



TOWN OF HUDSON

Planning Board

Timothy Malley, Chairman

Roger Coutu, Selectmen Liaison



12 School Street · Hudson, New Hampshire 03051 · Tel: 603-886-6008 · Fax: 603-594-1142

PUBLIC MEETING TOWN OF HUDSON, NH JUNE 24, 2020

Note: The applicant on this agenda has requested a deferral of this meeting to a later date to process revisions to their application. In the event the deferral is granted, the application will not be discussed beyond the schedule of upcoming meeting dates.

The Town of Hudson Planning Board will hold a regularly scheduled meeting on **Wednesday, June 24, 2020** at **7:00 p.m.** at the **Hudson Community Center**, 12 Lions Ave., Hudson, NH. The following items will be on the agenda:

- I. CALL TO ORDER BY CHAIRPERSON AT 7:00 P.M.
- II. PLEDGE OF ALLEGIANCE
- III. ROLL CALL
- IV. SEATING OF ALTERNATES

- V. OLD BUSINESS
 - A. Hudson Logistics Center Subdivision, Site Plan & Conditional Use Permit

SB# 11-20
SP# 04-20
CU# 02-20

Lowell & Steele Road
Map 234/Lots 5, 34 & 35, Map 239/Lot 1

Purpose of Plan: to show the dedication of a new subdivision road and the consolidation/subdivision/lot line adjustment of Map 234/Lots 005, 034 & 035, and Map 239/Lot 001. And, to propose commercial development consisting of three (3) new distribution and logistics buildings with associated access ways, parking, stormwater/drainage infrastructure and other site improvements. Continuance of Hearing.

- VI. ADJOURNMENT

Brian Groth
Town Planner

POSTED: Town Hall, Library, Post Office, Web – 06-12-20



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**PUBLIC MEETING
TOWN OF HUDSON, NH
JUNE 24, 2020
(Addendum#1)**

In addition to items already scheduled and posted for review at the June 24, 2020 Planning Board Meeting, the following items are scheduled to be heard:

VII. CORRESPONDENCE

- A. Request to establish three bonds for Friars Court Apartment Complex by Elvis Dhima, Town Engineer.
- B. Request to release School Impact Fees from Karen Burnell, Business Administrator, Hudson School District.

VIII. MINUTES OF PREVIOUS MEETING(S)

- 10 JUNE 2020 Meeting Minutes – Decisions
- 13 JUNE 2020 Meeting Minutes - Decisions

All plans and applications are available for review by request. Comments may be submitted in writing until 10:00 a.m. on the Tuesday prior to the day of the meeting.

The public is invited to attend.

Brian Groth
Town Planner

POSTED: Town Hall & Website – 06/19/20

June 17, 2020

Via Email and U.S. Mail

Planning Board
Town of Hudson
Attn: Brian Groth, Town Planner
12 School Street
Hudson, NH 03051

RE: Hudson Logistics Center – Site Plan, Subdivision and Conditional Use
Permit Applications
Request to Defer Meeting

Dear Brian:

On behalf of the Applicant, Hillwood Enterprises, L.P., we are respectfully requesting the Board to defer further discussion and consideration of the matters above originally scheduled for public hearings on June 24, 2020, to the Board's July 22, 2020 meeting at a time and place certain.

Please advise whether an Applicant representative needs to be present at the June 24, 2020 meeting. Do not hesitate to contact me with any comments, questions or concerns. Thank you for your time.

Very truly yours,


John T. Smolak, Esq.

cc: Justin Dunn, LEED AP, Hillwood (email only)
Langan (email only)
Justin L. Pasay, Esq. (email only)

Written Comment relative to the:
Hudson Logistics Center
Received between:
May 19, 2020 and June 16, 2020.

Groth, Brian

From: lisa pezzarossi <lisapezzarossi@yahoo.com>
Sent: Thursday, May 21, 2020 10:44 AM
To: Planning
Subject: QUESTIONS New Distribution Center

Good morning

I wanted to ask some questions, but may not be able to attend the meeting due to work.

I live at 283 Lowell Road two a block away from Steele Road:

Concerns:

More traffic in front of my home – is there any plan for noise barriers along residential homes on Lowell Road coming up to Steel road. If more trucks/vehicles are expected to pass my home I am concerned that this will mean my property value will go down because of increased traffic and noise.

What will this do to the property assessment for my taxes – will the taxes increase.

I have seen that the company intends to make improvements to the area, are there definitive plans, i.e. public walking areas?

Thank you for your time.

Lisa Pezzarossi

Sent from [Mail](#) for Windows 10

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Groth, Brian

From: Michael Truesdell <michaelatruesdell@gmail.com>
Sent: Sunday, May 24, 2020 7:49 PM
To: Planning
Subject: Hudson Logistics Center Proposal

Greetings Planning board

I would like to express my support for the logistic center. There are some concerns like traffic flow, total impact on taxes for home owners, etc. I am sure these are questions you can easily answer. The Friel family has a right to sell the property they own, it is their right.

Please do what is good for our community long term and dont pander to the few.

Michael Truesdell
3 Watts Cir, Hudson, NH 03051
(603) 260-4016

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Groth, Brian

From: Cynthia Tonseth <ctonseth@ymail.com>
Sent: Monday, May 25, 2020 7:50 PM
To: Planning
Subject: Our comments on the Hudson Logistics Center

William & Cynthia Tonseth
12 Woodridge Drive
Hudson, NH 03051
(603) 204-0750

The distribution center proposed may be a financial boon for our town but not without significant losses.

The resulting truck traffic, the noise of such a facility, the air pollution, the 24-7 high intensity lighting that goes with such a facility, the increased truck traffic, the wear and tear of such big rigs on our roads, not to mention the traffic increase to our south end.

Lowell Road had enough problems as it is . not to mention the access from the interstate.

Your proposed 200 feet buffer is practically nothing between truck traffic and private homes.

Have you ever traveled on a road with 150 trucks.. its difficult and unpleasant. The presence of that many trucks will change the character of our town and its not a welcome change.

Why not change the zoning and put in a multi-use collection of homes or businesses that might actually enhance the town and look nice and be a place people could actually use and enjoy.

A massive truck depot does not enhance our town.

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Groth, Brian

From: Maureen Jozokos <jozokosm@comcast.net>
Sent: Monday, May 25, 2020 8:09 PM
To: Planning
Subject: Logistics Center

Dear Sir or Madam,

I am vehemently opposed to the proposed logistics center. Minimal jobs will be added to our community, whereas most of the functions taking place at the center are automated. Traffic will significantly increase as well as noise and pollution. There are many neighborhoods that surround the golf course that are long established and their property values and quality of life will suffer significantly. The size and scope of this center is far too large for a small town like Hudson. Please do not let this massive logistics center, overwhelm our community.

Thank you for your time,

Maureen Jozokos
1 Rose Drive
Hudson, NH
603-315-1989

Sent from my iPhone

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Groth, Brian

From: Joan S Troup <jstroup123@gmail.com>
Sent: Monday, May 25, 2020 9:47 PM
To: Planning
Subject: The beautiful golf course

I am strongly opposed to the development of the Green Meadows Golf course as shown in the plans being considered by the planning board. That piece of property is not suitable for that type of development! The environmental impact will be devastating to this community. I'm sure most of you have noticed the positive change in the air quality during these past few months of sheltering at home. Just imagine the opposite effect with the number of LARGE vehicles polluting the air space! And the traffic! People complain already about the backup on Lowell Rd, Wason Rd, Dracut Rd. By adding more traffic to that already congested area would be insane and poor planning on the part of those who represent the voice of Hudson.

The neighborhoods that will be directly impacted by this business are established residential areas. It is in the best interest of those neighborhoods to maintain the property values of those properties by rejecting this plan of land use. Their property will be devalued and when those families bought those homes it was with the expectation that it would remain the type of residential area it is today and has been since I moved here 40 years ago.

I understand the desire of the family to sell their property but I beg you to plan some more appropriate use of this gorgeous strip of land along the Merrimack. Today the Merrimack River is cleaner than when I first moved here. The type of development you have before you will not create a cleaner more environmentally sound area. It would be criminal to reverse the progress seen with the Merrimack River Watershed. It will be a giant headache! Vote no !

Respectfully submitted by,

Joan Troup
10 Stable Rd
Hudson, NH 03051
Sent from my iPhone

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Groth, Brian

From: Melissa <melissamasson@comcast.net>
Sent: Tuesday, May 26, 2020 9:15 AM
To: Planning
Subject: Distribution center

To whom it may concern,

I am a homeowner in the area of the proposed distribution center. I live on Gowing rd. I use Lowell road daily as does my husband to go to and from work, grocery shopping and going just about anywhere in Nashua. I implore you to consider very carefully approving such a use. The traffic congestion and pollution it will cause will have a detrimental impact on our town and create a burden for the people who live in this area. Please do not approve this center.

Sincerely,

Melissa Masson
95 Gowing Rd
Hudson, NH
603 566-9894
Sent from my iPhone

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Groth, Brian

From: TINA STEVENS <tstevens03@yahoo.com>
Sent: Tuesday, May 26, 2020 9:32 AM
To: Planning
Subject: ? for the Hudson Logistics Center

Hello all,

We know you have heard alot from the neighborhood on one side of the golf course that are abuters, now we wanted to ask a few questions from the other side of the golf course that are also abuters to the practice holes of the golf course:

1. Wondering if this will affect our neighborhood houses that abutt the practice holes of the golf course all built in 1960's and all our homes use well water (will the development disturb our water sources/pressure)?

2. Are the plans to dead end Steele Road? and the land off of Steele road that which most of it wet lands per all the pink tags everywhere, will it be fenced off so it won't turn into a dirt bike/atv runway of the land you can't use that is wetlands? (it has been used in the pass from atv's in the wintertime while it has been owned by Green Meadow, did lots of damage to the practice greens and they were trespassing then. The land between Steele Road and where Mercury systems is. Also, is there anywhere you could leave some green space that you would let all the abutters/neighborhoods use from both sides of the golf course to enjoy a walk?

3. Do you plan on using any route past Mercury Systems south? The traffic past there is crazy busy, between everyone going to Pelham, NH, Tyngsboro & Dracut, MA, the morning traffic rush to BAE. Almost have gotten Creamed a few to many times with people flying down lowell road hill to River Road running through a clear RED light at Steele Road trying to make a left turn with lights at an intersection. And I know the people on the other side of the golf course have the same problem trying to come out of Chalifoux without a light.

4. When the trees are not filled in we can see Mercury Systems building/lights. What do you plan to buffer our homes from the trucks sound/lights coming over to our homes, since this is a propsed route they want to use. Also, we can hear the dirtbikes across the river in Nashua, Band practice at the Pheasant Lane Mall, motorcycles on the over pass. What do you plan to do to keep us from hearing all the noise from your buildings with not one Down Day ever?!?

Why do you have to put in a roundabout? and why can't you use the same driveway as Sams club for most of the trucks?

I know the letter says to have the questions in by 10am the Tuesday before the meeting and the meeting is tomorrow 5/27, so hopefully these questions will be seen.

Thank you for your time,
Sean & Tina Stevens
10 Linda St
Tina Stevens

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ACQUISITION & DEVELOPMENT
PROPERTY MANAGEMENT
PROPERTY MANAGEMENT

May 26, 2020

Via Overnight Mail and Electronic Mail:

Town of Hudson Planning Board
12 School Street
Hudson, NH 03051
E-mail: planning@hudsonnh.gov

**RE: Hudson Logistics Center
Lowell and Steel Road
Map 234/Lots 5, 34 and 35, Map 239/Lot 1**

Dear Mr. Chairman:

I am writing on behalf of 267 Lowell Rd Hudson LLC, the owner of the 121,553 square foot industrial property located at 267 Lowell Road. We have very recently learned that the Hudson Planning Board will be holding a hearing on the above-referenced development on Wednesday, May 27. Because of the volume of the materials submitted by the prospective developer, we will need more time to digest the materials and to prepare a response. Moreover, due to the complications created by the COVID-19 pandemic, we will not be able to appear in person at the Planning Board's initial meeting. I wanted, however, prior to that meeting, to note our serious concerns about the construction process and the long-term traffic impacts of the proposed development not only on the 267 Lowell Road property, but also on the entire neighborhood.

We look forward to voicing those concerns at the Planning Board's subsequent meetings.

Very truly yours,

A handwritten signature in cursive script that reads "Howard A. Goldenfarb".

Howard A. Goldenfarb
Manager
267 Lowell Rd Hudson LLC

CC: Joanne Robbins, Saul Ewing Arnstein & Lehr LLP
Thomas Farrelly, Cushman & Wakefield
Justin Dunn, Hillwood Investment Properties

Groth, Brian

From: Deena Segal <dgsegal47@comcast.net>
Sent: Tuesday, May 26, 2020 11:33 PM
To: EDhma@HudsonNH.gov; Groth, Brian; Malizia, Steve; Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara; Planning
Cc: les-47@comcast.net; Avery, William
Subject: Proposed Logistics Center in Hudson and need for added Police Service

Importance: High

Dear Members,

We are contacting you regarding the proposed Logistics Center in Hudson and urge you to negotiate with the Hillwood Team to include funds for the improvement of the Hudson Police Department - adding employees and building updates.

After communicating with Chief William Avery, he confirmed that this project will bring added calls for services by the Hudson Police Department, such

as: directing traffic flow, alarm calls, dealing with employee theft, traffic accidents, traffic violations; etc., all requiring additional calls for service by the Hudson Police Department.

If passed, there will be large construction companies and 2500 additional employees at that site, open 24/7, Additional police officers will be necessary and the current Police facility will need to be enlarged to support our Police officers and Administration so they are able to continue to provide the best support and vital services to the Town of Hudson.

With the addition of the proposed 3 large buildings, construction crews and 2500 additional employees at the Hudson Logistics Center, there will be an increase in traffic and the need for additional police services. Our Police facility needs to have the resources to support this additional growth in the Town of Hudson.

Thank you for your consideration in this important matter to negotiate with the Hillwood Team to include these needed improvements for the Hudson Police Department.

Regards,
Deena & Leonard Segal
6 Beechwood Rd, Hudson

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This email has been checked for viruses by AVG.
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Groth, Brian

From: John V. O'Brien <johnvobrien@gmail.com>
Sent: Wednesday, May 27, 2020 12:49 PM
To: Planning
Subject: Hudson Logistics Center

To the Members of the Hudson Planning Board,

As both a property owner and proud resident of Hudson, I wish to state my unequivocal support for The Hudson Logistics Center.

As I considered my support, the foremost question that I looked at was what would be in the best interests for the Town of Hudson and all of its' residents after this private property sale of a such a large parcel of land.

All communities look towards varied methods to bring in, and responsibly grow, continued revenue streams in order to continuously provide for its' residents quality of life. It is those monies that pay for our Public Safety Protection, schools, DPW and the like, while minimizing the costs associated with the raising of those monies.

I firmly believe that the creation of The Hudson Logistics Center will provide a strong assist toward meeting these goals!

Here are some of the reasons why I believe that the residents of the Town of Hudson will realize great benefits:

- A very nice collection of the tax revenues necessary for the Town to be able to meet its' obligations.
- Minimization of the possible expenditures that would be necessary in order to raise those monies, i.e., NO increases in both Public Safety and DPW equipment and personnel, as well as infrastructure costs that would be absolutely necessary with any large scale housing or gaming development.
- Roadway/traffic control improvements that will be addressed as part of the overall creation of the Hudson Logistics Center, and
- Beautification, and any attenuation needs that may arise, of the overall area through the implemented planning of Professional Landscape Architects.

