



# TOWN OF HUDSON

## Engineering Department



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TO: Conservation Commission

FROM: Elvis Dhima, P.E., Town Engineer

DATE: May 1, 2020

RE: Hudson Logistic Center – Additional Public Input

**Submitted on:** Sunday, May 31, 2020 - 10:13am

**Submitted by:**

James Crowley

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

**Question/Comments Submitted:**

To Conservation Commission and others

I wish to comment on the Conditional Use Permit CU#02-2020 to be reviewed by the Conservation Commission on June 2, 2020 and want this to be part of the public record for the same meeting. I also want to be clear I'm not in favor of the mega project which proposes more square footage of building area than the Pheasant Lane Mall. Additionally, I do not appreciate the Developer fast tracking this mega project through various Town Boards and Commissions during a pandemic when public review participation is severely restricted.

However, the intended meeting is to discuss whether the Hudson Logistics Center proposed by Hillwood Enterprises LP satisfies Hudson, New Hampshire Town Code for the Wetland Conservation Overlay District. This particular code was just recently approved in March 2020 by Town of Hudson voters.

At the June 2 meeting I will present during public discussion how there can be a reduction in permanent wetland impact area for the proposed access roadway by approximately 17,000 sq. ft. if the cul-de-sac terminus is simply placed in up-lands instead of wetlands. Therefore, I will demonstrate to the Conservation Commission that the design of the proposed access road does not meet 334-36 (C) (4) requirements of minimizing impact on the Wetland District.

I respectfully ask the Conservation Commission to also consider the following during their review:

\\hd-filesrvth\Engineering\$\Private Developments\Lowell Road-Green Medow Site\Com Com\June 2nd meeting\Public Input 2.0 .doc

1. To put this in perspective if I were a developer proposing a subdivision on the same parcel as the Hudson Logistics Center, using the same Green Meadow Drive alignment and cul-de-sac terminus point in wetlands, instead of extending it into nearby up-lands so I could maximize the number of approved single family home lots, would you approve the request? I think not, even if I hired lawyers, public relations people and a wetland scientist to explain that the contiguously connected wetland to be impacted in the cul-de-sac circle area has low wetland value due to degrading from previous unregulated human activity. How does rejecting my theoretical maximizing proposed lot yield differ from Hillwood wanting to maximize the total amount of building square footage and parking spaces? Both the theoretical and the current proposals would and should be rejected in writing if necessary by the Conservation Commission to the Planning Board if the cul-de-sac terminus circle is not relocated to up-lands.

2. Per 334-36 (C) (2) for Construction of access roadway: "shall be located and constructed in such a way as to minimize the potential for detrimental impact to the District and be planned, designed, and constructed in a manner consistent with applicable State and local standards. Such construction may be permitted within the District only when no viable alternative is available". How does the proposed cul-de-sac circle location meet this requirement? There is a very obvious viable alternative to minimize detrimental impact by extending the length of the proposed access road and moving the cul-de-sac circle location out of the wetlands to up-lands. The regulation does not say a degraded wetland by historically unregulated human activity is less valuable than nearby accessible up-lands. The regulations do state however, if it is classified as a wetland the impact on it should be minimized when it comes to access road alignments. When new development is proposed in a previously disturbed wetland does grandfathering that disturbance by ignoring its hydric soil condition make sense when an up-land alternative is available?

3. Per 334- 36 (C) (4) Compensatory Mitigation applies to Lot Development Impacted Wetlands. The 334-36 (C) (2) for Construction of access roadway does not specify Compensatory Mitigation but only minimization of impact. The Conservation Commission should view Wetlands Report Evaluation Area 3.1 (EA3.1) as an opportunity to correct a historically unregulated wetlands disturbance by simply requiring that 334-36 (C) (2) minimizing requirements are met. I'm sure it wears on all Conservation Commission members they can only minimize wetland impacts for access roadway but never get a chance to revitalize any. Here is a chance to use your authorized written review authority for Planning Board input. Require approximately 17,000 sq. ft. of the contiguously connected EA3.1 to be allowed to heal itself somewhat by not placing a new access road in it. EA3.1 may not return to its original pristine state but the Conservation Commission has a chance to improve the current condition of some of the Wetlands District that is contiguously connected to other undisturbed wetland areas on the parcel. The healing process would only require time to be supplied by nature and fall within Conservation Commission authority to insure applicable regulations are adhered to. Maybe even in the future EA3.1 could support turtle eggs instead of golf ball looking eggs. Sorry about that I needed something to smile about concerning this proposed mega development.

