

HUDSON LOGISTICS CENTER

SITE PLAN APPLICATION #04-20

SUBDIVISION APPLICATION #11-20

CONDITIONAL USE PERMIT APPLICATION #02-20

STAFF REPORT #3

SITE: 43 Steele Road; Map 234 Lots 5, 34 & 35 and Map 239 Lot 1

ZONING: General – 1 (G-1) and Business (B)

PURPOSE OF PLANS: Proposed commercial development consisting of three (3) new distribution and logistics buildings with associated access ways, parking, stormwater/drainage infrastructure and other site improvements.

PLANS UNDER REVIEW:

Hudson Logistics Center, Site Plan & Wetlands Conditional Use Applications; prepared by: Langan Engineering & Environmental Services, Inc., 888 Boylston St., Boston, MA 02116; prepared for: Hillwood Enterprises, L.P, 5050 W. Tilghman St., Suite 435, Allentown, PA 18104; and, Greenmeadow Golf Club, Inc., C/O Thomas Friel, 55 Marsh Rd., Hudson, NH 03501; dated April 21, 2020; consisting of 166 sheets and cover, and notes 1-32 on Sheet CS002.

Hudson Logistics Center – Lot Line Adjustment & Subdivision Plan; prepared by: Hayner/Swanson, Inc., 3 Congress St., Nashua, NH 03062; prepared for: Langan Engineering & Environmental Services, Inc., 888 Boylston St., Boston, MA 02116; dated April 21, 2020; consisting of 22 sheets and cover, and notes 1-14 on Sheet 1.

REVISED SITE PLANS:

In advance of the July 22, 2020 Planning Board meeting, the applicant has submitted two revised site plans, both prepared by Langan Engineering & Environmental Services, Inc.:

1. Overall Site Plan (CS 100), dated April 21, 2020 (Rev. July 13, 2020)
2. Wetlands Impact Plan (FG01), dated April 15, 2020 (Rev. July 13, 2020)

ADDITIONAL STUDIES:

1. Air Quality Impact Analysis, dated July 8, 2020, prepared by Epsilon Associates, Inc.
2. Sound Study Update, dated July 13, 2020, prepared by Ostergaard Acoustical Associates

ATTACHMENTS:

- A. Fuss & O'Neill Peer Review Letter - Zoning & Land Use Regulations
- B. Fuss & O'Neill Peer Review Letter – Stormwater Management
- C. Fuss & O'Neill/HMMH Peer Review Letter - Sound
- D. Town Department Review Comments
- E. Written public comments received by the Planning Department between 6/17-7/14.

APPLICATION TRACKING:
TIMELINE

• Applicant	❖ Planning Board Meetings	✓ Peer Review
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- April 21, 2020 – Application received.
- May 19, 2020 – Revised plans per NHDES received.
- May 19, 2020 – Sound Study received.
- ❖ **May 27, 2020 – Public hearing scheduled.**
- June 3, 2020 – Revised Traffic Study received, sent to Peer Review.
- ✓ June 19, 2020 – Peer Review Letter: Stormwater Management received.
- ❖ **June 24, 2020 – Public Hearing deferred to July 22, 2020.**
- ✓ June 25, 2020 – Peer Review Letter: Zoning & Land Use Regulations received.
- ✓ June 29, 2020 – Peer Review Letter: Sound received.
- July 13, 2020 – Received: Revised Overall Site Plan CS100, Revised Wetland Impact Plan FG01, Air Quality Analysis, Sounds Study Update. Fiscal Studies sent to Peer Review.
- ❖ **July 22, 2020 – Public hearing scheduled.**

STATE REVIEW

- **Department of Environmental Services**
 - Dredge & Fill – ongoing, applicant has received comments
 - Alteration of Terrain – ongoing, applicant has received comments
 - Shoreland Protection – The State found this site to be exempt as it is considered to be already developed in its current state.
- **Department of Transportation**
 - Trip generation model has been approved.
 - Traffic study is currently under review.
 - Offsite improvements (mitigation) to be reviewed after traffic study is approved.

PEER REVIEW

- **Engineering:** Fuss & O'Neill has performed their first round of review for the following:
 - Zoning & Land Use Regulation compliance
 - Stormwater Management
 - Sound (via sub-consultant Harris Miller Miller & Hanson)

This first round of review is found as *Attachments A, B and C*. A summary of their findings is discussed later in this report. The second round of the Sound review is underway.

- **Traffic:** VHB has received the revised Traffic Study and is currently performing their peer review.
- **Fiscal Impact:** Applied Economic Research has received the Fiscal Impact Analysis and Property Valuation Study and has begun their review.
- **Water Utility:** Weston & Sampson, the Town's water operator, is currently reviewing the adequacy of domestic and fire protection water supply. Fire hydrant and fire flows for onsite and offsite needs has been completed.

STATUS UPDATE

As with previous staff reports, this is not intended to be a comprehensive review. The following is meant to provide a status update on the on-going review and revision process. Additional information and discussion will follow in subsequent staff reports as the process moves along.

SITE PLAN REVISIONS

For the purposes of the July 22, 2020 meeting, the applicant has submitted a revised Overall Site Plan and Wetland Impact Plan. Revisions were made in response to input received from the public at the May 27th meeting, written comments sent to the Planning Board, and preliminary comments from the Board and Town Staff.

Overall Site Plan: Buildings B & C moved further away from the southerly property line. Building B is now approximately 450 feet from the property line. Building C is now 590 feet from the property line.

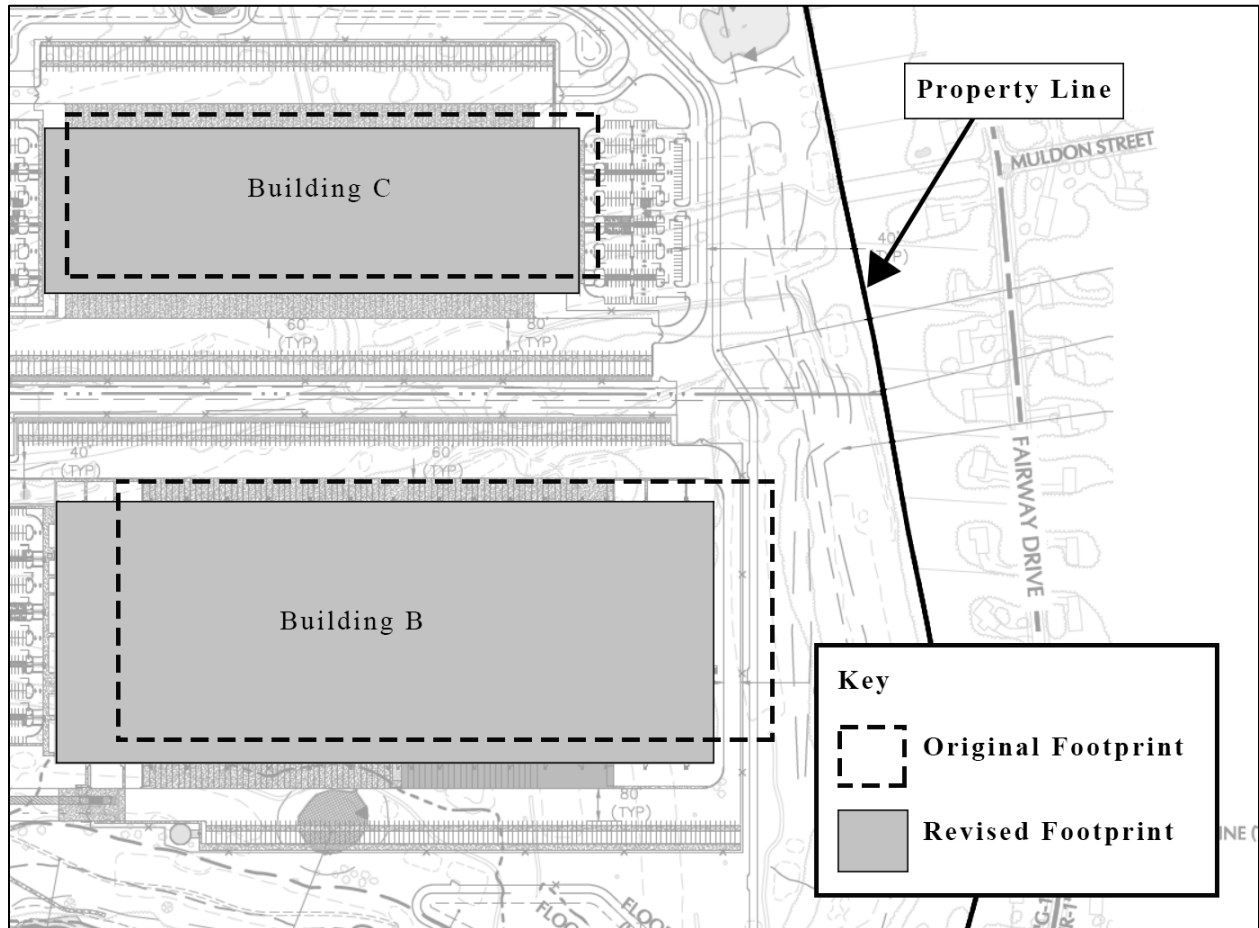


Figure 1 - Building Movement. Prepared by Town Staff using applicant's plans.

Wetland Impact Plan: The circle at the end of proposed Green Meadow Drive was moved approximately 100 feet in an easterly direction (down and to the left if looking at the plan) to reduce the wetlands impact. This revision results in the need for retaining walls.

The full plan set is still under revision by the applicant's engineer. When completed, it will be sent to Fuss & O'Neill for a second round of peer review.

PEER REVIEW – ZONING & LAND USE REGULATIONS

Please see *Attachment A* for Fuss & O'Neill's first review of the application's conformance with the Zoning Ordinance and Land Use Regulations. Key topics of their comments are listed below along with brief staff comment.

Building Height: As also noted by the Zoning Administrator, the architectural elevations provided do not provide enough information to determine if the building height is in compliance. While some municipalities measure building height from the Finished Floor Elevation (FFE), Hudson measures from the average elevation of finished grade within 5 feet of the structure to the highest point of the roof, excluding accessory unoccupied protuberances, which includes parapets. This measurement may be affected by the grading associated with the down sloping ramps for loading docks.

Screening: §275-8.C.8 requires the visual separation of incompatible uses, parking or loading areas from residential zones. Reasonable effective visual separation comprises the use of existing vegetation and terrain where possible, or, new plantings, grade separations, fences or similar features. Peer review notes that the original submittal shows a berm of up to 25 feet tall with 8-10' tree plantings. The revised plan should present an opportunity to further enhance the applicant's screening strategy.

Sidewalks: Peer review notes that the proposed sidewalk along Green Meadow Drive does not connect to any of the building sites, and should be corrected. Also noted is a proposed 5-foot separation between the street and sidewalk, where 6 feet is required.

Roadway: Peer review notes that the vertical sag curves do not meet the minimum K value. In layman's terms, this means the dips in the road are too deep, which can cause trucks to scrape the ground. Peer review also questions if the proposed pavement cross-section of Green Meadow Drive is adequate to handle the expected truck traffic; it meets the regulation but peer review wonders if thicker pavement is needed.

Coordination of Site Plan and Subdivision Plan: There are inconsistencies between the subdivision plan and site plan noted by peer review. These shall be corrected by the applicant

Notes & Details: Peer review found a range of corrections to notes and details that are more administrative in nature than substantive. These shall be corrected by the applicant.

PEER REVIEW – STORMWATER MANAGEMENT

Please see *Attachment B* for Fuss & O’Neill’s first review of the application’s Stormwater Management.

Peer review comments are generally related to one of the following categories:

1. **Coordination:** Site Plan and Subdivision Plan
2. **Details:** construction details and plan notes
3. **Design:** areas that do not meet requirements or where more information is needed

Referring to Attachment B, the author of this report, while no expert in Stormwater Design, categorized the peer review notes as follows:

1. Coordination Notes: C, G, AA, AB, AC, AE
2. Details Notes: D, E, F, N, O, S, U, W, AG
3. Design Notes: A, B, H-M, P-R, T, X, Y, Z, AD, AF, AH, AI

With the changes to the site plan, the grading and requisite stormwater design is undergoing revision by the applicant. The revised plan set will be sent out for peer review again.

PEER REVIEW – SOUND

Please see *Attachment C* for HMMH’s first review of the application’s Sound Study. The applicant submitted a response letter to the review, found in *Additional Studies*. The Sound Study Update also responds to some of the public comments (page 4). The update has been sent to HMMH for its second review.

As the author is not an expert in sound analysis, please refer to Attachment C for sound-science specific comments. From a planning perspective, staff offers these observations:

1. **Operation-Based Assumptions:** The Sound Study is in part based on assumptions relative to specific operational characteristics of their particular tenant. If the tenant should change, or operations change, it is difficult to evaluate the efficacy of the proposed mitigation.
2. **Mitigation Design:** Since the design of the berm, noise wall, and plantings is still being revised, the proposed mitigation cannot be evaluated at this time.
3. **Backup Alarms:** On page 4, comment f, of the Sound Study Update, the applicant’s consultant states that Broadband Backup Alarms are effective in sound mitigation, but that they cannot be mandated for independent vendors. They do propose using them on the Terminal Tractors, which allegedly account for a majority of the back-up movements on site. While the applicant may not be able to mandate the use of broadband alarms by their vendors, staff believes the Planning Board can and will check with Town Counsel.

As the plans are being revised, including the design of the berm and noise wall, a complete review is not possible at this time. The Sound Study is dependent on final site design.

TOWN DEPARTMENT COMMENTS

Please see *Attachment D* for comments received so far from Town Departments.

Assessing offers questions relative to taxation, aging of this development type, and potential rooftop equipment.

Engineering points out additional approvals required, revisions to the water, sewer and stormwater systems that need to be made, comments relative to traffic mitigation, and design recommendations.

Planning and Engineering both recommend that in the event of approval, Building C should be contingent on confirming that the mitigation strategies (traffic, sound, light, etc.) are sufficient. This will require post-build studies of each item.

Fire Department has had some preliminary conversations and review of the fire safety plan for the building and site, but will not conduct a formal review until plans are finalized.

Police Department has no comment at this time.

Public Works raises concerns over maintaining the proposed Green Meadow Drive, particularly in winter conditions. The proposed street is isolated from other DPW routes since it only connects to a state road.

Zoning requires more information to evaluate the buildings' conformance with the building height ordinance.

NEXT STEPS

Given the volume of information, Staff recommends that the Planning Board conduct topic-based meetings to address each impact this proposal may have on the Town. The purpose is to not "dilute" conversations, but to ensure meaningful dialogue between the Board, the applicant and the public. Ultimately, all of the elements will be tied back together. Peer review consultants should attend the meetings on their topic. Please refer back to page 3 of this report for the status of peer reviews.

Suggested topics in no particular order:

- Fiscal Impact (impact on town departments, taxes, property)
- Environmental Impact (air, noise, wetlands)
- Site Plan & Subdivision
- Traffic

Timing: Staff will coordinate with the applicant on the timing of the various reports and reviews to develop a practical schedule of these meetings in the event the Board accepts this recommendation.



June 25, 2020

Mr. Brian Groth
Town Planner
Town of Hudson
12 School Street
Hudson, NH 03051

Re: Town of Hudson Planning Board Review
Hudson Logistics Center, Lowell Road
Tax Map 239, Lot 1; Acct. #1350-949
Reference No. 03-0249.1930

Dear Mr. Groth:

Fuss & O'Neill (F&O) has reviewed the first submission of the materials received on May 19, 2020, related to the above-referenced project. Authorization to proceed was received on June 8, 2020. A list of items reviewed is enclosed. The scope of our review is based on the Site Plan Review Codes, Stormwater Codes, Driveway Review Codes, Sewer Use Ordinance 77, Zoning Regulations, and criteria outlined in the CLD Consulting Engineers Proposal approved September 16, 2003, revised September 20, 2004, June 4, 2007, September 3, 2008, and October 2015.

We have included a copy of Fuss & O'Neill's evaluation of the checklist for your reference. We note that several items could not be verified by Fuss & O'Neill and require action by the Town.

The project appears to consist of the redevelopment of a golf course into a 3 lot logistics/distribution center with a new public street. Proposed improvements to the site also include the construction of a driveway, parking areas, drainage improvements, landscaping, and other associated site improvements. The proposed buildings will be serviced by a Municipal water and sewer.

The following items are noted:

1. Site Plan Review Codes (HR 275)
 - a. Hudson Regulation (HR) 275-6.I. The scope of this review does not include the adequacy of any fire protection provisions for the proposed buildings. Fuss & O'Neill defers to the Hudson Fire Department for review of proposed fire protection for this facility.
 - b. HR 275-6.C. The applicant has proposed a sidewalk along Green Meadow Drive to the end of the cul-de-sac, but has not shown any connections to this sidewalk from the three building sites. The applicant should indicate how they intend to provide safe pedestrian access to these sites.
 - c. HR 275-8.C.(2) and Zoning Ordinance (ZO) 334-15.A. The applicant should provide parking calculations on the plan set showing that the proposed spaces meet the use proposed per the Regulations. The applicant has stated that the required spaces are as required by the planning board but no specific calculations were provided for review.

50 Commercial Street
Manchester, NH
03101
t 603.668.8223
800.286.2469
www.fando.com

California
Connecticut
Maine
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Rhode Island
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- d. HR 275-8.C.(4) The applicant has proposed parking spaces that measure 9 feet by 18 feet. This will require approval by the Planning Board.
 - e. HR 275-8.C.(8). The subject lot abuts a residential zone to the south. The applicant has provided screening with the installation of an evergreen landscape berm. We note that the proposed berm will be up to 25 feet tall before the addition of 8-10' tall tree plantings.
 - f. HR 275-9.C. The applicant has provided a noise study for the proposed project. Review comments related to this study will be provided under separate cover.
 - g. HR 275-9.D. It is our understanding that the applicant has provided a fiscal impact study which is being reviewed by others.
 - h. HR 275-9.I. Fuss & O'Neill is not aware of an environmental impact study being provided by the applicant.
 - i. Hudson Engineering Technical Guidelines & Typical Details (HETGTD) 565.1. The applicant is reminded of the requirements for off-site fill materials if any will be imported for this project.
 - j. HETGTD Detail R-6. The applicant has proposed a saw cut pavement section detail in the Site Plans that doesn't agree with the Hudson Pavement End Match detail.
 - k. HETGTD Detail R-8. The applicant has proposed an asphalt pavement section in the Site Plans which includes 8 inches of processed aggregate base course. Hudson details require 12 inches of crushed gravel for driveways.
 - l. The applicant has not provided a detail for ADA curb ramps in sidewalks. The detail should include curb ramps for both 6" and 12" curbing.
2. Administrative Review Codes (HR 276)
- a. HR 276-7. B. Waiver request forms were not received as part of the package received for review.
 - b. HR 276-11.1.A. and 276-11.1.B.(7). A separate abutters list was not provided with the review package but was included on the cover of the Site plan set. A list of abutters is not included with the Subdivision plans.
 - c. HR 276-11.1.B.(2). Multiple sheets in the Site plan set are in scales larger than the scale of one inch equals 50 feet as required by the Regulation.
 - d. HR 276-11.1.B.(4).(b). The applicant has not provided the approval block on all sheets of the site plan as required, and not located it in the lower left corner of some sheets as required.
 - e. HR 276-11.1.B.(6) and 289-27.B.(2). The owner's signature is not shown on either plan set.
 - f. HR 276-11.1.B.(9). Boundary dimensions and bearing are not shown on any sheets within in the Site Plan.
 - g. HR 276-11.1.B.(13). The applicant has not included details for any proposed business signage or provided the required note on the plan set stating that, "All signs are subject to approval by the Hudson PLANNING BOARD prior to installation thereof."
 - h. HR 276-11.1.B.(17). We were unable to locate any benchmarks within the Site plan. We note that they were provided on the Subdivision plan.

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- i. HR 276-11.1.B.(21). The applicant has not provided copies of any proposed easements.
 - j. HR 276-11.1.B.(23). The applicant has not noted any pertinent highway projects on the plan set.
 - k. HR 276-15. The applicant has included a DigSafe logo on the Topographical Subdivision plan sheet 11 of 17 in the Subdivision and Site plan sets that appears to have formatting issues. The applicant should review and correct.
3. Subdivision Review Codes (HR 289)
- a. HR 289-4 and HR 289-28.A. The applicant has included a legend for the installation of stone bounds and iron pins on the plans. The applicant should also provide a detail for stone bounds to be installed.
 - b. HR 289-18.B.(1). The applicant has proposed a Right-of-Way width of 66 feet for Green Meadow Drive which exceeds the 50 foot minimum width required by the Regulation. The proposed pavement widths for the roadway and cul-de-sac are 36 feet, which exceeds the 24 foot widths required by the Regulation. Section 5.15.7 of the Hudson Engineering Technical Guidelines & Typical Details (HETGTD) requires a pavement width of at least 36 feet for major, collector, and commercial streets where the Planning Board determines that the nature and/or intensity of the proposed use would require a wider pavement. The applicant should review these proposed pavement widths with the Town to determine if a waiver to the Subdivision Regulation is required
 - c. HR 289-18.B.(2). The applicant has noted a waiver has been requested for the cul-de-sac roadway length on the plan set. The regulation calls for a maximum length of 1,000 feet and the applicant has proposed a roadway of over 2,000 feet long.
 - d. HR 289-18.B.(5). The applicant has not shown a proposed dead end informational sign to be provided at the beginning of the cul-de-sac roadway.
 - e. HR 289-18.C.(2). The applicant has proposed multiple vertical sag curves within the proposed roadway that are less than the minimum K value of 40.
 - f. HR 289-18.O. The applicant has not shown on the plans nor provided details for a street name sign for Green Meadow Drive at the Lowell Road intersection.
 - g. HR 289-26.B.(3). The applicant has shown several existing easements on the plan set. Copies of these easements were not included in the review package.
 - h. HR 289-27.B.(6). The applicant's surveyor has not signed the Certification statement on sheet #1 of the Subdivision plans nor stamped any of the plans. The applicant should also should correct the typographical/format error for the surveyors Certification on that sheet.
 - i. HR 289-28.C. & G. The applicant's roadway typical cross section does not match that of Subdivision Regulation Attachment 3. The applicant has proposed 5 feet between the sidewalk and roadway whereas the detail requires 7 feet. We note that the applicant has also proposed a 5 foot sidewalk instead of the 4 feet recommended.
 - j. HR 289-28.C. The applicant has proposed a pavement cross section with four inches of bituminous pavement. The applicant should confirm that this is adequate for the anticipated truck traffic that will be travelling on Green Meadow Drive.

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- k. The applicant should correct several typographical errors on the Subdivision plan set: lot 'lint' on sheet #1; Proposed Land 'Transfers' on sheet #10;
 - l. The applicant should correct the Map reference to the Mercury property in Note #6 on Master Plan – Green Meadow Drive sheet #1 (Map 234 not 834).
 - m. The applicant should provide a pavement end match/saw cut detail for the pavement connection of Green Meadow Road to Lowell Road.
 - n. The Subdivision plans note that a portion of Steele Road is to be "Discontinued, Released, or Relocated". The applicant should provide further clarification of this action and define the limits of this section of the Steele Road Right-of-way.
4. Driveway Review Codes (HR 275-8.B. (34)/Chapter 193)
- a. HR 193.10.D. The applicant has proposed a driveway layout for the first new driveway at Map 234 Lot 35 (Mercury) where WB-67 trucks cannot access without travelling off of the proposed paved surface. The applicant should review the need for a wider driveway entrance at this location with the tenant of that building to allow adequate truck access.
 - b. HR 193.10.E. The applicant has not shown sight distances for the proposed driveways on the plan set.
 - c. HR 193.10.G. The applicant has proposed two driveways for Map 234 Lot 35 while only one is allowed per the Regulation. We also note that Map 233 Lot 1 would have two driveways because it would also be tied into Wal-Mart Boulevard as well as the proposed Green Meadow Drive.
 - d. The applicant has not shown proposed driveways or curb cuts for the site driveways at the cul-de-sac on the Subdivision plans. As currently designed two of the site driveways will conflict with the proposed sidewalk. The applicant should coordinate the Subdivision plans with the Site plans for driveway locations and any impacted features.
 - e. The applicant has proposed retaining walls adjacent to the driveways and the proposed roadway. The applicant has provided a typical detail for the walls but individual designs were not provided. We note that some of these walls are nearly 10 feet tall, and while they are outside of the proposed Town Right-of-way, they pose a risk to the proposed Town roadway if they were to fail. The applicant should provide detailed designs for each proposed wall, stamped by an Engineer licensed in the State of New Hampshire, for Town review prior to construction.
5. Traffic
- a. HR 275-9.B. Fuss & O'Neill understands that the Traffic Impact Study for this project is being reviewed by another party.
6. Utility Design/Conflicts
- a. HR 275-9.E, 276-13, and 289-27.B.(4). The applicant has not provided a sewer design for Green Meadow Drive. We note the Site plan shows proposed sewer lines from the 3 sites coming to the cul-de-sac but there does not appear to be any sewer designed which this sewer main would connect to on Green Meadow Drive..

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- b. HR 275-9.E. The applicant has not shown inverts into sewer manholes from various sewer force mains throughout the plan set.
- c. HR 275-9.E. The applicant should review the proposed sewer design with the Town of Hudson Sewer Department to ensure that enough capacity exists in the Lowell Road sewer main or other existing sewer mains to handle the flow that will be generated by the proposed project.
- d. HR 275-9.E and HETGTD 720.8. The applicant has proposed inlets into sewer manholes that exceed the two foot maximum invert separation. The applicant should provide details for a chimney or internal drop for these manholes, and indicate on the drawings where they are required.
- e. HR 275-9.E. The applicant should provide a sewer manhole detail that indicates an H20 load rated manhole frame and cover is required.
- f. HR 276-13.D. The applicant has proposed several transformer locations which do not have year round screening.
- g. The applicant should coordinate the utility locations between the Site and Subdivision plans. It appears that the water and gas lines shown on the Subdivision plan do not extend far enough around the cul-de-sac to meet the service locations of lot C.
- h. HETGTD 720.5. The applicant has shown pump stations on the proposed site plan and provided a typical detail on the plan set. We note that no design information was provided for the review of these private pump stations and therefore a detailed review of them was not done.
- i. The Site Demolition Plan of the subdivision plan set illustrates to abandon gas and water per Town Regulations. The applicant should coordinate with the Town id these lines need to be capped.
- j. HETGTD Detail S-4. We note that the Sewer Trench detail on the plan set does not match the Town's Typical Detail.
- k. The applicant has shown connecting to and capping an existing water main in the existing driveway to Mercury Systems (Map 234 Lot 35). This water main is shown on the plans as 'Approx. 8" Water Main' but then other notes instructing the Contractor to connect to this line note it is an existing 12" water main. The applicant should confirm the size of the existing water main (8" or 12") and revise the notes and/or design as necessary.
- l. The applicant should coordinate with the Town of Hudson Water Utility and Hudson Fire Department to ensure that capacity exists in the Lowell Street water main to meet the water service needs of the proposed development, including both domestic and fire protection needs.
- m. The applicant has shown proposed light pole foundations directly conflicting with the proposed water main along Green Meadow Drive.
- n. The applicant has not proposed any fire hydrants connected to the new water main along Green Meadow Drive. The applicant should coordinate required hydrant locations and spacing with the Hudson Fire Department.
- o. The applicant has proposed several fire hydrants to be located within paved areas adjacent to warehouse buildings where it appears trucks could back into them. These hydrants are shown to be protected by bollards, but the applicant should review these locations with the Hudson Fire Department to confirm that these are acceptable.

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- p. On Subdivision plan sheet #17 (Detail Sheet – Water), the applicant has noted that the Contractor shall coordinate all water interruptions with Pennichuck Water Works and affected property owners. This note should reference the Hudson Water Utility, and additional information should be provided regarding limitations on water service disruptions to abutters, and provisions for maintaining service to Mercury System (fire protection system, domestic water usage) including temporary water connections as needed.
- q. The applicant has not provided any details for the proposed water storage tanks.

7. Drainage Design/Stormwater Management (HR 275-9.A./Chapter 290)

The review of the drainage design and stormwater report was provided under a separate letter from Fuss & O'Neill dated June 19, 2020. We also have the following additional drainage related comments:

- aj. HR 290-5.A.5. The southern property site line abuts numerous properties along Fairway Drive. We note that these lots appear to receive runoff from a larger subcatchment area due to the grading of the proposed landscape screening berm. The applicant should evaluate to ensure runoff at every abutting property line does not exceed pre-development rates as required by NHDES AoT Regulations.
- ak. HR 290-5.K.(22). The applicant has not shown proposed snow storage areas on the plans.