I would like to thank the Members of the Planning Board for reading my letter.

Sincerely,

John O'Brien
8 Derry Lane
Hudson, NH 03051-3215

(C): 603.305.1776

Groth, Brian

From: John Dubuc <johnnygd24@gmail.com>
Sent: Monday, June 1, 2020 7:15 AM
To: ~BoS; Groth, Brian; Planning; Malizia, Steve; Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara
Subject: Hudson Logistic Center Development Concerns

Good Morning All,

I wanted to reach out to you all this morning to convey some concerns I have about this project.

We have lived at 11 Eagle Drive since 2002 and moved to Hudson for the peaceful living that my neighborhood offers, moving from a busy city neighborhood. I know that this will all change if you allow this 2.5 Million Square Foot (122 Million Cubic Feet of Storage) facility to be built.

I will list a few questions below that I hope could be answered:


1) Sewer Capacity - Does Hudson have the capacity to support this facility when it is FULLY Utilized, not at the levels that were presented by Hillwood. We need to ensure we look at FULL utilization of the facility which once built could be used


- A note on Sewer - I deployed overseas 7 days after I moved to Hudson with the Air Force, when I returned 9 1/2 months later, I visited Town Hall and asked when I would ever receive Sewer Service at my home and was informed that that would unlikely ever happen yet we are looking to provide sewer service to this project. How can we provide sewer to this development and still have town homes on Septic?

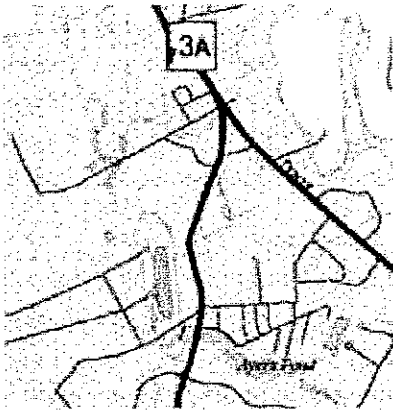
2) Stratified drift aquifer in the neighborhood

According to the Town of Hudson, 2006 Master Plan, Chapter III. Natural Resources there is a "Stratified drift aquifer" in our neighborhood, has a study been done to look at the impact this project will have on this aquifer. The Town Master Plan notes that "It should be noted that all groundwater supplies are connected and thus have potential for both depletion and contamination."

I have included snapshots of this from the Master Plan

 Moderate Yield
(2,000 - 4,000)

 Moderate - High Yield
(4,000 - 8,000)



3) Stormwater Runoff - According to the Town's Master Plan, this must include the following:

"The stormwater management plan was designed to reduce the discharge of pollutants to the maximum extent practicable, to protect water quality and to satisfy the water quality requirements of the Clean Water Act. It contains 6 minimum control measures: 1) public education and outreach; 2) public participation and involvement; 3) illicit discharge detection and elimination; 4) construction site runoff control; 5) post-construction runoff control; and 6) pollution prevention and housekeeping"

I am unaware that #1 and #2 have been accomplished, please let me know how this was done.

4) Water Capacity - Does Hudson at this time have the capacity to supply Water to this 122 Million Cubic Foot facility while still providing quality water to all of its residents. We currently have water use restrictions during the summer months and would like to know how Hudson can supply water to these 24 by 7 facilities if we have restrictions in place now.

This is a massive undertaking that will impact Hudson for generations to come. Hudson wrote in their Master Plan to "Encourage the appropriate use, conservation and development of the Merrimack Riverfront", I do not believe that this development is true to this statement.

These are a few of my concerns that I know have not been answered by the presentation that I saw by Hillwood.

Please provide any information that you can for my questions and I will share them with other concerned Hudson folks that I have been speaking to.

Thanks for your time,

John Dubuc
11 Eagle Drive

--
John Dubuc

Groth, Brian

From: Rick L <RickL20@comcast.net>
Sent: Monday, June 1, 2020 9:46 AM
To: ~BoS; Groth, Brian; info@hudsonlogisticscenter.com; Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov
Cc: gporter77@gmail.com; 'SCOTT WADE'; 'Karen Nevin'
Subject: RE: Proposed Hudson Logistics Center Conservation comments

Please include this email and my last email as part of the Public Record to be presented at any Hudson Logistics Center related Town of Hudson Public or Closed Door meetings.

Thank you all for your time and efforts in this matter.

Richard LeBourdais

From: Rick L <RickL20@comcast.net>
Sent: Monday, June 1, 2020 9:27 AM
To: 'bos@hudsonnh.gov' <bos@hudsonnh.gov>; 'bgroth@hudsonnh.gov' <bgroth@hudsonnh.gov>; 'info@hudsonlogisticscenter.com' <info@hudsonlogisticscenter.com>; 'planning@hudsonnh.gov' <planning@hudsonnh.gov>; 'robert.scott@des.nh.gov' <robert.scott@des.nh.gov>; 'victoria.sheehan@dot.nh.gov' <victoria.sheehan@dot.nh.gov>
Cc: 'gporter77@gmail.com' <gporter77@gmail.com>; 'SCOTT WADE' <scottjwade@comcast.net>; 'Karen Nevin' <karen.c.nevin@gmail.com>
Subject: Proposed Hudson Logistics Center Conservation comments

Hi all:
Board of Selectman
bos@hudsonnh.gov

Brian Groth, Hudson Town Planner
bgroth@hudsonnh.gov

Hudson Logistics Center
info@hudsonlogisticscenter.com

Hudson Planning Board
planning@hudsonnh.gov

Robert Scott, Commissioner of NH Department of Environmental Services
robert.scott@des.nh.gov

Victoria Sheehan, Commissioner of NH Department of Transportation
victoria.sheehan@dot.nh.gov

Gene Porter, LMRAC
gporter77@gmail.com

Please see attached my letter concerning wetlands issues, wildlife and future impact on Hudson Residents' water supply

Richard LeBourdais

Richard & Audrey LeBourdais
23 Fairway Drive
Hudson, NH 03051

June 1, 2020

RE: PROPOSED Hudson Logistics Center

To various Town of Hudson Departments:

I am opposed to the wetland changes and use proposed by the developers of the Proposed Hudson Logistics Center. From a conservation perspective, the project is abusive and slap to the face of any conservationist from many perspectives.

Any proposed changes to wetlands should be disallowed. Changes to the wetlands will cause undo changes to the existing purification of local well waters.

Any proposed changes to existing "man-made wetland areas should be denied. Manmade or not... they exist and are part of the current wetlands withing the proposed parcels. The developer made light of the fact that "man-made wetlands" were not wetlands at all. Wetlands are wetlands man-made or not. The developer's exclusion of ALL wetlands from their plans shows us the duplicitous nature of the developers and their lack of interest in supporting the clean water wells of the Hudson water supply.

The size and scope of the wetlands and the proposed changes is in contradiction to existing town regulations.

Conservation means the protection of animal and all life species. The Hudson Logistics Center will end up in destroying the habitat of thousands of creatures... deer, coyotes, foxes, rabbits, snakes, frogs, toads, hawks, eagles etc. Destroying the ecosystem now living on the proposed site.

Please have the developers and the appropriate Hudson boards calculate the proposed runoff of 1" of rain from all rooftops and all non-permeable parking, roadways, sidewalks, holding areas etc and compute the gallonage of this 1" rain storm. Now multiply that number by 6 (the number of days of the recent Michigan rain storms). PICTURE THIS CONSERVATIVE ESTIMATE: 500 trucks per day and 1800 vehicles per day entering and leaving the proposed sites 365 days a year (in ONE YEAR that is 182,500 truck trips and 657,000 car trips) Now multiply that times ten years (1,825,000 AND 6,570,000). Picture the cancerous particulate discharge entering the air and landing on the sites grounds and the grounds of the surrounding neighborhoods and businesses AT THOSE CONSERVATIVE NUMBERS. Then this great runoff of water occurs during the 1" to 6" storm period and what happens... all of these toxins are washed into the wetlands and into the river. The toxins seep into Hudson's water supplies... Because of shortsightedness, Hudson's water supply All of those toxins being washed into the water supplies on a repetitive basis; it won't be long until many people's water supplies are compromised.

Richard LeBourdais

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Groth, Brian

From: Aol <chulynn@aol.com>
Sent: Monday, June 1, 2020 10:31 AM
To: Planning; Groth, Brian
Subject: Hudson Logistic Center

To whom it may concern;

We have resided at 25 Fairway Drive since 1982 and have been privileged to enjoy the flora and fauna that have flourished along the Merrimac River and wetlands located on the Green Meadow Golf Course. When we first moved into our home, the River was considered a class C water body resulting from discharges and ground contaminants from industrial and private properties located along the River banks. The state and surrounding towns worked tirelessly to improve the quality of the water and were, eventually, able to clean up the river to reclassify it to a Class B which meant it was suitable for fishing and recreational use. Now countless species of fish and other water inhabitants thrive in this beautiful river. Many birds and animals have populated the golf course, streams and ponds all of which have contributed to their abundant numbers and variety of species. We have been privileged to see fox, deer, owls, eagles, blue heron, coyote, fisher cat, beaver, endangered cotton tail rabbits, gopher, turtles, bluebirds and many other species of birds thriving and living on the golf course and along the river. The river now supports salmon and other fresh water fish that could not survive in a class C body of water.

If this industrial development is approved as presented, we fear it will result in irreversible damage to the health of the river and wetlands and the wildlife it supports. Runoff from construction and operations at this enormous development will alter the terrain and will result in excessive, toxic runoff that will have disastrous ecological effects.

While this letter primarily expresses our concerns regarding ecological land/water issues, we wish to address air quality concerns. In an effort to avoid redundancy and in appreciation of your time, we will not go into detail here but wish to go on record in support of others who have expressed concerns regarding hazardous environmental air pollutants that will endanger the health of Hudson's residents for generations to come.

Thank-you for taking the time to read and listen to our concerns.

Sincerely,
Charles and Lynn Ashworth
25 Fairway Drive
Hudson, NH

Sent from my iPhone

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Groth, Brian

From: Debbie Arrington <dizzydeb1964@gmail.com>
Sent: Monday, June 1, 2020 12:20 PM
To: ~BoS; Groth, Brian; info@hudsonlogisticscenter.com; Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov; Debbie Arrington
Subject: Proposed Hudson Logistics Center / Green Meadows Golf Course

Paul & Debbie Arrington
5 Eagle Dr
Hudson NH 03051
603-595-4630

June 1, 2020

After looking at the plans we are very concerned about the following:

- WETLANDS
- WHERE WILL ALL THE DISTURBED UNDERGROUND WATER GO
- WHERE WILL ALL OF THE RAIN / SNOW GO
- WILL THE RIVER GET CONTAMINATED FROM RUN OFF WITH TRUCK OIL/GAS/CHEMICALS
- IF BLDG'S ARE 20 FEET INTO THE GROUND WHERE IS ALL THE WATER GOING
- MASSIVE CONCRETE PARKING LOTS + BLDGS = NO WATER GETTING ABSORBED
- WILL THE WATER FLOOD THE STREAM AND ERODE PROPERTY LINES
- WILL THE WATER FLOW INTO THE EAGLE DRIVE / FAIRWAY
- WILL THIS DAMAGE HOUSES AND PRIVATE SEWER AND POOLS
- WHAT PROTECTIONS ARE BEING GIVEN TO OUR NEIGHBORHOOD
- WHAT PROTECTIONS ARE BEING GIVEN TO THE WILD LIFE
- WILL OUR PROPERTIES / US BE POISONED BY ALL THE TOXINS

They say they are doing this for jobs and tax revenue however it is all about big business and not the town of Hudson. We have a 3% Unemployment rate pre-covid.. all this is going to do is bring jobs to our boarder town in MA and we pay the price between property values, inhaling bad air and bad water and dealing with all the traffic.

Maybe they should offer to buy out each house in our neighborhood at \$1,500,000.00 each and we will all go away and they can have their big logistical center.

Thank you for your time
Paul and Debbie Arrington

Brief remarks and questions for Planning Board Public Hearing

My name is Joseph Wozniak and I reside at 7 Sycamore Street. Since I underwent surgery on 5/20/20 I prefer not to be physically in attendance for the hearing.

My first remark and question are as follows. Since this facility will become the largest logistics center in New Hampshire with an estimated 150 to 200 tractor-trailers and 50 box trucks entering and leaving on a daily basis, it is my opinion that this project will have regional impact on Nashua and surrounding communities.

Q. Will the plans for this project be submitted to the Nashua Regional Planning Commission for their consideration relative to traffic, environmental impact, etc.?

My second remark and question centers on water availability to service this facility. In a December 11, 2015 HLN article, Doug Robinson wrote an article entitled "Is Hudson Running out of Water?" Brief synopsis centered on several years of dry spells causing water tables for the three town wells to become significantly lower according to the Town Engineer. Since then an additional well has been brought online.

Q. Can the Town of Hudson guarantee adequate water levels and pressure, to our residents, when the logistics center comes on line? If not, is Hillwood Investments willing to invest over 20 million dollars to build a treatment facility to use water from the Merrimack Rivier?

My third and final remark and question centers on sewer availability. The Town of Hudson owns 12% of the Nashua treatment facility.

Q. With a logistics center employing in excess of 2000 employees will this impact exceed our Town's capacity relative to the treatment plant?

Thank you, for your attention.

c.c. Ms. McGrath

Questions for the Planning Board

1. Is the golf course consider to be "open space land and assessed at current use values"?
 - a. If so, how much (\$\$) will be the tax due to change its current use?
 - b. Who or what will receive that 10% tax surcharge payment?
2. The abutting neighborhoods should be provided a realistic rendering (drawings, animation, physical model) showing what we will see from our backyards and from the street once these buildings and berms are completed.
 - a. From eye level (5 feet off the ground), middle of backyard
 - b. 2nd level of homes in the neighborhood
 - c. Views from the streets should include but not limited to: Fairway, Eagle, Par, Bruce, Steele, Linda etc.
 - d. This should not be done up close to the berm as they showed in their presentation on May 27, 2020.
3. I am requesting that a true sound study be done for the abutting neighborhoods.
 - a. Using an app on my iPhone X at about 9 pm at night, the sound dB is about 35-37 dB's. Much quieter than the 50 dB's their study shows
 - b. Study should be done during the day and night with equipment set up in yards to measure.
 - c. The study should also reflect a realistic scenario of the activity this distribution center will have. (such as, much more than just 8 trucks at any one time, hundreds of HVAC units running at once, employees arriving for and after their shifts, movement of trailers etc)
4. Does the town have enough water supply to be able to handle having this facility and it's anywhere from 1000-4000 employees it will have?
 - a. Source: Union Leader https://www.unionleader.com/news/business/green-meadow-golf-course-could-face-bulldozer-in-hudson/article_9fa3311d-adc2-5643-9768-6adc6d7890fe.html?block_id=853108
 - i. Dunn said the project would create an estimated 2,500 direct and indirect construction-related jobs, and anywhere between 1,000 to 4,000 long-term jobs at the facilities once the buildings are done.
 - b. Could adding this project result in loss of water pressure in the south end of Hudson?
 - c. Every year we have a water ban for a reason.
5. Will the town sewer be able to handle the same number of employees at these facilities?
6. Will the town of Hudson need to hire more fire and police personnel as a result of this development?
 - a. Will the fire department need another ladder truck because of the size of these buildings?
 - b. Will the town need more emergency vehicles as a result? (police cars, ambulances, fire trucks of any kind?)