4. Does it bother the Commission that this project is being pushed for fast tracked approval? Why haven't there been any prior preliminary subdivision reviews for this mega project where alternate access road alignments through the Wetland District could be analyzed? I will try to mention less than 10 times during the June 2, 2020 meeting that the proposed project has more building floor space than the Pheasant Lane Mall. However, please keep reminding yourself of the fact that this is a mega project and should be treated as such during your review. I'm sure when the Pheasant Lane Mall project was in the proposal stage it was not fast tracked through various commissions and board reviews. Please consider also if already disturbed with drainage improvements EA2 adjacent to Sagamore Bridge Road aka Circumferential Highway would be a better location than undisturbed EA3 and EA4 for access road alignment. Note I'm wondering about one wetland area versus another wetland area not a wetland area versus an up-land area for access road alignment. The way this project is being presented for only the first time to the Conservation Commission it is nearly impossible to explore whether any other access road routes might result in an improved Wetlands District impact alternative. Hillwood does not supply any

information about that. All of us are to believe Hillwood that this is the best alignment of access road through the Wetlands District with no additional information to support their assumption. Did I mention this is a mega project that should receive a mega amount of scrutiny before any commission or board approves any part of it? The Commission is left with only commenting on the project as presented in the June 2, 2020 meeting as the final word of what is best for the Overlay Wetlands District on the parcel to be developed. I know I'm frustrated about that and I hope Conservation Commission members voice a similar frustration to the applicant and his project team at the coming meeting.

5. Since this is a mega project has the Conservation Commission ever thought of requesting the developer to supply a wildlife / amphibian crossing pathway under the access road since it segments sections of wetland areas from their former whole? EA3 and EA4 come to my mind. Per Hillwood public relations documents there will be 250 trucks plus approximately 1,000 to 4,000 employee cars due to their job creation estimates for the facility that will travel the access road 24/7 365 days a year. Holiday traffic is expected to peak even higher. I do not think any 4 legged wildlife, amphibian critter, or even a 2 legged Gold Metal Olympian Sprinter could cross the access road with that much traffic without becoming roadkill. Additionally, any humans trying to travel on Lowell Road will have a killer and very wild life traffic experience. Sorry about that, Lowell Road traffic would be an up-land problem not a Wetland District problem. Just trying to find some dark humor to smile about when it comes to building a mega industrial project directly abutting residential neighborhoods.

Respectfully submitted

James Crowley

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Hudson, NH 03051

Phone Number 603-886-3441

**Submitted on:** Monday, June 1, 2020 - 1:55am

**Submitted by:**

Mary Palmer

603-305-9022

[fized@msn.com](mailto:fized@msn.com)

**Question/Comments Submitted:**

Hello, my name is Mary Palmer, 26 Chalifoux Rd,  
Hudson, NH. I'm writing to you about the proposed logistics center on the Green  
Meadow

Golf course property.

I am vehemently opposed to this plan, for several reasons. But for the purposes of the Conservation Commission I have 2 main concerns.