8. Zoning (ZO 334)

- a. Zoning Ordinance (ZO) 334-14.A. The applicant should provide more detailed building height calculations. The ordinance states that the maximum building height shall be 50 feet and be measured from the average elevation of finished grade within 5 feet of the structure to the highest point of the roof. Roof elevations have not been provided, and we note that several building grades extend 51'-6" from the finish floor elevation (FFE) to the top of parapet grade (TOP). A large portion of the site grading within 5 feet of the buildings includes finished grade elevations for truck loading docks which are up to 5 feet below the FFE. We are unable to determine if the Ordinance has been met without roof grades being shown on the architectural plans.
- b. ZO 334-17 & 334-21. The applicant has noted that the subject parcel is located within the General-One zoning district and a small undeveloped portion in the Business (B) zoning districts. The proposed use is permitted by the Ordinance.
- c. ZO 334-33. The applicant has shown impacts to 114,179 sf of wetlands and has stated that a NHDES Dredge and Fill permit application has been submitted. A copy of this permit once approved should be provided to the Town for their records.
- d. ZO 334-35.B and 334-35.C. The applicant had proposed impacts to the wetlands for the construction of a new road, drainage, driveways and parking areas. A Special Exception will need to be granted by the Zoning Board of Adjustment to allow these uses.
- e. ZO 334-38.A. The applicant has noted in their NHDES Wetlands application that mitigation would be discussed with the Town, plus a payment of \$701,142.17 will be made to Aquatic Resource Management.

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- f. ZO 334-60. The applicant has not provided any size or detail information for any signs other than handicapped parking and traffic signs within the subject lot. The applicant did note in the Subdivision plans that signs are subject to the requirements of the Hudson Zoning Ordinance as determined during the sign permit application process.
- g. ZO 334-84 and HR 218-4.E. The applicant has shown all flood hazard areas on the plans. Proposed base building grades appear to be above the Merrimack River's 100 year flood elevation.

9. Erosion Control/Wetland Impacts

- a. HR 290-4.A.(3). The applicant appears to be proposing construction fencing and a compost filter tube (FT) along the south side of the earthen berm as a means of erosion control (see sheet CE304), but only FT is shown, not the symbol for the filter tube along the length of the berm. The applicant should update the plan to show the limits of the intended erosion and sedimentation control measures at this location.
- b. ETGTD 565.1.1. The applicant has not indicated the proposed method of stump disposal on the Site plans. Subdivision plans note that stumps will be disposed of off-site in a legal manner.
- c. ETGTD 565.1.1. The applicant should note on the plans the requirement for testing any imported fill over 10 cubic yards.
- d. The Town of Hudson should reserve the right to require any additional erosion control measures as needed.

10. Landscaping (HR 275.8.C.(7) & 276-11.1.B.(20)) and Lighting (HR 276-11.1.B.(14))

- a. HR 275-8.C.(7)(c) & (d). The applicant has provided landscaping calculations showing that the sites meet the number of trees and shrubs required. We noted that the proposed trees and shrubs are not listed per lot but for the entire site. It appears that some lots may not meet the individual requirement because the landscaping is spread between the 3 lots. The applicant should provide proposed landscaping numbers for each individual lot to be sure they each individually meet the regulation.
- b. The applicant should provide the proposed spacing for the tree plantings to be installed on the landscape berm at the south side of the site.
- c. HR 276-11.1.B.(14). The applicant has not provided information detailing the proposed hours of operation for the site lighting (i.e. what are the proposed hours of operation for the facility; will the lights operate only during those prescribed hours; will they operate during all night time hours; etc.).
- d. HR 276-11.1.B.(14). The applicant has proposed light pole installations that have a fixture mounting height of 40 feet. Due to their height, some of these lights may be visible to abutting properties. The applicant should review the proposed lighting along the south side of the site to ensure that lights are not visibly higher than the proposed landscape berm and associated plantings.
- e. The applicant has proposed lighting within the right-of-way of the proposed Green Meadow Drive. The applicant and Town should confirm who will be responsible to operate and maintain this lighting.

Mr. Brian Groth
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11. State and Local Permits (HR 275-9.G.)

- a. HR 275-9.G. Due to the large nature of the project and the multiple permit requirements, we recommend that the applicant list all the required permits and their status on the plan set. The applicant should forward all relevant permit documentation to the Town for their records.
- b. HR 275-9.G. The applicant has noted that a NPDES permit and preparation of a SWPPP will be required for this project.
- c. HR 275-9.G. The applicant did not provide copies of any applicable Town, State or Federal approvals or permits in the review package.
- d. Additional local permitting may be required.

12. Other

- a. ETGTD Detail R-12. The applicant should provide a curb and sidewalk tip down detail on the subdivision plan for all driveway locations.
- b. The applicant should coordinate the Site and Subdivision plans. We recommend that the Driveway locations be shown on the Subdivision plan to better show utility, sidewalk and guardrail locations.
- c. The applicant has not included any provisions for dumpsters on the plans. The applicant should verify that dumpsters are not needed for the proposed use.
- d. The guard rail details vary between the Subdivision plan (page 14 of 22) and the Site plan (Sheet CS504). We recommend the applicant revise the Subdivision plan set to be sure the anchor meets NHDOT guardrail standards.

Please feel free to call if you have any questions.

Very truly yours,



Steven W. Reichert, P.E.

SWR:

Enclosure

cc: Town of Hudson Engineering Division – File
Langan Engineering & Environmental Services, Inc.
888 Boylston Street
Boston, MA 02116
nkirschner@Langan.com



June 19, 2020

Mr. Brian Groth
Town Planner
Town of Hudson
12 School Street
Hudson, NH 03051

Re: Town of Hudson Planning Board Review – Stormwater Design Review
Hudson Logistics Center, Lowell Road
Tax Map 239, Lot 1; Acct. #1350-949
Reference No. 03-0249.1930

Dear Mr. Groth:

Fuss & O'Neill, Inc. has reviewed the first submission of the materials received on May 19, 2020, related to the above-referenced project. Authorization to Proceed was received on June 8, 2020. The scope of this review letter is related to stormwater aspects of the project design only. Site plan, subdivision, and other review elements will be provided under separate cover.

This review is based on the recently adopted Stormwater Regulations (Chapter 290), Subdivision Regulations (Chapter 289), Site Plan Review Regulations (Chapter 275), Hudson's Engineering Technical Guidelines and Typical Details, and general engineering practices. Due to the size and complexity of this project we have separated our stormwater review comments based on the Subdivision and Site Plan plan sets prepared by the applicant.

The following items are noted:

7. Drainage Design/Stormwater Management

Subdivision Plan and Master Plan – Green Meadow Drive Plan Sets Prepared By Hayner/Swanson, Inc.

- a. Hudson Regulation HR 289-18.B.4. We note that the creation of the cul-de-sac is creating what appears to be a "land-locked" wetland pocket. The applicant should review the need for an outlet structure from the center of the cul-de-sac and/or describe the intent of this design.
- b. HR 289-20.B.(2). The Regulation requires a catch basin at all four corners of roadways and interesting streets. The applicant is proposing to convert an existing catch basin to a drain manhole at the south side of the Green Meadows Drive/Lowell Road intersection and not proposing to install a new catch basin at the curb line of the widened road.
- c. HR 290-5.A.11. We note that the drainage run HW 90 to HW 91 is illustrated within the Langan Site Plan set, but is not illustrated within this roadway plan set. The applicant should coordinate all proposed stormwater drainage between all submitted plan sets.
- d. HR 290-6.A.1. The dimensions for the FES outlet for CES1 and CES2 is not listed within the scour hole details on plan sheet 15. The applicant should add all proposed outlet apron dimensions to the plan set.

The Gateway Building
50 Commercial Street
Manchester, NH
03101
t 603.668.8223
800.286.2469
www.fando.com

California
Connecticut
Maine
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New Hampshire
Rhode Island
Vermont



Mr. Brian Groth

June 19, 2020

Page 2 of 4

- e. HR 290-6.A.1. The applicant should provide rip rap outlet and/or scour hole sizing calculations for all FES locations, including but not limited to HW 90/HW 91 and CES 1/CES 2.
- f. HR 290-6.A.1. The applicant should provide the locations and appropriate related notes for the Erosion and Sediment BMPs illustrated within the Detail Sheets on the design sheets of the plan set.
- g. HR 290-10.A & B. Due to the multiple plan sets concurrently submitted, the applicant should list all related required Town, State, or Federal permits as well as related plan sets (as references) within the plan. This will ensure that if a contractor acquires only one of the multiple plan sets, they are fully aware of the connectivity of the plan sets.
- h. Hudson Engineering Technical Guidelines and Typical Details (HETGTD) Section 930.1. The applicant should review the design on Plan Sheet 4 of 22, and note that CB 117 and CB 118 are illustrated to have less than 4.0' feet of cover. We note the design does not match the detail on Plan Sheet 15 of 22, illustrating a minimum of 4' of cover.
- i. HETGTD Section 930.4. We note that the majority of the stormwater design utilizes pipe slopes of less than the required 2.0%. The applicant should review these pipe slopes with the Town Engineer to determine if these are adequate. Fuss & O'Neill would take no exception to the applicant requesting a waiver for these slopes if deemed necessary, as long as the applicant can illustrate that the drain line velocities are self-cleaning.
- j. We note that Stations 8+75 and 0+70± illustrate what appears to be approximately 6" of separation between proposed water and drain lines, where 18" is typical engineering standard. The applicant should review this separation with the Town Engineer and if acceptable provide appropriate means of frost protection for the water piping.
- k. HETGTD Section 930.10. We note the Town Requirement of curb inlet drainage structures at all vertical sags.
- l. HETGTD Section 930.13. We note that there appears to be a cut section between Stations 16+50± and 19-50±. The applicant should review and provide underdrain as required for this section of roadway.

Site Plan & Wetlands Conditional Use Applications Plan Set Prepared By Langan Engineering & Environmental Services, Inc.

- m. HR 290-5.A.10. Due to the proximity of wetlands and other buffer zones to the proposed locations for installation of erosion control practices, the applicant should review the need for relief from this requirement by the Planning Board.
- n. HR 290-5.A.11. The applicant should utilize the most recent BMP worksheets available on the NHDES website. BMP worksheets provided appear to be outdated with dates of December of 2017 and March of 2019.
- o. HR 290-5.A.11. The applicant should provide additional detail for the installation of the basin with notes similar to Env-Wq 1508.06.L (infiltration basin requirements). Additional detail should include but is not limited to: side slopes, bottom prep, bottom material, type of ground cover (capable of being inundated for prolonged periods of time), tilling of soil, do not compact soil, riprap weir dimensions (depth, width, lengthy, stone gradation, and size), etc.
- p. HR 290-5.A.11. We note that Basin B6-2 is proposed to be constructed over an existing wetland, which typically results in a greatly reduced infiltration rate. The applicant should



Mr. Brian Groth

June 19, 2020

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- provide additional information for this basin, as well as other similar basins, regarding whether a soil amendment is proposed which will promote infiltration and treatment.
- q. HR 290-5.A.11. Basins A1-2, B1-2, and B6-2 illustrate the use of an underdrain outlet connected to the closed drainage system. With the use of an underdrain, the stormwater is not infiltrated, it simply offsets the peak discharge time, and is reintroduced into the stormwater system. The applicant should review the calculations to ensure this stormwater is intended to be "lost" by infiltration, or if it appropriately accounted for within the stormwater calculations.
 - r. HR 290-5.A.11. If the above mentioned underdrain is designed to account for frozen ground conditions and is removed to meet stormwater calculations, the applicant should reassess frozen ground conditions and provide additional information on how these conditions will be accounted for.
 - s. HR 290-6.A.1. We note the Inspection and Maintenance manual references a Green Snow Pro applicator. The applicant should add this requirement to the plan set as well.
 - t. HR 290-6.A.1. We note the requirement of Env-Wq 1507.05 "Channel Protection Requirements" is not compared within the Stormwater Management Report.
 - u. HR 290-6.A.8. We note the requirement for the applicant to coordinate a pre-construction meeting with the Town Engineer. This should be stated on the plans.
 - v. HR 290-6.A.13. The applicant should provide rip rap outlet and/or scour hole sizing calculations within the sediment forebays.
 - w. HR 290-6.A.13. The applicant should illustrate the location of the Construction Entrances upon all phased Erosion and Sediment Control Plans.
 - x. HR 290-7.A.6. We note that the provided Infiltration Feasibility Report states "To be completed during construction". To ensure infiltration is an acceptable treatment upon this project, the applicant should update the Infiltration Feasibility Report as per Env-Wq 1504.13.
 - y. HR 290-7.A.6. The Stormwater Management Report calculations/analysis illustrate that a proposed infiltration rate of 1.5 inches per hour is utilized. The applicant should provide additional conversion calculations to support the use of that infiltration rate.
 - z. HR 290-7.A.6. We note the provided GZA Geotechnical Report does not properly label the test pits and borings, due to what appears to be a "black wipeout". The applicant should provide a clear and readable location plan.
 - aa. HR 290-7.A.6. The applicant should provide the locations of the test pits upon both the Topographic Subdivision plan and the Grading and Drainage plans, in order to be able to properly analyze the proposed infiltration.
 - ab. HR 290-10.A. The applicant should keep the Town informed of all communication with NHDES in relation to the required Alteration of Terrain, Shoreland, and Wetlands Permits to ensure NHDES comments do not alter drainage design/calculations.
 - ac. HR 290-10.A. Due to the multiple plan sets submitted concurrently, the applicant should list all related required Town, State, or Federal permits as well as related plan sets (as references) within this plan. This will ensure if a contractor acquires only one of the multiple plan sets, they are fully aware of the connectivity of the plan sets.
 - ad. HR 290-10.A. The applicant should to confirm and provide the pre- and post-subcatchment areas are equal in size per NHDES requirements.



Mr. Brian Groth

June 19, 2020

Page 4 of 4

- ae. HR 290-10.A. We note the Stormwater Management Report does not directly state/illustrate the stormwater on Green Meadow Drive. After review of the calculations, it is evident that the proposed roadway and cul-de-sac is accounted for. Please provide more information within the write up to note that the roadway is accounted for within the overall stormwater analysis.
- af. HR 290-10.A. We note that additional items will be required for the NHDES AoT Permit which could potentially effect the stormwater calculations and/or construction of the site. The applicant should provide additional detail related to the following items:
 - i. The applicant should review typical NHDES screening layers as well as the NHDES PFAS sampling maps. We note the close proximity of the site to the Hampshire Chemical Corp directly across the Merrimack River, which has four test locations that illustrate the site contains elevated levels of PFAS, considered higher than health based levels.
 - ii. We note the phasing of the site will be required to meet or request a waiver from the 5-acre disturbed area limit from NHDES Env-1505.03.
 - iii. We note the phasing of the site will be required to meet or request a waiver from the 1-acre winter disturbed area limit from NHDES Env-1505.06(b)(1).
- ag. HR 290-10.B. The applicant should add the requirements for the EPA GCP, E-NOI, and SWPPP to the plan set.
- ah. HETGTD Section 920.3.12. We note that there are storm drains that exceed the listed maximum velocity of 10.0 fps. The applicant should review these velocities with the Town Engineer for acceptance. Fuss & O'Neill takes no exception if a waiver from this requirement is deemed necessary.
- ai. HETGTD Section 920.3.13. We note that there are storm drains that exceed the listed minimum velocity of 2.0fps. We request the applicant review these velocities with the Town Engineer for acceptance. Fuss & O'Neill takes no exception if a waiver from this requirement is deemed necessary.

Please feel free to call if you have any questions.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Steven W. Reichert'.

Steven W. Reichert, P.E.

SWR:mjt

Enclosure

cc: Town of Hudson Engineering Division – File
Langan Engineering & Environmental Services, Inc.
888 Bolyston Street
Boston, MA 02116
nkirschner@Langan.com

June 29, 2020

Submitted via e-mail to: sreichert@fando.comSteven Reichert, P.E.
Fuss & O'Neill, Inc.
The Gateway Building
50 Commercial Street, Unit 2S
Manchester, NH 03101

Subject: Peer Review of the "Site Sound Evaluation and Control – Proposed Hudson Logistics Center, Hudson, NH" dated 18 May 2020

Reference: HMMH Project Number 311730

Dear Mr. Reichert:



Harris Miller Miller & Hanson Inc. (HMMH) was retained by Fuss & O'Neill, Inc. (F&O) to review and provide our professional opinion on a report prepared by Ostergaard Acoustical Associates for the proposed Hudson Logistics Center. This review was undertaken on behalf of the Planning Board of the Town of Hudson, New Hampshire. As part of this undertaking, I reviewed the following documents:

- "Site Sound Evaluation and Control – Proposed Hudson Logistics Center, Hudson, NH," Prepared by Benjamin C. Mueller, P.E., OAA File 4228A, 18 May 2020, i.e. the "Report".
- The Code of the Town of Hudson, NH, Part II: General Legislation, Chapter 249 Noise (accessed at <https://ecode360.com/14323784>), i.e. the "Noise Ordinance".
- "Hudson Logistics Center Site Plan & Wetland Conditional Use Applications," prepared by Langan Engineering and Environmental Services, Inc., issued on 21 May 2020 for Supplemental Planning and Zoning Submission, i.e. the "Plans".

It is my professional opinion that the applicant has not fully demonstrated a finding that "no negative acoustical impact is anticipated" in regard to future operational noise from the proposed Hudson Logistics Center (the "Project"). Based on my review of the above referenced documents, I offer the following preliminary comments and findings for your consideration.

1. The acoustical modeling software, CadnaA, is accepted throughout the industry for the prediction of environmental noise from a variety of sources. The Report does not document the sound propagation standard with CadnaA that was used for the predictions.
2. The narrative on page 2 of the Report describes an access road on the south side of the building on Lot B that would allow trucks to pass from the east side of the building to the west. The figures in the Report, as well as the Plans, suggest a similar access road will be located on the south side of the building on Lot C. It is assumed that trucks will use both of these access roads as described to pass from the east side of the building to the west. To the extent trucks will be traveling on the access roads to the south of the buildings on Lots B and C, these sources should be included in the model. Truck generated noise along these roads would be located closer to homes on Fairway and Eagle Drives and would emit higher sound levels than a truck idling at a loading dock / bay on either the east or west façade of either building.
3. The Report does not include an evaluation of the potential impact of Project noise on background noise levels. Section 249-4 (D) of the Noise Ordinance states that no person shall cause the background noise level, expressed in terms of the sound pressure level exceeded 90 percent of the time (or "L₉₀"), to increase by more than 10 dBA in any receptor area at any time of day. To demonstrate that the Project would operate in compliance with this section of the Noise Ordinance, the applicant should undertake a background noise monitoring program at a number locations around the site of the proposed Project that are representative of adjacent noise-sensitive land use. We

suggest up to five monitoring locations, two of which would be located adjacent to residence along Fairway and Eagle Drives. Since the proposed Project is expected to have 24/7 operation, the monitoring should take place over a period of seven consecutive days to capture weekend periods. The noise monitoring program should collect the applicable A-weighted noise metrics (including, but not limited to hourly L_{eq} and L_{90}), as well as background noise levels in octave or 1/3-octave bands. A revised Report should provide full documentation of the background noise monitoring program

4. The report does not include an evaluation of potential for the Project to produce a pure tone conditions. Section 249-4 (E) of the Noise Ordinance states that no person shall produce a pure tone condition. To demonstrate that the Project would operate in compliance with this section of the Noise Ordinance, the noise model should use as input octave-band noise emission levels for Project-related sources of noise (i.e. rooftop fans and trucks). The octave-band noise emission levels used as input to the model should be documented in a revised Report. The applicant should provide tables of predicted octave band noise levels at representative locations in the community in a revised Report.
5. The Report shows the location of a sound barrier wall in Figures 2 and 3. While it is difficult to completely discern the location of the noise barrier due to the resolution of the figures, it appears to be located between the access road on the south side of the building on Lot C and the access road to the emergency boat ramp.
 - a. Sheet LP126 of the "Landscape Planting Plan XXVI" dated 4/21/2020 shows plantings in this area.
 - b. Sheet CG126 of the "Grading & Drainage Plan XXVI" shows a swale in this area.
 - c. The final Plans should show the location of the proposed noise barrier and how it either ties into the proposed berm or how the barrier would overlap with the berm to minimize any "gaps" between the noise barrier wall and the berm. At a minimum, the final Plans also should provide an elevation view of the noise barrier, minimum requirements for a Sound Transmission Class (STC) rating, and "typical" foundation details.
6. The Report does not address noise during construction. Are blasting activities and/or pile driving activities anticipated for the construction of the proposed Project? If so, the Report should address potential noise impact from these activities.



Please note that these comments are a review of the information provided within the Site Sound Evaluation and Control report and highlight a few deficiencies of the sound evaluation that had been prepared for the application before the Hudson Planning Board. Please let me know if you have any questions.

Sincerely yours,

Harris Miller Miller & Hanson Inc.

A handwritten signature in black ink that reads 'Christopher Bajdek'.

Christopher Bajdek, INCE
Principal Consultant

enclosures: Resume for Christopher Bajdek

cc: John Weston, HMMH

TOWN DEPARTMENT COMMENTS

(listed alphabetically by department)

ASSESSING

1. Where are the locations of their other facilities, and how old is each one? The idea is to get an idea on how these areas look after 5 years, 10 years etc.
2. Would they accept, would we want, a prohibition on any further subdivision/condominization of each of the 3 parcels being proposed?
3. Are they contemplating any geothermal, solar, roof gardens, cell towers, antennae sites? If solar panels are going to be utilized on rooftops, and/or onsite, are they open to “shielding” them from glare upon neighboring properties and/or properties within view of those rooftops?
4. Do they intend to introduce a TIF=Tax Increment Financing District tool to have off - site improvements paid for?
5. Do they intend to seek any commercial/industrial property tax exemption under RSA 72:81/72:82?
6. Do they intend to engage in any land leases for any or all of the three buildings being proposed?
7. What if their plans change at 25%/50%/75% etc completion, that they can't complete the project, and it turns into a “zombie” site, can the Planning Board require a bond for this possibility to say finish the roadway etc? Have any of their ecommerce projects experienced a failure in completion that the site turned into a “zombie” site? What has been, are there, any ecommerce sites that they developed that ended up being reused for other land use purposes? If so, where are they?
8. Will they be seeking ERZ tax credits through the State of NH? Related, what are, if any, federal and or other state tax programs that they have, or intend to, filed on for tax credits, government financing credits, other, at those governmental levels?

ENGINEERING

1. Applicant shall comply with the new Stormwater requirements
2. Applicant requires Alteration of Terrain permit approval.
3. Applicant requires Dredge and Fill permit approval.
4. Steele Road improvements and relocation shall require final approval by Engineering & Public Works Department prior to acceptance by Board of Selectmen as a public road.
5. Applicant requires a water line extension, subject to Board of Selectmen approval.

6. Applicant requires a sewer line extension, subject to Board of Selectmen approval. Currently the property is outside of the sewer district.
7. Applicant shall comply with the Engineering rules and construction requirements for road, sewer, water and drainage construction, subject to final approval by Engineering and Public Works Department.
8. All proposed sewer force-main, including sections within proposed Right of Way shall remain private.
9. Applicant shall provide 12” minimum water main for the site and around each building, through a loop approach. Lowell and Walmart Boulevard and Lowell Road and Rena Ave will be the main access water points. This will provide domestic and fire protection redundancy for the site and will be subject to Town’s water consultant review and recommendations to the Town Engineer.
10. Green Meadow Drive requires final approval by Engineering & Public Works Department prior to acceptance by Board of Selectmen as a public road.
11. All the drainage components within the private property shall remain private.
12. All water mains and fire hydrants within private property shall remain responsibility of the property owner. All proposed mains within proposed right of way will be subject to town acceptance, subject to Engineering and Public works approval and Board of Selectmen acceptance.
13. Applicant shall provide a clear and overall plan that shows water and sewer utilities.
14. The emergency boat ramp shall be equipped with bypass bump outs every 500 feet.
15. Applicant shall provide funding for construction oversight by third parties, as needed by Engineering and Public Works Department.
16. Plans indicate a 20 foot tall sound barrier with a flat top, applicant shall provide access road to the top of the barrier for maintenance purposes.
17. Applicant shall provide upgrades to traffic controllers and detections, including software, to match current town infrastructure in place with fiber optic access to each location, (Sagamore Bridge & Lowell Road, Walmart Boulevard & Lowell Road and Rena Ave & Lowell Road)
18. Applicant shall provide parking spaces that could be used for future commuter rail parking.
19. Applicant shall provide information about offsite improvements related to Lowell Road and Sagamore Bridge, currently unavailable.

20. Applicant shall provide a swale, designed to handle 25 year storm event, between the residential area and the proposed earth berm.
21. Applicant refers to existing peak hour traffic on the report, page 9, 7:15 AM to 8:15 AM and 4:30 PM to 5:30 PM. Currently, based on daily traffic observation peak hour window along Lowell Road is approximately 6:30 AM to 8AM and 3 PM to 6 PM.
22. Applicant refers to season adjustment of less than 1% on page 10, based on 2016 data, which appears low. Applicant shall provide information related to expected peak season schedule, traffic numbers related to AM, PM and Average Daily Traffic for the tenant on Lot A & B.
23. Applicant shall provide refueling operations details related to the trucks. If the intent is to fuel a portion of the truck fleet along Lowell Road, the applicant needs to take that in consideration on the traffic model.
24. Applicant refers to an annual traffic increase of 1%, referring to 2017 data, on the no built peak hour traffic volume, page 10. This expected annual increase appears low.
25. Applicant refers to an approved Cumberland Farms Gas Station/Convenience Store long 225 Lowell Road, on page 10 and 11. This information is inaccurate.
26. Applicant refers to adjusted anticipated trip generation, page 17, for AM (544 vehicles per hour), PM (755 vehicles per hour) and anticipated daily traffic of 4,114 vehicles. These numbers appear reasonable.
27. Applicant has not stated who will manage and regulate the Adoptive Signal Systems on the state intersections. These systems, based on current systems in place on town intersections, need constant monitoring and observation for constant adjustments and upgrades.
28. Applicant refers to adoptive signal controller optimization on Lowell Road corridor from Rena Ave/Proposed Green Meadow Drive to Pelham Road. Currently, Pelham/Lowell and Fox/Lowell intersections are already on a Peer to Peer binary system coordination and maxed out on capacity and green time arrivals, approximately 1,000 vehicles per hour between 13:00 to 15:00 at 93% – 95 % arrivals of vehicles on green, along Lowell Road. These numbers are from June 29, 2020 Town of Hudson Traffic Database, Pelham and Lowell intersection. There is, practically, no room for additional improvements related to optimizing traffic controllers at these two intersections.
29. Applicant refers to a two lane approach on Lowell Road, between Fox Hollow and Pelham Road, see page 42. That segment currently merges back to one lane before the intersection of Pelham and Lowell Road. If Fox & Lowell intersection recommendations/upgrades call for a thru/right turn lane on the northbound lane, then Lowell Road widening is required to accommodate a thru/ right lane northbound at Lowell & Pelham intersection.

30. Applicant shall evaluate upgrading all the intersections on Lowell Road, Fox Hallow to Hampshire/Oblate intersections with Yellow flashing left turns to side streets, similar to Lowell & Pelham Road or Central and Kimball Hill traffic lights, to possible improve operations along Lowell Road corridor.
31. Applicant shall provide traffic impacts, recommendations and improvements, if applicable, for Lowell and Birch and Lowell and Central Street intersections. Currently, it appears, that the traffic model ends at Lowell and Pelham Road.
32. Applicant shall provide expected travel routes from Hudson Logistic Center throughout the Town including Sagamore Bridge, River Road, Dracut Road, Wason Road, Route 102 and 111, if applicable.
33. Applicant shall provide expected traffic information (AM, PM and ADT) related to the routes listed above, if applicable.
34. Applicant refers to widening the southbound off ramp from Sagamore to Lowell Road, without an addition dedicated right turn on Lowell Road, heading to Walmart Blvd or Green Meadow Drive. Currently, this improvement, as is, has no value/beneficial improvement, without the south bound addition lane to one or both entrances to the Hudson Logistic Center.
35. It is recommended that the Planning Board requires a full traffic study by the applicant prior to Building C, building permit gets issued. Applicant shall provide contingency plans in case the traffic model doesn't match field conditions, once operational.
36. Applicant shall construct the earth berm prior to any building or site construction activity taking place
37. Applicant shall provide noise monitoring along the residential area, during construction and for no less than 30 days after Building A & B becomes operational, to show that they meet town requirements/noise levels. Applicant shall provide contingency plans in case those levels are not met.
38. It is recommended that the Planning Board requires a full noise study by the applicant prior to Building C, building permit gets issued.
39. The proposed project indicates 356 days, 24/7 operation schedule. Applicant shall provide information related to after-hours heavy vehicle traffic thought the town, which is currently allowed only on Route 102, 111 and 3A. If the proposed Green Meadow Drive becomes a Town road, then this road shall be included in the exemption list.
40. Applicant shall provide upgrades to traffic controllers and detections, including software, to match current town infrastructure in place with fiber optic access to Lowell /River/Dracut Road intersection

FIRE

The Fire Department has had some preliminary conversations regarding fire modeling for the facility. The Department encouraged by what has been seen to date but will need to conduct a formal review of the performance based design analysis and plans once they are finalized. Additionally the Fire Department will be reviewing all site items upon the submission of the updated plan set that will be developed from preliminary feedback that has been gathered.