7. During the planning board presentation on May 27, 2020, the professional engineer presenting how these warehouses will be used, was careful to say precisely how many trucks will come and go for buildings A and B. Once this development is complete, what's to prevent the tenant from using these buildings to their utmost capacity, which would be several hundred trucks more than stated per day and causing more traffic, sound, diesel emissions, than what is currently expected?
 - a. Or if at the end of the 15-year lease that tenant leaves and a new tenant comes in with bigger plans for utilizing the size of those buildings?

Scott J. Wade

1 Fairway Drive

603-930-7422

Post Hudson Planning Board Meeting questions for the Planning Board and Conservation Committee

Will the board be ignoring Day one and future growth Toxic particulate discharges emanating from all vehicular activities—trucks idling at stop lights throughout the town AND at the facility; 2600 new cars coming into the area every day... from ALL access points.

Will the board be insisting Hillwood do a proper airborne particulate environmental study of similar sized logistics centers – should we insist on POST-Pandemic studies?

Will Hillwood be supplying the town and abutters the following:

The locations of the expected Day 1 origination points and the all the expected destination points for the 141 TT's small item products + 25 TT's large item products inbound and then outbound TT's with projected TIMES of Day and days of week.

Outbound product destination vehicles... before approving, will the planning board be requesting of Hillwood to provide the town with the projected destinations and expected return origination points with projected TIMES of day and days of week? I believe this information is required in order to do proper Sound and Traffic studies.

Hillwood's original wetlands presentation was sub-par, incorrect, and failed to highlight sufficiently the changes to the current wetlands... the detail of EVERY change to the wetlands should be blown up for all to see and explained to the board and residents in a public meeting. Will the planning board be requiring to give more factual detailed analysis of proposed affected wetlands?

Hillwood said they are going to plant 760 trees... how many are they going to cut down?

What is the gallons run off of each proposed building in a 1" storm. What is the proposed rooftops square feet for each building

What is the gallon run off of the proposed parking in a 1" storm. What is the square feet of the proposed exterior hard surfaces for each building (Parking and external tractor trailer areas, walkways etc)

What is the gallon run off for the proposed new roadways?

Other Planning Board related Questions:

Will the planning board be fighting for the Philbrick St, Bruce St, Steele Rd, and Green Meadow neighborhoods to obtain the 1500ft residential buffer required for environmental air, health and sound issues?

Will the planning and conservation board be obtaining reasonable studies from other similar sized Logistic Centers as to their sizes in relation to employee counts, tractor trailer trucks in and out per day and year, box trucks in an out per day and year, the projected pollutants emanating from those trucks?

Will the planning board be putting Hudson residents' life quality, air quality, and water quality before the profits of the Friel Brothers, Hillwood, and the TWO unnamed companies?

Will the planning board be putting the profits of the Friel Brothers, Hillwood, and the TWO unnamed companies before the real estate valuation losses to be incurred by the residents of south Hudson?

Why didn't we hear from any other neighborhoods in any significant numbers or at all? Does the planning board feel the pandemic is causing a lack of response and concern from other neighborhoods?

Is the pandemic the reason Hillwood is making the push now to fast-track the development approval process?

Environmental Health wise, is the planning board thinking of the requirement of the proposed tenants' use of **only Zero Emission vehicles and equipment**? In other words, electronic battery driven tractor trailer, box truck, loading equipment, and employee vehicles?

There was a gentleman coughing repeatedly throughout the entire meeting... will the planning board consider being more vigilant in protecting the Hudson residents attending the meetings?

The Concord NH man should never have been allowed to continue meeting... does the planning board agree?

Was the last meeting as a whole illegal? ... the developer failed to pay the entire \$220,000 fee 10 days PRIOR TO the first planning board meeting to be allowed on the agenda — should all of the agenda items be null and void? Even though there was a waiver of the payment rule requested... the proposed project should never have been on the agenda. Correct?

Wouldn't that make the vote to waive payment null and void? Wouldn't that then require the developer to make full payment before the next meeting?

Does the planning board and conservation committee agree that nothing related to lot C Building C should be approved absent any origination/destination data for the number of vehicles in or out of that proposed building?

Will the planning board be addressing the light pollution nighttime glow issues?

I heard 2600 new jobs... we need the breakdown of the projected jobs. There are three 8-hour shifts per day equals X 7 days per week = 21 shifts per week / divided by 5 shifts per full time employee = 4.2 employees to cover the same position for that entire week. $2600 \text{ EE's} / 4.2 = 619 \text{ 24/7 slots}$

If we divide the 619 24/7 slots by 7 days it means it takes 88.44 men per day to empty, store, 166 trailers and fill 250 trailers for distribution... that seems pretty inefficient to me... also, what sort of sorting automation will they be pulling product/sorting and filling the trucks with? These numbers are

just not adding up... will the planning board be requesting a detailed shift by shift employee job description?

There was a great comment during the meeting as to water availability and the need for rationing. Won't 2600 people drinking, and flushing everyday put a burden on the water supply and the sewer treatment facility? Won't the truck drivers also be using the facilities? Do we have any water or sewer experts evaluating the effects of the proposed development on the Hudson water and sewer systems?

Back in 2001 the Friel brothers had to have influenced someone somehow to get their property zoning change slipped in... I did not notice it until 2003... I may have some old town maps... I will check. It is obvious the Friel brothers don't acknowledge or want to see that Hudson's infrastructure is limited and cannot support high volume access to their parcel – all roads leading to it are inferior and does not fit their dreams. The Friel brothers should settle for something reasonable... but they want to hit the profit "HOME RUN". Will the planning board be creating a committee to follow thru on getting the parcel rezoned to its PRE-2001 zoning? If it takes a special ballot question, then so be it.

Those are my thoughts and questions emanating from the first meeting night. Be safe everyone... the virus is not going anywhere.

Richard LeBourdais

Groth, Brian

From: Merrill Harriman <merrill.harriman@gmail.com>
Sent: Tuesday, June 2, 2020 6:27 PM
To: Planning; Groth, Brian
Subject: Questions and comments to the planning board

I am a resident at 5 Birdie Lane in Hudson - I have lived at this address for 10 years and have been a resident of this town for 15 years. One of the great selling points of this town has been the water quality of the town water. But with this development I fear that will end. It is unfathomable how the town wells could support 1800 to 2500 employees and operational usage of water from this development.

- How do you expect to support this development on the already stressed town water system?
- Will you need to add a water and sewage treatment system?
- Treated water is not fresh well water - you will lose that small town attraction all over town
- Who will pay for this water treatment system?
- Where would you put this water treatment system?

The runoff of 2.6 million sq ft of roof space combined with huge parking lots will cause significant peak flow issues for Limit Brook. Today these peak flows are mitigated by substantial amounts of grass, vegetation, and permeable soil. That will not be the case with this development. I abut to Limit Brook and it already runs up against and eroding the bank in my back lawn. When these peak flows happen it will erode my back lawn and destroy much of the natural habitat of a slow meandering stream. We have had many incidents that are equal or close to equal to the 100 year flood plan in recent years. I do not expect them to stop given the global climate changes.

- Who is going to pay to rebuild the erosion caused by this development in 5 years time?
- How will this affect the wild life and natural habitat in the area?
- If you plan to create flood ponds - and they would have to be significant, how will that affect the natural habitat?

Why would this developer plan to build such large facilities and then say they promise to only use them at partial capacity? It does not make business sense - it does not pass the smell test! So we have to assume that these buildings are operated at full capacity. That is the only thing that makes sense for a traffic, pollution, noise, etc. standpoint. Just like your tax assessor says that if you have heat in a 3 season porch - whether you use it or not - we will tax it as if you do. Well, if they have the capacity - we have to assume they will use it. Given that, it changes a lot of the equations and numbers that the developer is trying to shove down our throats. If they don't need this capacity - remove it from the plans. Tell them to size accordingly.

Regards,
Merrill Harriman
5 Birdie Lane
Hudson

CAUTION!!

Chris Thatcher

- Here to support fellow residents – not an abutter, show others in town do not support this project, including many of my neighbors who were unaware of this project and why we are
- We moved here because our real estate agent told us it was a town that you wanted to raise a family in, where there was open space, paths, lots of wildlife and of course Bensons Park. I fear that this is no longer the case.
- Has a real estate study been performed or will be performed to evaluate the impact of this development?
- Will residents directly abutting the development be compensated for loss of property value?
- Did the acoustic study take into account sound reflection or refraction off the buildings and redirection of sound waves?
- Did the acoustic study examine the effects of multiple, if not ten or more trucks backing up at once or functioning at once, combined with other noise impacts such as HVAC systems?
- Has a study been done to understand the impact on local wildlife? Specifically what is the current status of the bald eagle which was seen in the area of the Sagamore bridge/green meadow area?
- exactly how much green open space will be accessible to the public and how will the public be able to access this green space?
- What are the risks and impacts to the watershed and aquifer in the area?

Chris Thatcher

1. I agree with many if not all the comments regarding the environmental and traffic concerns. Some has been discussed but I'm just going to read what I wrote.
2. Been here 8 years. Just starting my family here, we envisioned staying here.
3. Does Hillwood intend to compensate the abutters for any property value diminution if this project is developed?
4. The proposal of 2500 direct and indirect jobs is misleading. This does not create 2500 jobs in Hudson. Moreover, these jobs are typically low paying and will most likely be filled by non-residents, probably Nashua and Massachusetts. A job in Hudson does not mean money in Hudson. The simple fact of calling the warehouse a 'high-tech' distribution center is a fancy and more appealing way to say that this is a typical, modernized, and optimized warehouse, just like any other warehouse in the country.
5. Has Hillwood committed to providing financial support or funding in support of Benson's Park? As their website clearly shows multiple images of Bensons Park. If Hillwood has not committed financial support of Bensons, has the town determined that a specific portion of the potential taxes from this development will be set aside for Bensons Park?
6. It has been noted that approximately 230 acres of the land would be set aside green space. Will restrictions be placed on this land to limit future development or is the long-term plan to eventually develop the remaining green space? Will any of the open green space be open to the public?
7. It was mentioned earlier that there would be recreational benefits to the wetlands mitigation plan which where mentioned, what are these? Is hillwood proposing to build a riverway park along the Merrimack for the public or to allow public use of the other open green spaces?
8. Are there plans to install a truck refueling station at this location? If not, what consideration are being looked at to deal with the significant increased heavy tractor trailer traffic to gas stations in Hudson and Nashua.
9. As NHPR has noted, the current pandemic surrounding COVID-19 has created economic concerns for individuals and towns, such as Hudson. However, this is no reason to have a kneejerk reaction or to allow Hillwood to play on the economic situation this pandemic has created to push through a project which has huge implications for the town. Hillwood has already freely admitted in the Nashua Telegraph that they are encouraging local officials to fast track this project and take advantage of the current economic situation.
10. I have concerns regarding this project and how it fits in with the current Town of Hudson Master Plan. While there are sections of the plan which encourage economic growth and development, there are many sections of the Master Plan which this development seems in opposition to.

For example, Part B, section 2, point 4 notes that the town should develop a strategy for developing appropriate portions of the Merrimack River to attract shops, restaurants and other commercial enterprises that make use of the riverfront, while retaining and promoting its beauty. Look at the land we have left in Hudson, there isn't much Riverfront land left. Or section E point 2 which recommends that the town should focus on attracting high wage jobs in finance, insurance, Real Estate, wholesale trade and manufacturing sectors.

11. The town is holding three sessions to discuss this matter and allow residents to voice their concerns. However, do the opinions and concerns raised by residents affect the town's final decision? Is this decision already made? For example, I support and agree that a 1000 foot buffer between the residential neighborhood on Eagle Drive and development is not only unreasonable but in the best interest of those living there. I would also ask, is approving this project simply contingent on the project meeting all the current codes and regulations?
12. The town has noted that it will be performing a site visit of the FW Webb Distribution center in Londonderry NH. I believe it is important to note several major differences between that facility and the one being proposed.
 - a. First, the FW Webb facility is 1 million sq. ft. The proposed facilities here in Hudson is 2.5 million sq. ft. It is more than double the size of the FW Webb facility.
 - b. If you look at where and how the FW facility was placed, it had very minimal impact on traffic onto the major highways as it did not cut through existing neighborhoods or heavily traveled roads, which is not the case for what is being proposed here in Hudson
 - c. The facility was placed next to Manchester airport for obvious reasons. This was not a highly residential location, unlike the proposed location in Hudson. Moreover aerial views of the FW Webb building clearly show much larger buffers between the facility and any residential locations.
 - d. I would also recommend the board examine the Walmart distribution center in Raymond NH.
13. There are true quality of life concerns for residents of Hudson: Hillwood can take steps to alleviate some of this, but it is not in anyone's power to completely erase the significant disruption to everyday life this project will cause. There may be unforeseen things, such a higher crime rates, I example the Hudson Walmart. I enjoy having the Walmart for the most part, however, at least every other week the Hudson PD is posting grainy images of suspects wanted for shoplifting. When we consider tractor trailers coming in from all over the US as well as a transient work force, I have to ask what unforeseen affect this will have on the crime rate and town. There are also infrastructure impacts (emergency services, roads, etc), and things I cannot guess at. Do the benefits that are being claimed outweigh the negatives?

Notes During Meeting:

- What are the recreational benefits to the wetlands mitigation which where mentioned?
- Is hillwood proposing to build a riverway park along the Merrimack for the public or to allow public use of the other open green spaces?

- Boat launch in exchange for paving over green space? Will boat launch be supported by Hillwood? Parking and access for boat launch?
- go down the road to Tyngsborough where they have direct private ability for access to the highway. And no residential issues and build this.
- noise from Lowell road heard from where I live, can even hear train, questions on sound study as it seems incomplete and sub standard.

Groth, Brian

From: Diane Boyd <dianekboydmr@yahoo.com>
Sent: Wednesday, June 3, 2020 8:49 PM
To: Planning
Subject: Logistics Center

To Whom It May Concern:

We are completely against this Logistics Center coming to Hudson, NH.

The traffic, the noisy trucks, the fumes, the 24/7 noise from the vehicles, the thousands of people coming in and out of Hudson, will be a complete disaster for our beautiful town.

The traffic near Wal-Mart and that end of the road will be horrible. You will be turning our town into a factory center and I have family that lives so close to the center, the noise and fumes will ruin their lives.

THIS CANNOT HAPPEN.

Please let me know how we can voice our thoughts without having to go to a meeting and get close to people during this Covid 19 Pandemic.

How can we be heard?

Please advise.

Thank you.

Diane Boyd
Hudson, NH

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Groth, Brian

From: Stephen Kennedy <stevek9123@gmail.com>
Sent: Monday, June 8, 2020 8:51 AM
To: Planning; Groth, Brian
Cc: Grace Kennedy
Subject: Hudson Logistics Center

Planning Board:

We are writing to you to express our absolute opposition to the Hudson Logistics Center proposed by Hillwood of Dallas, Texas. Most of the residents of Hudson live here to enjoy the lifestyle of a suburban bedroom community.