1. Hillwood has estimated that 100-200 tractor trailer trucks will be traveling in and out of this property daily; 24/7, 365 days per year. I believe this is a gross under estimate of the number of trucks for the volume of product that will need to be transported. In other words, the company is, in my opinion attempting to deceive the town and downplay the

impact to the environment. Nonetheless, even with this disclosed amount of trucks, there will inevitably be toxic fumes and particulates polluting the air for the surrounding area as well as the threat of oil, gasoline and/ or diesel leaks and spills running off, polluting the Merrimack River as well as the water table under the golf course. Will Hillwood be building its own fueling station on the premises? That comes with even more risks to the environment and water,

2. My property as well as the properties of my neighbors in the Green Meadow area have shale that exists in the ground beneath the surface. Hillwood, in their presentation last week downplayed this saying it is a sandy soil they will be building upon. Again an attempt to deceive the town. When they hit shale and they invariably will, what will they have to do.? Blast! What will that blasting do to the land and river banks, not to mention the septic systems, foundations, in ground pools, etc. in our neighborhood.?

This beautiful parcel of land filled with wildlife will be decimated by the proposed plan. Please consider these things for the health and safety of the property, water, environment and wildlife when discussing this proposal.

In closing, I feel Hillwood is being additionally deceitful by trying to “fast track” as they reported in the Nashua Telegraph, their plans in the middle of the Covid19 pandemic, when people are being encouraged in NH to stay home.

Thank you for your time.

# Considerations for the Hudson Logistics Center Proposal

Prepared for:

The Hudson NH Conservation Commission

Prepared by:

Joe DiPilato, 12 Eagle Dr.

On behalf of the Hudson NH Community

Date: 6/01/2020

Revision: A

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## Scope

### *Identification*

This document provides detailed considerations regarding the Hudson logistics center proposal including recommendations, detailed concerns, and alternative options.

#### Referenced documents

Category	Title	Document reference / link
Town Reference	Hudson Codes	<a href="https://ecode360.com/14480241">https://ecode360.com/14480241</a>
Town Reference	Hudson Planning Board	<a href="https://www.hudsonnh.gov/bc-pb">https://www.hudsonnh.gov/bc-pb</a>
wetlands	Hudson wetlands codes	<a href="https://ecode360.com/14358563">https://ecode360.com/14358563</a>

#### Detailed considerations

### *Wetlands*

#### Referenced Materials

§ 334-33

Authority and purpose.

By the authority granted in New Hampshire RSA 674:16-17 and 674:20-21, and in the interest of the public health, safety and general welfare, and to assure the proper use of natural resources, the Hudson Wetland Conservation District is hereby established to regulate the uses of wetland. These regulations are intended to achieve the following:

A.

Prevent the development of structures and certain land uses in wetland areas and their adjacent buffer zones that could **contribute to the pollution**, degradation or impairment of surface water and groundwater resources.

B.

Prevent the destruction or significant alteration of wetland areas which provide groundwater recharge, flood mitigation and pollution abatement, and thus preserve irreplaceable water resources for future use.

C.

Prevent unnecessary or excessive public expenditures for public services and utilities, which can arise from unwise uses of or careless impact upon wetland areas.

D.

**Preserve and enhance aesthetic values associated with Hudson's wetland areas.**

E.

**Protect wildlife habitats, maintain ecological balance and enhance ecological values** such as those cited in RSA 482-A:1.

F.

Protect **rare** and endangered species of flora and fauna.

G.

Protect wetland areas from excessive sedimentation associated with construction on, and denudation of, **steep slopes adjacent to wetland areas.**

H.

Avoid the cost of constructing and maintaining massive containment and retaining devices at public expense.

I.

Prevent **damage to structures and abutting properties** caused by inappropriate development in wetland areas.

### [§ 334-35](#)

#### [Uses within Wetland Conservation District.](#)

[A.](#)

Permitted uses. The following uses shall be permitted in the Wetland Conservation District, subject to review by the Conservation Commission, the Planning Board and the Zoning Administrator. This review is intended to assure that best management practices are used to **prevent degradation of the Wetland Conservation District by slope erosion, sedimentation and chemical and thermal pollution.**

[\(1\)](#)

Forestry and tree farming. Forestry and tree farming uses are limited to the removal of not more than 50% of the basal area of the standing timber in any ten-year period, leaving a well-distributed stand of healthy, growing trees. Temporary forest management roads and skidder trails across wetland areas, poorly and very poorly drained soils and streams are permitted if done in accordance with Best Management Practices for Controlling Soil Erosion on Timber Harvesting Operations in New Hampshire (latest edition) and if appropriate crossing devices have been utilized and a complete notification of forest management activities having minimum wetland impacts has been filed with the Wetlands Board.