POLICE

None at this time.

PUBLIC WORKS

Public Works prefers that Green Meadow Drive a private roadway as is Walmart Boulevard. A concern is the winter maintenance of the 1,200-foot of roadway that only services this project. Public Works will not be giving this roadway priority over any other winter routes currently prioritized. The Department's priority is to keeping Emergency Vehicles, Cars, School Busses, and Trucks moving throughout town safely in winter conditions

ZONING

The Zoning Ordinance §334-14A states that the maximum building height shall be 50 feet and §334-14 states height is measured from the average elevation of finished grade within 5 feet of the structure to the highest point of the roof. The Zoning Departments note that several building grades extend 51'-6" from the finish floor elevation (FFE) to the top of parapet grade, but roof elevations have not been provided. A large portion of the site grading within 5 feet of the buildings includes finished grade elevations for truck loading docks which appear to be 5 feet below the FFE. The Zoning Department is unable to determine if the Ordinance has been met without roof grades being shown on the architectural plans.

Dubowik, Brooke

From: Tim Monk <tamonk@ucdavis.edu>
Sent: Saturday, June 6, 2020 10:22 PM
To: Planning
Subject: Proposed Hudson Logistics Center Comments

Dear Planning Board Members,

I have a question and several comments to add after reviewing Hillwood's presentation at the previous Planning Board meeting and the sound study included in the preliminary staff report.

First, the question: Hillwood mentioned that they have provided the town with several impact studies, with more to be provided. The sound study is included in the preliminary staff report on the town's website. What other studies or information has been provided and when will this be available to the public?

Next, some comments that I hope will be useful to the board related to the sound study and the current and completion views presented at the meeting.

Sound study

The sound study indicates that they will not be able to operate the logistics center legally. There are two places as shown in Figure 3 on page 9:

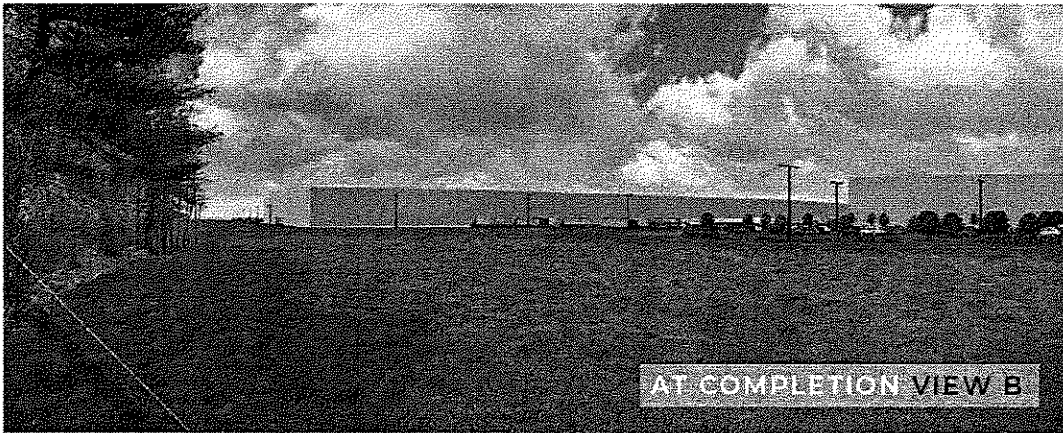
- 1) At the residential point C, the noise level is estimated to be 51dB(A) in violation of town code 249-4B which sets a residential nighttime limit of 50db(A) and likely in of 249-4D which prohibits any source to increase noise by 10db(A) or more.
- 2) At point I (behind Sam's club), the noise is estimated to be 67 dB(A) in violation of the business nighttime limit of 55 dB(A) in 249-4B.

In addition, I find the following deficiencies in the study:

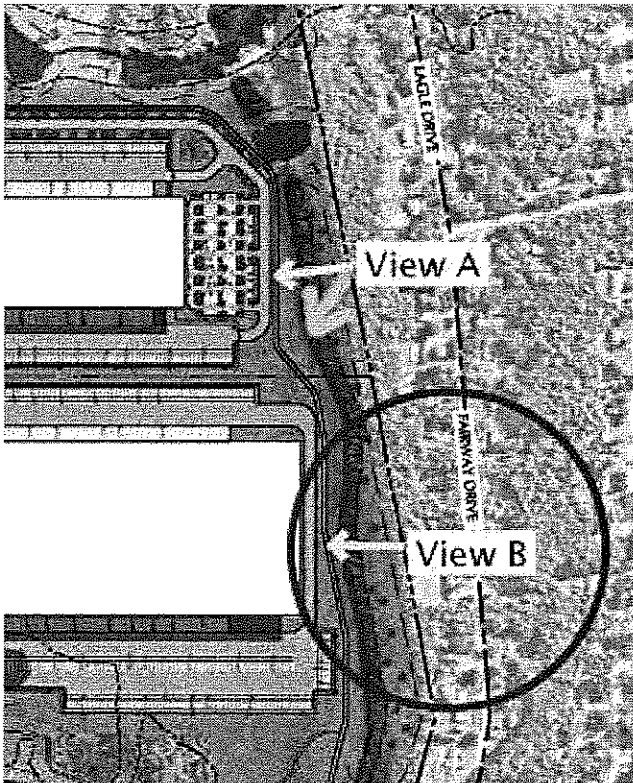
- 3) Traffic noise is assumed to come solely from the northern half of the lot in contradiction to Hillwood's statement that trucks would go directly to the loading docks. Also, there is even a road on the south side of the buildings.
- 4) Noise estimates were done for select sites at 5 ft above grade. However, for nighttime noise, many of us are going to be much more interested in what the noise level is coming into our bedroom windows.
- 5) The noise estimates assume that "yard dogs" will be equipped with special backup alarms, which are less annoying and the trucks coming to and from the facility do not use their backup alarms. Again, this contradicts the statement that trucks will go directly to the loading docks.
- 6) The study does not reference existing noise levels. The surrounding neighborhoods are very quiet and I'd expect that the ambient noise level to be below 40 dB(A), especially at night.
- 7) No mention is made of town code 249-4C, which sets impulsive sound level limits.

Views presented at the meeting

The following view was presented as being at view B. However, it is clearly not.



Below is the overhead view indicating where the image is supposed to be. From this we would expect to be looking directly into the side of the south-western building. Instead, we see what I believe is indicated by the teal arrow that I added below: a tree line at the left edge, the corner of the south-western building in the center-left, a parking lot in the center-right and the south-eastern building behind it. Note that I believe "future view A" is also at the same angle, as the same tree is at the left of the image. This indicates that neither of the indicated future views is as stated, nor current view A, as view A is depicted at a significant angle instead of directly looking towards the buildings as shown on the overhead view below.



Regards,
Tim Monk
13 Fairway Dr

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Dubowik, Brooke

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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Dubowik, Brooke

From: Rob C <rob613@gmail.com>
Sent: Friday, June 19, 2020 6:03 PM
To: Groth, Brian; Planning; Dhima, Elvis
Subject: Fwd: Riverplace, Hudson Logistics Center Records
Attachments: Riverplace.pdf

Dear Hudson Planning Board,

I received this response from Mr. Arcand of the NH DOT.

If the Town is interested in obtaining the State's trove of information (on my behalf, or on its own) as offered please advise.

You received copies of my initial inquiries to the Town and the NH DOT.

You likely received the downloaded image of the roadways proposing direct Sagamore Bridge Access road access ramps including an apparent underpass in the low elevation area.

You likely did not see my inquiry that it was reported that someone might have been led to believe by a slide presented at the Hudson Chamber of Commerce, that the currently proposed plans were already approved.

This reply from Mr. Arcand seems to indicate that such a claim would have been untrue.

Did anyone from the Town hear such a claim made at any recent meeting or presentation?

--Robert Chesler

----- Forwarded message -----

From: Arcand, Richard <Richard.Arcand@dot.nh.gov>
Date: Fri, Jun 19, 2020 at 5:35 PM
Subject: Riverplace, Hudson Logistics Center Records
To: rob613@gmail.com <rob613@gmail.com>

Dear Mr. Chesler:

I am writing in response to your requests for information regarding the Riverplace place development and proposed plans for a direct connector to/from Sagamore Road. The Department was involved in reviewing traffic impact studies prepared by the proposed developer in conjunction with the permitting process in 2006 and 2007.

That plan and proposal did not get beyond the preliminary conceptual development and review level before the proposed project was canceled, withdrawn, or stopped. Accordingly, there were no approvals by the Department. We do have plan sets of these preliminary concepts that were submitted for our review. A sample and index is attached for your reference.

With regard to your specific requests, the Department does not have answers to these questions. Specific to Riverplace, that proposed development is over 10 years old at this point, and traffic impact studies developed associated with it may be of questionable validity at the present date. We do have copies of these studies, which are fairly large sets of documents. You are welcome to make an appointment to come to the Department and review these studies or plans. We can make copies of any of the material you would like at the cost of reproduction.

With regard to your inquiries and questions regarding the recently proposed Hudson Logistics Center, the Department has just begun our review as part of our Driveway permit review process. The questions you raise we anticipate will be answered through traffic impact studies required for the Department's permit as well as Town's approval. Lastly, while I am not familiar with the slide or presentation referenced (6/17 email), the Department is actively engaged in reviewing the proposed development but has not approved or received a complete traffic impact study yet.

Hopefully this information is helpful.

Sincerely,

Richard Arcand

Program Specialist

NH Department of Transportation

7 Hazen Drive, Concord, NH

Tel: (603) 271-0799

Fax: (603) 271-3914



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Dubowik, Brooke

From: Daniel Jarzabek <djbuy@myfairpoint.net>
Sent: Saturday, June 20, 2020 1:19 PM
To: Planning
Subject: Hillwood Thoughts, Concerns

Good Morning,

I have received several posting in our neighborhood regarding the Hillwood Logistics Center and want to make several comments for considerations for the planning board.

First of all, this is a huge undertaking in our great town of Hudson which will have ongoing and lasting effects. The landscape of Hudson in particular in the southern section will change exponentially.

We need to be sure there are no cost burdens passed onto our community near term and future as this is a business venture capitalist activity for profit they walk away from as time goes on not taking responsibility for the environment, safety or unforeseen recurring financial costs.

The literature raises many questions with answers from the Hillwood representatives they commented on having knowledge of but not solutions to appease concerns.

Some items I see to discuss are:

- Road maintenance and resurfacing given a constant traffic of 18 wheelers and box delivery trucks.
 - There is a significant recurring cost which will be on going each year and needs funding provided annually by Hillwood and their tenants.
- Added police in the southern section of town to address issues brought about by traffic, truckers, safety etc
 - This is an added recurring cost which needed to be funded annually by Hillwood and their tenant.
- Insure Hillwood or their tenants have a reserve fund for costs to Hudson should an unforeseeable event occur over time. Costs need to be burdened by the Hillwood business or tenants and Hudson be assured we have a means to get funds quickly.
- Sanitation is a significant piece of the proposal.
 - Truck drivers will need a rest room building available 24/7 and be built on their premises and maintained by the Logisitic center.
 - Not port a poddy islands you see lined up on highway's.
 - Not trucker poring waste on the ground or in Hudson's neighboring roads or streets
- Trash containers will need constant emptying.
 - Need to avoid rats, rodents and animals in our town from un-kept facilities
 - This needs to be recurring cost guaranteed to be funded and maintained by the Hillwood and their tenants.
- Sleeping areas for truckers and Safety.
 - I have seen in open parking lots trucks with sleeping drivers.
 - Need to have this address. Maybe putting a truck stop on nearby highways.

Lastly, it would be good to interview the town of Raymond and their residents to see how the Walmart distribution center has affected their communities. That business is off the highway whereas this proposal brings activities into our town residential area.

I look forward to being informed on the huge proposal and want to keep Hudson a great place to live.

Regards,

Daniel Jarzabek
Hudson resident for over 35 years

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Dubowik, Brooke

From: sunny10997@aol.com
Sent: Monday, June 22, 2020 5:53 PM
To: Planning
Subject: Logistics Center Proposal

Dear Planning board members,

We, Peter and Dorene Krauss of 7 Jacqueline St, Hudson, would like to voice our concerns about Logistics center proposal.

This project is a serious concern to the quality of life in Hudson. The traffic, noise, danger to wetlands and wildlife are more than enough to stop this development from being incorporated in this town. I am appalled that anyone having read the questions and concerns of the [Save HudsonNH.org](http://SaveHudsonNH.org) website could even consider allowing this project to approved. Money to big industry is of utmost importance to investors not the consideration of the numerous effects this will have on the town especially those of us who already deal with heavy traffic and noise of just everyday on Lowell Rd, Dracut Rd, and River Rd. We have lived on Jacqueline St for 42 years. It was a wonderful place to raise our family. When the commercial building at the site of Lowell Rd and Philbrick St was approved, our neighborhood was concerned with the potential increased noise that would be generated from the delivery trucks. There was an agreement about the noise decibels that would be allowed by the running of the business especially the loading and unloading of the delivery trucks. We neighbors presented documented decibels to the town once facility was operating. Those levels exceeded the agreed upon limit and when addressed to the town leaders, NOTHING changed. Our quiet neighborhood was compromised. Not until they moved out and office type businesses moved into the space did we no longer have the extensive disruptive truck noise. Compare to that disruption in our lives to what is being considered for beautiful Green Meadow property was a drop in the expansive ocean of disruption. The traffic and noise level will be unbearable. I cannot even begin to wrap my head around how all those trucks, and additional cars will gridlock this comfortable town. We have already voiced our concerns through an email to all town leaders involved in this decision. But this proposal is too important that another reminder to those with the voting power to stop this abominable request be once again addressed.

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Dubowik, Brooke

From: Fran <fpolanec@comcast.net>
Sent: Monday, June 22, 2020 7:05 PM
To: Planning
Subject: Questions for the new industrial complex

Please advise:

What tax exemptions are being sought? Please be specific. Also, why would any tax exemptions be warranted or needed if they have \$M to spend?

What bonds will they post and for how long to ensure that all work is completed and if they cause damages in the future? Other developers have had to, post bonds, why not them?

Are neighboring towns such as Windham being notified about the proposal to dump trucks onto route 111 in order to connect to I93 and which will then travel on this 2 lane road past their town centers and two schools?

Will this development cover the incremental costs of fire and police?

Thank you for your consideration. Frances Polanec

Sent from my iPad

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Dubowik, Brooke

From: Colin Goyette <GOYETTEC@msn.com>
Sent: Monday, June 22, 2020 8:01 PM
To: Planning
Subject: LOGISTICS CENTER

Hello. I am a 22 year Hudson resident. I just recently found out about the proposed Logistics center project. One thing I can tell you about for sure is the Tractor trailer traffic nightmare that will absolutely happen if this project gets built. Beyond the potential for hundreds and hundreds of trucks rolling into Hudson, into our already congested traffic, there are other problems that go hand in hand with this traffic. FYI, I work for UPS in the Chelmsford Hub, for 27 years. We see hundreds of trucks a day even in slow times. Many are UPS drivers, many are "gypsies", or contractor carriers. This project will bring in at least double, or even triple that volume, every day and night, 24/7, 365. I can tell you first hand, many of these drivers speak and read little to no English. (everybody needs a Job, I am NOT picking on these people, just pointing out a fact) Many of these drivers can barely back up without hitting something. Most of these trucks will be giant sleeper trucks, pulling 53 foot containers. I can promise you, we will see more car/truck accidents, and the cars always lose. Many of these gypsy trucks are poorly maintained, and not safe for the road. Many of these drivers will need to find someplace to pull over and go off duty for 10 hours, to follow DOT hours of service regulations. Many of these trucks will need to get fuel. There are no truck stops anywhere around here. With the exception of going straight up 3A through the Hudson traffic light expressway, where every turn off that road is into a residential area, any direction other than back out to the highway is into a neighborhood. Do we want Tractor trailers on Wason road looking for a place to turn around because they got lost looking for a place to lay over? Trucks parked and idling anywhere they can find a spot? There are only two place to get Diesel fuel on 3A, both of which require a left turn across traffic to get into, and Haffners can barely accommodate 1 truck at a time, Irving can handle a larger volume of trucks, but is right in the heart of the most congested piece of road in Hudson every day, which includes PMA. Also, that kind of trailer traffic will bring lots of broken down trucks, flat tires, and giant tow trucks. Mobile tire repair trucks will be coming and going changing flat tires with loud air compressors, and tire lug nut guns. Backup alarms going all night long. I see this everyday at UPS. It is inevitable. We will have trucks coming out our ears, with nowhere for them to go. This will be an absolute nightmare for our town. We must all fight to prevent this from happening to Hudson.
Sent from [Mail](#) for Windows 10

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Dubowik, Brooke

From: Amy Manzelli <manzelli@nhlandlaw.com>
Sent: Wednesday, June 24, 2020 11:28 AM
To: Planning; Groth, Brian
Subject: PB Meetings tonight & 7/22

Hi Again Brian,

I'd like to be able to participate in tonight's PB meeting remotely. I don't anticipate I'll need to make any remarks. I plan to track the PB's anticipated approval of the applicant's request to continue until the 7/22 meeting. I've read the website about [how to participate](#), but I don't understand how to connect so that I can make any remarks if I feel I need to. Again, I think that's unlikely, but I want to be able to in case the need arises. Is there a phone number for the meeting to call into?

Here's the info requested on the how to participate page:

- Name – Amy Manzelli, Esq., counsel for neighborhood residents
- Address – BCM Environmental & Land Law, PLLC, 3 Maple Street, Concord, NH 03301
- Phone – 6034969590 (mobile, current phone)
- Agenda Item – Hudson Logistics Center Subdivision, Site Plan & Conditional Use Permit, SB# 11-20, SP# 04-20, CU# 02-20, Lowell & Steele Roads, Map 234/Lots 5,34 & 35, Map 239/Lot 1

For the 8/22 meeting, is there a plan in place yet about whether town hall will be open to the public at that time? If the applicant and the PB are physically present, I would like to also be physically present.

Many thanks!
Amy

Amy Manzelli, Esq.
Offices in Concord, New Hampshire and Portland, Maine
manzelli@nhlandlaw.com
Phone 603.225.2585



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Dubowik, Brooke

From: Joan S Troup <jstroup123@gmail.com>
Sent: Wednesday, June 24, 2020 2:54 PM
To: Planning
Subject: Fwd: Helping small businesses survive COVID-19

Attached is a letter I sent to Senator Shaheen. Although I understand the desire for the owners of Green Meadow to sell, this Texas Corporation does not appreciate the pride NH residents have for the quality of life we enjoy. I hope this corporation would find another more suitable, already paved area for their facility and we as residents of Hudson would find a more suitable buyer for this beautiful piece of land along the Merrimack River. The environmental impact we would see from this plan would be the equivalent of rainforest devastation. I'm sure there is a better plan for this land. I'm sure the owners of Green Meadows would not find a huge warehouse facility to their liking in their neighborhood. PLEASE KEEP GREEN MEADOWS GREEN!

Sent from my iPhone

Begin forwarded message:

From: Joan S Troup <JSTROUP123@GMAIL.COM>
Date: June 23, 2020 at 2:30:09 AM EDT
To: Senator Jeanne Shaheen <newsletter@shaheen.senate.gov>
Subject: Re: Helping small businesses survive COVID-19

Hello Senator,

Thank you for your continued vigilance during this difficult time. Because of this time of sheltering in place Hudson is facing a terrible situation. The owners of the GreenMeadow golf course are trying to sell the golf course to a business that would obliterate the golf course, put large warehouse type structures in its place and create a traffic and environmental nightmare for this southern section of the town. The impact on the environment would be devastating and the air quality in this area would be ruined. During the more than three months of very little traffic and no airplanes in the sky, the air quality in this area was refreshing! This proposal would destroy the air quality in this area.

This facility would also devalue all the homes in this area as the proposed plan would destroy many parcels of land in the wake of this sale. Land that has many wetlands and have been protected in the past would become roadways.

The planning board has only been able to hold virtual meetings and even as they start to have public forums the reversal of our dedication to keep this virus in check will increase as people may need to be there physically to voice their concerns. There are many very anxious citizens in this town that feel we will not be heard and the damage will be done

This golf course along the Merrimack River is such a beautiful green space. Can we keep it green space and make it part of NH public lands? HELP!

This would be a terrible wrong done to the environment and its people if this land became a giant trucking area!

Please help!

Respectfully submitted,

Joan Troup

Hudson NH

Sorry for any errors☹. It's 2:25 in the morning and my glasses are downstairs ☹☹



The sky during our time sheltered in place! Can't give you the fresh smell. Our phones haven't quite perfected that yet.
Sent from my iPhone

On Jun 20, 2020, at 12:42 PM, Senator Jeanne Shaheen
<newsletter@shaheen.senate.gov> wrote:

[Click here to open this e-mail in its own browser window](#)



June 20, 2020

Dear Friend,

As our economy begins to recover, New Hampshire small businesses have a long way to go before they're back on their feet. I introduced legislation that authorizes a second round of lending under the Paycheck Protection Program to help small businesses that have lost more than 50 percent of their revenue and have 100 employees or fewer.

I'm curious to hear your thoughts. Do you agree that small businesses should be able to access a second round of relief through the Paycheck Protection Program to help them recover from lost business due to COVID-19?

- Strongly Agree
- Agree
- Unsure
- Disagree
- Strongly Disagree

[Submit]

[Click to open in a separate window](#)

Sincerely,

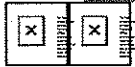


###

By responding to the poll above, you will receive further communications from my office. If you would not like to receive future communications from my office, check the box and click submit below.

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Dover, NH 340 Central Avenue Suite 205 Dover, NH 03820 Phone: (603) 750-3004	Berlin, NH 961 Main St. Berlin, NH 03570 Phone: (603) 752-6300	Keene, NH 12 Gilbo Ave. Suite C Keene, NH 03431 Phone: (603) 358-6604	



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Dubowik, Brooke

From: Virginia Jobson <purplehope959@icloud.com>
Sent: Wednesday, June 24, 2020 3:31 PM
To: Planning
Subject: Logistics center

As a resident of Hudson, I am somewhat excited about the logistics center. I do understand the worry about increased traffic and was wondering, is there any reason that a dedicated offramp, onramp from the exit 2 bridge to the center couldn't be constructed to reduce the amount of actual trucking traffic on Lowell Road?

-Virginia Houde Jobson

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Dubowik, Brooke

From: Lindsay Benson <lindsayabenson@gmail.com>
Sent: Friday, June 26, 2020 6:37 PM
Subject: Please consider responding - this is not specific to Hudson Logistics

I know it's Friday so please don't feel rushed in responding to my email. Admittedly, I'm very new to the process of an applicant coming into a town with the intent to purchase a property.

Over and over again I'm hearing that the Hudson Logistics Center is a "done deal" and that because it's private property there is nothing anyone can do.

Is this statement accurate? I do my best to think of the greatest good and have actively advocated for or against various matters relating to our town. This is new territory for me since it will not be showing up on a ballot.

If a resident were to ask you, "Does the information I present to you make any kind of impact on the process of the sale of private property?" How would you answer?

I know residents have a right to free speech and the opportunity to give input. But is there any weight to it? This is an honest question that many residents (including myself) don't know the answer to, which just causes anger and polarizing opinions. I like facts and information so I'm hoping someone can provide me with that.

To be clear, I am not asking for any information, feedback, or opinion related to the proposed Logistics Center. I am just a resident asking for better understanding of my roll and potential impact on the process of approving a developer's application to purchase a Hudson property.

Thank you for your time and helping to inform me.

Warm Regards,
Lindsay Benson

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Dubowik, Brooke

From: APT351 <APT351@Yahoo.com>
Sent: Saturday, June 27, 2020 10:58 AM
To: Planning
Cc: Groth, Brian; ~BoS; 'Victoria Sheehan'
Subject: Hillwoods Hudson Logistics Center

I sent this email earlier but forgot to sign it.
 Bob Costello 17 Fairway Drive Hudson NH

Why does Hillwoods Hudson Logistics Center predicted truck traffic appear to be inconsistent with the total building material capacity?
 Hillwood proposes three buildings totaling 2,523,000 square feet of space. Each building will be 50 feet high. Based upon similar facilities that are described in published articles the total material handling capacity of the three buildings would probably be 81,745,200 cubic feet of material capacity. This is based upon 40 foot high material racks, and subtracting non storage space such as aisles between racks, offices, bathrooms, etc. Hillwood states that an average of 250 trucks per day would be the maximum traffic. A 18 wheeler tractor trailer holds typically 4000 cubic feet and a 20 foot delivery truck holds 1700 cubic feet. Since on average, what goes in the facility must go out there would be an average of 300,000 cubic feet of material total moving through the three buildings daily. That is only 4 tenths of one percent, 0.4%, of the building material capacity !

Calculation: $4000 \div 1700 = 2.4$ It takes 2.4 small trucks to deliver what is received from big trucks
 250 trucks average per day at a mix of 1 big delivery = 2.4 smaller truck withdrawal is 3.4 average mix of trucks
 $250 \text{ trucks} \div 3.4 = 74 \text{ big trucks per day delivery} = 74 \times 4000 \text{ cubic feet per truck} = 300,000 \text{ cubic feet of material delivered per day}$
 Total material capacity of 81,745,200 divided by 300,000 material withdrawn per day = 4 tenths of one percent (0.4 %) of the warehouse material capacity is transferred in and out per day.

What is a distribution facility from The Geography of Transport Systems by Jean-Paul Rodrigue (2020), New York:

Distribution facilities. These facilities are more based on the concept of throughput of the inventory they carry, implying a much higher level of integration within supply chains. For instance, a distribution center temporarily holds the inventory for the market area its services, implying that some storage will take place, and on occasion light manufacturing activities will be performed such as inspection, packaging, labeling, and returns. Still, the main purpose of a distribution center is its ability to fulfill a variety of orders in a timely manner. A cross-docking distribution center is a good example of a pure distribution facility with no (or very little) storage function. Due to the perishable nature of many goods being shipped, such as food, cold storage facilities (mostly refrigerated warehouses) are jointly able to perform fabrication (e.g. packaging before final delivery) and distribution functions. The urban logistics depot is also a facility mostly focusing on distribution with the main purpose of deconsolidating cargo loads (mostly parcels) for urban deliveries (which are usually using adapted vehicles).

From "Impacts of Distribution center study"

Logistics Space: A Literature Review from the Sustainability Perspective

Meiling He ^{1,*}, Jiaren Shen ¹, Xiaohui Wu ¹ and Jianqiang Luo ²

¹ School of Automobile and Traffic Engineering, Jiangsu University, Zhenjiang 212013, China; shenjiaren@ujs.edu.cn (J.S.); wuxiaohui@ujs.edu.cn (X.W.)

² School of Management, Jiangsu University, Zhenjiang 212013, China; luojianqiang@ujs.edu.cn

* Correspondence: hemeiling@ujs.edu.cn

4.2. Social Dimension

The development of logistics space has brought about great social effects, such as employment, urban traffic safety and urban geography. On the one hand, some municipalities favour logistics activities, considering that they provide industrial jobs requiring little qualifications when more traditional manufacturing jobs have disappeared from metropolitan areas. On the other hand, many municipalities reject logistics activities, because they generate noise, truck traffic and safety problems [49]. They are also accused of consuming space, with a low ratio of jobs per hectare. Frequent shipments put pressure on local traffic safety and affect the normal operation of other social activities. Freight vehicles should avoid direct conflicts with other social vehicles, and its route and time is determined by the location of logistics facilities. In addition, heavy-duty trucks will cause wear on the road surface, destroy road infrastructure, and bring serious security risks. Generally speaking, the increase in freight capacity itself may very well increase the employment level. Logistics facilities need a reasonable position to ensure the sustainable development of society.