We understand that the plan is to fill the Green Meadow Golf Course with three 40-45-ft tall concrete warehouses, bringing from 350 to 1500 Diesel Tractor Trailer Trucks onto Lowell Road every day—24/7!—based on 24-hr use & capacity of the 365 truck bays in the plans. We can expect:

- Endless Traffic—24/7—One tractor trailer truck every 5 minutes.
- Endless Noise day & night from Truck engines, brakes, backup beeping.
- Diesel Fumes from 24/7 engine idling—and negative health effects.
- Nighttime Light pollution from the 24/7 activity at the site.
- Disruption of wet lands & wildlife
- Water/sewer demand—Reduced water pressure to South Hudson.
- Additional fire and police personnel to support facility.
- Increase in number of trucks coming/going from site over time.

To bring a gigantic storage/transit center for diesel semi-trailers into this community is a nightmare. Diesel fumes would spread throughout the town and diesel particulates that settle out of the air would affect land and water. Lowell Road is already over-crowded and to have a constant day and night stream of huge tractor trailers would bring an enormous increase in traffic problems extending to other roads in the region, as well as noise, and air pollution. This will destroy the quality of life we enjoy here in Hudson.

We intend to oppose this in any way that we can.

Regards,

Stephen J. Kennedy and Grace L. Kennedy
30 Glen Drive
Hudson, NH 03051
603 880 4567
SteveK9123@Gmail.com

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Groth, Brian

From: suzroark@comcast.net
Sent: Wednesday, June 10, 2020 9:01 AM
To: Planning
Subject: proposed logistics center

To whom it may concern,

I am opposed to the building of such a large complex on the Green Meadows property. I realize I have no voice in the decision making. I realize a landowner has the right to do whatever they want with their property.

However, I do believe that the citizens of the town also have a right to quality living in their own community. I ask that our town leaders proceed with diligence in protection of the rights of the citizens to live free of terrible traffic congestion, air and noise pollution, water quality, space for wildlife and aesthetics.

Sincerely,
Suzanne Roark
5 Gloria Avenue, Hudson NH

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Groth, Brian

From: Meryl Thomson <thomson.meryl@gmail.com>
Sent: Wednesday, June 10, 2020 9:01 AM
To: Planning
Subject: A great place to call home

Dear Committee members,

My husband and I have lived in Hudson for 4 years. When we were looking for a home, we drove into town and saw the slogan "a great place to call home". As we settled into our home on Wason Road, we found Hudson to be just that a great place. The Hillwood Proposal would destroy everything that makes Hudson great.

We love that the local high school kids work at Market Basket and can make conversation about what's going on in town. Dante is the pharmacist and knows how old our son is. I grew up in Kentucky and have spent the last ten years in New England. It wasn't until I moved to Hudson that I felt at home as I did when I was in Kentucky. The greenery, the curving roads, seeing the same folks at the store.

I understand the need for economic development. Growth can be good, it can bring needed revenue for schools, city buildings, roads, etc. Especially with the downturn caused by the pandemic, the prospect of jobs for not only town residents but the larger community is enticing.

The Hillwood Proposal would change all of this for the negative. The sense of community would be lost. Instead, we'd become another bedroom community. Whose to say the companies occupying Hillwood would survive the economic shift of the pandemic. The result could be yet another empty industrial park.

Say no to this proposal.

Best,
Meryl Thomson Ober

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Groth, Brian

From: Joann Lanari-Guay <jelanari@gmail.com>
Sent: Wednesday, June 10, 2020 2:27 PM
To: Planning
Subject: Against Hudson Logistics Center

Dear Planning Board,

I am writing this email as an extremely concerned resident of Nashua who lives close to the Circumferential Highway Bridge. However, I recently moved from Hudson, and I resided there from April 2016 until April of this year, so I have a "connection" to Hudson as well. While I realize my "say" is minimal, I am wholeheartedly against the Hudson Logistics Center project, and I believe it will be a huge detriment on the Hudson community and neighboring communities.

I am sure their proposal is "dazzling" with the promise of creating approximately 2,500 direct and indirect jobs, and I would imagine it's especially appealing now given the current state of the economy, but all avenues of this project should be scrutinized and given serious consideration. The following include questions/thoughts I have surrounding this, and they are in no particular order:

- Has there been a legit cost/benefit analysis done by an unbiased group of professionals?
- They purport the following: "Jobs and economic impact numbers are subject to revision based on a pending economic impact study." What organization or who is conducting this economic study? And, will it only be one study by a biased organization?
- What kind of noise studies have been conducted? Again, these studies should be conducted by an unbiased group of professionals, and not only presented by Hillwood's "experts." In Hudson, I lived on the river. Yes, there are trees on the riverline, but those trees DO NOT block or drown out sound. Sound waves travel quickly over fresh water, and while I cannot explain the science behind it, I can attest to noise being amplified by the water due to direct experience with it. The thought of a year's worth of construction, and then incoming and outgoing tractor trailers thereafter, is cringe-worthy.
- Three rather large buildings will be built on what is currently "green space." Has a thorough review been done by both the NH Division of Forest and Lands and the NH Division of Fish and Game?
- Traffic studies? With distribution centers, and whatever else they plan to bring to that space, means more traffic. Who has analyzed this impact? All of these alleged jobs won't go to Hudson residents, and given the proximity to MA, we can also assume people commuting in from MA for these jobs. More traffic = more noise = more pollution. Isn't there enough of that already? (Under normal circumstances, not the current situation.)
- They indicate on their website that they plan to start building this fall; why is this being fast-tracked? It certainly makes me question whether someone is receiving a kick-back for this...
- Why hasn't the Hudson community been more informed? The timing is certainly suspect. It's easy to "push off" concerned citizens gathering with the social distancing excuse... The community needs to be provided the opportunity to speak up and have their concerns addressed. I know that there was opportunity for this on May 30th, and more than two dozen spoke, but the property went up for sale at the beginning of May, and the board has already accepted the Hillwood application as complete, as well as accepted the waiver request to pay the site plan application fee in 3 installments. That doesn't really provide much time for tax-paying citizens to have their voice heard.

Provided there isn't enough of a public outcry against this, though I really hope there will be, any incoming tax revenue the Town of Hudson receives should go into providing proper funding for the schools. Teacher salaries are abysmal, and all the school buildings need to be updated.

Thank you for your time and consideration,

Joann Lanari-Guay

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Groth, Brian

From: Lindsay Benson <lindsayabenson@gmail.com>
Sent: Wednesday, June 10, 2020 6:15 PM
Subject: Question about Town Master Plan

Hello,

Back in October, the Planning Board held a series of public outreach sessions to listen to residents' opinions and create a vision board for Hudson's future. I attended one of the sessions and felt very hopeful by the discussions and feedback! My understanding at the time was that the Town's Master Plan was in the process of being updated and community feedback would be a part of that process.

Question 1: Is the Town's Master Plan still in the process of being updated and if so, when can we expect it to be completed?

I did read through the previous Town Master Plan, which was updated in 2006 in cooperation with the Nashua Regional Planning Commission. I read the following recommendation:

"A Merrimack Riverfront District is a concept that Hudson should consider. A specific plan should be created to promote this possibility in the Town, with recommendations that can be implemented through zoning and economic development initiatives, among other tools. Specific elements should include public access, as discussed previously, and a pedestrian-friendly access network."

Question 2: Was a specific plan ever created to promote a possibility of a Riverfront District? Were any proactive measures ever taken? Or has it been more reactive once a developer comes in to purchase? I understand it's private property, but these owners have wanted to sell for a long time. I wonder if more communication and proactivity over the years might have created better opportunities, a clever vision, and less mistrust on the residents' side when a developer does come in.

Lastly, I want to share my disappointment that not one person on the Planning Board or Conservation Committee has answered any of the questions that have been asked regarding Hudson Logistics. Is there some sort of RSA that states that board or committee members can't make statements or answer questions when it comes to the process of approving the sale of land to be developed? It's truly disheartening. I appreciate that Brian has been available to answer questions regarding this process, but he cannot ride this ship alone. I value honesty and openness and it doesn't feel like that is being prioritized.

I cringed during a recent Selectboard meeting when a Selectmen stated that he won't be discussing the Hudson Logistics Center proposal because he trusts the planning board will do a good job. (Thank you to Kara and Roger who have both responded to my previous email regarding this matter). This would be the LARGEST logistics center in NH and it's moving 500 feet from my family. It has been stated that this is REGIONAL matter because of its impacts on traffic amongst other concerns. EVERYONE should be weighing in. Yet, instead of compassionate and/or informative answers, we are being timed, rushed, ignored, and cut off after three minutes.

Please, be present. We need our elected officials and volunteer committee members to have a voice and care about its residents. Do you care more about the dollars being waved around by this big company? Do you care more about the Circumvential Highway being built than the wishes of the residents for it NOT to be built? Then be honest about that too. Your silence is LOUD.

Sincerely,
Lindsay Benson
13 Par Lane

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June 11, 2020

To: Hudson Town Administrator Steve Malizia

Hudson Town Planner Brian Groth

Hudson Planning Board Chair Tim Malley

Hudson Board of Selectmen: Roger Coutu, Normand Martin, Marilyn McGrath, David Morin, Kara Roy

Commissioner of NH Department of Transportation Victoria Sheehan

As a long-time resident of Hudson, I am writing to express my strong opposition to the proposed Hudson Logistics Center at Green Meadow Golf Course.

My home is located on Lowell Road. It is the last house on the southbound side before Bruce St. and Steele Road. This house has been owned by family for 56 years. At least on two different occasions, the State of NH has needed land from the Varney property to widen Lowell Road. On both occasions, the family has taken very modest payment for the land under threat of Eminent Domain. The situation has been detrimental to our property and quality of life. It does not need to be any worse.

The traffic and resulting noise are terrible. Several roads converge at the base of two hills into an intersection, from Lowell Road to Steele Road, to River Road, to Dracut Road, to Davenport Road. At peak traffic times, this basin becomes like an angry hornet's nest of enraged and aggressive drivers. Drivers heading southbound on Lowell Road attempting to go to Dracut Road stay in the faster moving, right hand lanes too long, trying to pass cars to their left at the very last moment to ensure they get the green light. They do this intentionally. Cars coming northbound from both River Road and Dracut Road onto Lowell Road suddenly have two lanes heading north and they are determined to speed up and pass the driver alongside of them, not to mention the engines have to work harder to go up the hill towards Rena Ave. Cars coming from Steele Road and Davenport Road have to wait approximately 4 minutes at the light to be able to turn onto Lowell Road, and the drivers who are sitting at the light on Dracut Road heading north often ignore the red light because they are not expecting the cars coming out of Steele Road. In addition to all of the above, there are vehicles heading southbound on Lowell Road who need to make a (Legal) U-turn at the intersection to go northbound to addresses at 272 through 288 Lowell Road. I would heartily recommend that police spend more time patrolling the area because of the instances of road rage, speeding, and disregard for red lights. I also need to point out that vehicles are much noisier than they used to be, with lack of any state ordinances on mufflers. Almost every car, truck, and motorcycle sounds like it is intended to be raced on a track. How is it that a Hudson resident who lives in a different neighborhood can rightfully complain about a barking dog as a noise nuisance, yet my family has to be blasted with motor vehicle noise so loud and so pervasively around the clock we cannot converse and hear each other in our own home, even with closed windows?

I am convinced that an independent noise study at this intersection would prove that the noise level is at a dangerous level. I would not want my fellow Hudson Residents in neighborhoods abutting Green Meadow Golf Course to have to endure the same volume of noise, either.

I believe that the addition of the Logistics Center, with an access road across from Rena Street, will only make the 'hornet's nest' analogy worse. The number of vehicles heading to and from the Logistics Center will dramatically increase on Lowell Road in all directions, and traffic at the Lowell Road/ Dracut

Road/ River Road intersection will have to wait longer to get through the lights. As they wait longer, the noise and air pollution increases! The current structure of the roads in Hudson cannot handle an upsurge in the volume of traffic that would be coming from other areas to deliver to and work at the Logistics center. Hudson really has to address decades-old traffic issues firsthand, before they accept the glittery promises of increased tax revenue from huge corporations. The southern end of Lowell Road would be better served by a round-about. The State needs to seriously start investigating legislature that puts limits on vehicle noise. When both of these things happen, Hudson can then start to realize more potential as a profitable and industrial border town with geographic advantages.

I urge you to take this information into consideration and to say NO to the Hudson Logistics Center.

Sincerely,

Steven and Jennifer Varney

285 Lowell Road, Hudson

June 12, 2020

To: Planning Board and Brian Groth

Re: Proposed Hudson Logistical Center- Unsatisfactory Berm Protecting Abutting Residents

Upon review of the proposed Hudson Logistics Center berm that will separate the proposed facilities from residential areas, specifically in the vicinity of 11 Fairway Drive, I believe the berm will not obscure sight of the facility nor its lighting. Further, I believe Hillwood has displayed the easiest or best-case line of sight perspectives during their brief to the Town Planning Board and ignored the more problematic line of sight perspectives (*including from second story windows*) that would only be discovered after the proposed project is underway.

My analysis only reviewed the berm from 11 Fairway Drive. What I found was disturbing, especially since the developer showed beautiful meadow-like views during their first public Planning Board meeting. I do not have the software to draw the horizontal line-of-sight analysis which seems to be needed from the perspective of every abutter from each window of their home, so I have enclosed a topographical view using and sourcing Hillwood's plans.

I had hoped to ask questions around this topic during tomorrow's site-walk; however, the agenda indicates that 11 Fairway Drive is an optional drive-by at the conclusion of the site-walk.