[\(2\)](#)

Agriculture, including grazing, cultivation and harvesting of crops, if done in accordance with the Best Management Wetland Practices for Agriculture (latest edition) and with Wetlands Board permit. The stockpiling of manure or chemicals or the filling, draining, impounding or excavating of wetland areas or poorly or very poorly drained soils is excluded.

[\(3\)](#)

Water supply wells, public and private.

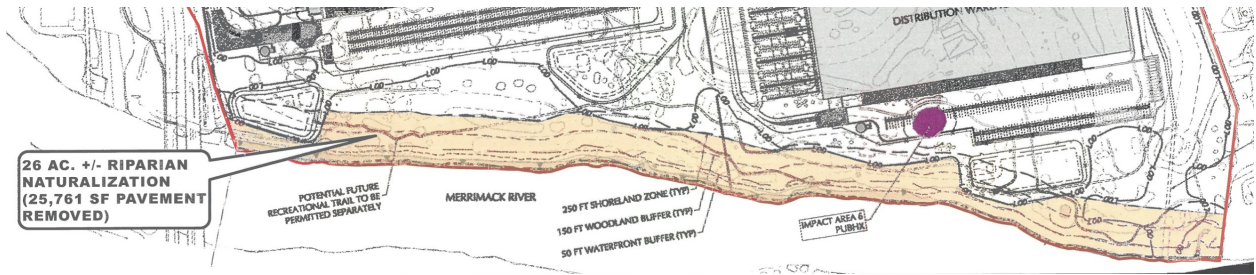
[\(4\)](#)

Conservation areas and nature trails constructed and used in a manner that will minimize negative impacts to drainage, flora and fauna.

[B.](#)







## Considerations

### Violations of permitted uses

§ 334-35 (B) (1) (d)

The proposed use within the Wetland Conservation District is not based **primarily on economic considerations**.

The proposed use within the wetlands conservation district does appear to be primarily based on economic considerations. This is based on hillwood responses indicative that the primary motive is to maintain a large quantity of truck docks. **This is primarily an economic consideration.**

### Rare Wildlife Impacts

The wetlands areas associated with Limit brook are the ideal habitat for the protected eastern box turtles which have many confirmed sightings nearby the affected regions.

### Wildlife Migration

§ 334-35 (B) (1) (e)

Provision is made for wildlife access corridors to promote the free migration of wildlife along the length of the Wetland Conservation District.

The proximity of the unnatural sloping, and violation of setback requirements to wetlands are likely to inhibit the free migration of wildlife along the length of the Wetland Conservation District.

Furthermore, due to the significant size of the cul-de-sac that is proposed to be installed directly over the wetlands of limit brook there is significant danger that wildlife will attempt to cross the cul-de-sac for normal migration patterns and be killed by the truck traffic.

### Pollution to wetlands

Per 334-33(A)

Prevent the development of structures and certain land uses in wetland areas and their adjacent buffer zones that could **contribute to the pollution**, degradation or impairment of surface water and groundwater resources.

## **Practical Alternate Location**

§334-37(A)(3): The proposed activity or use cannot practically be located otherwise on the site to eliminate or reduce impact to the Wetland Conservation Overlay District.

“The shape of the buildings cannot be significantly changed so the ability to reconfigure the layout is extremely limited.”

[https://www.hudsonnh.gov/sites/default/files/fileattachments/conservation\\_commission/meeting/packets/44471/hcc-p2020-06-02.pdf](https://www.hudsonnh.gov/sites/default/files/fileattachments/conservation_commission/meeting/packets/44471/hcc-p2020-06-02.pdf)

The statement that the buildings cannot be significantly changed is **simply stated without justification**. Simply stating that ‘I need to impact wetlands’ are not grounds to determine that they cannot be adjusted.