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Dubowik, Brooke

From: Jeannie Leone <leonejeannie@gmail.com>
Sent: Saturday, June 27, 2020 8:55 PM
To: Planning
Subject: Green Meadows Golf Development

I'm a concerned citizen . The property values of the homes around this site will plummet . There are also endangered eastern cottontails living on this property. This would be a wonderful nature preserve for the Town please save the last Green spaces the more pavement the more heat . Please find a way to protect Hudsons most beautiful asset .

--

JEANNIE T

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Dubowik, Brooke

From: Dobens, James <dobens.jm@pg.com>
Sent: Monday, June 29, 2020 12:37 PM
To: Planning; ~BoS; Groth, Brian; Dhima, Elvis; McGrath, Marilyn; Coutu, Roger
Subject: Logistics Center Concern

Hudson Planning Board, Board of Selectman, Town Planner and Town Engineer,

Area Logistics Center Would Eliminate Our Quality of Life

Save Hudson and surrounding towns as your quality of life is in danger. In case you are unaware, there is a development company called Hillwood from Texas who is interested in transforming the Green Meadow Golf Course into a logistics center most likely for an ecommerce business. The nearly 400 acres of green space would be reshaped with 3 humongous buildings, almost 50 ft high and covering 2.6 million square ft collectively. In the absolute they will encompass 130 Million Cubic Ft. It would be similar to 3 Pheasant Lane Malls! In addition to these massive buildings with 363 bays to receive tractor trailers, they are planning parking space for 840 tractor trailer trucks and 1840 cars. This would be a 24/7, 365 days operation.

There are many concerns that arise from this proposal. The sheer number of tractor trailers involved would not only cause traffic congestion but would add significant air pollution from the diesel fumes and its particulates sent into the air. Our roads are already inadequate for today's traffic but think about the hundreds of trucks and the thousand or so of cars added to our roads every day from this facility. There will be an increase in vehicle accidents with some involving diesel spills. Is Hudson and its surrounding communities prepared to handle this increased burden to its infrastructure of police, fire, and public works departments. These trucks will be searching for ways to access Interstate 93, 495, in addition to the obvious Routes 3 and 3A. If you believe this will only affect south Hudson you are kidding yourself. The southern part of Hudson will be the magnet but these trucks will be utilizing the smaller side roads around the area. Normal trips to Market Basket, Sam's, WalMart, Friend Lumber and the DW Highway will take on new challenges. Other Lowell Road destinations will feel the pain as well. The south end of Nashua will be burdened with traffic congestion, pollution, and noise too. The folks who reside at the adult community at Colliston Yard on the DW Highway are directly across from the proposed project and will certainly be influenced by traffic, noise and pollution from the 24/7 operations.

There are other things to consider. The impact to our wetlands and water will be significantly affected by the 150 to 200 million gallons of runoff from rooftops and asphalt lots. This runoff will go into our streams and the adjacent Merrimack River which we have worked diligently to clean up. The lower Merrimack River was designated to be protected under the NH Rivers Management & Protection Program in June 1990. This clearly will impact the river's quality as well as the wildlife that lives along its riverbanks. Our wetlands will be compromised and forever changed. In addition, the downstream cities of Lowell and Lawrence rely on the river for their drinking water. Will the runoff compromise the quality of water for these communities?

Hillwood offers low paying jobs and supposed tax revenues in exchange for giving us traffic congestion, air, noise, water, and light pollution, roadway deterioration, major impact to our water and sewer systems which all equals a reduction in our quality of life. No longer will Hudson be able to say, "Hudson a great place to call home" but rather "Welcome to Hudson home of traffic congestion, and pollution."

Marie Dobens
4 Eagle Drive
Hudson NH

Join our Website: SaveHudsonNH.ORG

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Dubowik, Brooke

From: Barbara Vezos <barvezo@gmail.com>
Sent: Monday, June 29, 2020 12:55 PM
To: Planning
Subject: Question about Planning Process for Hudson Logistics Center

Hi,

I am a 20+ year Hudson resident and I am interested in the process for vetting companies that the town works with for development projects. In particular, what are the Corporate values criteria that you have required from Hillwood, in their RPF for the Hudson Logistics Center?

I was very disappointed when I reviewed their website to find that every single person listed in the Leadership section is a white male. In addition, in their People and Values section, there is no mention of Diversity at all. This would all be shocking enough, but given the world today, I don't feel this is a company that we want to do business with.

So specifically, what questions have you asked Hillard about their commitment to Diversity, and in general, what types of questions do you use to verify companies that the town works with? This is a very important issue for me, and I hope it is something that's discussed during any development projects with the town I love so much.

Thanks for your help.

Regards,
Barbara Vezos
10 Empire Circle
Hudson, NH 03051
857-274-4467
barvezo@gmail.com

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Dubowik, Brooke

From: Urs Nager <unager@msn.com>
Sent: Thursday, July 2, 2020 1:12 PM
To: Planning
Cc: Urs Nager
Subject: Questions For Planning Board

Below are questions I also sent to the Conservation Commission after their site walk on June 29th. Please include these in the packet for the July 22, 2020 Planning Board meeting. Thank you.

QUESTIONS TO CONSERVATION COMMISSION AFTER 6/29/2020 SITE WALK

1. Has BAE been notified of this project considering Limit Brook flows into their property?
2. How will Hillwood "naturalize" parts of the site? What vegetation etc. and how long will it take to grow?
3. How much water can Limit Brook accommodate from storms and runoff? It was a dry winter and spring.
4. How will the proposed Green Meadow Drive accommodate water runoff as well as oil, particulates etc. that may end up on the road?
5. There was talk of water treatment areas. Who manages those? A comment was made that towns often don't like to do that.
6. If Hillwood maintains these water treatment/catch basins/etc, are they planning to maintain ownership of the site?
7. Suppose the subdivided parcel is sold to three different owners, who manages water treatment etc. then?
8. Or is the Town responsible for those areas adjacent to the road if it is a Town-maintained road?
9. Has anyone ever assessed what the wetland areas in question look like after a snowy winter and wet spring?
10. For purposes of maintenance and wetlands impact, where would the public road end? At the cul-de-sac? As an aside, if it's a Town road will members of the public be allowed to drive down to the site?
11. As a comment, during the Site Walk many of Hillwood's statements with regard to mitigation and wetlands issues were prefaced by the words "probably and "could." When do they plan to finalize their plan to handle the wetlands issues at the site?

Kathy Leary
8 Par Lane
Hudson, NH 03051
603-566-7835
unager@msn.com

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Dubowik, Brooke

From: Georgine Clancy <georgineclancy@gmail.com>
Sent: Tuesday, July 7, 2020 11:04 AM
To: Planning
Subject: Concerned Resident: Logistic Center

Georgine Clancy
5 Rena Avenue
Hudson, NH 03051
603-320-3593
Georgineclancy@gmail.com

July 7, 2020

Hello. I have been a resident of Hudson for twenty three years. I have raised three daughters in this wonderful town that offers so much to its residents. I reside in a residential neighborhood directly across from the proposed Logistics Center entrance.

This letter is to state my concerns if this proposal were to be accepted:

- Rena, Rita, and Rega streets, our neighborhood, would share the same traffic light of the Logistics Center.
 - Currently, it is not uncommon for some to “run” the traffic light, which has shown to have a significant amount of car accidents and safety concerns for pedestrians.
 - The traffic light mentioned is in close proximity to the next traffic light at Walmart, which means if three trucks were to exit the Center, there would be no room for additional cars exiting from the neighborhood, and I am sure this would increase in further “running red light.”
 - The aforementioned would increase the wait time at the light.
- The proposed Logistics center would increase noise pollution of the center itself and from the numerous amounts of trucking. Again, please note the Logistics Center would be adjacent to residential neighborhoods.
- Environmental pollution is a concern as well due to diesel fumes of trucks who idle at lights.
- There is no doubt there will be a negative impact on wildlife and wetlands.
- The current green space would be gone, forever.

Respectfully submitted by,

Georgine P. Clancy

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Dubowik, Brooke

From: Michael Hancock <myke.hancock@gmail.com>
Sent: Friday, July 10, 2020 3:36 PM
To: ~BoS
Cc: Groth, Brian; Planning; Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara
Subject: Regarding the proposed logistics center

Dear elected officials,

As town residents and homeowners we need to carefully consider the potential benefits and drawbacks to any large project that will alter the character of the community we choose to call home.

The only significant benefit I have seen touted for the logistic center is job creation, but these are not the type of jobs that Hudson residents need to thrive. They are too low paying for a worker to afford to live in this town. These jobs would lower the median income of our town if town residents are even interested in working in this facility. They will not contribute meaningfully to our tax base because most workers won't be residents and won't be able to own land here.

The drawbacks are numerous.

1. Increased traffic (1A is already a nightmare) and necessary road maintenance
2. Air pollution from hundreds of diesel trucks
3. Sound pollution in abutting neighborhoods
4. Loss of green recreational space that will never return to a condition that can benefit the community
5. More empty industrial buildings after this project proves unprofitable (we already have empty industrial buildings from failed development further north on 1A)
6. Loss of property value (and thus tax revenue) from abutting community homeowners

With significant drawbacks and limited benefits to the town I think it is clear this project is a bad deal for Hudson. I urge you to do what you can as my elected officials to prevent this project from moving forward.

Respectfully,

Michael Hancock
9 Muldoon Dr
Hudson NH, 03051

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Dubowik, Brooke

From: JAMES CROWLEY <jkcrowleynh@comcast.net>
Sent: Friday, July 10, 2020 7:32 AM
To: Dhima, Elvis; Groth, Brian
Subject: Infiltration Basin Forebays and Snow Storage design

Elvis and Brian

Please add the following to the input for the next Conservation Commission and Planning Board meeting agendas.

Thank You
Jim Crowley

To:
July 10, 2020

J

Conservation Commission
Planning Board
Town Planner
Town Engineer

RE: Infiltration Basin stormwater pre-treatment designs do not meet 290-5 (B) (1) (c) and NHDES Env-Wq 1508.06 (c) & (d), standards.

RE: Lack of Snow Storage treatment per 290-5 (A) (13) requirements

Most importantly various onsite infiltration basins are not properly protected during normal year round operation of the facilities. Also, per Stormwater Management Plans and Report for Hudson Logistics Center (dated May, 2020) no Snow Storage areas are noted on any of the three building lots identified as Lots A,B & C. If snow is to be stock piled and stored on any one or all of the lots its storage needs to meet Stormwater Management 290-5 (A) (13) requirements. Regulation 290-5 (A) (13) states: "Runoff from snow and salt storage areas shall be directed to treatment areas before discharging to receiving waters or allowed to infiltrate into the groundwater."

The current plans show stormwater runoff from each lot being directed from interior access roadway and parking areas to catch basins and then to several onsite infiltration areas. Not all of the receiving infiltration basins are protected as required by Hudson 290-5 (B) (1) (c) and NHDES Env-Wq 1508.06 (c) & (d) standards for WQV (Water Quality Volume) concerning forebay design. A standard properly sized forebay dissipates the energy of incoming flow and allows for initial settling of coarse sediments before the stormwater enters a stormwater treatment basin. An Infiltration Basin Forebay is required to provide additional reduction of TSS (Total Suspended Solids) fine particles prior to the stormwater entering an Infiltration Basin. If proper pre-treatment is not achieved the infiltration basin will fail to function properly and not meet 290-4 (B) (1) (b) and the previously listed standards for pollutant removal. Discharge Outlets from the Infiltration Basins (B1-2 and B6-2) flow directly to Limit Brook and other northeastern wetland areas. Therefore, any seasonal stormwater exiting from parking areas and roadways or snow storage areas without a properly designed Infiltration Basin pre-treatment Forebay could impact existing wetland areas with excessive stormwater pollutants.

CONCLUSION: The Planning Board and Conservation Commission should ask Hillwood and their Engineering team the following questions:

1. Town of Hudson and NH-DES regulations require all pre-treatment Forebays to treat 25% of WQV before the stormwater enters an Infiltration Basin. The current Stormwater Plans do not meet these standards for all Infiltration Basin Forebays and need to be revised before they can be approved by the Town. When will these revisions be submitted for review and approval?
2. Will snow be trucked off each individual lot after a snow event and if so where, and please give an estimate of truck traffic? Remember there are three buildings with over 2.5 million square feet of floor space with large parking areas to service necessary cars and trucks to operate the facilities.
3. If snow is to be stored on site, at what locations?
4. Will any snow melt be directed to infiltration basin areas? If so which ones and will the snow melt runoff be treated in forebays that meet Water Quality Volume standards? What percent of WQV will be treated in the forebay?

I respectfully request that the above questions be asked the applicant during the Planning Board and Conservation Commission review process and insist that the project plans be revised to meet existing stormwater management regulations.

James Crowley
4 Fairway Drive
Hudson, NH 03051

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Dubowik, Brooke

From: JAMES CROWLEY <jkcrowleynh@comcast.net>
Sent: Friday, July 10, 2020 2:04 PM
To: Groth, Brian
Subject: RE Additional Access Road ROW Geotechnical Study and roadway design
Attachments: Figure 1 Annotated CS100 snapshot.jpg

Brian

Please add this to the PB 07/22/2020 public input package. I can not add images to the Town of Hudson website so I referenced you when contacting Board of Selectmen and PB contact page submitting. Sorry about that, do not know another official route to get my information across..

Thank You

Jim Crowley

July 10, 2020

To:

Board of Selectmen
Planning Board
Town Planner
Town Engineer

RE Additional Access Road ROW Geotechnical Study and roadway design details are necessary

SUMMARY

Proposed Hudson Logistics Center right of way needs additional geotechnical analysis and detailed design before Town of Hudson acceptance to avoid future maintenance issues with subgrade.

ANALYSIS

Per Hudson Logistics Center Subdivision and Site Plans an access roadway named Green Meadow Drive is proposed to be dedicated to and accepted by the Town of Hudson. In the Stormwater Management Report for this project a historical 2006 Preliminary Geotechnical Engineering Study was noted. See References No. 1 & 2 in this letter.

In the 2006 Preliminary Geotechnical Engineering Study the following is noted:

- "Organic peat was encountered in TP-18 (Test Pit 18) below approximately 4 feet of silty sand. The deposit generally consisted of fibrous peat and amorphous peat. The deposit is likely former wetland area that was filled in with the overlying sand. The bottom of the deposit was not encountered due to the limits of the excavator reach."
- "Buried compressible peat was encountered in one test pit (TP-18) in the eastern portion of the Site. Organics encountered within the limits of proposed buildings, parking, and roadways will need to be excavated and replaced with compacted structural fill to limit settlement. The deposit of peat was only encountered in one test pit and is likely an isolated pocket near the current wetlands. Further evaluation and delineation of deposit should be done as design proceeds. Possible remedies to deal with the buried peat include removal, pile foundations, or soil improvement techniques.

The approximate location of TP-18 was placed on a clipped and annotated snap shot of Overall Site Plan CS100, Reference No. 4 of this letter. See Attached Figure No. 1 annotated clipped snapshot. Also, the same general area is noted as wetlands Evaluation Area 3.1 in Grove Environmental Services report for this same site. See Reference No. 3 of this letter.

CONCLUSIONS

1. Additional geotechnical field testing and evaluation is needed in the Green Meadow Drive right of way in wetland crossing areas and especially in wetlands Evaluation Area 3.1.
2. Areas and depths of peat removal below right of way subgrade needs to be delineated on project plans.
3. Detailed design plans and specifications for right of way subgrade fill material, compaction, etc. needs to be added to Hudson Logistics Center application package prior to acceptance for construction.
4. Organics (peat) encountered in right of way needs to be excavated and replaced with compacted structural fill to limit settlement. Excessive settlement of right of way pavement will require significant future financial expenditures by Town of Hudson to remedy lack of accepted engineering practice in the roadway design.

I respectfully request the Planning Board require the applicant to provide additional plans and specifications to avoid future unnecessary maintenance expenditures for Green Meadow Drive. The specifications should also note required field testing and Town inspection approvals that are to be adhered to during construction of Green Meadow Drive.

Respectively Submitted
James Crowley
4 Fairway Drive
Hudson, NH 03051

References:

1. Preliminary Geotechnical Engineering Study River Place, Hudson New Hampshire, Prepared By: GZA GeoEnvironmental, Inc., Dated May 2006, File No. 04.0024050.01
2. Stormwater Management Report for Hudson Logistics Center 43 Lowell Road; Hudson, New Hampshire; Prepared for: Hillwood Enterprises, L.P.; Prepared By: Langan Engineering & Environmental services, Inc. Dated May 2020.
3. NH DES Wetlands Bureau Major Impact Dredge Fill Application for Hudson Logistics Center, Dated May 4, 2020. Prepared by Gove Environmental Services, Inc.
4. Master Lot Line Adjustment Subdivision Plan (Map 234, Lots 5, 34, &35 and Map 239 Lot 1; Hudson Logistics Center; Lowell and Steele Roads, Hudson, New Hampshire; Prepared For: Langan; Prepared By: HIS Hayner Swanson, Inc; Dated 21 April 2020.
5. Hudson Logistics Center; Map No. 239, Lot 1; Overall Site Plan; Drawing No CS100; Prepared By: Langan Engineering and Environmental Services, Inc.; Dated 04-21-2020.

Attachments: Figure 1 Annotated clip of CS 100 Overall Site Plan

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Dubowik, Brooke

From: Kathleen Martinek <kmmartinek@msn.com>
Sent: Sunday, July 12, 2020 5:59 PM
To: Groth, Brian; Planning; ~BoS; Morin, Dave; Coutu, Roger; Morin, Dave; McGrath, Marilyn; Martin, Normand; Roy, Kara; Planning; robert.scott@des.nh.gov; Dhima, Elvis
Subject: Proposed Hudson Logistic Center at Green Meadow Golf course

July 12, 2020

Please add this document to the records and information packet for the next planning board meeting (7/22/2020) regarding the Hudson Logistic Center Project.

We request the our concerns and comments be reviewed and added and treated with deep concern from all parties involved both for the town and its residents future life styles. We want to go on record that we strongly say **NO** to this proposed project. Some of our reasons are listed below:

- The negative impact of **increased traffic** on the already overly inadequate roads surrounding this area and Lowell Road and the bridge
- The negative impact and **cost to repair and maintain** these roads and areas being used by this over load of **traffic usage**
- The negative impact of any **fire disaster** to the surrounding neighborhoods and businesses should any incident occur with such closeness to all
- The negative impact on the already overly stressed **existing Fire and Police** personnel and equipment
- The negative impact on our **air quality, wetlands, and water and sewerage capacity, and the existing wild life population**
- The negative impact on **computer and phone services** capacity
- The negative impact from **constant noise and lights** caused from the trucks and cars coming and going **365 days - 24/7**

This list could go on. But, we choose to be brief:

We hope you see how this project **does not bring any good changes** to our wonderful Town of Hudson.

Please consider our comments. Again we say **NO** to this project. Thank you.

Kathy and Steve Martinek
4 Birdie Lane
Hudson, NH

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Dubowik, Brooke

From: sunny10997@aol.com
Sent: Monday, July 13, 2020 5:37 AM
To: Planning
Subject: logistics center

Planning board.

I just want to make sure our concerns for the logistics center letter is included in packet for the July 22 meeting. Please add this response in that packet. Thank you.

Our response to the proposed Logistics Center at Green Meadow

This project is a serious concern to the quality of life in Hudson. The traffic, noise, danger to wetlands and wildlife are more than enough to stop this development from being incorporated in this town. I am appalled that anyone having read the questions and concerns of the Save HudsonNH.org website could even consider allowing this project to approved. Money to big industry is of utmost importance to investors not the consideration of the numerous effects this will have on the town especially those of us who already deal with heavy traffic and noise of just everyday on Lowell Rd, Dracut Rd, and River Rd. We have lived on Jacqueline St for 42 years. It was a wonderful place to raise our family.

When the commercial building at the site of Lowell Rd and Philbrick St was approved, our neighborhood was concerned with the potential increased noise that would be generated from the delivery trucks. There was an agreement about the noise decibels that would be allowed by the running of the business especially the loading and unloading of the delivery trucks. We neighbors presented documented decibels to the town once facility was operating. Those levels exceeded the agreed upon limit and when addressed to the town leaders, NOTHING changed. Our quiet neighborhood was compromised. Not until they moved out and office type businesses moved into the space did we no longer have the extensive disruptive truck noise. Compare to that disruption in our lives to what is being considered for beautiful Green Meadow property was a drop in the expansive ocean of disruption. The traffic and noise level will be unbearable. I cannot even begin to wrap my head around how all those trucks, and additional cars will gridlock this comfortable town. We have already voiced our concerns through an email to all town leaders involved in this decision. But this proposal is too important that another reminder to those with the voting power to stop this abominable request be once again addressed.

Please DO NOT allow this project to be approved and thus destroy our wonderful Hudson present way of life.

Peter and Dorene Krauss

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Dubowik, Brooke

From: Kathryn Latham <kmmlatham@gmail.com>
Sent: Monday, July 13, 2020 10:06 AM
To: Planning
Subject: Hudson Logistics Center Proposal

To the Planning Board,

We are opposed to this project.

There is no way this Center will improve the quality of life in the town of Hudson.

Traffic in the area is already congested and the increase we residents would experience is actually unimaginable. The residents who bought the abutting properties to live by a bucolic golf course would suffer from noise and a significant loss in property value.

This type of Center certainly belongs in a total industrial area and not in an area with so many residences abutting.

Who would choose to live

where hundreds of trucks

come and go constantly?

No one.

Please protect the longtime

residents from this potential devastating impact on their quality of life in our beautiful town.

Change and growth is inevitable, but we trust that our town leaders will make decisions that benefit our property owners and ensure that living in Hudson remains desirable for all.

Please protect the beauty and peace in our town.

Thank You,

Frederick and Kathryn Latham

8 Jacqueline Street

Hudson NH

Sent from my iPhone

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Dubowik, Brooke

From: Kathryn Latham <kmmlatham@gmail.com>
Sent: Monday, July 13, 2020 10:14 AM
To: Planning
Subject: Logistics Center

Hello,

We give our permission for our letter to be included in any public discussion regarding the proposed Distribution Center at the current Green Meadow site.

Frederick and Kathryn Latham
Sent from my iPhone

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Bonnie J. Boutselis
6 Jacqueline Street
Hudson, NH 03051

Hudson Planning Board
c/o Tim Malley, Planning Board Chair
12 School Street
Hudson, NH 03051

To Whom It May Concern,

I would like to voice my formal opposition to the proposed Hudson Logistics Center on the land currently occupied by the Green Meadow Golf Course.

Approximately 42 years ago my late husband and I moved to Hudson from Massachusetts to get away from the city lifestyle and enjoy the nature of southern New Hampshire. In the last few decades, however, the character of the town we love has slowly transformed from a quaint suburban oasis to a home for small and large industrial businesses.

In the area around the Sagamore Bridge, in particular, recent development has permanently altered the landscape. I can remember a time when farmland filled the area where Sam's Club now stands and private homes were situated on the land that now houses Wal-Mart. Similarly, a historic building was razed from the ground to make room for Friend Lumber. The approximately 400 acres of the Green Meadow Golf Course are all that remain of untouched beauty and a sanctuary for local wildlife. Replacing all of that beauty with such large sections of 'impervious surfaces' is hard to bear and difficult to fathom. Such a move could be something our town forever regrets.

Two years ago the Hudson Economic Development Assessment said that the Green Meadow site "offers perhaps the greatest opportunity for both commercial and industrial development in Hudson." This is undeniably true, but the cost associated with altering the property for three large distribution centers comes with a cost that cannot be measured in potential tax revenue.

Many years back the Raytheon Corporation (now Raytheon Technologies) built a warehouse along River Road right behind my home. This development was considerably smaller than the one proposed by Hillwood and only operated from 7:00am to 7:00pm. However, when a new tenant moved in my neighbors and I experienced loud sounds and an increase in operational hours and truck traffic that exceeded the original parameters. This forced residents to band together and hire legal counsel to rectify the problem. With this understanding I feel even more concerned for the residents of Fairway Drive and Eagle Drive who will be forced to live next to three buildings with a combined square-footage of 2.5 million, 363 loading docks, approximately 840 trailer parking stalls and 1,840 parking spaces for cars – all with the potential to operate 24 hours a day, 7 days per week.

While I support job creation I fear that this site is not properly suited for such a large commercial project. The roads surrounding the property – specifically Route 3A – cannot support a torrent of tractor trailers and employees heading to and from that destination. While Route 3A has expanded in recent years that expansion only goes so far and quickly moves back to a one-lane road in each direction near Presentation of Mary Academy (heading north) and Pete’s Gun and Tackle (heading south). If you combine this traffic bottleneck with the negative effects of increased air pollution you would instantly find a recipe for disaster.

Perhaps most importantly, however, is the quality of life for our fellow citizens. Such a development as the one proposed would forever change their neighborhood and could negatively impact home values well into the future.

The Friel family has an undeniable right to sell the property if they choose not to operate the golf course going forward, but the Town of Hudson has a legal obligation to ensure that any new development meets all air/water/zoning requirements and a moral obligation to encourage and attract businesses that support the direction we want our town to move toward.

I strongly urge the Planning Board to hear our residents’ concerns and cautiously consider development that preserves the beautiful fabric of our town so many have come to love.

Regards,

Bonnie J. Boutselis

Letter to the Planning Board from Abigail Sakati, resident at 11 Fairway Dr.:

The Town of Hudson is a town of advocates. We have fought hard to make our community better and stronger through restoring Bensons Park, voting for the Alvirne renovation, and securing parcels of land for conservation.

Together, the Town of Hudson banded together, put on our gardening gloves, and cleaned up Benson's Park. As a result, we redesigned this green space to be one that enhances community engagement and connection. Benson's has become a staple Prom picture site for not only our town, but for neighboring towns. The children of Hudson make friendships and let their imagination soar on Benson's playgrounds. Benson's has also become a place for reflection and introspection with our memorial for those who lost their loved ones during 9/11 or fought for our liberty overseas. Benson's was created out of grit and determination.

Together, we voted for the renovations of Alvirne High School. These renovations will welcome new opportunities for our sports and arts and entertainment community. With the new additions more community members will be able to celebrate our students' achievements and talents. We will now have the abilities to offer new experiences to community members for learning, getting involved, and connect with the community. We advocated for the future of our town and the future of the children of Hudson. It was a long hard fight, but Hudson persisted.

Knowing who we are as a town, do we really want a logistics center in our town? The plans may seem like an enticing opportunity given the time of the pandemic that has resulted in great loss and anxiety. But if we say yes to clearing over 2.5 million square feet of land today with the data from Hillwood that 2,680 combined cars and trucks will be entering and leaving, what does that mean for tomorrow?

We have seen an increase in demand for e-commerce lately. Who's to say that as demand increases more and more trucks will be entering and leaving? Who's to say that the tax increase Hillwood brings won't be cancelled out by additional expenditures to ensure that Hillwood's tenant(s) and Hudson residents are safe, functioning, and able to travel? Who's to say that this won't have a negative impact on our beloved local small businesses? When have we gone too far?

As Newton's Third Law states every action has an equal and opposite reaction. While we are discussing the Hudson Logistics Center, I ask that you, the planning board, to seriously and critically weigh each detail and each proposal that Hillwood makes.

Hudson is a great town with a strong sense of community. Do you really want to change the trajectory of the town from improving our quality of life and community offerings? Or do you want to bulldoze our town and decrease our quality of life with traffic and pollution?

Hudson is a town of advocates. We will fight hard to maintain the well-being and quality of life of all its members now and in the future. Thank you.

Dubowik, Brooke

From: Kathleen Crowley <crazykathy7@gmail.com>
Sent: Tuesday, July 14, 2020 7:14 PM
To: Planning
Subject: Logistc centers

I am very concerned about what may happen if Green Meadow golf is sold & we end up with distribution bldgs. We have lived here for 35 yrs. & love the town & our neighborhood. We mostly enjoy sitting in our yard or by the pool & hearing birds that we feed & watch other critters. I hate to think of the damage that could result if these bldgs. happened. My major concerns are the pollution.....noise, particulates , diesel fumes, truck brakes & esp. wetland damage & run off into the Merrimack River. The traffic will be horrid, it's already hard to get through town at certain times & wear on the roads will be costly. Hudson roads are not highways built for semi's. They say they will only use Sagamore Bridge, but we all know it will spread to Lowell & River Rd. down to Tyngsboro & their bridge .Rtes 102 & 111 will be used via 495. It will be a nightmare no one needs. Please think carefully about preserving out town & perhaps look into conservation of our green space. Thank you, Kathleen Crowley

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Dubowik, Brooke

From: David Yuds <david.yuds@gmail.com>
Sent: Tuesday, July 14, 2020 9:07 PM
To: Planning
Subject: Please reject the proposed warehouse complex

Dear Hudson Planning Commission,

I am writing to you to voice my opposition to the proposed warehouse complex that is being considered for the Green Meadows golf course location. My family and I live on Dracut road where we already experience a steady flow of loud vehicles during most of the day and look forward to the relatively quieter nighttime hours. If the warehouse complex is allowed to be created, I think everyone clearly understands the significant increase in loud semi-trucks and all the warehouse support vehicles that will be speeding up and down Dracut road from Massachusetts. This traffic will do nothing to enhance our small town and will make entering Dracut road from our home much more dangerous at all times of the day.