To summarize (*please see attached*) using 11 Fairway Drive as only one example:

The proposed berm will not provide adequate obscuration:

- For orientation, the current golf course elevation at this location is 157ft (*above sea level*)
- The proposed berm at this same location is 165ft (*above sea level*), which is only 8ft above that current elevation
- Conclusion- although the building appears to be sunken at this location by 20ft, to 145ft (*above sea level*), if the building is at 50ft in height (*or more with roof mounted utilities*), the remaining 30ft or more of **structure will be directly in sight by neighbors, and worse for other residents as you move up the hill on Fairway Drive, and worse for houses second floor windows**

The proposed berm will not block light (*using Hillwood's legend of lighting fixtures*):

- U- At 40ft in height (*at this location rising 20ft above berm*) **direct light will be seen by abutters**
- Q- At 30ft in height (*at this location rising 10ft above berm*) **direct light will be seen by abutters**
- L- At 20ft in height (*at this location and at same level as berm*) ambient light may be seen by abutters
- Conclusion- the lighting will be seen through-out the nights by abutters. This situation will be made worse when residents are in their second story windows (*typically where they sleep*)

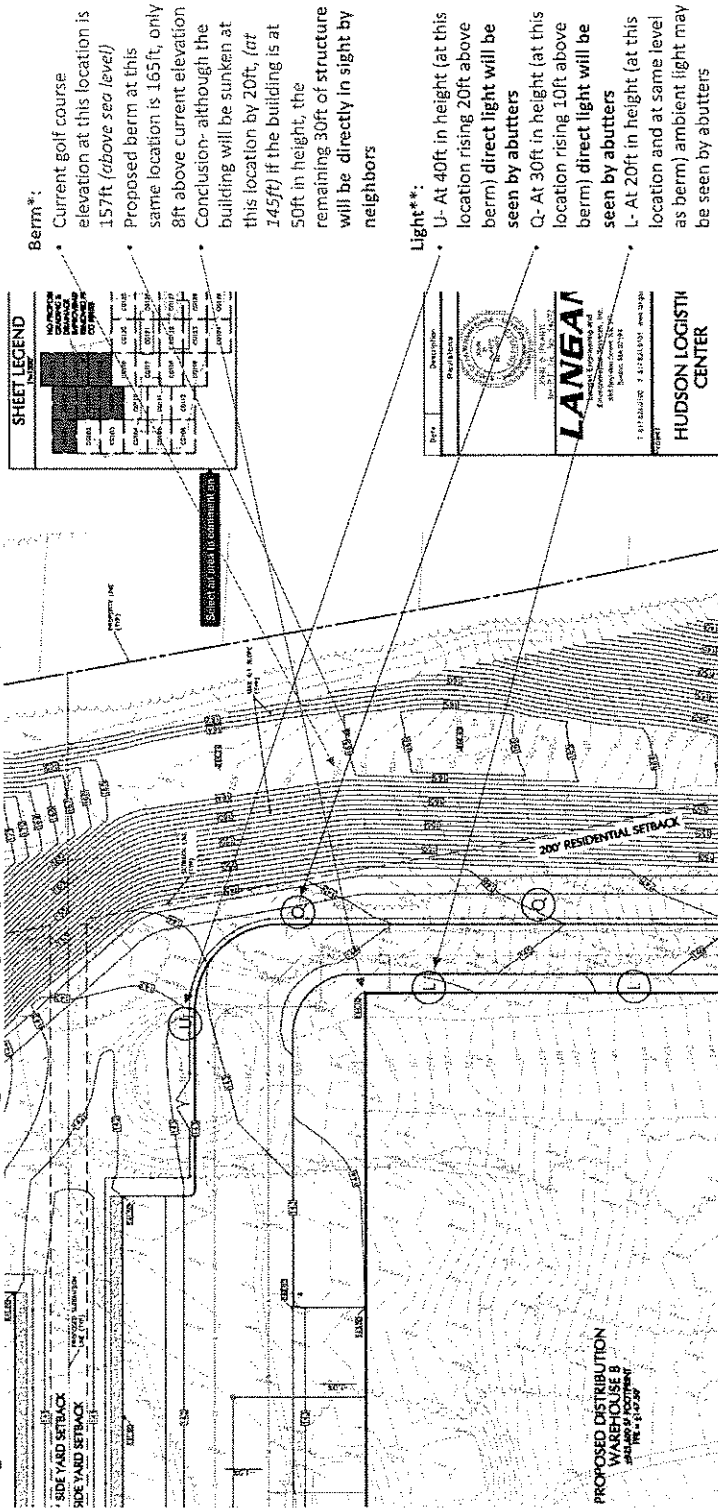
My hope is that the Planning Board would not consider this applicant until the developer's engineers change their plans to include greater offset (*1500 or more ft versus the meagerly proposed 300 feet which includes not only their berm but what appears to be service and security roads*). Trying to cram too much into too small a space, is probably part of the problem with this plan. The developer's trees are not satisfactory as they need much time to grow and unless there is critical

density, they will not adequately conceal sight and light. The developer of the Lifestyle Center in 2006, while facing similar challenges in developing this property was far more far more thoughtful and considerate in their plans, accommodations, and considerations. From my limited analysis this plan self-serves the developer.

Respectfully Submitted
Dean Sakati
11 Fairway Drive
Hudson, New Hampshire 03051

Attachment:

Sight- the berm will not be tall enough to block line of sight for abutters (one example)
 Light- the berm will not be tall enough to block lighting for abutters (one example)



Groth, Brian

From: Laszlo Hir <hir16064@gmail.com>
Sent: Monday, June 15, 2020 7:12 AM
To: ~BoS; Groth, Brian; info@hudsonlogisticscenter.com; Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov; Dhima, Elvis
Subject: bos@hudsonnh.gov bgroth@hudsonnh.gov info@hudsonlogisticscenter.com
planning@hudsonnh.gov robert.scott@des.nh.gov victoria.sheehan@dot.nh.gov
edhima@hudsonnh.gov

o: Hudson Planning Board, Hudson Board of Selectmen, Hudson Conservation Commission, NH DES, NH DOT

I've lived and worked in Hudson for 34 years and I support the proposed Hudson Logistics Center. As a resident of South Hudson who uses Lowell and Dracut Roads frequently, I know traffic is already a concern at certain times of the day. But I look at this proposal a bit differently than others. I see it as an opportunity to help make things better. Sure, the logistics center will add some traffic volume, but think about all the cars that come and go on a daily basis from Green Meadow. There must be hundreds of golfers, not to mention employees. Those will disappear.

Every traffic problem has a solution and I trust the Town and the State Department of Transportation are going to make sure the development does the mitigation required to address traffic. Frankly, I think this logistics center presents an opportunity to finally address the traffic problems in that area. The companies that will operate out of this location will not want to be stuck in traffic any more than the rest of us and will have the resources to invest in the improvements that we all have been waiting years to see happen.

More importantly, this development represents the best opportunity we've seen in years to add thousands of good jobs and broaden our tax base in a significant way. Especially now, we should be supporting projects that will stimulate economic growth – for all of Hudson.

As a contractor I am knowledgeable about building practices, including what is allowed and not allowed around wetlands. The rules are very strict. I'm confident water pollution will not be a problem. These developments use very sophisticated runoff management systems. And people need to remember this area is not only zoned for industrial use, but targeted for development by planners.

Compared to many other allowable uses in the industrial zone, a logistics center is a great option.

Sincerely,
Laszlo S. Hir
6 Joan Ave., Hudson

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June 11, 2020

To : Hudson Planning Board

I am writing concerning the proposed development of Green Meadow Golf Course into a facility for an Amazon Distribution Center. Although I am not a resident of Hudson, NH, I live in nearby Nashua, NH and realize that this development will affect many of the neighboring communities.

One of the first concerns is the traffic issue. Route 3 is all ready heavily used by commuters working in Massachusetts. Adding additional semi-truck and other vehicles will only increase the problem on a road that is all ready exceeding its capacity. In addition, using the old Highway 3 makes for a congestion nightmare as we see all ready during holiday seasons. I can't imagine how it will be on a daily bases when adding all the workers who will be commuting to the new facility.

Additionally, the air quality will be compromised without even thinking about the destruction of the scenic beauty of the area where the facility will be constructed. Century old trees will be cut down and wetlands will be destroyed ruining the habitat for many wildlife creatures. People come to New Hampshire to admire our natural beauty and enjoy the "greenery" and not to see a megalopolis of cement and traffic congestion.

I realize that economic progress is essential for communities, but I think this project is too massive and will cause more harm than good. Please consider these concerns and find a different location that will not impact the beauty that New Hampshire offers.

Sincerely,

Linda Denner

Resident of 5 Legacy Drive, Nashua, NH

Groth, Brian

From: Michael Ruby <mrrubymichael@gmail.com>
Sent: Wednesday, June 17, 2020 9:37 PM
To: ~BoS; Groth, Brian; Planning; robert.scott@des.nh.gov; Dhima, Elvis
Cc: Scott Wade; Dobens, James
Subject: Hudson Logistics Center

I was reading the article about the recent site walk in the Union Leader and I have some questions about numbers that I would like to have explained. Justin Dunn of Hillwood is still keeping with the total of 250 trucks per day and 2500 jobs created.

- 1) 2500 jobs for 250 trucks is 10 employees PER TRUCK. Are they going to wash and wax the trucks and change their oil as they are loading/unloading?
- 2) 363 loading docks for 250 trucks is 1.5 loading docks per truck IF all the trucks are at the center at the same time. Since it will be running 24/7 if we spread the 250 trucks out over a 24 hour period, that is about 10.5 trucks per hour and that brings the ratio of loading docks to trucks to 34.5 loading docks PER TRUCK.
- 3) Hillwood claims they want to be good neighbors and I have no reason to doubt that. However, I'm sure they want to be a profitable company and to maximize profits they will need to maximize the use of this facility. For my calculations I will use the estimate of 1 truck per hour per loading dock. (I'm told that the actual timing is closer to 33 minutes per truck per loading dock).
- 4) 24 trucks per day at each of 363 loading docks is 8712 trucks per day. Each truck makes two trips on Hudson roads (coming into the facility and leaving the facility). That is 17,424 truck trips per day.
- 5) 250 trucks per day at a facility this size means this development will be used to 2.9% capacity. I can't see a successful company like Hillwood building a project this size and being content with using it to less than 3% capacity.
- 6) Either Hillwood is grossly misrepresenting their expected usage, or they are not sharing with Hudson leadership plans for expanding usage in the future (a lie of omission is still a lie) or the people that run their company are not very good at what they do.
- 7) I'm pretty sure that the people running Hillwood are good at what they do which is why I'm also pretty sure that in the future the total number of trucks going in and out of this property will be a lot closer to 8712 than to 250. By then there will be nothing that the people of Hudson will be able to do about it.
- 8) The roads around this site will not be able to withstand that much truck traffic without constant repair and the traffic nightmares caused by this number of trucks will be horrific. This will not only cause traffic headaches for residents of Hudson, but for anybody who travels Highway 3.
- 9) These numbers don't even take into account 2500 employees coming in and out of the facility every day nor do they take into account the 840 trailer parking stalls that are planned for the facility.
- 10) I'm keeping my focus on traffic for this letter, but I want to just mention the air, water and noise pollution that will be generated by 8712 trucks per day.

11) The Hillwood people are doing their job by telling Hudson that only 250 trucks per day will use the facility (less than 3% capacity). I'm asking the Hudson leadership to do their jobs and realize how unlikely it will be that the numbers continue at that level. Hudson is a beautiful place to live and it will be hard to keep it that way with that much truck traffic. I not only want this to not happen at the Green Meadows location, I wouldn't want this to happen anywhere in the Town of Hudson.

12) I'm going to end this message with the lyrics to the song "Big Yellow Taxi" by Joni Mitchell. They are as meaningful today as they were in the 60's.

Don't it always seem to go
That you don't know what you've got til it's gone
They paved paradise
And put in a parking lot.

Thank you for listening. Please include this message in the packets for the June 24th planning meeting.

Sincerely,

Mike Ruby
7 Eagle Drive Hudson, NH

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Groth, Brian

From: JAMES CROWLEY <jkcrowleynh@comcast.net>
Sent: Monday, June 15, 2020 2:54 PM
To: Groth, Brian; Dhima, Elvis
Subject: Design of HLC earth berm does not meet 290-5(A)(7) requirements

June 15, 2020

To:
Board of Selectmen
Planning Board
Town Planner
Town Engineer

RE: Design of Hudson Logistics Center earth berm should NOT be approved due to noncompliance of proposed design with Chapter 290-5 (A) (7) Stormwater Management regulation requirements.

The proposed berm design for the Hudson Logistics Center does not meet or satisfy Chapter 290-5 (A) (7) requirements. The current berm design and Stormwater Management and Erosion Control Plans (SMECP) and associated documents should NOT be approved by the Hudson Planning Board.

For the following reasons the Town Engineer should NOT recommend approval of the SMECP and the Planning Board should NOT approve the current Hudson Logistics Center Site Plans and SMECP plans and associated documents. I have tried to **highlight the reasons** that the Planning Board and /or others should consider in reviewing and before approving the current berm design (however, it appears that highlighting and underlining does not work when posting on the Town of Hudson website):

1. **Future Legal Litigation due to lack of stormwater protection from proposed earth berm:** If the Planning Board approves the current berm design, stormwater runoff from it will cause a detrimental hydraulic impact on directly abutting Fairway and Eagle Drive(s) Residential properties, located to the south of it. Chapter 290-5 (A) (7) states: "The proposed stormwater drainage system shall not result in flooding or functional impairment to streets, **adjacent properties**, downstream properties," Stormwater Runoff will exit onto adjacent properties from the proposed earth berm slope if additional drainage design measures are not implemented to protect the abutters. Legal litigation will surely happen if the current berm design is approved by the Planning Board and will most likely include the Town of Hudson as well as the Applicant in court hearings. The Town Manager and Board of Selectmen should be very concerned about this matter.
2. **Currently NO Existing direct Stormwater Runoff to abutter properties is mentioned on plans:** No Existing Stormwater Runoff is listed or shown on Hudson Logistic Center SMECP plans or documents to be exiting directly onto abutter properties on Fairway and Eagle Drives. Therefore, any future drainage problems from the earth berm will be directly attributable to the lack of drainage protection for the abutters. The only exit points of onsite stormwater discharges from the existing Green Meadow Golf Club noted on SMECP plans and

documents are to three locations. See Existing Watershed Map Overall Plan EXWS 100 for overview. The locations are:

- Merrimack River directly and indirectly.
- Limit Brook at southeast corner of the parcel
- Sagamore Bridge Road culvert near northeast corner of the parcel.

3. **Proposed Developed Stormwater Runoff directly exits onto abutter properties per current design which is in noncompliance with 290-5 (A) (7):** Per SMECP plans and documents abutting properties 15 & 17 Fairway Drive are at the exit point of developed 10.34 acre Proposed Watershed A3, Hyd No. 7. This proposed design is a direct violation of 290-5 (A) (7) requirements noted in item No. 1. The design exit point is a low elevation area on the 15 & 17 Fairway Drive properties. Per the Hudson Logistics Center Stormwater Report the Peak Runoff Rates are calculated to be from 2.034 to 20.23 cubic feet per second (cfs) for the storm events analyzed. The Stormwater Volumes are calculated to be from 13,679 to 85,567 cubic feet (CF) for the same storm events. This will be a very noticeable impact to the affected abutters and a direct violation of Town of Hudson Stormwater Management regulations.
4. **Future Sheet Stormwater Runoff to abutting 1,3,5,7,9,11,13,15,17,19,21,23 Fairway Drive properties (Stormwater Report misrepresents runoff path(s)):** The exit point for the Proposed Watershed A3 is 15 & 17 Fairway Drive. See Proposed Watershed Map Overall Plan PRWS 100 for overview. It can easily be seen that the berm slopes towards each of the abutting properties listed above in item 4 heading, and stormwater will sheet flow onto these parcels from the berm. Therefore, the Proposed Watershed A3 incorrectly depicts what will actually happen and is really a multiple of sub-watersheds exiting to the abutting Fairway Drive parcels. However, 15 & 17 Fairway Drive will most likely receive a significantly larger impact do to their lower existing grade location. In other words many Fairway Drive abutters will be engaged in legal actions against the Town of Hudson if the Planning Board approves the current design of the earth berm without additional drainage protection. During the June 13, 2020 Site Walk the Applicants Consulting Engineers said that Sight Line Plan and Profiles depicting the abutters house, earth berm and nearest proposed warehouse could be supplied to direct abutters on Fairway Drive. This would also supply an important visual aide to understanding stormwater runoff from the berm onto their property. **The Planning Board should request that the Applicants Engineers supply the Sight Line Plan and Profiles as promised to fully inform the public concerning the proposed earth berm.**
5. **Future Sheet Stormwater Runoff to abutting 2, 4 & possibly 6 Eagle Drive properties (Stormwater Report misrepresents runoff path(s)):** Per SMECP plans and documents an onsite noncontiguous wetlands pond is the exit point of developed 2.42 acre Proposed Watershed B8, Hyd No. 11. See Proposed Watershed Map Overall Plan PRWS 100 for overview. It can easily be seen that the berm slopes towards each of the abutting properties listed above in the item 5 heading and stormwater will sheet flow onto these parcels from the berm. Therefore, the Proposed Watershed B8 incorrectly depicts what will actually happen and is really a multiple of sub-watersheds exiting to the abutting Eagle Drive parcels and the onsite noncontiguous wetlands pond. In other words many Eagle Drive abutters will be engaged in legal actions against the Town of Hudson if the Planning Board approves the current design of the earth berm. Sight Line Plan and Profiles similar to those proposed for Fairway Drive abutters should be supplied to direct abutters on Eagle Drive as well. Again this would also supply a visual aide to understanding stormwater runoff from the berm onto their property. **The Planning Board should request that the Applicants Engineers supply the Sight Line Plan and Profiles to Eagle Drive direct abutters also, to fully inform the public concerning the proposed earth berm.**

CONCLUSIONS: I request that the Planning Board to NOT approve the Hudson Logistics Center plans if the problems with the current earth berm design are not addressed on future

revised plans to satisfy Land Use Regulation Chapter 290 Stormwater Management requirements. I also ask the Planning Board to request the Applicants Consulting Engineers to supply Sight Line Plan and Profiles promised to the public during the June 13, 2020 Site Walk.