**Not all Distribution Center buildings are the same size with the same number of truck docks.** I motion to reject the claim that the shape of the buildings cannot be significantly changed as this is demonstrably false. It appears that the intent of the appeal is that they can’t maintain the number of docks and still be compliant with 334-37(A)(3).

## **Non Compliance to Slope Requirements**

Per 334-33(G).

Protect wetland areas from excessive sedimentation associated with construction on, and denudation of, **steep slopes adjacent to wetland areas.**

The Logistics center plan adds a significant new unnatural slope adjacent to the wetlands associated with Limit Brook.

## **Ecological Balance**

Per 334-33(D)

**Protect wildlife habitats, maintain ecological balance and enhance ecological values** such as those cited in RSA 482-A:1.

We have had several private wetlands specialists survey the wetlands associated with Limit Brook in May 2020. The result of their soil samplings indicated a very healthy and clean water source.

The wetlands specialists had special concern due to the storm water management plan that redirecting too much or too little storm water could drastically affect the health of these wetlands areas. This is particularly relevant if the storm water management plan directs too much water away from the wetlands.

Due to the significant area of the current natural sloping from the hills towards the wetlands areas associated with Limit Brook, modifications of the storm water away from Limit Brook may significantly contribute to a reduction in water levels destroying the ecological balance.

## **Existing Non Compliances need addressing**

Several non-compliances with the Hudson town code have been identified which may require significant modification of the plan. We should not proceed with approval of wetlands plans until all non-compliances that may result in modification of wetlands areas are addressed.

## **Aesthetic values**

Per 334-33(D)

Preserve and enhance **aesthetic values** associated with Hudson's wetland areas.

Due to the slope and angles of visibility to visual pollution related to the industrial development of the proposed Logistics Center, the wetlands areas associated with the Merrimack River will neither preserve nor enhance the aesthetic values associated with Hudson's wetlands areas.

If we consider that the Merrimack River is one of the most valuable assets to Hudson, we should not take these concerns lightly as this proposal may create irreparable damage to the ability of the town of Hudson to ever enjoy this massive area of wetlands areas associated with the Merrimack River.

## **Air quality values**

Due to the considerable volume of pollutants that have been demonstrated in a multitude of scientific studies to be significant respiratory irritants (even at short duration exposures) that will be produced by the diesel emissions, the proposed walking path along the Merrimack River will be significantly affected.

This is particularly significant as the enjoyment of the walking path and ability to have healthy respiration would be nullified due to the proximity of the pollutants from the facility.

## **Cul-de-sac terminus**

The design of the proposed access road does not meet 334-36 (C) (4) requirements of minimizing impact on the Wetland District

Per 334-36 (C) (2) for Construction of access roadway: "shall be located and constructed in such a way as to minimize the potential for detrimental impact to the District and be planned, designed, and constructed in a manner consistent with applicable State and local standards. Such construction may be permitted within the District only when no viable alternative is available".

The values of the wetlands associated with this area have been undervalued by only considering historical non-compliances and using that as precedent for continuing non-compliance. As this is a new development, poor adherence to codes and standards should not be grandfathered in.

In addition, the value of this wetland area is not an independent entity but is upstream of many other wetland areas that have been clearly marked by wetland specialist survey to be of significant conservational value. As such the health and value of down-stream wetlands must be taken into consideration including the significant disturbance of the area during the proposed construction.

This has the potential of taking out and completely changing the ecological balance of the entirety of Limit Brook.

## *Emissions*

### Considerations

#### **Stress effect**

“If the smell of diesel exhaust isn't enough to make you avoid getting a lungful, new research now shows that even a short exposure to the fumes can affect your brain. A study published in the open access journal Particle and Fibre Toxicology reveals that **an hour of sniffing exhaust induces a stress response in the brain's activity.**”

BioMed Central/Particle and Fibre Toxicology. "Diesel Exhaust Inhalation Stresses Your Brain." ScienceDaily. ScienceDaily, 13 March 2008. [www.sciencedaily.com/releases/](http://www.sciencedaily.com/releases/)

#### **Cancer**

“In studies of cells done in lab dishes, diesel exhaust (as soot or chemical extracts) has been **found to cause changes in the cells' DNA**. These types of changes are usually needed for cancer to develop, although not all substances that cause DNA changes also cause cancer.”