I am especially concerned about the impact to St. Kathryn's church--the reason we moved to Hudson in the first place. The intersection at Davenport road will become substantially more dangerous for ourselves and especially the elderly parishioners who frequent the church. St. Kathryn's church is a shining beacon for our community that provides so much charitable outreach for those in need. If the proposed warehouse complex is intended to bring more revenue to our town, it certainly will not bring more heart with that revenue. We should concentrate our efforts on the kind of businesses and organizations that grow our community from within, not a warehouse complex that will use our beautiful town as a parking lot and a storage locker. The proposed warehouse complex will not enhance our town by flooding it with low-skilled, shut-in workers for three shifts every day.

Lastly, please consider the impact that the three shifts of workers crowded in a warehouse complex will have should another pandemic occur. Our town has fared as well as it has because it consists of so many small businesses that are spread out. A warehouse complex driven to keep boxes moving no matter what, especially during a pandemic, will be the next hotspot and no amount of revenue from the new development can protect us from that.

I urge you, please reject the proposed warehouse complex for the safety of our roads, the peace of our homes, and the health of our community.

Sincerely,
David and Janie Yuds

CAUTION!!

This email came from outside of the organization. Do not click links/open attachments if the source is unknown or unexpected.

Dubowik, Brooke

From: Linda Zarzatian <zarzatian@gmail.com>
Sent: Tuesday, July 14, 2020 7:51 PM
To: Planning
Subject: logistics center

Quite interesting that the project proposed has the name "Hudson Logistics Center". It is the "Hillwood Logistic Center", not Hudson. They are trying to make it sound like it is a center for Hudson, no it is not, it is for Hillwood, not Hudson. It will be the ruination of Hudson, absolutely the ruination of Hudson, as we know it.

On May 28, 2020 I sent you an email regarding how horrified we are about this proposal for our town. That email needs to be addressed and my questions need answering. Please enter the email in the official packet for the July 22 planning board meeting.

We are unable to attend the meeting due to the coronavirus. The virus is life threatening, does anyone remember? People are dying? The country is having great difficulty trying to live a normal life during this pandemic, and we in Hudson have to try and save our lives also from the Hillwood Center. This is not the appropriate time to have such an important project being considered for our town. Please everyone should use some common sense and protect themselves. Once there is a vaccine and everyone who would, under normal circumstances, be front and center during these meetings and discussions, then, let the proposed project be addressed properly without health concerns for anyone.

Save Hudson from all the negative impact the Hillwood Center will have on all of us from Hudson and all surrounding towns. It is your obligation to keep us safe from harm and this center will surely harm all of us in many many ways.

Sincerely,
Linda Zarzatian

CAUTION!!

This email came from outside of the organization. Do not click links/open attachments if the source is unknown or unexpected.

Dear planning board and others,

I would like to ask a few questions about the traffic study Hillwood submitted and express some concerns about the traffic impact the Hudson Logistic Center may have to our town.

- In their study, they did not include the extra traffic that may come with the apartment complex being built on Lowell Rd. So is this study accurate?
- The study only counted the traffic on one day, 10/8/2019. Is it a good representation of our typical traffic?
- In their study of the existing peak hour traffic, they counted traffic from 4pm to 7pm and decided that the peak hour is 4:30-5:30pm. However, many days when I went to pick my kids up from school around 3:30pm, the traffic was backed up from Walmart boulevard to Rena Ave. In Appendix B p241/288, it shows that the NB-TT at the intersection at 4pm is compatible to the peak hour traffic. What do we know about 3-4pm? The traffic study may not be as conservative as it claimed to be.
- Is the data provided by the tenant in Appendix C accurate?
 - It shows that while the shift starts at 7am and 6pm, the number of cars going in and out spread out throughout the day, which does not reflect the shift changes.
 - The number of cars in and out are not the same. It doesn't make sense.
 - This is New Hampshire; will the employees of the logistic center utilize the multi-occupancy vehicles as much as anticipated?
- Will there be a conditional use permit that limits the number of trucks for this logistic center to be the same or under the number the current tenant claims to have because the current tenant of the first two buildings seems to use a very low number of trucks. A report by the Institution of Transportation Engineers shows that while the number of vehicle trips varies widely for large logistic centers of different business plans, the average daily trips for trucks plus tractor trailers for a logistic center of 2.6 million square feet would be around 1700. (<https://www.ite.org/pub/?id=a3e6679a%2De3a8%2Dbf38%2D7f29%2D2961becdd498>) If the number of trucks the tenant provides is accurate, how about the future tenants after the first 15 years? Is there some kind of regulation to make sure the number of trucks running for the facility is the studied number or lower?
- Did the study include the extra time tractor-trailers need to turn, to start, and to slow down at the intersections? The numbers the study used from Appendix C are the combined of cars and all kinds of trucks.
- In Appendix A, figure KO103 shows that north bound will have three left turning lanes onto Sagamore Bridge and will drop to two lanes slowly. I'm concerned that:
 - There will be traffic slow down due to lane merge during high traffic periods.
 - There will be more accidents at the Sagamore bridge road and Lowell Rd intersection due to lane changes at the three turning lanes and at the Walmart Boulevard and Lowell Rd intersection due to lane changes. I have seen many people change lanes at the last minute and almost cause an accident at these intersections when trying to turn left onto Sagamore Bridge. According to the studied data, most accidents among the studied happened at the intersection of Sagamore bridge and Lowell Rd and Walmart Boulevard and Lowell Rd already.
- I'm concerned for the traffic at the intersection of Lowell Rd and Walmart Boulevard. According to Table 7 (page 22 of 42), the delay time for NB-TT (north bound through traffic) will degrade from LOS C to LOS E without improvement and with improvement it will still be LOS D. The delay with improvement is twice as long as without build during peak hour and the traffic there is already bad. The traffic at the intersection of Lowell Rd and Reva Ave also

degrade from LOS A to LOS B with the delay doubling what it is now (without the pandemic). I focused on these two intersections because they will directly affect me everyday.

The traffic study conclusion states that “the intersections analyzed will maintain acceptable or improve on the no-build traffic operating conditions.” I disagree. We the residents will be the ones who drive through these intersections everyday and experience the increased traffic everyday. Our quality of life will suffer. Milford, MA regretted their decision to approve an Amazon distribution center due to traffic. I don't want us to make the same mistake.

Sincerely,
Mu-Jane Monk
13 Fairway Dr

RECEIVED

JUL 14 2020

TOWN OF HUDSON
PLANNING DEPARTMENT



July 13, 2020

VIA HAND-DELIVERY

Town of Hudson
Planning Board
c/o Brian Growth

RE: Hudson Logistics Center

Dear Brian,

Please find enclosed 12 copies of resident comments submitted to savehudsonnh.org, 12 copies of Joseph Wozniak's letter to the editor, and 12 copies of Marie Dobens' letter to the editor.

Feel free to reach out with any questions.

Sincerely,

Jessica Wilson
Administrative Assistant
wilson@nhlandlaw.com

Encl. (36)

JUL 14 2020

TOWN OF HUDSON
PLANNING DEPARTMENT

The comments you see below have been left on the SaveHudsonNH.org website. They have not been altered in any way, with the exception of correcting grammar and spelling. People were given the choice to leave us their full name or their initials.

Years ago, the town didn't purchase the former friary land and now we have an 80-unit apartment building going up when we could have had a beautiful park or athletic fields, boat access or town offices. No foresight whatsoever. Now they want to build this monstrosity of a distribution center on top of homes, ruining green space, displacing wildlife. It's a tragedy that the town is now full of strip malls and half empty business parks already. Absolutely no planning done in this town that supports enhancing the lives of the residents, just more traffic, noise and air pollution. This project needs to be stopped!

-SK of Hudson, NH

More like Hudson Logistical Nightmare Center

-Frank Mullen of Hudson, NH

I've been visiting Hudson for decades and consider it a second home of peace and tranquility. I'd like to help preserve that or support it in whatever way I can.

-Lance Hunter of Milford, CT

This is horrible deal for Hudson. We don't need low wage jobs in exchange for our open space. Average house cost 320000. Their paying 15 an hour come off it. This will just be noise and traffic with nothing to gain for families.

-Josh Lessard of Hudson, NH

I am vehemently opposed to this development.

-Maureen Jozokos of Hudson, NH

I ride my motorcycle on Kimball Hill and 111 a lot and so do a lot of people. This will really increase our chances of getting hit and killed I moved here to avoid traffic and be in a peaceful place this breaks my heart if we have to move again, I thought Hudson was going to be our permanent home.

-R of Hudson, NH

This plan is the worst one proposed for this land in the last 20 years. Not only will it totally destroy the natural environment, wildlife and Merrimack River banks, it will also pollute the air and water of the Southern NH region for years to come and wreak havoc on an already overstressed road system. A project like this belongs in a totally industrialized region, not abutting a large neighborhood and beautiful river.

-Mary Palmer of Hudson, NH

It would be horrible for the community, environment and the people of Hudson, NH for this project to move forward.

-Stephen Ciaccio of Nashua, NH

I'm very interested in the infrastructure plans to handle emergencies and Fire.

-KB of Nashua NH



I oppose this development. It will destroy the environment and our town roads are not able to handle the proposed traffic! What are the tax exemptions that have been mentioned that this development is seeking? Why should they be given any exemption at all? Will they be required bonds in \$millions to ensure that all work is completed? Or if traffic estimates are underestimated to cover costs needed to support these?

Why is the name of the lessor that is being hidden? Why is this permitted? Will the developer be required to fund the additional resources such as police and fire needed to support this? if not, why not?

-FP of Hudson, NH

One thing I can tell you about for sure is the Tractor trailer traffic nightmare that will absolutely happen if this project gets built. Beyond the potential for hundreds and hundreds of trucks rolling into Hudson, into our already congested traffic, there are other problems that go hand in hand with this traffic. FYI, I work for UPS in the Chelmsford Hub, for 27 years. We see hundreds of trucks a day even in slow times. Many are UPS drivers, many are "gypsies", or contractor carriers. This project will bring in at least double, or even triple that volume, every day and night, 24/7, 365. Many of these drivers can barely back up without hitting something. Many of these are giant sleeper trucks, pulling 53-foot containers. I can promise you, we will see more car/truck accidents, and the cars always lose. Many of these gypsy trucks are poorly maintained, and not safe for the road. Many of these drivers will need to find someplace to pull over and go off duty for 10 hours, to follow DOT hours of service regulations. Many of these trucks will need to get fuel. There are no truck stops anywhere around here. With the exception of going straight up 3A through the Hudson traffic light expressway, where every turn off that road is into a residential area, any direction other than back out to the highway is into a neighborhood. Do we want Tractor trailers on Wason road looking for a place to turn around because they got lost looking for a place to lay over? Trucks parked and idling anywhere they can find a spot? There are only two places to get Diesel fuel on 3A, both of which require a left turn across traffic to get into, and neither of which is set up for large volume of trucks. Also, that kind of trailer traffic will bring lots of broken-down trucks, flat tires, and giant tow trucks. Mobile tire repair trucks will be coming and going changing flat tires with loud air compressors, and tire lug nut guns. I see this every day at UPS. It is inevitable. We will have trucks coming out our ears, with nowhere for them to go. This will be an absolute nightmare for our town. We must all fight to prevent this from happening to Hudson.

- Colin Goyette of Hudson, NH

Stop clearing the beauty of Hudson and utilize the spaces we already have cleared. The best part of our town is it being a small town with lots of green.

-Melissa Johnstone of Hudson, NH

The 2006 development proposal was ahead of its time. It's a shame it wasn't completed. I'd much rather a golf course, but I understand the desire to sell. A golf course, with planned winter activities i.e. cross-country skiing, even more ideal. That being said, we are now faced with these warehouses. I am a fan of online shopping and realize product has to come from somewhere, but this area is not meant to handle this noise, traffic etc....

I hope the town realizes that before it's too late. Think of how Walmart and Sam's affected traffic when they were introduced. That area cannot take any more. Also, consider the introduction of new retail locations being constructed near Dunkin Donuts, what may take over PMA.... This needs a major risk vs reward review.

-DP of Pelham, NH



The proposed Distribution Center seems to be much too large and encompassing as far as traffic environmental of land usage, road maintenance and Noise and let's not forget pollution from these large trucks. This Center should be placed in a rural area near a highway but away from a populated area of a town. Who initially proposed this? What town officials said it was okay and why and what is Hudson getting out of it? I think the state should be involved and traffic issues in environmental impact and that could block any proceedings from the town unless that is done.

-Pamela Michael of Hudson, NH

I am a direct abutter to this project. The access road will run thru the property adjacent to my backyard. I chose Hudson to raise my family, I chose my property in Hudson because it was a quiet and easy to get to off the highway, now it seems like 100-200 18 wheelers coming AND going every day will be my new norm. As well as a devastated property value trying to sell with that behemoth in my back yard.

-MT of Hudson, NH

The impacts on this amount of green space sounds immense. The traffic in this area is already high. Slow down any approval process until traffic and environmental impacts are spelled out. Must we build on every square inch of green land.? Tyngsboro, Lowell and Dracut need to be heard as well.

-William Nickles of Lowell, MA

Just when we thought Hudson couldn't try to get any uglier with the continuous destruction of small and large forests and green spaces -- the multiple unnecessary gas stations and endless "developments" and strip malls -- the town now wants to destroy a beautiful green patch of Earth?! Just for money?! NH is supposed to be the place of wilderness and nature. Isn't southern NH part of the rest of NH? First thing people see when they drive up from MA (and get off at Exit 2) is a beautiful green golf course with mature trees and wildlife and the feel of nice cool breezes blowing across the hot highway. I thought Sam's Club and Walmart and the big industrial park was bad enough but now we might be faced with more destruction of nature?!?! How dare our town not protect its natural resources, animals, and people. What a shame if this monster goes through. Very poor planning on Hudson's part. Time to get hip, Hudson, and stop trying to be an ugly industrial zone. Time to plan for a healthy world that cherishes life, not the destruction of it.

-DS of Hudson, NH

My husband and I are against the building of the logistics center.

-JR of Hudson, NH

This will be a HUGE detriment to Hudson. The ravages of pollution i.e. diesel fuel, oil & air particulates will be damaging to the environment, health & wildlife as well as the Merrimack River. Property values will be affected & the 100+ homeowners who thought that bought forever homes will be devastated. The traffic will be overwhelming. we already have traffic issues now on Lowell Rd., Rtes 111 & 120, not to mention commute on 3A, the NH/Mass. route. We need to STOP this.

-Kathy Crowley of Hudson, NH

Supporters of the Hillwood Development in Hudson are dreaming if they think people would want to live in Hudson with this monstrous "Truck Stop" running eight tractor trailers per hour



24/7 up and down Lowell Road. (And who's to say there won't be more based on the over 360 loading docks and nearly 85 tractor trailer parking stalls in the plan?) Those tractor trailers would be idling at each light, and constantly spewing diesel fumes into the air. Trucks coming from the North would likely come from Nashua, over Bridge Street, polluting that section of Hudson on their way South.

The fumes, the traffic, and the noise will cause a decline in the quality of life that will drive down property values. Hudson will no longer be a "nice place to live" where people are willing to pay the high property taxes.

And the jobs being promised are only temporary--work during the construction phase, and later warehouse positions that will end up largely being taken over by robots. The truth is that Hillwood cannot promise jobs after the construction phase---and will not reveal their intended tenant for the first two warehouses so that we can talk to them. They do not even have a tenant for the third warehouse. How can the town negotiate with anonymous and non-existent tenants? It can't.

The Hudson Town Select and Planning Boards that seem to be trying to force this development on us for the "big tax revenue" are not serving the residents of Hudson, especially by pursuing approvals for it during a pandemic, when it is difficult for citizens to attend meetings and speak up. How much revenue does the town think it will gain and has anyone totaled up the on-going costs that a development this large will generate in terms of police, fire, road repair, and other expenses?

The so-called "open space" that Hillwood promises will be an unusable fraction of the green space that now exists. The noise alone will disrupt wildlife, not to mention the damage to their habitats. There is surely a far better use for this beautiful piece of property, one that will not be so destructive and that will, instead, enhance Hudson, as the golf course has done for so many years. Hudson can do better.

-RMS of Hudson, NH

I've lived in town for 30 yrs. What can I do to help save green meadow?

-Carl Johnson of Hudson, NH

When Hudson considers the greater good, they only think of the town itself and how much revenue THEY can bring in, not their citizens and taxpayers! I've been through an abusive energy project. The town was more concerned about themselves than the 20 or so citizens that were harmed. There should be no exceptions to rules. Far too many requested in this project. The best hope is the NH DES to see clearly the damage it will do to the river and the applicants inability to factually properly mitigate the damage this project will do to an otherwise undeveloped portion of the river.

-Peggy Huard of Hudson, NH

We have traveled cross country and observed these distribution centers in action and do not want this for our town. The light, sound, and air pollution will be intense not to mention the traffic. 250 tractor trailers and 30-50 box trucks each 24 hours is a large influx of traffic onto Lowell Road which is already a mess. The south end neighborhoods can expect their property values to drop since 200 feet of buffer is a drop in the bucket. Why the town didn't go for a multi-purpose facility that would preserve green space and provide something for all residents to enjoy is beyond me. Don't we already have industrial buildings that sit empty that could be



renovated. I know Green Meadow owners want things settled but bringing this eye-sore to our town is not good for the town.

-Cynthia Tonseth of Hudson, NH

You really need to destroy this beautiful site with so many empty parcels around that are already business zoned. Once this is gone it is gone forever.

-KC of Wilmington, MA

I have many concerns about the changing of Green Meadows GC into a Logistics Center. Before I go on, I'd like to make it very clear that I believe that everyone has the right to sell their property to anyone they would like to providing that it doesn't infringe on the rights of others.

First, considering that any "logistics center" would create an abundance of additional traffic, I see no infrastructure changes in the plans. I would hope that our elected officials would insist that before any construction was started that a plan was submitted and approved by the town of Hudson and the NH department of transportation. This approved plan and all work involved should be paid for by the Buyer and be completed prior to any occupancy or storage of any products at the site.

Secondly, the subject of water, air, noise, and light pollution, I believe needs to be addressed in much greater detail. Without a noticeably clear and enforceable plan to contain all of these things, I believe that all conversations on this subject should cease. Just a side note, I remember hearing from the Goodwill people during their proposal speech that there would be no more than 3 trailer trucks there at any one time and there would be no activities going on at the site that would cause any noise pollution between 7 PM and 7 AM. They violate this agreement almost daily and when I have asked the town officials for a copy of the agreement, they tell me they will look for it and get back to me when they find it. You cannot enforce what you cannot prove was agreed upon.

-Kenneth Jones of Hudson, NH

Looking to propose better option to owner for all as well as alternate location for Hillwood.

-Timothy Wyatt of Hudson, NH

This project is going to destroy the town - no financial benefit can outweigh the damage to the community and the environment!

-AL of Hudson, NH

I have lived in walking distance to Green Meadow for the past 36 years, Over those years I have enjoyed my peaceful neighborhood, beautiful birds , and wildlife from the preserved golf course - this Logistics Center does not belong in this rural part of town - the noise pollution , air pollution , the tractor trailer pumping of the breaks 24/7 is not what Hudson NH needs , our taxes are reasonable, the town has enough industry already! This is a horrible idea especially during a pandemic for the rich to get richer and destroy small town America!

-Gena Hunt of Hudson, NH

I am entirelyly against this. It will cause incredible congestion to the flow of traffic as well as displace countless wildlife and ruin some of the only green earth left in this town. Pathetic that a deal like this could even go through. Please make it stop.

-KA of Hudson, NH



I grew up in Tyngsboro, Mass and I am very familiar with the area that the Hillwood Co wants to develop. This is a bad idea on so many levels. From the standpoint of traffic, the area just cannot sustain it. The area is already too congested. The proposal will be awful for the environment and the Merrimack River. It is just not a good plan!

-JM of Manchester, NH

I travel Exit 2 and Route 3 for work every day. The 15 miles from the Route 3 / 495 interchange to home each day often takes 45 minutes to an hour. As many as 15 minutes of my commute can be spent just sitting in traffic on Exit 2 waiting for multiple light changes to reach Lowell Road. The traffic is continuing to build each year. Adding this Logistics Center to Hudson's already overburdened infrastructure will only serve to stifle the traffic of this area. How far into Nashua will the traffic back up each afternoon? How many more light cycles will it add to the wait on Exit 2? The re-development of these golf courses should not come at a cost to the lifestyles and well-being of the families of the town of Hudson. How is it possible that corporate greed can be allowed to impact the residents of our town?

-Michael LaBonte

I believe that warehouses make small profit per square ft. Therefore, the tax contribution to NH is very small compared the impact on the environment etc. The jobs are low paying. I would think Hudson would want something better.

-RV of N/A

Lowell road for the last 20 years can't handle the traffic!! Never mind a big development like this!!!

-FP of Hudson, NH

The construction of a large distribution center will, I'm sure, produce new jobs, both temporary and permanent, in Hudson. Whether those jobs will be filled by Hudson residents or by commuters from Massachusetts or other cities and towns in New Hampshire is anybody's guess. What is more certain is that the non-stop operation of a large distribution center, including the constant movement of large trucks to and from the center, will have a major detrimental impact on the quality of life for many of Hudson's residents, contribute to traffic congestion in the area, and accelerate the wear and tear on our town roads. I would also hazard a guess that those sorts of changes would also have a significant adverse impact on residential property values over a fairly wide area of the town. The Green Meadow golf courses are a Hudson landmark. In fact, I moved to south Hudson twenty years ago in order to be close to Green Meadow, with the thought that even well into my golden years I would be able to find my way to two great nearby golf courses. Now that I am a senior, I am heartbroken that Green Meadow could disappear in the near future. During a time when we are all struggling with a pandemic that has placed severe limits on the number of safe, outdoor sources of recreation that are available to us, losing Green Meadow would be a small tragedy.

-FC of Hudson, NH

From what I heard from other neighbor's, Amazon will be the main client of the logistic center. That will cause a lot of traffic problems in South Hudson. Also, problems for the residents who live next to the golf course.

-MS of Hudson, NH



Increasing the tax base while destroying the town is stupid - residential property values will decrease as the town chokes on non-resident traffic - all these jobs are low paying, likely with no benefits - half of the industrial park across from Market Basket is vacant, that should be the first place they look - climate crisis will make this type of facility untenable - it is entirely based on the fossil fuels which are destroying the earth - the temperature of the adjacent neighborhoods will increase as a result of the trucks and machinery - capitalism is not sustainable and this center is all about making money selling and distributing shit no one needs - golf courses are environmental nightmares, rewilding is the appropriate action

-RP of Hudson, NH

Tractor trailers and 50 box trucks coming and going every day amounts to 1 truck every 2 minutes for 8 hours a day. Traffic in the area is already dense. This will cripple traffic, greatly increase noise and destroy a beautiful piece of property. Hudson can do much better than this! A community development with mixed use, homes, condos, restaurants and walking trails is a much better use of the property than this eyesore.

-JM of Nashua, NH

This land could be used as a waterfront shops and restaurant area with luxury housing to beautify Hudson and make it a destination money maker for the town.

-MR of Hudson, NH

Our family has lived in Hudson for over 40 years and has witnessed many changes to our town. Change is inevitable but this proposed Hillwood project would certainly not bring good changes to our Hudson. Don't be fooled by the talk of lower property tax rates and high paying jobs. This project would put additional strains on our already stretched water supplies and cause air pollution from hundreds of trucks and cars coming and going 365 days a year 24/7. We say a loud NO to this proposed Hudson Logistic Center.

-K&SM of Hudson, NH

My concerns about the Hillwood proposal encompasses the full gambit from traffic and noise to environmental and potential residential property value declines. Solving all of these issues is key to moving forward, as we all know, eventually this property will be developed. Is this proposal the best for Hudson and the region? The potential impact on traffic and the environment alone should give everyone pause before approving this development.

-Scott Wade of Hudson, NH

I have been a resident of Hudson for twenty-three years. I have raised three daughters in this wonderful town that offers so much to its residents. I reside in a residential neighborhood directly across from the proposed Logistics Center entrance. This letter is to state my concerns if this proposal were to be accepted: • Rena, Rita, and Rega streets, our neighborhood, would share the same traffic light of the Logistics Center. o Currently, it is not uncommon for some to "run" the traffic light, which has shown to have a significant amount of car accidents and safety concerns for pedestrians. o The traffic light mentioned is in close proximity to the next traffic light at Walmart, which means if three trucks were to exit the Center, there would be no room for additional cars exiting from the neighborhood, and I am sure this would increase in further "running red light." - The aforementioned would increase the wait time at the light. • The proposed Logistics center would increase noise pollution of the center itself and from the numerous amounts of trucking. Again, please note the Logistics Center would be adjacent to residential neighborhoods. • Environmental pollution is a concern as well due to diesel fumes of



trucks who idle at lights. • There is no doubt there will be a negative impact on wildlife and wetlands. • The current green space would be gone, forever.

-Georgine Clancy of Hudson, NH

The nature and beauty of this world needs to be preserved. Watch the Lorax if you don't know what greed can bring to this world.

-JT of Hudson, NH

My wife and I moved to Hudson 14 years ago. Part of the draw for us was the small-town feel, and a less expensive housing alternative to MA. In these 14 years we have watched strip mall after strip mall come in, many of which have had vacant storefronts for years. As well as more and more vacant industrial space. And the traffic on Lowell Rd., coming from route 3 is a nightmare. I agree with others that the Friel family have every right to sell their property and retire from the golf business in Hudson. However, a logistics complex of this size is just not the right fit for the location of that property. The town fathers need to think about the massive disruption to the quality of life in Hudson that this complex will create. It's not always about the tax revenue!

-JD of Hudson, NH

Will the town have any control over the tenants of these buildings relative to the number of truck trips per day versus Hillwood's estimate of 250 per day? Hillwood has been quoted in the newspaper interviews that they have built similar distribution centers in residential areas with no problems with the neighbors or impacts on the property values. Would request that Hillwood identify the locations so we could contact those residents for their inputs. Does the town intend on doing an independent noise study and will the people most impacted have a voice in the planning of this study?

-Paul Groleau of Hudson, NH

I have been a resident of beautiful Hudson NH for roughly 5 years now and spent most of my childhood growing up in nearby Dracut MA. This proposal is downright heartbreaking. The Green Meadows Golf Course property is stunning and full of gorgeous views, 100+ years of natural forestry and wildlife the same. There has to be a better, already cleared, commercial space more suitable for this endeavor. I have already seen first-hand how the recently constructed Amazon facility in Dedham MA has affected the local residents. Overcrowded gas stations, nonstop traffic issues, belligerent delivery drivers (flipping off residents, causing accidents, leaving urine bottles and trash on the sides of the road); just to name a few. Some people say it will be good for Hudson's growth but the fact is that these are low paying jobs made up of mostly out of town workers who will profusely congest the town we have all come to love. Please make it a point to get your voice heard.

-DC of Hudson, NH

I want to help save Hudson. Have lived here 30 years and this is truly the worst idea.

-DM of Hudson, NH

Why ruin a beautiful golf course and river side land brimming with wildlife to build warehouses?

-WF of Windham, NH

Green Meadows is a tremendous facility. It would be a shame to see a recreational facility turned into a massive logistics center with environmental consequences far outweighing the benefits.



-KH of Westford, MA

This will absolutely destroy the neighborhood I've lived in for my whole entire life!

-JH of Hudson, NH

On the Hillwood's Hudson Logistics Center website, they state the following: "Hillwood plans to work with the town to optimize the signal timing at four intersections and to turn the Mercury Systems driveway into a new public roadway to handle the increased traffic." How would the Mercury Systems driveway serve as a public roadway? How would making this a public roadway alleviate some of the increased traffic congestion? The road currently only leads to Mercury Systems and potentially to the Logistic Center. Why would the town like to take on the responsibility and maintenance of this roadway that will primarily be travelled by the Logistic Center trucks and worker vehicles in addition to the increased roadway repair on other town roads? Please consider these unnecessary, ongoing costs to the Town of Hudson.