Respectfully Submitted
James Crowley
4 Fairway Drive
Hudson, New Hampshire 03051

References:

- Town of Hudson, NH Land Use Regulations Chapter 290 Stormwater Management, approved by Planning Board 04-22-2020.
- Stormwater Management Report for Hudson Logistic Center, 43 Lowell Road, Hudson , New Hampshire; by Langan Engineering & Environmental Services, Inc.; dated May 2020 with attached Stormwater Management and Erosion Control Plans (SMECP)
- Drawing for Hudson Center titled, "Existing Watershed Map Overall Plan EXWS 100"; dated 05/21/2020.
- Drawing for Hudson Center titled, "Proposed Watershed Map Overall Plan PRWS 100"; dated 05/21/2020.

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June 16, 2020

To:

Town Planner

Town Engineer

Planning Board via email to Town Planner so colored Enclosures C & D would be visible

Conservation Commission via email to Town Engineer so colored Enclosures C & D would be visible

RE: Site Walk Stop #7 – Proposed Cul-de-Sac Area

At the Site Walk Stop #7 – Proposed Cul-de-sac Area, the Wetlands Scientist gave a discussion about the wetlands in that location and surrounding vicinity to the east of it. He mentioned if I heard correctly the cul-de-sac area wetlands might have been caused by runoff from historical regrading of that area and the areas around it during development of the golf course.

Historical Aerial photography does not support what he considers might have happen. I will demonstrate later in Enclosure A to this letter. However, most importantly Wetland Conservation Overlay District 334-36 (C) (2) requirement for access roadway does not segregate wetlands into categories of creation or value(s) but requires the following:

“shall be located and constructed in such a way as to minimize the potential for detrimental impact to the District”

Previously in detailed letter form (Enclosure B) and verbally during allowed time restraints I presented for public record at the June 2, 2020 Conservation Commission why the cul-de-sac location for the access roadway should be rejected per 334 (C) (2) requirements. At the same meeting with permission from the Town Engineer I gave 2 separate sketches (Enclosures C & D) to every Conservation Commission member and several copies to the Conditional Use Permit CU#02-2020 Applicant representatives for visual support as to why the regulation requirement was not satisfied.

Therefore, I request again that the Conservation Commission and Planning Board maintain their focus on the published regulatory requirements for wetland access roadway and not cloud their judgement with side issues.

Respectfully submitted

James Crowley
4 Fairway Drive
Hudson, NH 03051

Enclosure A – Historical Aerial Photography Discussion

Enclosure B – Letter sent Through Town website to Conservation Commission on 5/31/2020

Enclosure C – Markup of Lotline Adjustment Subdivision Plan 3867L-Sub FS61 Sheet 7 of 17

Enclosure D – Markup of Reference Drawings 3876L-PP41 Sheets 5 & 6 of 22

Attachment A - Historical Aerial Photography Discussion

I used two different sources for Historical Aerial Photography to analyze if the cul-de-sac area wetlands might have been caused by runoff from historical regrading of that area and the areas around it during development of the golf course. The sources are:

1. Wetlands & Natural Resources, Proposed Hudson Logistics Center, Steele Road, Hudson, NH by Gove Environmental Services, Inc.; an enclosure to the Conditional Use Permit Application CU#02-2020.
2. Website www.HistoricAerials.com Netronline

Attachment no. 1 in the Gove report is a 1952 Aerial Photo/Wetlands. Attachment no.2 in the Gove report is Wetland Evaluation Areas Figure (resent aerial photo of the site). Both attachments have the field delineated wetlands are overlaid on them.

The Historical Aerial website has photos for the same area dated 1938, 1963, 1965, 1971, 1978, 1995, 1998, 2001, 2003, 2005, 2008, 2009, 2010, 2011, 2012, 2013, 2014, and 2016 without any wetlands delineation.

A good reference point is a north to south trench/swale between the future Vectron / Mercury site and Steele Road shown on the Gove Attachment no. 1 - 1952 photo. Notice if the proposed cul-de-sac location was placed on the same photo it would straddle the trench / swale. The 1938 aerial photo before Green Meadow Golf Club developed the land shows the same trench /swale. As you progress through the years you will see the open water ponds near Steele Road evolve, the trench / swale being relocated, trees and brush being removed to create more golf course lawn. What you will also see per current conditions on Gove Attachment no. 2 is Evaluation Area EA-3.1 once part of Evaluation Area A-3 still retains its original wetland properties even after being significantly disturbed by regrading over multiple years.

Therefore any thoughts that the cul-de-sac area wetlands might have been caused by runoff from historical regrading of that area and the areas around it during development of the golf course are unsupported by historical aerial photography. EA-3.1 was a wetland before Green Meadows Golf Club even owned the land.

You will have to go to the listed website to view their aerial photos but the two Gove attachments in the Conditional Use application should be sufficient to show the origins of Evaluation Area EA-3.1.

Attachment B

Original Letter dated 05/31/2020 was submitted for public record for 06/02/2020 Conservation Commission meeting

This is Amended Letter Dated 06/16/2020 with strike outs and replacements due to errors in the original text

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)~~ **amended to read 334-36-(C) (2)** requirements of minimizing impact on the Wetland District.

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

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.

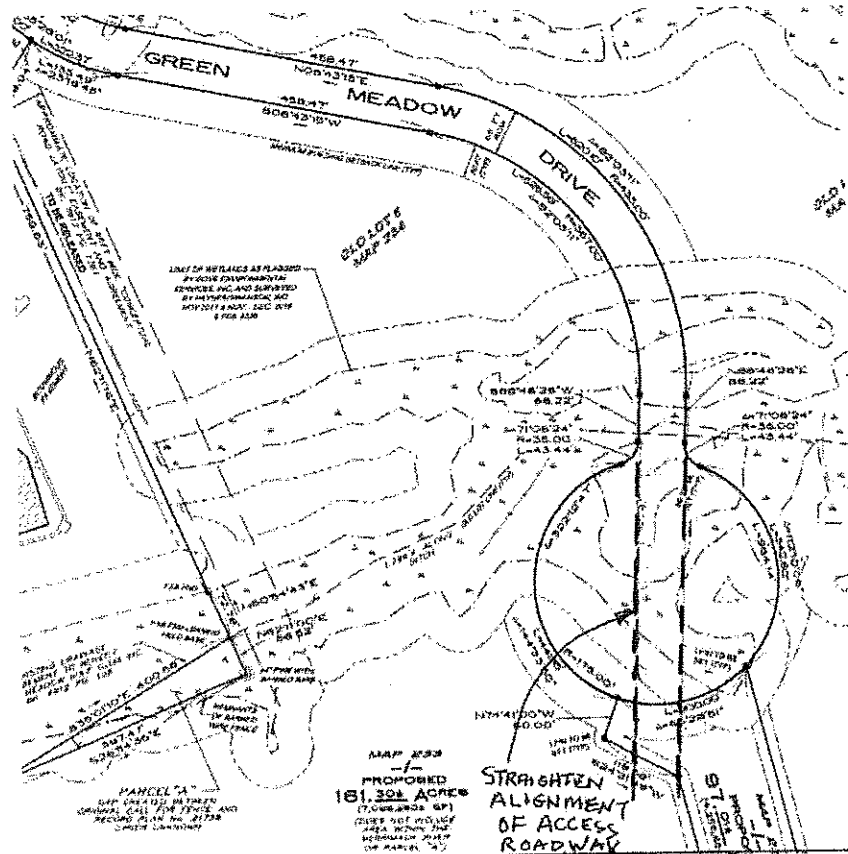
5. Since this is a mega project has the Conservation Commission ever thought of requesting the developer to supply a wildlife / amphibian crossing pathway under the access road since it segments sections of wetland areas from their former whole? EA3 and EA4 come to my mind. Per Hillwood public relations 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
4 Fairway Drive
Hudson, NH 03051

LOTLINE ADJUSTMENT SUBDIVISION PLAN

3867L-SUB #561 sheet 17 of 17



MAP 2538
 PROPOSED
 181.321 ACRES
 (7,000,000 sq ft)
 (SEE THE ADJACENT
 AREA WITH THE
 BOUNDARY LINE
 OF MAP 2537)

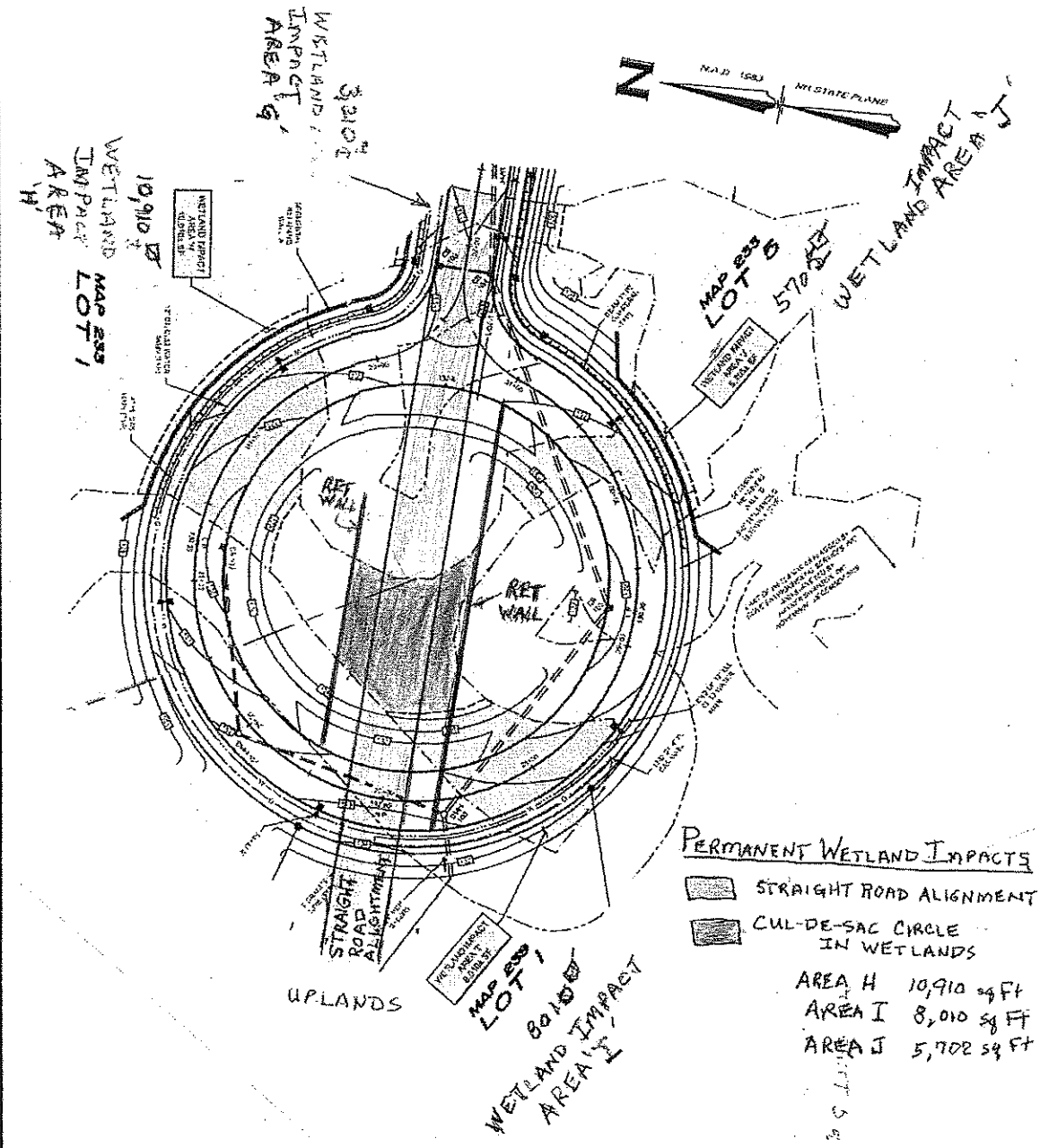
STRAIGHTEN
 ALIGNMENT
 OF ACCESS
 ROADWAY
 THROUGH
 WETLANDS
 AND PLACING
 CUL-DE-SAC
 CIRCLE IN UP-LANDS

PANEL "A"
 SEE THE ADJACENT
 ORIGINAL CUL-DE-SAC AND
 RECORD PLAN NO. 21728
 UNDER "WETLANDS"

LIMIT OF SURVEY AS PLACED
 BY 2004 SURVEY
 THEREBY INC. AND SURVEYED
 BY MATTHEW J. MURPHY, S.D.
 2004/11/18 & 2005/02/01
 2708 A.M.

REFERENCE DRAWINGS
 3876L-PP41 SHEET 5 OF 22
 3876L-PP41 SHEET 6 OF 22

0



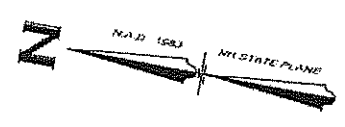
PERMANENT WETLAND IMPACTS

- [Symbol] STRAIGHT ROAD ALIGNMENT
- [Symbol] CUL-DE-SAC CIRCLE IN WETLANDS

| | |
|--------|--------------|
| AREA H | 10,910 sq Ft |
| AREA I | 8,010 sq Ft |
| AREA J | 5,702 sq Ft |

UPLANDS
 WETLAND IMPACT AREA I
 WETLAND IMPACT AREA II

WETLAND IMPACT AREA H
 WETLAND IMPACT AREA I
 WETLAND IMPACT AREA J





TOWN OF HUDSON

Planning Board



Timothy Malley, Chairman Roger Coutu, Selectmen Liaison

12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-594-1142

MINUTES/DECISIONS OF THE PLANNING BOARD MEETING DATE: JUNE 10, 2020

| | | | |
|---------------------------------------|--|---|---|
| In attendance = X | Alternate Seated = S | Partial Attendance = P | Excused Absence = E |
| Tim Malley Chair <u> X </u> | Ed Van der Veen Vice-Chair <u> X </u> | William Collins Secretary <u> E </u> | Charlie Brackett Member <u> X </u> |
| Dillon Dumont Member <u> X </u> | Jordan Ulery Member <u> X </u> | Elliott Veloso Alternate <u> E </u> | William Cole Alternate <u> P </u> |
| George Hall Alternate <u> X </u> | Roger Coutu Select. Rep <u> X </u> | Marilyn McGrath Alt. Select. Rep. <u> E </u> | Brian Groth Town Rep. <u> X </u> |



- I. CALL TO ORDER BY CHAIRPERSON AT 7:00 P.M.
- II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. SEATING OF ALTERNATES

Mr. Cole seated for Mr. Collins.