“Lung cancer is the major cancer thought to be linked to diesel exhaust. Several studies of workers exposed to diesel exhaust have shown small but **significant increases in risk of lung cancer**. Men with the heaviest and most prolonged exposures, such as railroad workers, heavy equipment operators, miners, and truck drivers, have been found to have higher lung cancer death rates than unexposed workers. Based on the number of people exposed at work, diesel exhaust may pose a substantial health risk.”

“**IARC classifies diesel engine exhaust as “carcinogenic to humans,” based on sufficient evidence that it is linked to an increased risk of lung cancer**. IARC also notes that there is “some evidence of a positive association” between diesel exhaust and bladder cancer.”

“The **National Toxicology Program (NTP)** is formed from parts of several different US government agencies, including the **National Institutes of Health (NIH)**, the **Centers for Disease Control and Prevention (CDC)**, and the **Food and Drug Administration (FDA)**. The NTP has classified exposure to diesel exhaust particulates as “**reasonably anticipated to be a human carcinogen**,” based on limited evidence from studies in humans (mainly linking it to lung cancer) and supporting evidence from lab studies.”

“The **US Environmental Protection Agency (EPA)** maintains the Integrated Risk Information System (IRIS), an electronic database that contains information on human health effects from exposure to various substances in the environment. The **EPA classifies diesel exhaust as “likely to be carcinogenic to humans.”**”

“The National Institute for Occupational Safety and Health (NIOSH) is part of the CDC that studies exposures in the workplace. **NIOSH has determined that diesel exhaust is a “potential occupational carcinogen.”**”

<https://www.cancer.org/cancer/cancer-causes/diesel-exhaust-and-cancer.html>

“Diesel exhaust and many individual substances contained in it (including arsenic, benzene, formaldehyde and nickel) have the potential to contribute to mutations in cells that can lead to cancer. In fact, **long-term exposure to diesel exhaust particles poses the highest cancer risk of any toxic air contaminant evaluated by OEHHA.** ARB estimates that about 70 percent of the cancer risk that the average Californian faces from breathing toxic air pollutants stems from diesel exhaust particles.”

<https://oehha.ca.gov/air/health-effects-diesel-exhaust>

## **Asthma**

“Lengthy exposure to diesel exhaust may increase your risk of developing asthma, a variety of lung diseases, heart disease, as well as brain and immune system issues. In studies using human volunteers, exposure to diesel exhaust particles made people with allergies more susceptible to the materials to which they were allergic, like dust and pollen. Exposure may also trigger lung inflammation, aggravating chronic respiratory symptoms and increasing the frequency and severity of asthma attacks.”

## **Irritant**

“Exposure to diesel exhaust can have immediate health effects. Diesel exhaust can **irritate the eyes, nose, throat and lungs, and it can cause coughs, headaches, lightheadedness and nausea.**”

## *General*

### Questions

- How were the green space calculations made and did they include wetlands and required setback buffers required as expressly prohibited by the Hudson Code?



## Considerations

### Green space calculation

#### § 334-53

#### Open space requirements.

The minimum open space requirement of § 334-50 may be provided through common land or individually owned land placed in permanent conservation or recreational easements or by other land use restrictions. The OSD shall comply with the following conditions:

#### A.

Only undeveloped land, landscaped green space or recreational areas may be included in the calculation of minimum open space requirement. **Setback areas along the perimeter of the subdivision may not be included in the open space calculations.**

#### B.

**Roadways, driveways, rights-of-way, utility easements, parking areas** and other developed areas, except for recreational paths, trails or facilities, may not be included as part of minimum open space requirements.

#### C.

**Wetland(s), road rights-of-way, and slopes in excess of 25%, shall not be considered in the calculation of total lot area.** The one-hundred-year floodplain areas shall not exceed 25% of the total land area of the OSD.