-RB of Hudson, NH

I lived in south Hudson for over 17 years, and I agree that this logistic center should be stopped. I still travel through Hudson every day on my way to and from work. Traffic on Lowell Rd is already a nightmare during morning and evening commutes. This center will just make it worse. When I lived in Hudson, I could hear the traffic from Rt. 3 from where I lived off of Musquash Rd, and the noise only receded at night. I'm sure this center will increase that volume even more, and that volume would go on 24/7. The residents that would live adjacent and close to this center shouldn't have their lives disrupted by it. There is no guarantee that this center will bring money into the town as I'm sure that the company will be offered many tax breaks just to get it built there as large corporations are often promised such things. I also believe this center will be a huge eyesore along the Merrimack River, and I support keeping the land as is (undeveloped and open for wildlife). It's a nice view seeing this land with its trees and green grass when entering Hudson from Rt 3. All in all this center would bring more problems than benefits to the town, and this land should be protected from any future development.

-DP of Nashua, NH

I have a many concerns regarding the proposed Hudson Logistics Center. Have proper traffic surveys been done (not during the pandemic)? What about wear and tear on Sagamore Bridge? Will the beaver dam in Limit Brook by Chalifoux Rd be affected by pollutants or shift in water flow due to blasting up stream? Will pollutants seep into underground water flow that supplies wells for irrigation systems? Will these water flows be affected by blasting? What if there is a fire in one of these facilities, what contaminants will be in the air? Is there an evacuation plan for the residential neighborhoods?

-PS of Hudson, NH

Absolutely no way that we want this company here in Hudson

-SZ of Hudson, NH

We, the Town of Hudson taxpayers, need to keep Green Meadows pristine. It is a vital part of our town. I propose that the town buy the land and golf course business. We can outsource the management and benefit from the profitability of the golf course. Putting in a distribution center will cause population, traffic, damage water level and ecosystems. Put a heavy burden on scarce essentials such as fire, police. Please keep Green Meadows!

-KH of Hudson, NH



I am 31 years old and born and raised in Hudson. I now reside here with my husband and 2 children after years of living in Boston and the North Shore. We specifically chose to move back to Hudson for the well-rounded qualities the town offers. We love the sense of community and environment here. We enjoy being close to the highway yet being able to enjoy the beauty of its nature. The Hudson logistics center will completely destroy all of the wonderful reasons we decided to move back here. I have fond memories of fishing on the Merrimack River with my grandfather and Dad and grew up on Green Meadow Golf Course. Putting the logistics center in will ruin one if not both of these memories and restrict me from making them with my children. Being outside on the river or outside golfing are two of Hudson's greatest features and are some great ways to get kids outdoors and involved in something other than mischief or drugs. There are numerous reasons the logistic center is a terrible idea (traffic, population, pollution, etc...) as listed in other comments, but for me, the most important is degrading the quality of life for the residents of Hudson.

-SM of Hudson, NH

We hope the warehouse project doesn't go through at the Green Meadow Golf Club. We enjoy the quiet of our neighborhood and the green spaces of the town. We sincerely hope that those governing in this town of Hudson will appreciate the same. A 3-warehouse facility with loading and unloading trucks will add to the traffic, noise and pollution one associates with city living and industrial complexes

-D & AA of Hudson, NH

As town residents and homeowners we need to carefully consider the potential benefits and drawbacks to any large project that will alter the character of the community we choose to call home. The only benefit I have seen touted for the logistic center is job creation, but these are not the type of jobs that Hudson residents need to thrive. They are too low pay to afford to live in this town. These jobs would lower the median income of our town if town residents are even interested in working in this facility. They will not contribute meaningfully to our tax base because most workers won't be residents and won't be able to own land here. The drawbacks are numerous and covered in other comments, but I think it is clear this project is a bad deal for Hudson.

-MH of Hudson, NH

You do that, we will no longer be a town. You might as well vote in a mayor. Against it. Let them build in Nashua.

-GT of Hudson, NH

I support this plan.

- KP of Tyngsboro, MA

How will traffic on Dracut Rd, Lowell Rd, and River Rd be controlled, keeping truck traffic off these roads.

-JM of Hudson, NH

My biggest concern is about how this center will be monitored and who will be held accountable for Hillwood's promises. Hillwood makes lofty assurances of thousands of jobs, millions of dollars in community improvements, and low negative impacts for the surrounding residential communities. These promises seem overly optimistic at best, and manipulative and disingenuous at worst. For example, Hillwood's FAQ states "Approximately 150 to 200 tractor trailers and 35 to 50 box trucks" will travel to and from the logistics center each day. According



to Hillwood, they plan to build 842 trailer parking stalls and 363 loading docks. What's stopping the unnamed tenant(s) from increasing operations once everything is up and running? Worst case scenario, the distribution centers are built and things don't work out- Hudson is left with 144 acres of ruined green space and more empty buildings for sale.

-RM of Hudson, NH

Area Logistics Center Would Eliminate Our Quality of Life

Save Hudson and surrounding towns as your quality of life is in danger. In case you are unaware, there is a development company called Hillwood from Texas who is interested in transforming the Green Meadow Golf Course into a logistics center most likely for an ecommerce business. The nearly 400 acres of green space would be reshaped with 3 humongous buildings, almost 50 ft high and covering 2.6 million square ft collectively. In the absolute they will encompass 130 Million Cubic Ft. It would be similar to 3 Pheasant Lane Malls! In addition to these massive buildings with 363 bays to receive tractor trailers, they are planning parking space for 840 tractor trailer trucks and 1840 cars. This would be a 24/7, 365 days operation.

There are many concerns that arise from this proposal. The sheer number of tractor trailers involved would not only cause traffic congestion but would add significant air pollution from the diesel fumes and its particulates sent into the air. Our roads are already inadequate for today's traffic but think about the hundreds of trucks and the thousand or so of cars added to our roads every day from this facility. There will be an increase in vehicle accidents with some involving diesel spills. Is Hudson and its surrounding communities prepared to handle this increased burden to its infrastructure of police, fire, and public works departments. These trucks will be searching for ways to access Interstate 93, 495, in addition to the obvious Routes 3 and 3A. If you believe this will only affect south Hudson you are kidding yourself. The southern part of Hudson will be the magnet but these trucks will be utilizing the smaller side roads around the area. Normal trips to Market Basket, Sam's, Walmart, Friend Lumber and the DW Highway will take on new challenges. Other Lowell Road destinations will feel the pain as well. The south end of Nashua will be burdened with traffic congestion, pollution, and noise too. The folks who reside at the adult community at Colliston Yard on the DW Highway are directly across from the proposed project and will certainly be influenced by traffic, noise and pollution from the 24/7 operations.

There are other things to consider. The impact to our wetlands and water will be significantly affected by the 150 to 200 million gallons of runoff from rooftops and asphalt lots. This runoff will go into our streams and the adjacent Merrimack River which we have worked diligently to clean up. The lower Merrimack River was designated to be protected under the NH Rivers Management & Protection Program in June 1990. This clearly will impact the river's quality as well as the wildlife that lives along its riverbanks. Our wetlands will be compromised and forever changed. In addition, the downstream cities of Lowell and Lawrence rely on the river for their drinking water. Will the runoff compromise the quality of water for these communities?

Hillwood offers low paying jobs and supposed tax revenues in exchange for giving us traffic congestion, air, noise, water, and light pollution, roadway deterioration, major impact to our water and sewer systems which all equals a reduction in our quality of life. No longer will Hudson be able to say, "Hudson a great place to call home" but rather "Welcome to Hudson home of traffic congestion, and pollution."

-Marie Dobens of Hudson, NH



I've lived in Hudson for 27 years on Burns Hill Rd, a collection road in town. It's a great place to call home even though the traffic has increased dramatically over the years. Although I believe in property owner rights it should not be at the demise of one's neighbors or in this case the entire town and nearby towns. I believe that this will be shown in the extensive studies which are being conducted at this time. Of the hundreds of questions that I have with the current proposal I will ask a few that I don't think have been presented: 1. Regardless of asking price, did the Friel family ever approach town officials to inquire if selling the parcels to the town was a possibility considering the impact it would have to the town? If not, why not? If so, what was the correspondence? 2. Is the town performing a comprehensive fiscal impact study to determine what will be the net gain in tax revenue after the following items are addressed should the project move forward? a. Increased Fire and EMT Dept staffing / budgeting b. Increased Police Dept staffing & budgeting c. Increased Highway Dept staffing & budgeting-road maintenance and plowing d. Increased Water Utility demand - Infrastructure, capacity, line pressure. e. Increased Sewer Utility demand -Infrastructure and capacity. f. Increased town services - Admin, zoning, code enforcement and especially engineering dept. g. Increased school system demand if these "good" jobs for Hudson residents actually come to fruition. (2800 at \$15/hr starting) 3. What is the town's evacuation plan in the event there was a major event like a fully involved fire, explosion, etc. at one of these huge distribution warehouses? Example: On June 5, 2020 the 600,000 sq. ft Amazon facility in Redlands, CA (similar large shipment warehouse functionality) was totally destroyed. The 3-alarm fire could NOT be put out. Do I have more questions? I'm sure like other residents there are many, many other questions that need to be answered on topics that town officials are aware of and trying to get info on: Traffic, noise, pollution and wetlands being the hot topics. Traffic concerns everyone within 10 miles of Green Meadow. I've just started reviewing the 369-page Traffic Impact Study performed by Langan Engineering. Thanks for listening and striving to make Hudson the best it can be!

-Ed Thompson of Hudson, NH

I grew up and Hudson and I am planning on moving back very soon. Green Meadow golf course has always offered such a beautiful green space in our ever-developing southern NH region.

Destroying this green space to add an industrial site will completely transform the entire dynamic of Hudson. I feel as though it will not be the same Hudson I grew up in with added traffic and more people commuting to the town. If this Logistics Center is built, I don't know if I will want to live in Hudson and raise my kids in the beautiful town I cherish.

-Lauren Toomey of Nashua, NH

I have a concern about the amount of traffic that will be on Lowell and Dracut roads. It is already hard enough to pull out into Dracut road from Musquash or Sanders roads I can't imagine with 1000 new employees how much that will make it worse.

-Sue LaRoche of Hudson, NH



We are strongly opposed to the logistics center. As 39-year residents of south Hudson we highly value the quality of life we have here - green spaces, quiet neighborhoods, and relatively low traffic. The proposed center would negatively affect the entire area and would cause us and many people to consider relocating which up until now has not even been a consideration. We love our town and want to continue to see it thrive but this is not what we want the future of Hudson to look like.

-LS of Hudson, NH

At what point in time will elected officials truly represent their constituents rather than listen to the almighty dollar.

-Mark Ashworth of Enon, OH

As an aquatic ecologist, I'm very concerned about the potential environmental impacts of the proposed logistics center. I live about as far away from the logistics center as you can, while still living in Hudson, so this is not a NIMBY issue for me. Although the current golf course is obviously not a "natural" ecosystem, human managed open spaces like these still support a lot of wildlife that would not be able to survive in an industrial park. Also, the area would be transformed to one dominated by parking lots and enormous buildings - all impervious surfaces, and this new development would dominate the existing Limit Brook watershed. Perhaps even more worrying is the fact that much of the watershed would no longer drain into the brook, but rather be routed directly into the Merrimack River. For a small brook to lose that much of the land area of its watershed would be transformative. The environmental impact statement describes Limit Brook as a perennial stream, but I'm afraid that it would no longer consistently flow if it lost that much land area. That would potentially dry out the downstream wetlands, leading to further habitat losses that extend well beyond the property itself.

-WM of Hudson, NH

I guess all you nay sayers should not have opposed the Circumferential Highway. Now without it, the trucks WILL be using Wason Rd etc. to access Route 111 and I-93. It's your own fault. Everything we use is delivered by trucks. We need to thank the truck drivers and give them more support. Maybe some enterprising person can find enough space to open a truck stop nearby.

-AP of Hudson, NH

I am a resident of Hudson, NH, and I am concerned about the plan to build such a large commercial center in our town. The plans for the location do not seem to provide adequate protection for water quality or the ecosystems and wildlife that will be displaced. In addition, the location is extremely close to a residential neighborhood that will be inevitably impacted by increased noise, pollution, and traffic. Hillwood should take into account the concerns of Hudson residents and modify their development plans to include more green space, more appropriate stormwater runoff control, larger riparian buffers, and more protection for local residents from noise pollution. Without significant changes, this proposed development should not go forward.

-KM of Hudson, NH



I feel that "no one" would want Amazon in their back yard with the traffic, pollution and menial jobs. Would the owners of this project want this in their backyard? Destroying the little open space left.

-JDM of Nashua, NH

We recently moved to Hudson for its beauty and nature. I strongly oppose this development effort. A development of this scale should be moved to an industrial area where it belongs and not in a residential area where it is no more than a source of pollution to air, water and noise harming everyone living around. And not to forget the damage caused to the wildlife!!

-MA of Hudson, NH

I think the proposal is vague, allot or non-truthful answers about who really is going to be operating the facility and the future of the rest of the 370 acres. This operation wood upset southern Hudson residents drastically. We have enough traffic as it is. The impact on other towns will be enormous as well.

-MD of Hudson, NH

I abut the golf course I do not want this here at all. Way too much going on with project. They will ruin our quality of life here. Stop this at all means.

-KM of Hudson, NH

*What will the source of water for the development of the HLC facility?
... during construction? during operation?*

In the past a certain amount of sewage has been transferred to Nashua for treatment but that has limits.

What are the current plans/limits for this development? I have been told that the HLC project will not generate much sewage. It is hard to believe 2500 three shift employees will not generate sewage.

I understand that many changes have been made to the HLC plans -- how/when do we get to see them?

At the site walk through Planning Board meeting the HLC rep said that there would not be a fueling station on the HLC property. Where and when would the vehicles be fueled/refueled?

The restoration of natural environment is promised at the end of ten years. Why should home owners have to tolerate disturbance of quality of life for a decade?

How would pollution of the Merrimack River be avoided during construction? During operation of HLC? How would pollution/damage to communities downriver be prevented?



There have been comments made about the abutters are trying to block the sale of the Green Meadow Property. That is not true. The Friel's can sell to any qualified buyer but they cannot guarantee that the buyer can do whatever they want with the property.

Where can we see the estimated costs of increased police, fire, emergency, traffic and contingency fund costs in a realistic comparison with projected income to the town from HLC?

How would the relocation of all the wildlife from the golf course be handled?

-Connie Owen of Hudson, NH

JUL 14 2020

TOWN OF HUDSON
PLANNING DEPARTMENT

Become informed on center

By Joseph Wozniak - Hudson | Jul 11, 2020



As a former, president of Hudson Town Council, Selectman, Chair of the Executive Committee of the Nashua Regional Planning Commission, and member of Hudson Planning Board. I believe that I have the background to state that the Logistic Center being proposed is ill suited for the Green Meadow site.

Normally, such projects, of this dimension, are located on major thoroughfares for easy access of vehicles going to and departing from such facilities. As a result, this proposal will have a regional impact since large trucks will be using city streets and town roads to reach the Logistics Center.

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Proponents of the Logistics Center advocate completing the circumferential highway to Rt. 111. However, crossing wetlands to build a road increases the cost on an exponential basis. No need to take my word, call the NH Department of Transportation and ask the Engineering Department and they will explain the reasons to you. Memories, are short, when the Circumferential was first proposed the Conservation Law Foundation was opposed and there is no rational they would not do so again.

Still other proponent's state that the revenues derived from this facility will outweigh the costs to the Town in infrastructure, fire and police services, etc. I beg to differ, for in my opinion the costs will exceed any revenue realized. If in doubt, call the Town Administrator, members of the Board of Selectmen, Town Planner and Town Engineer and ask them if they can guarantee that revenues derived from the proposed Logistics Center will exceed associated Town costs in serving this facility.

In closing, I respectfully ask the citizens of Hudson to ask questions of their local officials, speak to your neighbors and become informed before it is too late to make a difference.

Center would eliminate quality of life

By Maria Dobens - Hudson | Jun 11, 2020



Save Hudson and surrounding towns as your quality of life is in danger. In case you are unaware, there is a development company called Hillwood from Texas who is interested in transforming the Green Meadow Golf Course into a logistics center most likely for an ecommerce business. The nearly 400 acres of green space would be reshaped with 3 humongous buildings, almost 50 ft high and covering 2.6 million square ft collectively. In the absolute they will encompass 130 Million Cubic Ft. It would be similar to 3 Pheasant Lane Malls! In addition to these massive buildings with 363 bays to receive tractor trailers, they are planning parking space for 840 tractor trailer trucks and 1840 cars. This would be a 24/7, 365 days operation.

There are many concerns that arise from this proposal. The sheer number of tractor trailers involved would not only cause traffic congestion but would add significant air pollution from the diesel fumes and its particulates sent into the air. Our roads are already inadequate for today's traffic but think about the hundreds of trucks and the thousand or so of cars added to our roads every day from this facility. There will be an increase in vehicle accidents with some involving diesel spills. Is Hudson and its surrounding communities prepared to handle this increased burden to its infrastructure of police, fire, and public works departments. These trucks will be searching for ways to access Interstate 93, 495, in addition to the obvious Routes 3 and 3A. If you believe this will only affect south Hudson you are kidding yourself. The southern part of Hudson will be the magnet but these trucks will be utilizing the smaller side roads around the area. Normal trips to Market Basket, Sam's, WalMart, Friend Lumber and the DW Highway will take on new challenges. Other Lowell Road destinations will feel the pain as well. The south end of Nashua will be burdened with traffic congestion, pollution, and noise too. The folks who reside at the adult community at Colliston Yard on the DW Highway are directly across from the proposed project and will certainly be influenced by traffic, noise and pollution from the 24/7 operations.

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There are other things to consider. The impact to our wetlands and water will be significantly affected by the 150 to 200 million gallons of runoff from rooftops and asphalt lots. This runoff will go into our streams and the adjacent Merrimack River which we have worked diligently to clean up. The lower Merrimack River was designated to be protected under the NH Rivers Management & Protection Program in June 1990. This clearly will impact the river's quality as well as the wildlife that lives along its riverbanks. Our wetlands will be compromised and forever changed. In addition, the downstream cities of Lowell and Lawrence rely on the river for their drinking water. Will the runoff compromise the quality of water for these communities?

Hillwood offers low paying jobs and supposed tax revenues in exchange for giving us traffic congestion, air, noise, water, and light pollution, roadway deterioration, major impact to our water and sewer systems which all equals a reduction in our quality of life. No longer will Hudson be able to say, "Hudson a great place to call home" but rather "Welcome to Hudson home of traffic congestion, and pollution."

RECEIVED

JUL 15 2020

TOWN OF HUDSON
PLANNING DEPARTMENT



July 15, 2020

VIA HAND-DELIVERY

Town of Hudson
Planning Board
c/o Brian Growth and Brooke Dubowik

RE: Hudson Logistics Center

Dear Brian and Brooke,

Please find enclosed 13 double-sided copies of Considerations for the Hudson Logistics Center Proposal prepared for the July 22nd Planning Board meeting.

Feel free to reach out with any questions.

Sincerely,



Jessica Wilson
Administrative Assistant
wilson@nhlandlaw.com

Encl. (13)

Considerations for the Hudson Logistics Center Proposal

Prepared for:

The Hudson NH Planning Board

Prepared by:

Joe DiPilato

On behalf of the Hudson NH Community

Date: 7/13/2020

Revision: B

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JUL 15 2020

TOWN OF HUDSON
PLANNING DEPARTMENT

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Scope

Identification

This document provides detailed considerations regarding the Hudson logistics center proposal including detailed concerns.

Overview

Details about the Hudson Logistics Center Proposal can be found at the hudsonnh.gov planning board page:

<https://www.hudsonnh.gov/bc-pb/page/hudson-logistics-center-proposal>

Hillwood, a development firm based out of Dallas, Texas has submitted a proposal to develop a distribution center at the site known as Green Meadows golf course. The development team has created the website below to provide information to the community about their proposal.

<https://www.hudsonlogisticscenter.com/>

Planning Board Members

Name	Title
Timothy Malley	Chairman
Jordan Ulery	Vice-Chairman
William Collins	Secretary
Charles Brackett	Member
Dillon Dumont	Member
Ed Van der Veen	Member
Elliott Veloso	Alternate
William Cole	Alternate
George Hall, Jr.	Alternate
Roger E. Coutu	Selectman Liason

Marilyn E. McGrath	Selectman Alternate
Brian Groth	Town Liaison

Referenced documents

Category	Title	Document reference / link
Town Reference	Hudson Codes	https://ecode360.com/14480241
Town Reference	Hudson Planning Board	https://www.hudsonnh.gov/bc-pb
town reference	Hudson planning board proposal details	https://www.hudsonnh.gov/bc-pb/page/hudson-logistics-center-proposal
Town Reference	NH GIS Data	http://gis.hudsonnh.gov/HudsonNH/
proposal details	Hudson logistics center plan set	https://www.hudsonnh.gov/sites/default/files/fileattachments/planning_board/page/43881/hudson_logistics_center_plan_set_2.pdf
Noise	Hudson Noise Codes	https://ecode360.com/14323784
Noise	WHO Noise guidelines	https://www.who.int/docstore/peh/noise/Comnoise-4.pdf
General Reference	RESEARCH REPORT: GUIDANCE ON MITIGATING IMPACTS OF LARGE DISTRIBUTION CENTERS ON TEXAS HIGHWAYS	FHWA/TX-10/0-5335-1
Noise	Goodman Logistics Center NOISE IMPACT ANALYSIS	
wetlands	Hudson wetlands codes	https://ecode360.com/14358563

Note that other references are provided within the context of the sections that they are referenced in.

Detailed considerations

Green Space

Referenced Materials

Green space calculation

[§ 334-53](#)

[Open space requirements.](#)

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

[A.](#)

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

[B.](#)

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

[C.](#)

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

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

[D.](#)

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

[E.](#)

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

[F.](#)

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

DIMENSIONAL REQUIREMENTS (LOT A)			
REFERENCE: TOWN OF HUDSON ZONING ORDINANCE & LAND USE REGULATIONS (LAST REVISED 10/2018)			
ZONE: COMMERCIAL 1 (C-1) WITH GREEN SPACE/ GOLF CLUB OVERLAY AND RESERVED (S)			
PROPOSED USE: DISTRIBUTION WAREHOUSE (PERMITTED)			
ITEM	REQUIRED	PROPOSED	SECTION
LOT/BUILDING			
MINIMUM LOT AREA	3 AC	4,031.8 AC	324-A1201.4
MINIMUM OPEN SPACE*	60%	2,419.1	275-11.10(2)(N)
MINIMUM BUILDING HEIGHT	10 FT	4.45 TO FT	324-11.4
MINIMUM LOT FRONTAGE	200 FT	4,227.3 FT	324-A1201.4
MINIMUM FRONT YARD SETBACK*	25 FT	2,543.7 FT	324-A1201.4
MINIMUM SIDE YARD SETBACK*	15 FT	3,021.7 FT	324-A1201.4
MINIMUM REAR YARD SETBACK*	15 FT	3,154.4 FT	324-A1201.4
MINIMUM RESIDENTIAL ZONE SETBACK*	200 FT	N/A	275-11.10(1)(2)(A)
PARKING			
MINIMUM PARKING STALL COUNT	43 REQUIRED BY THE PLANNING BOARD	4,100	275-B.01(1)
MINIMUM PARKING STALL DIMENSIONS†	10 FT X 20 FT	8 FT X 18 FT	275-B.02(1)
MINIMUM DRIVE AISLE WIDTH	24 FT	24 FT	275-B.03(2)(a)

DIMENSIONAL REQUIREMENTS (LOT B)			
REFERENCE: TOWN OF HUDSON ZONING ORDINANCE & LAND USE REGULATIONS (LAST REVISED 10/2018)			
ZONE: COMMERCIAL 1 (C-1) WITH GREEN SPACE/ GOLF CLUB OVERLAY			
PROPOSED USE: DISTRIBUTION WAREHOUSE (PERMITTED)			
ITEM	REQUIRED	PROPOSED	SECTION
LOT/BUILDING			
MINIMUM LOT AREA	3 AC	4,872 AC	324-A1201.4
MINIMUM OPEN SPACE*	60%	2,923.2	275-11.10(2)(N)
MINIMUM BUILDING HEIGHT	10 FT	4.50 FT	324-11.4
MINIMUM LOT FRONTAGE	200 FT	4,229.4 FT	324-A1201.4
MINIMUM FRONT YARD SETBACK*	25 FT	4,245.8 FT	324-A1201.4
MINIMUM SIDE YARD SETBACK*	15 FT	4,723.8 FT	324-A1201.4
MINIMUM REAR YARD SETBACK*	15 FT	4,843.3 FT	324-A1201.4
MINIMUM RESIDENTIAL ZONE SETBACK*	200 FT	4,259.4 FT	275-11.10(1)(2)(A)
PARKING			
MINIMUM PARKING STALL COUNT	43 REQUIRED BY THE PLANNING BOARD	4,411	275-B.01(1)
MINIMUM PARKING STALL DIMENSIONS†	10 FT X 20 FT	8 FT X 18 FT	275-B.02(1)
MINIMUM DRIVE AISLE WIDTH	24 FT	24 FT	275-B.03(2)(a)

DIMENSIONAL REQUIREMENTS (LOT C)			
REFERENCE: TOWN OF HUDSON ZONING ORDINANCE & LAND USE REGULATIONS (LAST REVISED 10/2018)			
ZONE: COMMERCIAL 1 (C-1) WITH GREEN SPACE/ GOLF CLUB OVERLAY			
PROPOSED USE: DISTRIBUTION WAREHOUSE (PERMITTED)			
ITEM	REQUIRED	PROPOSED	SECTION
LOT/BUILDING			
MINIMUM LOT AREA	3 AC	4,064.45	324-A1201.4
MINIMUM OPEN SPACE*	60%	2,438.7	275-11.10(2)(N)
MINIMUM BUILDING HEIGHT	10 FT	4.50 FT	324-11.4
MINIMUM LOT FRONTAGE	200 FT	4,143.0 FT	324-A1201.4
MINIMUM FRONT YARD SETBACK*	25 FT	1,457.7 FT	324-A1201.4
MINIMUM SIDE YARD SETBACK*	15 FT	1,131.1 FT	324-A1201.4
MINIMUM REAR YARD SETBACK*	15 FT	1,258.4 FT	324-A1201.4
MINIMUM RESIDENTIAL ZONE SETBACK*	200 FT	4,258.4 FT	275-11.10(1)(2)(A)
PARKING			
MINIMUM PARKING STALL COUNT	43 REQUIRED BY THE PLANNING BOARD	4,470	275-B.01(1)
MINIMUM PARKING STALL DIMENSIONS†	10 FT X 20 FT	8 FT X 18 FT	275-B.02(1)
MINIMUM DRIVE AISLE WIDTH	24 FT	24 FT	275-B.03(2)(a)

NOTES:
 1. PER SECT. 275-11.10(2)(N), OPEN SPACE IS DEFINED AS "GRASSES, TREES, LANDSCAPED OR BARREN OPENING AREAS DESIGNATED FOR AN ACTIVITY ASSOCIATED WITH THE NONRESIDENTIAL USE PROPOSED THERE. MOST OF DESIGNABLE OPEN SPACE MUST BE ASSIGNED TO EACH BUILDING OR STRUCTURE, INCLUDING PARKING, AS DETERMINED BY THE PLANNING BOARD."
 2. PER SECT. 275-11.10(1)(2)(A), BUILDINGS, PORTIONS OF DISPLAY AREAS MAY BE LOCATED IN THE SETBACK.
 3. PER SECT. 275-B.02(1), 8 FT X 18 FT PARKING STALLS ALLOWED WITH PLANNING BOARD NOTE.

Introduction

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

Based on the guidelines provided by the town of Hudson, it may be possible that the green space calculations provided in the initial plan did not properly calculate the green space area in accordance with the Hudson code requirements.

Questions

- How were the green space calculations made and did they include wetlands and required setback buffers required as prohibited by the Hudson Code?
- Will Hillwood be providing updated drawings that highlight the areas that are being included in the green space calculations to be available for review by the Hudson planning board?
- Does the proposal include: slopes in excess of 25% per hudson codes
- Did any of the open space calculations include wetlands or wetlands setback areas?

- Did any of the open space calculations include setback areas along the perimeter of the subdivision by the Merrimack River
- Did any of the open space calculations include setback areas along the perimeter of the subdivision abutting residential zones?

Considerations

Access to open space

Per Hudson Codes:

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

"Setback areas along the perimeter of the subdivision may not be included in the open space calculations."