V. MINUTES OF PREVIOUS MEETING(S)

- 13 May 20 Meeting Minutes – Decisions

Mr. Collins moved to accept the 13 May 20 Meeting Minutes (as written/amended).

Motion seconded by Mr. Van der Veen. All in favor – motion carried 6/0/1.

- 27 May 20 Meeting Minutes – Decisions

Mr. Dumont moved to accept the 27 May 20 Meeting Minutes (as written/amended).

Motion seconded by Mr. Van der Veen. All in favor – motion carried 7/0/0.

VI. CORRESPONDENCE

- A. Request for release of Tax Map Update Funds by Elvis Dhima, Town Engineer.

Mr. Dumont moved to approve and recommend to the Board of Selectman the release of \$2,000.00 using Account # 1312-000-505 – Tax Mapping Updating Fees, for tax maps for 2019 in accordance with the written request for same from the Town Engineer & Chief Assessor (please see attached memo from Town Engineer, Elvis Dhima, and Chief Assessor, Jim Michaud, dated 22 MAY 2020).

Motion seconded by Mr. Ulery. All in favor – motion carried 7/0/0.

- B. Lee Way – Landscaping

Mr. Dumont stepped down.

Mr. Ulery moved to grant the request made by the Lee Way homeowners to forgo the landscaping in the cul-de-sac.

Motion seconded by Mr. Coutu. Motion carried 7/0/0.

VII. NEW BUSINESS

- A. Integra Building Addition 2 Wentworth Drive
SP# 05-20 Map 215/Lot 009

Purpose of Plan: to show proposed 1-story, 15,810 square-foot building addition, and accompanying site improvements. Application Acceptance & Hearing.

Mr. Dumont moved to accept the site plan application for 2 Wentworth Drive, Hudson, NH; Map 215/Lot 009.

Motion seconded by Mr. Van der Veen. All in favor – motion carried 7/0/0.

Public hearing opened & closed @ 7:25p.m.

Waivers Granted:

Mr. Coutu moved to grant a waiver from §275-8.C.2 – Number of parking spaces, based on the Board's discussion, the testimony of the Applicant's representative, and in accordance with the testimony provided in the application.

Waiver seconded by Mr. Brackett. All in favor – motion carried 7/0/0.

Mr. Coutu moved to grant a waiver from §275-8.C.6 – Number of loading spaces, based on the Board's discussion, the testimony of the Applicant's representative, and in accordance with the testimony provided in the application.

Waiver seconded by Mr. Brackett. All in favor – motion carried 7/0/0.

Mr. Coutu moved to grant a waiver from §276-11.22 – 35-foot landscape area, based on the Board’s discussion, the testimony of the Applicant’s representative, and in accordance with the testimony provided in the application.

Waiver seconded by Mr. Brackett. All in favor – motion carried 7/0/0.

Mr. Coutu moved to grant a waiver from §276-11.26 – Open space requirement, based on the Board’s discussion, the testimony of the Applicant’s representative, and in accordance with the testimony provided in the application.

Waiver seconded by Mr. Brackett. All in favor – motion carried 7/0/0.

Mr. Coutu moved allow parking space dimensions of 9’x18’ pursuant to §275-8.C.4.

Motion seconded by Mr. Brackett. All in favor – motion carried 7/0/0.

Motion to Approve:

Mr. Van der Veen moved to approve the site plan application Site Plan - Proposed Building Addition; prepared by Hayner/Swanson, Inc., 3 Congress St., Nashua, NH 03062; prepared for: Integra Biosciences Corp., 2 Wentworth Drive, Hudson, NH 03051; consisting of 10 Sheets and cover sheet, and notes 1-26 on Sheet 1; dated April 29, 2020, last revised May 26, 2020.; subject to, and revised per, the following stipulations:

1. All stipulations of approval shall be incorporated into the Development Agreement, which shall be recorded at the HCRD, together with the Plan.
2. A cost allocation procedure (CAP) amount of \$21,331.60 shall be paid prior to the issuance of a Certificate of Occupancy for the proposed building.
3. An LLS-certified as-built plan shall be provided to the Town prior to issuance of a Certificate of Occupancy.
4. Approval of this plan shall be subject to final engineering.
5. Construction activities involving the building addition shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No exterior construction activities shall occur on Sunday.

Motion seconded by Mr. Ulery. All in favor – motion carried 7/0/0.

- | | |
|--|--|
| B. Trigate Road 3-Lot Subdivision SB# 09-20 | 18 A & 18 B Trigate Road Map 218/Lots 022-001 & 022-002 |
|--|--|

Purpose of plan: to propose a subdivision of the 14.003 acre parent lot into three (3) residential lots with a common driveway. Application Acceptance & Hearing.

Mr. Dumont moved to accept the subdivision application for 18A & 18B Trigate Road, Hudson, NH, Map 218/Lots 022-001 & 002.

Motion seconded by Mr. Van der Veen. All in favor – motion carried 7/0/0.

Public hearing was opened & closed @ 7:46p.m.

Mr. Ulery moved to approve the subdivision application titled Subdivision Plan, 18 Trigate Road Condominium; prepared by Gate City Survey, 1 Tara Blvd, Suite 200, Nashua, NH 03062; prepared for: Peter Johnson, 18a Trigate Rd., Hudson, NH 03051; consisting of 2 Sheets and cover sheet; dated April 8, 2020; subject to, and revised per, the following stipulations:

1. All stipulations of approval shall be incorporated into the Development Agreement, which shall be recorded at the HCRD, together with the Plan.
2. A cost allocation procedure (CAP) amount of \$5,850.00 for each single-family dwelling unit, or \$5,335.00 for each dwelling unit shall within a duplex, be paid prior to the issuance of a Certificate of Occupancy for the proposed building.
3. Construction activities involving the proposed undeveloped lots shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No exterior construction activities shall occur on Sunday.
4. Shared driveway maintenance reference shall be made in the deed and a maintenance agreement shall be put in place.

Motion seconded by Mr. Dumont. All in favor – motion carried 7/0/0.

C. Tate Site Plan Extension Request 117 Lowell Road
SP# 06-20 Map 204/Lot 008

Purpose of plan: to request a two-year extension for the approved Site Plan for the replacement of an existing burned out garage with a new proposed garage, approved 7/11/18.

Mr. Dumont moved to grant a two-year extension (i.e., from July 11, 2020 to July 11, 2022) of the site plan for the Tate Site Plan, located at 117 Lowell Road, Hudson, NH, Map 204/Lot 008.

Motion seconded by Mr. Van der Veen. All in favor – motion carried 7/0/0.

VIII. ADJOURNMENT

Motion to adjourn by Mr. Coutu. Seconded by Mr. Dumont. All in favor – motion carried by roll call.

Meeting adjourned at 7:55p.m.

William Collins, Secretary

These minutes are in draft form and have not yet been approved by the Planning Board.



TOWN OF HUDSON

Planning Board



Timothy Malley, Chairman Roger Coutu, Selectmen Liaison

12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-594-1142

MINUTES/DECISIONS OF THE PLANNING BOARD & CONSERVATION COMMISSION SITE WALK DATE: JUNE 13, 2020

Planning Board Attendance:

| | | | |
|---------------------------------------|--|---|---|
| In attendance = X | Alternate Seated = S | Partial Attendance = P | Excused Absence = E |
| Tim Malley Chair <u> X </u> | Ed Van der Veen Vice-Chair <u> X </u> | William Collins Secretary <u> X </u> | Charlie Brackett Member <u> X </u> |
| Dillon Dumont Member <u> X </u> | Jordan Ulery Member <u> X </u> | Elliott Veloso Alternate <u> X </u> | William Cole Alternate <u> P </u> |
| George Hall Alternate <u> X </u> | Roger Coutu Select. Rep <u> X </u> | Marilyn McGrath Alt. Select. Rep. <u> E </u> | Brian Groth Town Rep. <u> X </u> |

I. CALL TO ORDER BY CHAIRPERSON AT 9:00 A.M.

II. ROLL CALL

III. SITE WALK

A. Hudson Logistics Center Subdivision, Site Plan & Conditional Use Permit

SB# 11-20
SP# 04-20
CU# 02-20

Lowell & Steele Road
Map 234/Lots 5, 34 & 35, Map 239/Lot 1

Purpose of Plan: to show the dedication of a new subdivision road and the consolidation/subdivision/lot line adjustment of Map 234/Lots 005, 034 & 035, and Map 239/Lot 001. And, to propose commercial development consisting of three (3) new distribution and logistics buildings with associated access ways, parking, stormwater/drainage infrastructure and other site improvements.

Applicant representatives present:

Gary Fredericks, Hillwood
Justin Dunn, Hillwood
Jim Petropolis, Hayner Swanson
Brandon Quigley, Gove Environmental
John Smolak, Smolak & Vaughn
Justin Pasay, Donahue, Tucker & Ciandella

Scott Tranchemontagne, Montagne Communications

The applicant provided town officials and public attendees with golf-carts for the purposes of covering a large geographical area during the site walk.

The applicant-guided site walk visited seven (7) key stops during the site walk:

1. Parking area for site walk attendees, which is approximately the middle of proposed Building C.
2. Vicinity of 250-foot shoreland protection buffer.
3. Riverfront area.
4. Proximity to 23 Fairway Drive.
5. Area of Muldoon Street, where the 200-foot buffer line and centerline of proposed berm was staked out.
6. Limit Brook area.
7. Area of proposed cul-de-sac.

See map at the end of these minutes.

Following the applicant-guided portion of the site walk, the Planning Board visited the neighborhood of Fairway Drive. Several residents granted the Board members and site walk attendees access to their backyards to better understand their perspective as direct abutters.

Mr. Dumont moved to continue the public hearing on these applications to date certain, June 24, 2020.

Motion seconded by Mr. Van der Veen. Motion carried 5/0/0.

IV. ADJOURNMENT

Motion to adjourn by Mr. Van der Veen. Seconded by Mr. Dumont. All in favor – motion carried by roll call 5/0/0.

Meeting adjourned at 12:00 P.M

William Collins, Secretary

These minutes are in draft form and have not yet been approved by the Planning Board.

Map of Applicant-guided portion of Site Walk



Town Engineer Request to Establish Construction Bonds

STAFF REPORT

June 24, 2020

Attached, please find a request from the Town Engineer for the Planning Board to approve the bond amounts relative to the Friars Court Apartment Development, to be posted by the developer, Dakota Partners.

There are three separate bonds: Friars Drive construction (subdivision), On-site utilities (site plan), and Lowell Road improvements (off-site improvements). The bond estimates were prepared by The Dubay Group in accordance with Town procedure, and have been reviewed and approved by the Town Engineer.

DRAFT MOTION:

I move to approve the bond amounts presented in the memorandum from the Town Engineer, Elvis Dhima, to the Town Planner, Brian Groth, for the project known as Friars Court located at 161 Lowell Road. The bond amounts are \$251,994 for the construction of Friars Drive, \$254,469 for the construction of on-site utilities, and \$68,697 for construction of off-site improvements on Lowell Road.

Motion by: _____ Second: _____ Carried/Failed: _____



TOWN OF HUDSON


Engineering Department

12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-594-1142



MEMORANDUM

TO: Brian Groth, Town Planner
Planning Department

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

DATE: June 17, 2020

RE: Bond Amounts Related to Friars Court Apartment Complex
161 Lowell Road Hudson, NH.
Phase I & II

Mr. Groth:

The applicant has submitted three bonds related to construction for the project listed above as follows:

| | |
|---|-----------|
| Friars Drive Road Construction – 24 feet wide | \$251,994 |
| Lowell Road Construction | \$68,697 |
| On Site Utility Construction | \$254,469 |

The total amount is 575,160.

The Engineering Department has reviewed the bond estimates and recommends them to the Planning Board for final approval.

**TOWN OF HUDSON, NH
ROAD GUARANTEE ESTIMATE FORM**

I hereby certify that, in addition to any work already completed, the following itemized statement and estimate unit costs will complete all improvements required by the Hudson, NH Planning Board for the following Streets:

Owner/Developer Name: Dakota Partners, Inc. Date: 06/04/2020

Project Name: Friars Court - FRIARS DR - v24 BOND Map: 209 Lot: 1-1

Street Name: Friars Drive (v 24) Street Length: 1,130 FT

| | | | | Total | Bond Remaining | Date |
|--------------------------------------|------------|---|---------------|--------------|-----------------------|-------------|
| Clearing, 50' width | 1.5 A.C. | @ | \$ 7,500.00 = | \$ 11,250 | | |
| Excavation | 800 C.Y. | @ | \$ 10.00 = | \$ 8,000 | | |
| Ledge Removal Mass | C.Y. | @ | \$ 35.00 = | | | |
| Trench Ledge | C.Y. | @ | \$ 50.00 = | | | |
| Drainage Swales | 1000 L.F. | @ | \$ 7.00 = | \$ 7,000 | | |
| Drainage Swale w/Riprap | 100 L.F. | @ | \$ 10.00 = | \$ 1,000 | | |
| Hay Bale Dike | 30 EA | @ | \$ 5.00 = | \$ 150 | | |
| Silt Fence | 2200 L.F. | @ | \$ 5.00 = | \$ 11,000 | | |
| Storm Drains Size/Type | | | | | | |
| 12"hdpe | 15 L.F. | @ | \$ 35.00 = | \$ 525 | | |
| 15" | _____ L.F. | @ | \$ 36.00 = | | | |
| 18" | _____ L.F. | @ | \$ 40.00 = | | | |
| 21" | _____ L.F. | @ | \$ 45.00 = | | | |
| 24" | _____ L.F. | @ | \$ 50.00 = | | | |
| 30" | _____ L.F. | @ | \$ 60.00 = | | | |
| 36" | _____ L.F. | @ | \$ 70.00 = | | | |
| 6" PVC | _____ L.F. | @ | \$20.00 = | | | |
| 6" Underdrain | _____ L.F. | @ | \$ 15.00 = | | | |
| 8" Underdrain | _____ L.F. | @ | \$ 18.00 = | | | |
| Additional Excavation for Structures | C.Y. | @ | \$ 6.00 = | | | |
| 4' Catch Basins | V.F. | @ | \$ 300.00 = | | | |
| 5' Catch Basins | V.F. | @ | \$ 350.00 = | | | |
| 4' Drain Manholes | V.F. | @ | \$ 350.00 = | | | |
| 5' Drain Manholes | V.F. | @ | \$ 400.00 = | | | |
| Headwalls | EA. | @ | \$ 1,300.00 = | | | |
| Rip-Rap | S.Y. | @ | \$ 36.00 = | | | |