[Amended 3-9-1999; 3-12-2002 by Amdt. No. 8]

#### D.

**Whenever possible, lots or dwelling units should be arranged to abut or have direct access to common open space or recreational land.**

#### E.

Lots and open space should be arranged to preserve and protect prominent natural features, historic or archaeological resources, scenic vistas, surface water bodies and streams and other important natural and man-made landscape features.

#### F.

The deed for each building lot shall contain an undivided proportional share of all common open space, except as provided for in § 334-54.

Green space calculations are expressly prohibited from including setback areas (perimeter and wetlands), utility easements, wetlands, road rights-of-way, and slopes in excess of 25%.

Based on the guidelines provided by the town of Hudson, it doesn't appear that the green space calculations provided in the plan were accurate and are suspect of violating the Hudson code for green space requirements.

## Appendix

### *Signatures*

Name	Address
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Joe DiPilato	12 Eagle Dr
Lauren DiPilato	12 Eagle Dr



On May 30, 2020, at 10:53 PM, Rob C <[rob613@gmail.com](mailto:rob613@gmail.com)> wrote:

Hi Mr. Dhima,

Thank you for the fast reply. Will there be virtual attendance by RSVP? Please add me to any list of members of the public in case I cannot make it in person.

I am not sure how to properly express myself to the meeting and the boards / committees. If you think you understand me in the following could you possibly recap it to me and if I confirm that I have been understood help facilitate my communication of these points to the Board of Selectman and the "Con" Committee and any other Town staff who will be involved in considering the current and any other proposals for usage of the Green Meadows Golf Course land?

Based on seeing the presentation and also hearing others' concerns I have some comments, questions, and suggestions. You may include these as written public input. Please reply with any information that would answer my questions or help me to refine my questions.

In general, I don't think this project is right for Hudson, or this area. Most of my concerns regard traffic, which apparently is the subject for a future planning commission meeting. Otherwise, certainly noise, and other types of pollution are concerns. And I think this is a very poor time to be doing something with so much public impact given the pandemic's limit on public activities such as finding out more about the proposed project and voicing concerns.

I have some specific questions, not even necessarily part of this project, that I would very much appreciate your own custom reply, if you could take the time to let me know:

1) Is it at all possible to run any roadway, particularly one suitable for truck traffic, underneath the southern or both Sagamore Bridge roadways? Or between the bridge and the river bank? For this project it would allow direct access to the bridge without worsening the already problematic Lowell Road traffic.

2) Is the current Sagamore Bridge and access roads up to the task of supporting the truck traffic that this facility will generate at its peak capacity with future tenants, or even the current peak time traffic? Is the Everett Turnpike itself so capable?

3) From the description given by the developer I understand that large trucks, owned by manufacturers, will be bring goods to the complex for the current committed tenant. These deliveries are of bulk quantities of large goods. And that once taken apart from bulk shipment will remain within the facility. And that these items will eventually be delivered out by way of "box vans" which leave early in the morning and arrive back in the afternoon. The presenter also stated that trucks (tractor trailer trailers) would be loaded / filled, perhaps during the night, or round the clock. However this did not make sense within the other information, since the presentation only disclosed this facility as

receiving loads of goods by tractor trailer, never sending goods out by tractor trailer.  
Could you please get this clarified for us?

My take away was that we were not being given a full or truthful explanation of intended or plausible usage at least as far as this one aspect of the presentation that I picked up upon. [For example, by what was presented, far more goods come into this warehouse / distribution than can possibly be taken out of it by the methods described. It is surely big, but not infinite. Something just doesn't add up.]

4) If, per the presentation, this facility will be used in large part as a trailer parking and storage facility all around the warehouse, and particularly since the box vans are loaded during the night to be ready for the morning departure, how many of these parked / stored trailers will be picked up by truck tractors and drive out even earlier in the morning, or during the nights, so that they can be brought to wherever they will be loaded or needed when not just sitting in this facility parked or stored? What is the volume of trailers being brought to Hudson or away from Hudson and what are the expected hours of operation? And what are the noise, traffic, and other expected issues that would be generated by this usage?