There is almost no access to open space by abutting dwellings. Justification should be provided for why it was **not possible** to arrange the plans per the Hudson Codes. The plans should be adjusted if it is possible to improve the access to open space.

Protection of natural and man-made landscape features

Per Hudson Codes:

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

The proposed facility arrangement may violate wetlands buffer setback requirements and proposes the partial destruction of other prominent natural and man-made landscape features that could be **avoided through facility dimensional adjustments or rotations** to keep from violating Hudson codes.

Variance in Open Space definition

Per the Proposal:

NOTES:

1. PER SECT. 27A-11.1B(24), OPEN SPACE IS DEFINED AS "GRASSED, TREED, LANDSCAPED, OR NATURAL GROWTH AREAS DESIGNATED FOR NO ACTIVITY ASSOCIATED WITH THE NONRESIDENTIAL USE PROPOSED; THERE MUST BE REASONABLE OPEN SPACE NEAR OR ADJACENT TO EACH BUILDING OR STRUCTURE, INCLUDING PAVEMENT, AS DETERMINED BY THE PLANNING BOARD."

Per Hudson Codes:

"Setback areas along the perimeter of the subdivision may not be included in the open space calculations."

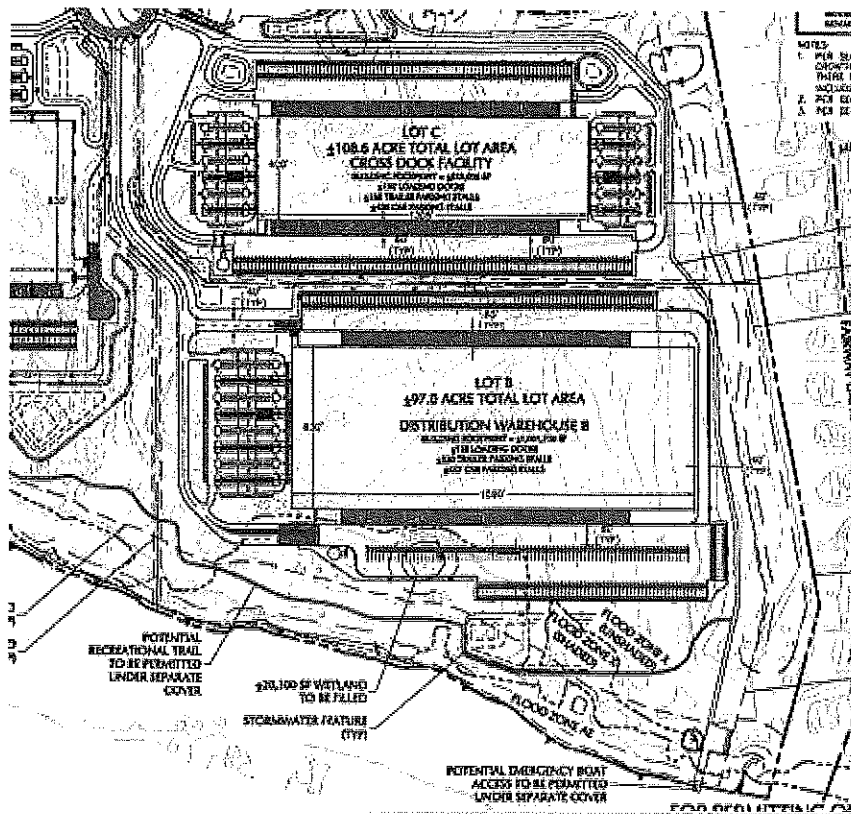
There does not appear to be reasonable open space near or adjacent to each building, structure, including pavement. Specifically noting that setback areas may not be included in open space calculations.

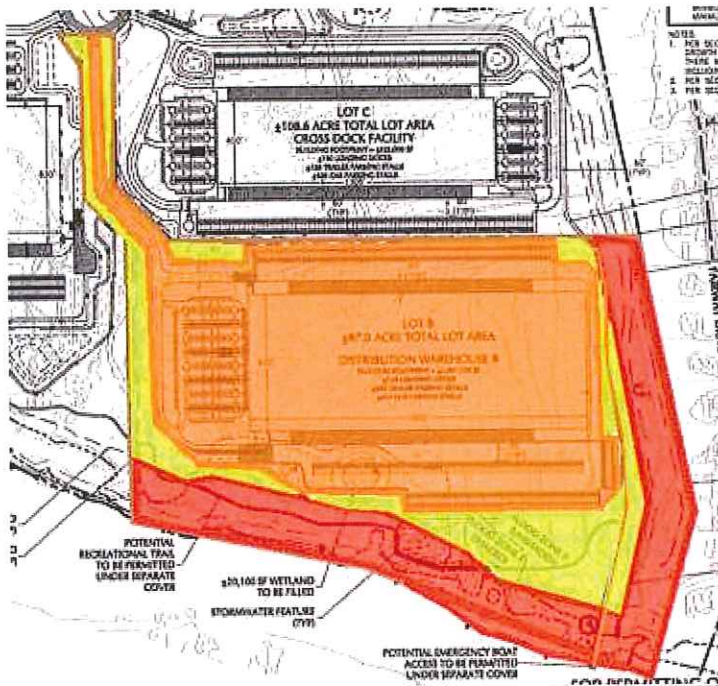
Per Hudson Codes:

“Wetland(s), road rights-of-way, and slopes in excess of 25%, shall not be considered in the calculation of total lot area.”

Open space calculations

Here is an example from just one of the proposed subdivisions, though this applies to all three of the open space calculations on the proposal.





Red = Setback areas along the perimeter of the subdivision
 Orange = Developed Space
 Green = Possible Open Space

DIMENSIONAL REQUIREMENTS (LOT B)			
REFERENCE: TOWN OF HUDSON ZONING ORDINANCE & LAND USE REGULATIONS (LAST REVISED 10/2015)			
ZONE: GENERAL 1 (G-1) WITH GREEN MEADOW GOLF CLUB OVERLAY			
PROPOSED USE: DISTRIBUTION WAREHOUSE (PERMITTED)			
ITEM	REQUIRED	PROPOSED	SECTION
LOT/BUILDING			
MINIMUM LOT AREA	3 AC	2572 SQ	334 ATCH. 4
MINIMUM OPEN SPACE ¹	40%	150%	275-11.1B(24)(b)
MAXIMUM BUILDING HEIGHT	20 FT	250 FT	334 ATCH. 4
MINIMUM LOT FRONTAGE	100 LF	205 LF	334 ATCH. 4
MINIMUM FRONT YARD SETBACK ²	30 FT	21,348 FT	334 ATCH. 4
MINIMUM SIDE YARD SETBACK ³	15 FT	245 FT	334 ATCH. 4
MINIMUM REAR YARD SETBACK ³	15 FT	283 FT	334 ATCH. 4
MINIMUM RESIDENTIAL ZONE SETBACK ³	200 FT	299 FT	275-11.1B(12)(e)
PARKING			
MINIMUM PARKING STALL COUNT	AS REQUIRED BY THE PLANNING BOARD	247	275-B.C(2)
MINIMUM PARKING STALL DIMENSIONS ³	10 FT X 20 FT	9 FT X 18 FT	275-B.C(4)
MINIMUM DRIVE AISLE WIDTH	24 FT	24 FT	275-B.C(5)(c)

Per Hudson Codes:

“Setback areas along the perimeter of the subdivision may not be included in the open space calculations.”

Similar issues arise for the other lots when considering that wetlands areas are not to be included in the open space calculations.

Impact on public funds for services

Referenced Materials

[§ 289-36 Review of subdivision effect on services.](#)

The PLANNING BOARD shall, in the exercise of the authority vested under RSA 674:36, I and II, **review all proposed SUBDIVISIONS** with a view toward determining the **impact** that the proposed DEVELOPMENT shall have **on various services**, and to that end, said BOARD shall also review all such SUBDIVISIONS with a view toward determining whether such SUBDIVISION, **if permitted, would** constitute a scattered or premature SUBDIVISION of land as would involve danger or injury to health, safety or prosperity by reason of the lack of water supply, drainage, transportation, schools or fire services **or necessitate an excessive expenditure of public funds for the supply of such services.**

June 5th Distribution Center Fire:

<https://losangeles.cbslocal.com/2020/06/05/massive-3-alarm-warehouse-fire-erupts-amazon-red-lands/>

“Within 15 minutes the whole back of the building collapsed and exploded,”

“That is highly concerning, we’re looking at a modern building with the latest advances installed inside the building regarding fire protection systems,”

Introduction

The proposed distribution centers may necessitate an excessive expenditure of public funds for:

- Water supply
- Drainage
- Transportation
- Fire Services

There are concerns that additional expenditures may contribute to additional financial burden to residents of Hudson NH and surrounding towns.

Questions

- Has a detailed estimate been provided regarding expected expenditures and impacts to town services?
- Will the fire department and town be notified of hazardous materials being stored on site, even temporarily? This includes items from batteries to hairspray and raw materials for manufacturing.

- Are any different measures being included in the proposal of this development that were not included in the Distribution Center that burned down on June 5th?
- Have the neighboring towns and fire services been included in the discussion of the additional measures that they would have to take in the event of a disaster affecting the facility?
- Will the aforementioned materials be hazardous to neighborhoods and wetlands nearby in the event of leaks or fires?
- What is the proposed notification and action plan for community members in the event of a disaster?
- How much of Hudson, Nashua, Tyngsboro will be affected in the event of a required evacuation? How many total residents would be included in the radius?
- How will the Hudson police ensure safety for Hudson's residents as well as the employees of the site?
- How would Hudson prepare for an influx of traffic violations, accidents and crime correlated to related industries? e.g. Hirings, Training plans, Preventative action
- In what ways would this proposed facility be different that the one in Millford MA
 - Where the Chairman of the Board says: "The drivers will caravan through intersections; blowing through red lights, creating unsafe situations," "You can imagine what happens when you have a small town police force," Buckley said. "It can be overwhelming to always be there, to always be at these intersections."

Considerations

Impacts to public expenditures

There are concerns that the proposed facility will financially impact hudson residents due to the strain that this would have on services.

Fire Safety

There are concerns that the proposed facility would pose a significant fire risk that would impact multiple towns and strain resources.

The June 5th 2020 Distribution Center Fire:

<https://losangeles.cbslocal.com/2020/06/05/massive-3-alarm-warehouse-fire-erupts-amazon-red-lands/>

"Within 15 minutes the whole back of the building collapsed and exploded,"
"That is highly concerning, we're looking at a modern building with the latest advances installed inside the building regarding fire protection systems,"

This is one very real and current example of how modern distribution centers are still very susceptible for disasters of this kind and pose huge safety risks to local communities.

Impact to safety or residents and police resources

Using the very close and very recent example of the mistake that Milford admitted to in permitting the development of a distribution center; The distribution center was the direct cause for creating an unsafe road environment and a heavy strain on their police.

"It's just consistent, backed up traffic. **If we knew it was going to be like this, I don't think we would've allowed it in the town,**" said resident Michael Rooney.

Town officials also believe the volume of delivery vehicles traveling to and from the distribution and transportation centers in Milford is **overwhelming**.

...

"The drivers will caravan through intersections; blowing through red lights, creating **unsafe situations,**" Buckley said.

...

"You can imagine what happens when you have a small town police force," Buckley said. "It can be **overwhelming** to always be there, to always be at these intersections."

...

"Typically, what they'll say is, 'Go talk with our contractors. Cite them if they're not driving properly,'" Buckley said. "**The benefit to taxes and revenue is far less than the (negative) impact that they're having on our community and quality of life.**"

https://www.wcvb.com/article/amazon-trucks-creating-traffic-headache-in-milfordmassachusetts-town-officials-say/31008010?fbclid=IwAR0d0rcF8h-0JPDHGmlcpK1TrBV2F3P8umvcLociSlveWEoBT2z7e1y_eA#

Noise

Referenced Materials

Hudson Noise Codes

[§ 249-1 Purpose.](#)

Recognizing that **people have a right to and should be ensured an environment free from excessive sound** and vibration capable of jeopardizing their health or safety or welfare or of degrading their quality of life, this chapter is enacted to protect, preserve and promote the health, safety, welfare and quality of life for the citizens of Hudson, New Hampshire, through the reduction, control and prevention of noise by establishing maximum noise levels upon and between premises, prohibiting certain noise-producing activities and providing for inspection, definition of offenses and penalties.

[NOISE POLLUTION](#)

The presence of that amount of acoustic energy for that amount of time necessary to cause one or more of the following effects:

- A. Temporary or permanent hearing loss in persons exposed.
- B. Injury to or tendency to injure, on the basis of current information, the public health or welfare.
- C. Nuisance.
- D. **Interference with the comfortable and reasonable enjoyment of life and property**, or interference with the conduct of business.
- E. Exceeding the limits or restrictions established herein or pursuant to the granting of any permit by the Town governing body.

§ 249-4 Prohibited noise emissions and conditions.

No person or persons owning, leasing or controlling the operations of any source or sources of noise shall willfully, negligently or through failure to provide necessary equipment or facilities or through **failure to take necessary precautions** make or permit the emission of noise levels or conditions exceeding the following noise limits for the applicable land use:

A. Noise Limit 1: General prohibition of noise emissions. No person or persons owning, leasing or controlling the operation of any source or sources of noise shall willfully, negligently or through failure to provide necessary equipment or facilities or to **take necessary precautions permit the establishment of a condition or conditions constituting noise pollution**, as defined in § [249-2](#) of this chapter.

B. Noise Limit 2: Continuous sound-level limits. No person shall cause the continuous sound level to exceed the following limits, as measured at the applicable locations in accordance with the provisions of § [249-3D\(5\)](#) of this chapter:

	Continuous Sound-Level Limits leq (1 hour ³)	
Receptor Land Use Category	Daytime	Nighttime
Residential/rural/institutional ¹	55	50

D. Noise Limit 4: Background referenced sound level. No person shall cause the **background noise level**, as defined in § [249-2](#) of this chapter, **to increase by more than 10 dBA in any receptor area at any time of day.**

BACKGROUND NOISE

The highest A-weighted sound-pressure level which is exceeded 90% of the time period during which measurement is taken.

F.

Noise Level 6: High noise-level areas. In areas where the ambient sound level is already as high as or higher than three dB below the sound-level limits of Noise Limit 2, **no person shall cause the noise level in any area to increase by more than three dB**. This limit is in lieu of Noise Limit 2, but shall not supersede any other noise limit as defined in this chapter

J.

Noise Limit 10: Prohibited noise-generating activities. The following activities are prohibited:

(2)

Truck idling. **No person shall operate an engine** or any standing motor vehicle with a weight in excess of 10,000 pounds GVW (gross vehicle weight) **for a period in excess of 10 minutes** when such vehicle is parked on a residential premises or on a town road **next to or across from a residential premises**.

§ 249-6 Inspections.

A.

For the purpose of determining compliance with the provisions of this chapter, the governing body of the Town of Hudson or its designated representatives are hereby **authorized to make inspections of all noise sources and to take measurements and make tests whenever necessary to determine the quantity and character of noise**.

WHO Noise guidelines 4.3.1

“At night, sound pressure levels at the outside façades of the living spaces should not exceed 45 dB LAeq and 60 dB LAm_{ax}, so that people may sleep with bedroom windows open. These values have been obtained by assuming that the noise reduction from outside to inside with the window partly open is 15 dB”

“These values are based on annoyance studies, but most countries in Europe have adopted 40 dB LAeq as the maximum allowable level for new developments (Gottlob 1995). Indeed, the lower value should be considered the maximum allowable sound pressure level for all new developments whenever feasible.”

GUIDANCE ON MITIGATING IMPACTS OF LARGE DISTRIBUTION CENTERS

“The November volume is about **15 percent** above average.”

“The highest days for total trips—Wednesday and Thursday—are about **16 percent** above

Average.”

“The highest inbound hours are typically 9 a.m. to 3 p.m. The highest outbound hours are a little later, generally between 10 a.m. to 5 p.m. The outbound peaking is also a little more pronounced. The inbound peak hour averages about **6 percent** of daily inbound traffic. The corresponding outbound volume is a little less than **7 percent**. Of course, these are average trends, so volumes for specific days may look a little different.”

“The highest inbound peak (which shows in Figure 20 as 6 a.m. to 7 a.m. but is often 5 a.m. to 6 a.m.) **makes up over 20 percent of the daily inbound total**. Since shifts appear to be somewhat staggered, the peaks spread somewhat over a few hours, although some of the spreading effect is due to averaging several months’ worth of data (individual day count data may be more helpful in establishing a percentage for the highest hour).”

Goodman Logistics Center NOISE IMPACT ANALYSIS

EXHIBIT 2-A: TYPICAL NOISE LEVELS

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	SPEECH INTERFERENCE
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80	LOUD	SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70		
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60	MODERATE	SLEEP DISTURBANCE
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50		
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40	FAINT	NO EFFECT
QUIET SUBURBAN NIGHTTIME	LIBRARY	30		
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20	VERY FAINT	
	BROADCAST/RECORDING STUDIO	10		
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.

2.3.1 GEOMETRIC SPREADING

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. **The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source.**

TABLE 9-5: MITIGATED OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location ¹	Land Use	Jurisdiction	Noise Level at Receiver Locations (dBA) ²					Threshold Exceeded? ³
			L _{eq} (E. Avg.)	L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₅ (5 mins)	L _{max} (Anytime)	
Daytime	Lowest Residential		55	50	55	60	65	-
Nighttime	Exterior Noise Level Limits		45	45	50	55	60	-
R1	Residential	Temple City	40.8	-	-	-	-	No
R2	Residential		43.5	-	-	-	-	No
R3	Residential		42.4	-	-	-	-	No
R4	School ⁴	El Monte	-	41.6	43.1	47.6	63.1	No
R5	School ⁴		-	49.9	52.9	57.5	65.0	No
R6	Residential		-	36.1	39.0	43.6	52.2	No
R7	Residential		-	35.3	38.2	42.8	51.5	No
R8	Residential		-	22.5	24.0	27.9	42.7	No
R9	Residential		-	29.8	31.2	35.3	50.9	No
R10	Residential		-	33.2	34.6	38.6	54.2	No
R11	Residential		-	41.3	44.1	48.6	57.8	No

8.36.040 - Ambient noise standards.

A. The following ambient noise standards, unless otherwise specifically indicated, shall apply to all property within their assigned zoning districts and said standards shall constitute the permissible noise level:

Zone	Day 7:00 a.m. to 10:00 p.m.	Night 10:00 p.m. to 7:00 a.m.
Single-family	50 dBA	45 dBA

Introduction

Sound issues remain a significant concern to the community of Hudson, Nashua, and Tyngsboro communities.

Questions

- Will another sound study be performed by Hillwood?
- Does Hillwood have sound data from other sites including estimates from high traffic times such as
- How has Hillwood come up with the estimate for the number of trucks per day?
- Has the estimate for the number of trucks per day include full utilization of all 3 facilities?
- Does the estimate for the number of trucks per day only include estimates for the current targeted clients without foresight for future growth or potential changes to clients?
- Does the estimate for the number of trucks per day include the estimated growth of the distribution industry over the next 20 years?

Considerations

Enforcement and liability for noise violations

What reasonable measures is Hillwood proposing to ensure that the vehicles that they permit on their property will comply with reduced noise measurements.

The proposal says that there are plans to use a special type of 'beeper' for the trucks, but how will this be enforced.

If the audio study is based on the assumption that all vehicles will be using lower noise 'beepers' it is reasonable to consider that this is a hard requirement and that vehicles will be audited to have these installations and those without these installations will not be granted access. If this is not the case, then the audio study should be adjusted to model for the non enforced levels.

Health Impacts

The EPA/ONAC provides the following information on levels of noise to Protect Public Health and Welfare with an adequate margin of Safety. Sound level studies referenced by the EPA/ONAC have shown sleep disturbance to occur at 40dBA and speech interference to occur at 55dbA.

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140		
NEAR JET ENGINE		135	UNDESIRABLE SOUND	HEARD LOUD
		120		
JET FLY OVER AT 1000' (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100		
GAS LAWN MOWER AT 1m (1 ft)		95	VERY NOISY	
TRAIL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (1 ft)	85		
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	75	LOUD	SPEECH INTERFERENCE
HEAVY TRAFFIC AT 60m (200 ft)	NORMAL SPEECH AT 1m (1 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30		
QUIET RURAL NIGHTTIME	BROADCASTING CONCERT HALL (BACKGROUND)	20	TABLET	NO EFFECT
	BROADCASTING RECORDING STUDIO	10		
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0	VERY FAINT	

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-79-003) March 1979

2.1 RANGE OF NOISE

Violation of Prohibited Noise Emissions and Conditions

249-4(D)

The background noise level increase must remain no more than 10db above the nighttime A-weighted response.

Quiet rural nighttime = 25 dB

Using a NIOSH audio measurement device, we have 32dbA LAeq 1-hour nighttime measurements for the abutting residential properties.

Hillwood Audio Study Methodology Concerns

Planning for thresholds of illegal noise levels

Based on OAA's experience, the local limits are appropriate and meeting such limits at residential receptors will adequately minimize noise complaints. The metric of using hourly average levels allow sites to produce higher sound levels for short periods of time while still complying with the limit. To simplify things, OAA recommends that all site sound strive to not exceed maximum levels of 50 dB(A) at residences and 75 dB(A) at nearby industrial facilities. Meeting these maximum limits ensures compliance with average hourly code levels and reduces the chances for noise complaints.

The methodology of the study explicitly expects periods of heightened noise levels that will only result in compliance based on the long 1 hour weighted average duration of Leq 1 hour per 249-4(B). per: "The metric of using hourly average levels allow sites to produce higher sounds levels for short periods while still complying with the limit."

This has implications of potential violation of 249-4(A).

The design decisions behind this project appear to push every legal measurement to the threshold of being out of code. Since most of these measurements are directly related to quality of life considerations. This could have the effect of lowering each quality of life metric.

Audio Modeling Height

The audio study height assumptions also do not correspond with the WHO guidelines for considering elevated structures such as decks/balconies/top floor windows. (modeling with just 5 feet above grade)

The acoustical model shows the results graphically as A-weighted sound level contours, in 1 dB increments, at ear height, 5 feet above grade. A-weighted sound levels are also tabulated at nine discrete locations typifying nearby receptors. Locations B, C, D, F, and H are at nearby existing residential receptor locations. Locations E, G, I and J are located at nearby industrial use properties. All Locations are at ear-height, 5 feet above grade. Location A is not used and reserved for future use.

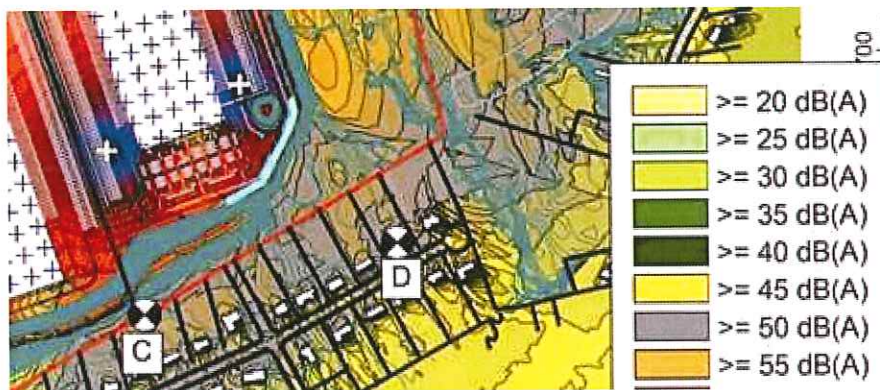
"Using a 5 foot above grade for an ear height is not sufficient to adequately determine compliance with the law. The audio model should be re-computed considering top floor window heights."

Truck Volume assumptions

In addition, the audio model makes the assumption of modeling only 8 trucks on the entire premise, among which only (3) actually modeled near the area of concern on the southern border near the residential properties.

Figure 3 shows the results of eight trucks throughout the site as well as rooftop HVAC equipment operating. Several conclusions can be drawn from this figure. Trucks in the southern areas of Lots B and C produce maximum levels in the 50-to-51 dB(A) range at residences to the south. This meets the intent of the project goal and more so, intermittent sound emissions of 51 dB(A) will meet code limits when averaged over the course of an hour. Emissions at Locations F and H will also meet code limits as well at the project goal maximum of 50 dB(A). Levels up to 67 dB(A) are produced at nearby industrial uses; this meets the project goal and code limit by wide margins.

This is another methodological concern, and unless data can be provided justifying that this limit will not be exceeded, the model should be updated with a worst case estimate of truck activity. To ensure that this facility cannot be reasonably expected to violate the Hudson laws with annual variance.



Model does not include all contributing factors

It was also noted that the addition of vehicle noise is not typically an acoustical issue, however due to the close proximity of the parking lots and the fact that the audio effects accumulate, the model should be updated with the vehicle noise at peak traffic times across the roads at the southern side of the proposed facility.

Model is missing audio baseline data

Also, it appears that the audio study does not take into consideration other contributing noise sources that are already present in the environment and the actual noise entering residential properties from external sources will be higher than simply the sources from this single facility, and the additional noise created by this facility may raise the noise limits beyond the thresholds for the town of Hudson.

Audio is using static assumptions

In order to model the impacts that this facility will actually have, the modeling must be done on a worst case basis not using idealized assumptions (such as the number and location of trucks).

Quantifying Noise Pollution

Using WHO, EPA, and ONAC formal independent study data we can easily establish a reasonable guideline to determine what constitutes noise pollution in accordance with the Hudson Noise Codes. Specifically we are able to quantifiably define the limits for what can legally be permitted for noise emissions per 249-4(A).

Light Pollution

Referenced Materials

[§ 275-8](#)

[Application submission.](#)

All applications for SITE PLAN PERMITS shall comply with the provisions of §§ [276-3](#) and [276-11](#) of the LAND USE REGULATIONS.

(8) **Screening shall be provided for visual separation** of incompatible uses. Screening shall be **required between parking or loading areas** and, if present, an **abutting residential zone**. Screening may also be required between abutting nonresidential sites. Where screening is required, **it shall provide a reasonable effective visual buffer**

“Light pollution is the presence of anthropogenic and artificial light in the night environment. It is exacerbated by excessive, misdirected or obtrusive use of light, but even carefully used light fundamentally alters natural conditions. As a major side-effect of urbanization, **it is blamed for compromising health, disrupting ecosystems and spoiling aesthetic environments.**”

https://en.wikipedia.org/wiki/Light_pollution

Introduction

There are concerns that if the Hudson Logistics Center Proposal is approved, that the Hudson, Nashua, and Tyngsboro communities may be negatively impacted by several of the negative side-effects associated with Light Pollution.

Questions

- Have any studies been performed to address the concerns associated with Light Pollution?
- Have any studies been performed to quantify how additional Light Pollution causally associated with the proposed Hudson Logistics Center would affect the visibility of the night sky for Hudson, Nashua, or Tyngsboro residents?
- Have any studies been performed to quantify how additional Light Pollution causally associated with the proposed Hudson Logistics Center would affect the surrounding

ecosystems, including the wetlands associated with Limit Brook and the Merrimack River?

- Will any of the proposed light installations be directly visible to local residents' 2nd floor windows?

Considerations

Health effects to the Community

Health effects of over-illumination or improper spectral composition of light may include: increased headache incidence, worker [fatigue](#), [medically defined stress](#), decrease in [sexual function](#) and increase in anxiety.^{[37][38][39][40]} Likewise, animal models have been studied demonstrating unavoidable light to produce adverse effect on mood and anxiety.^[41] For those who need to be awake at night, light at night also has an acute effect on alertness and mood.^[42]

A more recent discussion (2009), written by Professor Steven Lockley, Harvard Medical School, can be found in the CfDS handbook "Blinded by the Light?".^[52] Chapter 4, "Human health implications of light pollution" states that "... light intrusion, even if dim, is likely to have measurable effects on sleep disruption and melatonin suppression. Even if these effects are relatively small from night to night, continuous chronic circadian, sleep and hormonal disruption may have longer-term health risks". The New York Academy of Sciences hosted a meeting in 2009 on Circadian Disruption and Cancer.^[53] Red light suppresses melatonin the least.^[54]

https://en.wikipedia.org/wiki/Light_pollution

Health effects to pets and animal life

animal models have been studied demonstrating unavoidable light to produce adverse effect on mood and anxiety.^[41] For those who need to be awake at night, light at night also has an acute effect on alertness and mood.^[42]

https://en.wikipedia.org/wiki/Light_pollution

Ecological effects of Light Pollution

When artificial light affects organisms and ecosystems it is called [ecological light pollution](#). While light at night can be beneficial, neutral, or damaging for individual [species](#), its presence invariably disturbs ecosystems.

