to submit all regulatory specified field data and testing that is surely obtainable before continuing review and possible approval of stormwater management designs?



Item #13 GES response, “No concerns related to disruption of aquifers or underground flow were identified.”

Item #13 Review Comment: The current Hudson Logistics Center project drawing set includes 5 drawings CG200 thru 204 with details for Sub-Grade Drainage Revision 3 dated 09/14/2020. The Stormwater Management Report dated September 14, 2020 on page 34 of 38 Section 3.8 Geotechnical Considerations states:” Due to the large, flat footprint required by the specific use, the central and central southern portions of the site are located in a large cut area. This cut will impact and expose the existing groundwater surface.” Please read Section 3.8 in its entirety. The Applicants own engineering documents that have been submitted state there will be a disruption of existing groundwater surface which would impact underground flows.



Item #14 GES response: “Additionally, drainage structures along the road are fitted with oil and grease separators.....”

Item #14 Review Comment: The trucks can and most likely will carry numerous water soluble chemicals in packages during the 24/7 365 day operations. Accidental spills from any water soluble chemical products large or small in volume will not be stopped or inhibited by an oil/water separator Best Management Practice (BMP) before being flushed into a wetland. The wetlands are not fully protected from chemical concentrations of water soluble chemical spills in driveway or more likely the multiple loading dock locations protected by only Oil/Water separator BMPs. The type of land use being proposed and the large volume of packages to be processed make even a small percentage of spillage a potentially large source of impact on wetlands.



Item #17 GES response: At the 11/16/2020 Conservation Commission meeting Hillwood promised to supply actual references to their development of projects of comparable and larger scale than the Hudson Logistics Project within the context development space and wetland impact. This information is to be submitted and available for public view on the internet 2 weeks prior to the 12/14/2020 meeting

Item #17 Review Comment: The Conservation Commission and public will be looking forward to the timely availability of this information. Personally, I will be looking to see if the actual references minimize and mitigate wetland impacts to the level that the Hudson Conservation Commission reviews have accomplished. I also wonder with all the previous experience why the current reduction of wetlands impacts were not part of the original Conditional Use permit application package?



Item #19 GES response: These impacts are almost entirely within maintained areas of the golf course which have minimal wetland function and value currently, and not within natural areas. Adjustments to the site design have also been made to completely avoid impacts to the southernmost pond, a manmade feature that is not part of the Wetlands Conservation Overlay District.

Item #19 Review Comment: The Hudson regulations give equal protective status to all District wetlands except man made ones. The subjective wetland function and value of a particular wetland or the area surrounding its location is not a factor to be considered in Hudson regulatory protection. Wetlands especially in access roadway are accorded additional protection with minimization of impact criteria. Roundabout foot prints compared to straight alignment in the same wetland location do not comply with minimize requirements. A compensatory mitigation option does not apply per Town code.

Site design has NOT COMPLETELY avoided impacts to the southernmost pond. Per Stormwater Management Report dated September 14, 2020 the existing watershed which is the sole source of stormwater recharge to the pond is 10.50 acres in size. The proposed watershed which will be the sole source of stormwater recharge to the pond is 2.86 acres. This is approximately a 73 percent reduction in stormwater recharge between existing and proposed conditions. Impact to this pond has not been completely avoided. The same pond is also a concern of Item 31 and referenced as Pond impact area 6. My objective is to countered and bring to your attention blanket summary statements that do not represent a full narrative of all the relevant information concerning the subject.



Item #25 GES response: “During even more significant rainfall events the infiltration basins have been designed with spillways that will discharge in a controlled way without causing failure of the basin or causing erosion to adjacent areas.”

Item #25 Review Comment: This statement is incorrect. Per 09/14/2020 project plans NOT ALL infiltration basins have emergency spillways. Examples are Infiltration Basins A1-3, A1-4, and A1-5. Infiltration Basins B6-3 and B6-4 have emergency spillways that discharge to a Dry Extended Detention Basin B6-2 which does not comply with Env-Wt 525.04(b) for that use. See project drawings CG-116, 117, 118, 120, 122 and 127.



Item #35 GES response: “The difference is related to the ponds being “manmade facilities” which are not included in the Town’s Wetland Conservation Overlay District pursuant to Section 334-35(C) of the Zoning Ordinance.”

Item #35 Review Comment Please see Marc E. Jacobs, CSS, CWS, PWS, CPESC Professional Wetland / Soil Scientist letter dated November 13, 2020 starting on page 8 for discussions concerning manmade ponds and RSA 482-A:3 IV (b).