5) If the developer does not yet have a tenant for the one southern building, is there any way to have them propose a smaller plan that might consist of:

- + cancel that building, take it right off the plans
- + rotate the remaining southern building 90 degrees so that it covers some of the space of the canceled building and leaves a large empty buffer area to the south
- + accept land covenants or restrictions that preclude ever building up the area to the south (at least 1000 feet wide) except perhaps to give its usage or the land itself to the Town of Hudson to be used as a park or for recreation

Even if there is to be 3 buildings, I think that the Southern buildings should be shorter, to allow for a very large empty area, I shared in my letter that might have been included in the prior information packet just a sketch marking up a page from their 166 page document showing some orange X with rectangular region. If the Eastern building were cut short and no loading docks or anything other than a security road South, and the Western building were both cut short and moved North, then the security road could be more straight, and the road West from their cul de sac would be more straight. I think such a modification to their plans would mitigate many of the problems that seem obvious to me and my neighbors in the neighborhood to the south.

And I also specifically asked (in my letter to Mr. Groth and the Planning Committee) about the area, somewhere between Sam's Club and the river where it seems the land next to the Sagamore Bridge Access Roads are very much lower than the roadways, perhaps with enough room for an underpass to get to at least the Southern (left) side of the Westbound roadway, and a dedicated exit into the golf course from the current Eastbound roadway.

Please give this some consideration and let me know if anything like it has ever been considered as part of any prior project, perhaps the Circumferential Highway project, or for any other proposed development.

6) Pursue a new bridge or enhancement of the current bridge and access roads, with direct access to the bridge from this Logistics Center plot of land, independent of Mercury's current driveway, and independent of Route 3A / Lowell Road

7) Unless the river will be part of the intended shipping business, to also accept a land covenant or restrictions to leave enough room to have something like Lowell's river esplanade (on the Hudson side of the river, south of what I think they call the Roarke Bridge) with bicycling / walking and a sailing club and boat launch. In my mind an L-shaped recreation area buffering the Logistics Center along the South and West sides, extending all the way to the Sagamore Bridge area, and ideally connecting with the existing bicycle path along the North side of the Westboard bridge access road, independent from route 3A. And while not a popular idea with at least 2 of my neighbors, perhaps giving some restricted / limited access to this open space by the "paper road" of the Muldoon Street northern extension that has been described as a "cart path."

\* while dreaming, how nice to have:

- the park limited to Hudson residents
- some tennis courts in the area of such a park area
- a boat launch and some small boat trailer parking at least for Town residents
- some open field areas suitable for flying a hand-launch glider
- winter sledding on the park side of whatever berm is built

\*\*\* is there any expectation that as part of any increased rail service that might come to the area, that a freight train rail bridge might be brought to the area, and connected with this property? What are the noise and ground vibration impacts that such freight train activities would have?

8) To postpone any consideration of these Logistics Center plans until after a town-wide vote that can include a petition or other article to reverse the changes that even allow any consideration, namely the change to Industrial zoning, and also the change to allow a building of 50 feet. How is that 50 foot limit measured? (Is that 50 feet the peak height of roof with air conditioners compared with undeveloped land or at least the lot / pavement level next to the building?)

9) To conduct accurate base level sound measurement studies including current average and peak night time and peaceful time sound levels at the roof height of the current residences on both sides of Fairway Drive and Eagle Drive, and also to require development of before, during, and immediately after construction, of the view looking North (or West from Steele Road neighborhoods) into the golf course / proposed logistics center from each abutting property, as well as the projected peak and average sound, including roof top air conditioners and echos between buildings, from the vantage point of the roofs of each current residential structure in abutting residential neighborhoods.

And to reject this proposal if there would be a 10db increase in any of these measurements.

I will likely have other questions and comments as further presentations are made.

--Robert Chesler  
14 Fairway Drive, since 1992