Light pollution poses a serious threat in particular to [nocturnal](#) wildlife, having negative impacts on plant and animal physiology. It can confuse [animal navigation](#), alter competitive interactions, change predator-prey relations, and cause physiological harm.^[55] The rhythm of life is orchestrated by the natural diurnal patterns of light and dark, so disruption to these patterns impacts the ecological dynamics.^[56]

https://en.wikipedia.org/wiki/Light_pollution

This is of particular importance in regards to Hudson Code:

§ 334-33 Authority and purpose.

E. Protect wildlife habitats, maintain ecological balance and enhance ecological values

such as those cited in RSA 482-A:1.

Ground illumination vs Light Pollution

Note that modeled ground illuminance values do not provide a full and accurate description of Light Pollution, and direct visibility to light sources is a significant source of Light Pollution.

Affects to the visibility of the night sky

[Astronomy](#) is very sensitive to light pollution. 24/7 Light Pollution at even modest amounts could further decrease the visibility of the night sky for Hudson, Nashua, and Tyngsboro residents.

Increase in atmospheric pollution

A study presented at the [American Geophysical Union](#) meeting in [San Francisco](#) found that light pollution destroys [nitrate radicals](#) thus preventing the normal night time reduction of atmospheric smog produced by fumes emitted from cars and factories.^{[85][86]} The study was presented by Harald Stark from the [National Oceanic and Atmospheric Administration](#).

Direct visibility to the local community

There are concerns that light installations could be directly visible to local residents 2nd story windows and into their bedrooms.

Emissions

Referenced Materials

<https://www.federalregister.gov/documents/2001/09/24/01-23763/clean-air-act-final-approval-of-operating-permits-program-state-of-new-hampshire>

https://www3.epa.gov/airquality/urbanair/sipstatus/reports/nh_infrabypoll.html

https://www.des.nh.gov/organization/divisions/air/tsb/tps/climate/action_plan/documents/nhcap_final.pdf

Introduction

Emissions and Pollution issues remain a significant concern to the community of Hudson, Nashua, and Tyngsboro communities.

Questions

- Has Hillwood provided an estimate for the daily and annual emissions volumes, qualities and characteristics?
- Have health officials been consulted regarding the expected adverse health effects that diesel emissions would have to the surrounding communities?
- At what level have health officials and local hospitals been included in this proposal?
- Are any preventative measures being enforced to reduce the emissions? How are they being enforced?
- How is the town of Hudson planning on auditing emissions?

Considerations

Cancer

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

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

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

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

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

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

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

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

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

Increase risk of Heart Disease, Asthma, Lung Disease, and others

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

<https://www.trucknews.com/features/breathing-dangerous-diesel-fumes/>

Irritant

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

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

Stress effect

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

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

Buffer

Referenced Materials

[§ 275-8](#)

[Application submission.](#)

All applications for SITE PLAN PERMITS shall comply with the provisions of §§ [276-3](#) and [276-11](#) of the LAND USE REGULATIONS.

(8) **Screening shall be provided for visual separation** of incompatible uses. Screening shall be **required between parking or loading areas** and, if present, an **abutting residential zone**. Screening may also be required between abutting nonresidential sites. Where screening is required, **it shall provide a reasonable effective visual buffer by:**

[\(a\)](#)

Use of existing vegetation and terrain where possible; or

[\(b\)](#)

New plantings (type, size and spacing **to be approved** by the PLANNING BOARD), grade separations, fences or similar features.

[BUFFER](#)

Physical distance and/or vertical elements, such as plants, berms, fences or walls, the purpose of which is to separate and/or screen incompatible land uses from each other. (See also "WETLAND BUFFER.")

Introduction

There have been concerns that additional peer reviews of the proposed plans should be made to ensure that compliances are properly marked.

Questions

- Can the trees currently in the 200ft residential buffer zone remain intact?

Considerations

Sound walls

There have been concerns that installation of sound walls could be just as unsightly or more unsightly than the view that the buffers are installed to screen against.

There have been concerns that the aesthetic visual representation of the sound wall will not sufficiently blend in with the environment to create a sufficient visual barrier.

There have also been concerns that there could be insufficient new tree growth to be planted as a natural buffer in front of any sound walls.

Tree growth time

There have been concerns that presenting the view 10 years after the construction of the buffer leaves the first 10 years of tree growth as insufficient natural screening.

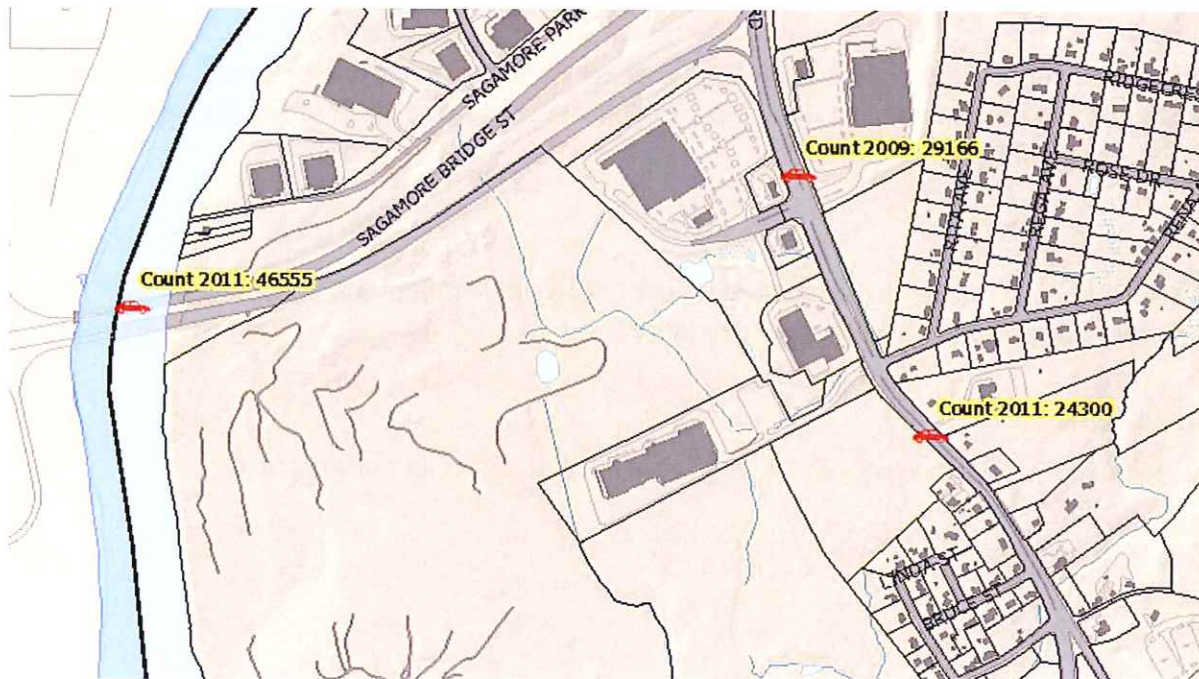
If the first year of screening was sufficient, then one may wonder why it would be important for the tree to grow at all.

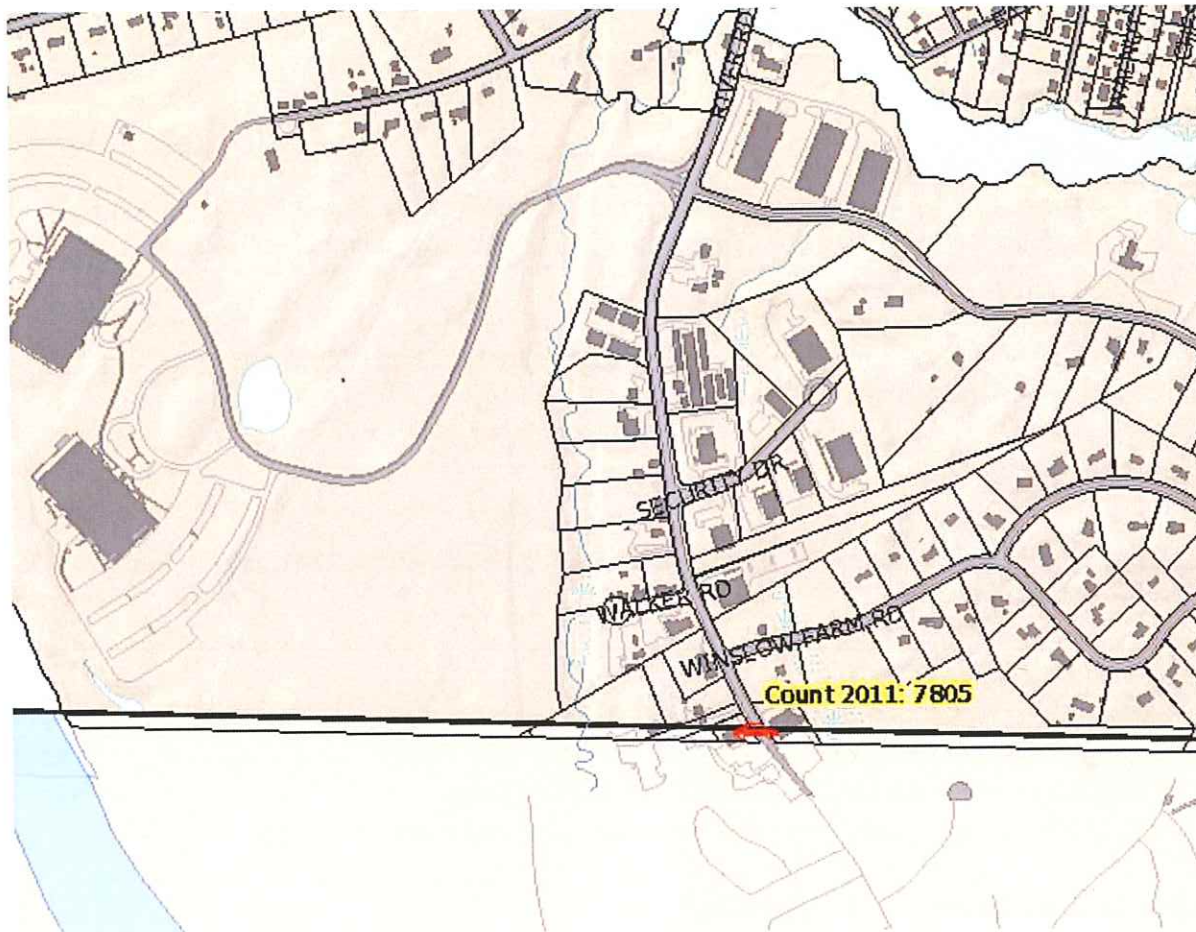
Destruction of existing natural vegetation

There have been concerns that some of the existing vegetation including mature tree growth should not be destroyed as they currently provide natural visual buffers, that could take years for new growth to reach.

Traffic

Referenced Materials





Introduction

Traffic is a major concern to the residents of Hudson, Nashua, and Tyngsboro

Questions

- How were the estimates for daily truck traffic made
- Could clarity be provided about the volume of traffic that would be used to receive goods?
- What is the volume of trailers being brought to Hudson or away from Hudson and what are the expected hours of operation?
- What are the noise, traffic, and other expected issues that would be generated by this usage?
- Will there be an updated predicted maximum hourly and maximum daily number of trucks entering and leaving the facility?
- What are the predicted material cycles times for build A, build B, and building C ?
- What is the average latency between receiving and shipping for building A, building B, and build C ?

Considerations

Traffic volume calculations

There is a concern that 131 trucks per day in and then out with only 25 box trucks leaving & returning is an underutilization of the proposed facility, and the actual numbers could be significantly higher.

Many community members have expressed concerns that this facility could service 1,000+ trucks/trailers per day if fully utilized.

Utilization measurements

Reference: High Cube Warehouse Trip Generation Report by Institute of Transportation Engineers Washington DC

Using the following assumptions:

A 18 wheeler tractor trailer typically holds 4000 cubic feet of cargo.

It takes 8,100 tractor trailers to supply 32,400,000 cubic feet of cargo into the building.

A 26 foot delivery truck typically holds 1700 cubic feet of cargo.

It takes 19,058 delivery trucks to remove that amount of cargo from the facility

Building A 8,100 trucks in and 19,058 trucks out

Building B 8,100 trucks in and 19,058 trucks out

Building C 4,228 trucks in and 9,948 trucks out

From a study done for these type of warehouse

“

Table 5. Weighted Average Rates for Daily Trips at High-Cube Warehouses

Type of High-Cube Warehouse	Weighted Average for Daily Trips per 1,000 GSF ¹⁰			
	All Vehicles	Cars	Trucks	5+ Axle Trucks
Transload & Short-Term Storage (91)	1.432	1.000	0.454	0.233
Cold Storage (9)	2.115	1.282	0.836	0.749
Fulfillment Center (1)	8.178	7.461	0.717	0.242
Parcel Hub (1)	10.638	6.631	4.007	0.982
ITE Trip Generation Manual – 9 th Edition	1.68	--	--	--

Note: The values in parentheses represent the number of data collection sites for HCW type.

¹⁰ The weighted average rates for cars and trucks may not sum to match the "all vehicle" rates because some data sources collected total vehicle trips and did not separate cars and trucks.

High-Cube Warehouse Vehicle Trip Generation Analysis

13

Transload and Short-Term Storage

Data plots for the AM and PM peak hours (not presented in this report) are comparable to the daily plot in terms of data scatter and little correlation. The weighted average rates for the AM and PM peak hours are:

- 0.082 total vehicles per 1,000 GSF during the AM peak hour
- 0.108 total vehicles per 1,000 GSF during the PM peak hour

As points of comparison, these rates are lower than the AM and PM weighted average rates of 0.11 and 0.12, respectively, provided in ITE *Trip Generation Manual* 9th Edition for the High-Cube Warehouse land use.

The weighted average rates for truck trips at transload and short-term storage HCWs during the AM and PM peak hours are:

- 0.024 trucks per 1,000 GSF during the AM peak hour
- 0.023 trucks per 1,000 GSF during the PM peak hour

"

Note that GSF is Gross Square Feet and HCW is High Cube Warehouse

Based on the provided estimates,

per hour a 1,000,000 GSF HCW facility would have 24 trucks per hour at the AM peak and 23 per hour at the PM peak Worst case total in 24 hours 23.5 X 0.7 average X 24 Hrs = 395 trucks per day

Total 395 for warehouse A, 395 for warehouse B, 206 for warehouse C = 996 total trucks per day

Town Vision

Referenced Materials

<https://www.wcvb.com/article/amazon-trucks-creating-traffic-headache-in-milfordmassachusetts-town-officials-say/31008010>

<https://www.cbsnews.com/news/inside-an-amazon-warehouse-treating-human-beings-as-robots/>

Introduction

From recent precedents including Millford MA, there have been many expressions that the approval of massive distribution centers has been a huge mistake.

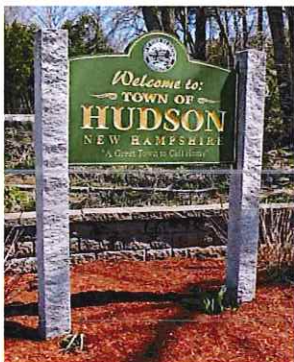
Questions

- Do we believe that within the next 30 years, that any of the jobs that would be created would subsequently become automated?
- Have we considered asking the town representatives from Millford MA (Bill Buckley) how they think it would have affected their community if the distribution center was as close to residential zones as the Hudson proposal?
-

Considerations

A great town to call home

As our sign coming into Hudson says, "A Great Town to Call Home".



Learning from others mistakes

<https://www.wcvb.com/article/amazon-trucks-creating-traffic-headache-in-milfordmassachusetts-town-officials-say/31008010>

Many Amazon customers said they appreciate the ease and expedience of ordering from the online retail giant.

But people who live in Milford would argue that living in a town with a distribution facility is an entirely different story because of the traffic congestion it is creating.

"It's just consistent, backed up traffic. **If we knew it was going to be like this, I don't think we would've allowed it in the town,**" said resident Michael Rooney.

Town officials also believe the volume of delivery vehicles traveling to and from the distribution and transportation centers in Milford is overwhelming.

Bill Buckley, the **chairman of the Milford Board of Selectmen, is also frustrated about how Amazon's employees drive.**

"The drivers will caravan through intersections; blowing through red lights, **creating unsafe situations,**" Buckley said.

Amazon is using the parking lot of an old shopping center off East Main Street to park its vehicles, about a mile away from its distribution center.

Buckley said the plaza where the vehicles are parked was not designed for the high level of commercial traffic.

"**You can imagine what happens when you have a small town police force,**" Buckley said.

"It can be overwhelming to always be there, to always be at these intersections."

The town's issues with Amazon have come up at meetings of the Board of Selectmen and in separate conversations with the company's representatives.

"**Typically, what they'll say is, 'Go talk with our contractors. Cite them if they're not driving properly,'"** Buckley said. "**The benefit to taxes and revenue is far less than the (negative) impact that they're having on our community and quality of life.**"

In a statement, Amazon said it is working with Buckley and other town officials to help solve the problems.

"We are committed to being a good neighbor and having open and consistent dialogue in Milford," the statement reads. "We are working directly with the Milford officials to address their concerns."

Poor working conditions

<https://www.cbsnews.com/news/inside-an-amazon-warehouse-treating-human-beings-as-robots/>

"...hyper-fast growth has fueled the need for workers at more than 150 warehouse locations across the globe. The jobs may often be welcome, but **the pay and working conditions are "shocking" and "demoralizing,"** according to one new first-hand account..."

"It was worse really than I expected in many aspects. I didn't expect working minimum-wage jobs would be enjoyable, but it was in many ways more shocking than I expected."

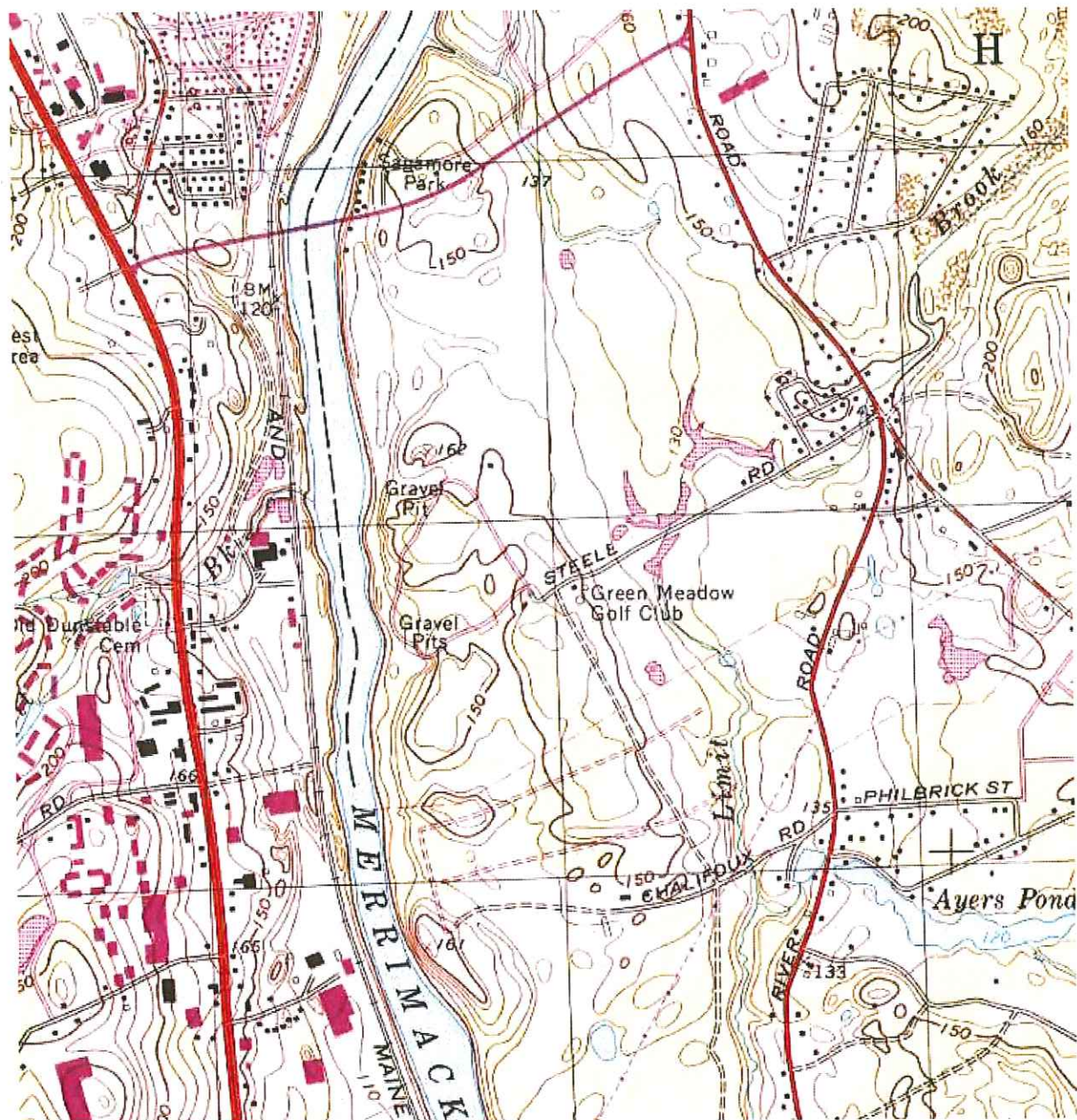
"If it proves cheaper to replace humans with machines, I assume they will do that. I couldn't see them being concerned with people losing their jobs."

"It was mostly migrant labor. Most of them were from Romania, and they never had a shortage of people coming in. **There was a huge turnover.** People would come in for a short period and leave."

Wetlands and Wildlife

Referenced Materials

1965:



§ 334-33

Authority and purpose.

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

A.

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

B.

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

C.

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

D.

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

E.

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

F.

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

G.

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

H.

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

I.

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

§ 334-35

Uses within Wetland Conservation District.

A.

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

(1)

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

(2)

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

(3)

Water supply wells, public and private.

(4)

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

B.

Uses permitted by special exception. Exceptions are considered upon review by the Conservation Commission and the Planning Board for input to the Zoning Board of Adjustment. The Planning Board review and input shall not include existing single-family and duplex residential uses. The Natural Resources Conservation Service and the State Wetlands Board, where applicable as determined by the Conservation Commission, shall also be requested to review any proposed use to assess its environmental effect upon the wetland in question. The Zoning Board of Adjustment shall conduct a review and findings of fact. Conditions and exceptions are listed as follows:

[Amended 3-12-1996; 3-10-1998]

(1)

Conditions:

(a)

The proposed use is essential to the reasonable use of land outside the Wetlands Conservation District.

(b)

There is no reasonable alternative to the proposed use that does not adversely affect a Wetland Conservation District.

(c)

Design, construction and maintenance methods shall be prepared by a professional engineer (PE) and shall include restoration of the site, as nearly as possible, to its original grade and condition. In the case of a development which involves only a single-family or a two-family dwelling unit or the carving out of a single lot designated for construction of only a single-family or a two-family dwelling unit, this requirement may be waived by the Conservation Commission.

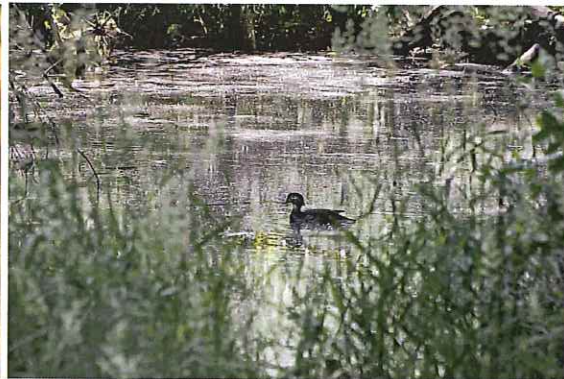
(d)

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

(e)

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





Concerns about permitted uses

§ 334-35 (B) (1) (d)

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

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

This appears to not be a safety consideration or a quality of life consideration but primarily an economic consideration.

Rare Wildlife Impacts

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

Wildlife Migration

§ 334-35 (B) (1) (e)

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

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

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

Pollution to wetlands

Per 334-33(A)

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

Practical Alternate Location

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

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

https://www.hudsonnh.gov/sites/default/files/fileattachments/conservation_commission/meeting/packets/44471/hcc-p2020-06-02.pdf

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

Not all Distribution Center buildings are the same size with the same number of truck docks. I motion to deny the claim that the shape of the buildings cannot be significantly changed as many distribution centers have significantly different shapes and sizes. It appears that the intent of the appeal is that the number of docks can’t be maintained and still be compliant with 334-37(A)(3).

Unnatural slope changes within protected wetlands buffer zones

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

Ecological Balance

Per 334-33(D)

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

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

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

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

Aesthetic values

Per 334-33(D)

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

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

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

LMRLAC File #2020-00956:

"the proposed large warehouses will seriously degrade the scenic beauty of the Shoreland unless their view from the center and far shore of the River is properly screened"

Unallowable use of wetlands

LMRLAC File #2020-00956:

"In accordance with Env-Wt 525.04(b), commercial development projects shall be designed so that the project does not use wetlands or surface waters to serve as stormwater or water quality treatment."

"Slope grading on sheet CG125 appears to show toe of slope filling into the existing wetland boundary, but these impacts were not labeled on the plans or in the report. Please revise the grading in this area to avoid wetland impacts per Env-Wt 313.03."

"The proposed wetland impact area G does not have a planned culvert to maintain the hydrologic connection between adjacent wetlands as required by Env-Wt 313.03(b)(3). Wetland impact area G is also located within an identified FEMA flood zone X (shaded) that is considered to have a "moderate flooding risk", whereby maintaining the hydrologic connection may be critically important during extreme flood events. Please revise the plans accordingly."

Air quality values

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

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

Cul-de-sac terminus

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

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

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

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

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

Infiltration Basin Locations

LMRLAC:

"...two of the proposed infiltration basins seriously encroach into the 250' Shoreland Protection Area..."

"consider requiring the plans to be revised to permit such relocation"

Property Values

Referenced Materials

<https://ecode360.com/14357761>

Introduction

There have been concerns that this facility could significantly impact property values

Questions

- Have any calculations been made to assess the expected degradation in property values
- Has any data been provided on the correlation of selling of homes in association of building distribution centers?
- What criteria is being assessed in order to determine the degradation of property values?

- What course of actions are being assessed to compensate Hudson, Nashua, and Tyngsboro community members?

Considerations

Diminution of value of properties

275-6: <https://ecode360.com/14357761>

"In the review of any nonresidential SITE PLAN conducted under this regulation, the PLANNING BOARD shall require that adequate provisions be made by the OWNER or his/her/its authorized agent for the following:

A.

The safe and attractive DEVELOPMENT of the site and to guard against such conditions as would involve danger or injury to health or safety, and no significant **diminution in value of surrounding properties** would be suffered."

Targeting by real estate

Multiple real estate agents have provided targeted materials encouraging the sale of surrounding properties specific to the proposed development.

Since value is based on community perception, and the amount that is willing to be exchanged in a fair market, and the community perception has clearly been actioned in accordance with expectations of diminished proper values, we have established reason to believe that the proposal would significantly diminish the value of surrounding properties.

General

Questions

- How is that 50 foot limit measured? (do they have additional structures like HVAC on top?)
- Who are the tenants for the buildings

Groth, Brian

From: joannbaz@comcast.net
Sent: Thursday, June 11, 2020 5:55 AM
To: Planning
Subject: Hudson Logistics Center

To Whom It May Concern,

We have lived in Hudson for the past 13 years. We decided to buy our first house and settle in this town due to the "small" town feel. We both grew up in large cities and wanted that country feel. Now, we feel like this town is becoming a city between the plaza being built on Lowell Road and now the proposed warehouse that could be built at Green Meadow Golf Course along with the apartment buildings being built on Lowell Road near Countrybrook Farms. If we wanted to live in a city, we would have stayed in Massachusetts!

Do you all realize how much traffic that is currently on Lowell Road, especially between 8am - 6pm?? This traffic just isn't the people that live in town but all the surrounding towns using this road. And now you are thinking about letting this warehouse be built which is going to be even more traffic and pollution from the tractor trailers on Lowell Road.

With the warehouse being built, this is going to drop the value of houses WAY down! There is just way too much building being added to this town. We are sick of hearing about how many jobs and revenue this is going to bring to the town. This does nothing for us. This town is just getting very greedy and does not care about the people that live here.

We are pleading to not let this warehouse be built in Hudson. We are just going to become like Salem, NH!

Thank you,

Jason and JoAnn Ryan

CAUTION!!

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