Item #43 GES response: “Stormwater management systems designed to current standards and maintained in accordance with operation and maintenance plans, as will be developed for this site, do not typically have noticeable impact on adjacent wetland resources.”

Item #43 Review Comment: The pollutant load on the parcel will increase from a golf course to industrial operation. It is questionable that Best Management Practices pollutant removal efficiencies will prevent an increase of pollutant impact on adjacent wetlands. This is typical of any development even with a state of the art stormwater management systems that are maintained. Even with a state of the art stormwater management system example given for a highway does not relate to this particular project. Simply highway projects spread this unavoidable increase in pollutant load over a significantly linear length of roadway and multiple less sensitive environmental locations. However, the Conditional Use Permit for the Hudson Logistics Center will release this additional pollutant load by comparison in a relatively single concentrated release location.



Item #51 GES response: “The stormwater management system includes catch basins that are fitted with oil and grease separators which will intercept these pollutants prior to entering the downstream portions of the

stormwater treatment system or surface waters.”

Item #51 Review Comment: Accidental spills from any water soluble chemical products large or small in volume will not be stopped or inhibited by an oil/water separator Best Management Practice (BMP) before being flushed into a wetland. The proposed separators rely on the pollutant being a suspended solid to function correctly. A water soluble chemical will pass through the separator uninhibited. The wetlands are not fully protected from a water soluble chemical spills in driveway or more likely the multiple loading dock locations protected by only Oil/Water separator BMPs. Again the type of land use being proposed and the large volume of packages to be processed make even a small percentage of spillage a potentially large source of impact on wetlands. Additional protective measures should be requested.



Please take the comments presented in this letter into consideration before finalizing review discussions and voting on the Hudson Logistics Center Conditional Use Permit.

Finally, I would like to thank the Conservation Commission for their time and exceptional quality and quantity of the questions they have presented to the Applicant during review of this Conditional Use Permit.

Respectfully submitted  
James Crowley  
4 Fairway Drive

Expenditure Report - Including Carry Forward Activity  
**Conservation Committee**  
 Town of Hudson, NH  
 As Of: November 2020, GL Year 2021

Account Number	Budget	Prior Year Encumbered	Budget & PY Adjustments	Net Budget	MTD Exp	YTD Exp	Encumbered	Balance Available	%Used
<b>Conservation Fund</b>									
06-4619-5586-202-000	2,300.00	0.00	0.00	2,300.00	78.02	274.27	0.00	2,025.73	11.925
	Conserv Comm, Sm. Equipment Mtce 0.00								
06-4619-5586-217-000	1,327.00	0.00	0.00	1,327.00	0.00	950.00	0.00	377.00	71.590
	Conserv Comm, Assoc Dues/Fees 0.00								
06-4619-5586-235-000	500.00	0.00	0.00	500.00	0.00	0.00	0.00	500.00	0.000
	Conserv Comm, Registration Fees 0.00								
06-4619-5586-252-000	48,626.00	-9,068.00	-9,068.00	79,762.00	1,668.30	22,945.68	22,514.82	34,301.50	56.995
	Conserv Comm, Prof Services 40,204.00								
<b>Total Conservation Fund</b>									
Selected Year	52,753.00	0.00	0.00	52,753.00	171.32	8,333.95	7,214.82	37,204.23	29.475
Prior Year	0.00	40,204.00	-9,068.00	31,136.00	1,575.00	15,836.00	15,300.00	0.00	100.000
Sort Total	52,753.00	40,204.00	-9,068.00	83,889.00	1,746.32	24,169.95	22,514.82	37,204.23	55.651



Expenditure Report - Including Carry Forward Activity  
 Conservation Committee  
 Town of Hudson, NH  
 As Of: November 2020, GL Year 2021

Run: 12/03/20  
 1:48PM

Page: 2  
 mwhitemore  
 Report Sorted Expenditure  
 Conservation

Account Number	Budget	Prior Year Encumbered	Budget & PY Adjustments	Net Budget	MTD Exp	YTD Exp	Encumbered	Balance Available	%Used
Selected Year	52,753.00	0.00	0.00	52,753.00	171.32	8,333.95	7,214.82	37,204.23	29.475
Prior Year	0.00	40,204.00	-9,068.00	31,136.00	1,575.00	15,836.00	15,300.00	0.00	100.000
Grand Total	52,753.00	40,204.00	-9,068.00	83,889.00	1,746.32	24,169.95	22,514.82	37,204.23	55.651