Subdivision Name: Friars Court - _FRIARS DR - v24 BOND

| | | | | | Total | Bond Remaining | Date |
|------------------------------|-----------|---|--------------|----------|------------|----------------|-------|
| Bounds and Pins | | | | | | | |
| Property Pins | _____ EA. | @ | \$ 200.00 = | | _____ | _____ | _____ |
| Road Bounds | 2 EA. | @ | \$ 350.00 = | \$ 700 | _____ | _____ | _____ |
| Stop Signs | | | | | | | |
| Street Signs | 3 EA. | @ | \$ 80.00 = | \$ 240 | _____ | _____ | _____ |
| As-Built Plans | 1 EA. | @ | \$ 100.00 = | \$ 100 | _____ | _____ | _____ |
| | 1200 L.F. | @ | \$ 5.00 = | \$ 6,000 | _____ | _____ | _____ |
| Landscaping | | | | | | | |
| Trees | _____ EA. | @ | \$ 400.00 = | _____ | _____ | _____ | _____ |
| Bushes | _____ EA. | @ | \$ 200.00 = | _____ | _____ | _____ | _____ |
| Guard Rails | | | | | | | |
| | 89 L.F. | @ | \$ 50.00 = | \$ 4,450 | _____ | _____ | _____ |
| Utility Trench (Elec/Tel/TV) | | | | | | | |
| | 150 L.F. | @ | \$40.00 = | \$ 6,000 | _____ | _____ | _____ |
| Other required improvements | | | | | | | |
| TRAFFIC DETAIL | 1 LS | @ | \$5,000.00 = | \$ 5,000 | _____ | _____ | _____ |
| Subtotal: | | | | | \$ 202,731 | _____ | _____ |
| 3% Mobilization | | | | | \$ 6,082 | _____ | _____ |
| Engineering & Contingencies | | | | | \$ 20,273 | _____ | _____ |
| (10% subtotal): | | | | | \$ 229,085 | _____ | _____ |
| 10% Maintenance Level: | | | | | \$ 22,909 | _____ | _____ |
| Total Estimate: | | | | | \$ 251,994 | _____ | _____ |

Prepares Name: karl Dubay Date: 04 June 2020

rev 8/1/2019
 rev 3/21/16
 rev 7/9/10
 excel bond form

**TOWN OF HUDSON, NH
ROAD GUARANTEE ESTIMATE FORM**

I hereby certify that, in addition to any work already completed, the following itemized statement and estimate unit costs will complete all improvements required by the Hudson, NH Planning Board for the following Streets:

Owner/Developer Name: Dakota Partners, Inc. Date: 06/04/2020

Project Name: Friars Court - LOWELL RD RIGHT OF WAY Map: 209 Lot: 1-1

Street Name: LOWELL RD ROW Street Length: 200FT +/- work area

| | | | | | Total | Bond Remaining | Date |
|--------------------------------------|------------|---|---------------|----|-------|----------------|------|
| Clearing, 50' width | 0.2 A.C. | @ | \$ 7,500.00 = | \$ | 1,500 | | |
| Excavation | C.Y. | @ | \$ 10.00 = | | | | |
| Ledge Removal Mass | C.Y. | @ | \$ 35.00 = | | | | |
| Trench Ledge | C.Y. | @ | \$ 50.00 = | | | | |
| Drainage Swales | L.F. | @ | \$ 7.00 = | | | | |
| Drainage Swale w/Riprap | L.F. | @ | \$ 10.00 = | | | | |
| Hay Bale Dike | 5 EA | @ | \$ 5.00 = | \$ | 25 | | |
| Silt Fence | 200 L.F. | @ | \$ 5.00 = | \$ | 1,000 | | |
| Storm Drains Size/Type | | | | | | | |
| 12" RCP | _____ L.F. | @ | \$ 35.00 = | | | | |
| 15" RCP | _____ L.F. | @ | \$ 36.00 = | | | | |
| 18" RCP | _____ L.F. | @ | \$ 40.00 = | | | | |
| 21" RCP | _____ L.F. | @ | \$ 45.00 = | | | | |
| 24" RCP | _____ L.F. | @ | \$ 50.00 = | | | | |
| 30" RCP | _____ L.F. | @ | \$ 60.00 = | | | | |
| 36" RCP | _____ L.F. | @ | \$ 70.00 = | | | | |
| 6" PVC | _____ L.F. | @ | \$ 20.00 = | | | | |
| 6" Underdrain | _____ L.F. | @ | \$ 15.00 = | | | | |
| 8" Underdrain | _____ L.F. | @ | \$ 18.00 = | | | | |
| Additional Excavation for Structures | C.Y. | @ | \$ 6.00 = | | | | |
| 4' Catch Basins | V.F. | @ | \$ 300.00 = | | | | |
| 5' Catch Basins | V.F. | @ | \$ 350.00 = | | | | |
| 4' Drain Manholes | V.F. | @ | \$ 350.00 = | | | | |
| 5' Drain Manholes | V.F. | @ | \$ 400.00 = | | | | |
| Headwalls | EA. | @ | \$ 1,300.00 = | | | | |
| Rip-Rap | S.Y. | @ | \$ 36.00 = | | | | |

Subdivision Name: ___Friars Court - LOWELL RD RIGHT OF WAY_____

| | | | | | Total | Bond Remaining | Date |
|------------------------------|------------|---|---------------|----------|-----------|----------------|-------|
| Bounds and Pins | | | | | | | |
| Property Pins | _____ EA. | @ | \$ 200.00 = | _____ | _____ | _____ | _____ |
| Road Bounds | 4 EA. | @ | \$ 350.00 = | \$ 1,400 | _____ | _____ | _____ |
| Stop Signs | 2 EA. | @ | \$ 80.00 = | \$ 160 | _____ | _____ | _____ |
| Street Signs | 2 EA. | @ | \$ 100.00 = | \$ 200 | _____ | _____ | _____ |
| As-Built Plans | 100 L.F. | @ | \$ 5.00 = | \$ 500 | _____ | _____ | _____ |
| Landscaping | | | | | | | |
| Trees | _____ EA. | @ | \$ 400.00 = | _____ | _____ | _____ | _____ |
| Bushes | _____ EA. | @ | \$ 200.00 = | _____ | _____ | _____ | _____ |
| Guard Rails | _____ L.F. | @ | \$ 50.00 = | _____ | _____ | _____ | _____ |
| Utility Trench (Elec/Tel/TV) | 75 L.F. | @ | \$ 40.00 = | \$ 3,000 | _____ | _____ | _____ |
| Other required improvements | | | | | | | |
| TRAFFIC DETAIL | 1 LS | @ | \$ 5,000.00 = | \$ 5,000 | _____ | _____ | _____ |
| Subtotal: | | | | | \$ 55,267 | _____ | _____ |
| 3% Mobilization | | | | | \$ 1,658 | _____ | _____ |
| Engineering & Contingencies | | | | | \$ 5,527 | _____ | _____ |
| (10% subtotal): | | | | | \$ 62,451 | _____ | _____ |
| 10% Maintenance Level: | | | | | \$ 6,245 | _____ | _____ |
| Total Estimate: | | | | | \$ 68,697 | _____ | _____ |

Prepares Name: _____Karl Dubay_____ Date: _____04 June 2020_____

rev 8/1/2019
 rev 3/21/16
 rev 7/9/10
 excel bond form

**TOWN OF HUDSON, NH
ROAD GUARANTEE ESTIMATE FORM**

I hereby certify that, in addition to any work already completed, the following itemized statement and estimate unit costs will complete all improvements required by the Hudson, NH Planning Board for the following Streets:

Owner/Developer Name: Dakota Partners, Inc. Date: 06/04/2020

Project Name: Friars Court - SITE WATER SEWER DRAINAGE BOND Map: 209 Lot: 1 -1

Street Name: Friars Drive Street Length: (n/a)

| | | | | Total | Bond Remaining | Date |
|--------------------------------------|------------|---|------------------------|-------|----------------|-------|
| Clearing, 50' width | A.C. | @ | \$ 7,500.00 = | _____ | _____ | _____ |
| Excavation | C.Y. | @ | \$ 10.00 = | _____ | _____ | _____ |
| Ledge Removal Mass | C.Y. | @ | \$ 35.00 = | _____ | _____ | _____ |
| Trench Ledge | C.Y. | @ | \$ 50.00 = | _____ | _____ | _____ |
| Drainage Swales | 1055 L.F. | @ | \$ 7.00 = \$ 7,385 | _____ | _____ | _____ |
| Drainage Swale w/Riprap | 260 L.F. | @ | \$ 10.00 = \$ 2,600 | _____ | _____ | _____ |
| Hay Bale Dike | 25 EA | @ | \$ 5.00 = \$ 125 | _____ | _____ | _____ |
| Silt Fence | 2000 L.F. | @ | \$ 5.00 = \$ 10,000 | _____ | _____ | _____ |
| Storm Drains Size/Type | | | | | | |
| 12" HDPE | 445 L.F. | @ | \$ 35.00 = \$ 15,575 | _____ | _____ | _____ |
| 15" | 233 L.F. | @ | \$ 36.00 = \$ 8,388 | _____ | _____ | _____ |
| 18" | 271 L.F. | @ | \$ 40.00 = \$ 10,840 | _____ | _____ | _____ |
| 21" | _____ L.F. | @ | \$ 45.00 = _____ | _____ | _____ | _____ |
| 24" | 32 L.F. | @ | \$ 50.00 = \$ 1,600 | _____ | _____ | _____ |
| 30" | _____ L.F. | @ | \$ 60.00 = _____ | _____ | _____ | _____ |
| 36" | _____ L.F. | @ | \$ 70.00 = _____ | _____ | _____ | _____ |
| 6" PVC RD | 325 L.F. | @ | \$20.00 = \$ 6,500 | _____ | _____ | _____ |
| 6" Underdrain FD | 370 L.F. | @ | \$ 15.00 = \$ 5,550 | _____ | _____ | _____ |
| 8" Underdrain | _____ L.F. | @ | \$ 18.00 = _____ | _____ | _____ | _____ |
| Additional Excavation for Structures | C.Y. | @ | \$ 6.00 = _____ | _____ | _____ | _____ |
| 4' Catch Basins | 115 V.F. | @ | \$ 300.00 = \$ 34,500 | _____ | _____ | _____ |
| 5' Catch Basins | V.F. | @ | \$ 350.00 = _____ | _____ | _____ | _____ |
| 4' Drain Manholes | 24 V.F. | @ | \$ 350.00 = \$ 8,400 | _____ | _____ | _____ |
| 5' Drain Manholes | V.F. | @ | \$ 400.00 = _____ | _____ | _____ | _____ |
| Headwalls | 1 EA. | @ | \$ 1,300.00 = \$ 1,300 | _____ | _____ | _____ |
| Rip-Rap | 350 S.Y. | @ | \$ 36.00 = \$ 12,600 | _____ | _____ | _____ |

Subdivision Name: __Friars Court - SITE WATER SEWER DRAINAGE BOND_____

| | | | | | Total | Bond Remaining | Date |
|--|-------|------|---|-------------|-----------|----------------|-------|
| Bounds and Pins | | | | | | | |
| Property Pins | _____ | EA. | @ | \$ 200.00 = | _____ | _____ | _____ |
| Road Bounds | _____ | EA. | @ | \$ 350.00 = | _____ | _____ | _____ |
| Stop Signs | | | | | | | |
| Street Signs | _____ | EA. | @ | \$ 80.00 = | _____ | _____ | _____ |
| As-Built Plans | _____ | L.F. | @ | \$ 5.00 = | _____ | _____ | _____ |
| Landscaping | | | | | | | |
| Trees | _____ | EA. | @ | \$ 400.00 = | _____ | _____ | _____ |
| Bushes | _____ | EA. | @ | \$ 200.00 = | _____ | _____ | _____ |
| Guard Rails | | | | | | | |
| Utility Trench (Elec/Tel/TV) | _____ | L.F. | @ | \$40.00 = | _____ | _____ | _____ |
| Other required improvements (itemize on separate sheet) | | | | | | | |
| | _____ | S.F. | @ | \$0.50 = | _____ | _____ | _____ |
| (Note: Infiltration System P2 Not Included) | | | | | | | |
| Subtotal: | | | | | \$204,722 | _____ | _____ |
| 3% Mobilization | | | | | \$6,142 | _____ | _____ |
| Engineering & Contingencies (10% subtotal): | | | | | \$20,472 | _____ | _____ |
| | | | | | \$231,336 | _____ | _____ |
| 10% Maintenance Level: | | | | | \$23,134 | _____ | _____ |
| Total Estimate: | | | | | \$254,469 | _____ | _____ |

Prepares Name: __Karl Dubay_____ Date: __04 June 2020_____

rev 8/1/2019
 rev 3/21/16
 rev 7/9/10
 excel bond form

Hudson School District Request to Release CAP Fees Staff Report

June 24, 2020

Attached, please find a Request to Release School Impact Fees by Karen Burnell, Hudson School District Business Administrator (Letter dated April 29, 2020). In her letter, Ms. Brunell, in accordance with action taken by the Hudson School Board, requests the Planning Board to favorably recommend to the BOS, the release of \$250,000.00.

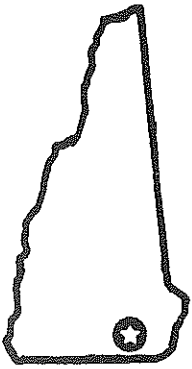
Also attached, is a memorandum from Town Administrator, Steve Malizia, dated May 4, 2020. In Mr. Malizia's memorandum, he notes that the balance of this account was \$233,986.35 as of March 31, 2020. Since that time, additional CAP fees have been collected, surpassing the amount requested. Therefore, it is recommended that the Planning Board approve the release of the amount requested, \$250,000.00.

Staff will provide the Planning Board with the current balance as of the meeting date.

DRAFT MOTION:

I move to recommend to the Board of Selectman the release of \$250,000.00 from the Hudson School Impact Fee Account, in accordance with the written request from the Hudson School Board dated April 29, 2020.

Motion by: _____ Second: _____ Carried/Failed: _____



TOWN OF HUDSON
Office of the Town Administrator
12 School Street
Hudson, New Hampshire 03051



Stephen A. Malizia, Town Administrator – smalizia@hudsonnh.gov – Tel: 603-886-6024 Fax: 603-598-6481

To: Brian Groth, Town Planner

From: Steve Malizia, Town Administrator

Date: May 4, 2020

Re: School Impact Fee Release Request

Attached please find a request from Karen Burnell, the Business Administrator for the Hudson School District requesting the release of \$250,000 from School Impact Fee Account # 09-2000-2080-000-051. This request is to offset the School District's Fiscal Year 2020 bond payment for the Hills Garrison School. The balance available in this account as of March 31, 2020 is \$233,986.35. Please place this request on the next available Planning Board agenda so that the Board can vote to authorize the release of \$250,000 from the School Impact Fee account. Please advise when the Planning Board approves the request so that I can place this item on the Board of Selectmen's agenda.

Should you have any questions or need additional information, please feel free to contact me. Thank you.

HUDSON SCHOOL DISTRICT
SAU # 81
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Director of Special Services
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Karen Burnell
Business Administrator
(603) 886-1258
kburnell@sau81.org

To: Hudson Board of Selectmen and
Hudson Planning Board

From: Karen Burnell, Business Administrator
Hudson School District *KB*

RECEIVED

MAY 01 2020

TOWN OF HUDSON
SELECTMEN'S OFFICE

Re: Request for release of Impact Fees

Date: April 29, 2020

The Hudson School District requests that the Board of Selectmen and the Planning Board release impact fees for \$250,000 to the school district.

The impact fees the School Board is currently requesting will be applied as offset to this year's bond payment. The payment for this fiscal year is \$776,113. By applying impact fees of \$250,000, there will be a reduction in the bond payment of approximately 32.2% for this fiscal year.

\$250,000 was anticipated as revenue during the setting of the 2019 tax rate.

Please inform the school board as to the balance of the impact fees held by the town after the release of \$250,000.

Thank you for your consideration of this request.