

August 4, 2020

Brian Goth
Town Planner
12 School Street
Hudson, NH 03051

RE: Hudson Logistics Center, Fiscal Impact Study

Dear Brian and Planning Board,

My concerns regarding fiscal impact is what happens if due to our due diligence Hillwood loses its potential client for building A&B. They already have a building proposed without a tenant(s). How will this impact the town of Hudson if the buildings are put up with no tenants to fill them? Hillwood has noted that they will not be providing security for the property. If the property if left vacant will Hillwood provide security for the property or expect the town of Hudson to take on the cost of monitoring the property?

The fiscal impact study includes estimated jobs per building. Without a tenant for building C how were those numbers generated? Also, with tenants for A & B being contingent how will these number be affected if a different tenant takes these buildings?

I would like to know what the break down of types of jobs they expect to be hiring for at the facilities. They have mentioned that the jobs that will be offered will be high paying, however, based on the type of work high paying can be \$15 an hour verses a job that may pay \$30 an hour. Based on the expected type of work do they feel that the jobs will enable the workers to afford houses in the town of Hudson along with the need to maintain a vehicle to get to their job?

The mention that the work will be bring jobs which impacts the town fiscally. As they are not the directly hiring anyone, they cannot assure the town that the construction company or tenant companies will hire local residents over similarly highly qualified candidates from outside the community for their jobs. This means that many if not all employees could be coming in from outside of the town. Not helping to improve the cost to the town of emergency and road services. Has the expectation that all 1,400 potential jobs be non-resident filled in the expected impact to the cost of community services?

Thank you,
Laura Fontaine
8 Eagle Drive
Hudson, NH 03051

Dubowik, Brooke

From: Tim Monk <tamonk@ucdavis.edu>
Sent: Tuesday, August 4, 2020 10:05 AM
To: Planning
Subject: Hudson Logistics Center: Property Value Comments for next Planning Board Meeting Packet

Dear Planning Board Members,

I hope you find the following comments on the property values analysis provided by Hillwood and posted to the town website

here: https://www.hudsonnh.gov/sites/default/files/fileattachments/planning_board/page/43881/fiscal_impact_value_analyses.pdf.

I see a number of methodological issues with the study that I believe make it of little or no use to you in determining whether there will be "no significant diminution in value of surrounding properties" as required by town code 275-6A.

- 1) Using even a 1-mile radius may be much too large to see the largest property value impacts. Direct abutters are those most likely to see an impact, with decreasing impacts as distance increases.
- 2) The analysis compares property values before completion to after completion. However, property values are impacted once a project has been proposed or announced.
- 3) The comparison properties are not a good match to the proposed HLC:
 - a) None of the facilities are as large as the proposed HLC, and the largest one in the list is actually at four separate addresses.
 - b) It's not clear what was at these locations beforehand. Starting as a golf course is very different than starting as industrial space.
 - c) Based on the satellite views provided in the report, it looks like all nearby residences studied are much further away than the residences on Eagle and Fairway are from the proposed HLC. In fact most of them don't even have residential properties directly adjacent. The Bellingham, MA example only shows residences across the street.
- 4) The counterfactual case compared was for a zip code or a county. However, specific neighborhoods may not track the overall area well. In each case a similar neighborhood (character, home values, age, style, etc.) which has historically matched the neighborhood in study, and those surrounding Green Meadows.
- 5) The connection between the data provided and the conclusions is not clear. For example, The July 2020 Trimont Conclusion states that:

"It was determined in each instance, the compound average growth rate ("CAGR"), the average annual growth rate, and repeat sales comparison all showed after completion of these comparable commercial logistics center properties were flat to positive for each data set (1-mile, 2-mile, county, et al.) "

However, as an example, when you look in Exhibit 1 tables at the Littleton, MA example, they clearly report a 11.99% CAGR before project completion and a 7.95% CAGR after (1-mile radius). These numbers directly contradict the assertion above.

Regards,
Tim Monk
13 Fairway Dr.

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Dubowik, Brooke

From: Edward Thompson <ethompson67@gmail.com>
Sent: Wednesday, August 5, 2020 1:09 AM
To: Planning
Subject: August 12 PB Meeting

Dear Board Members:

I'd like to request that you schedule the next PB meeting at a larger venue, like the middle school or the high school gym to afford everyone that wants to attend the meeting entry. Asking overflow folks to stand for several hours outside is not very reasonable especially when many are elderly. It's important that ALL citizens get a fair opportunity to attend these very important events.

With regard to the next meeting, I do have a few questions as they relate to economic impact and home values:

1. Have the PB members spoken to any town's officials where Barrett Planning Group has done other work to estimate fiscal impact costs? Were they accurate? What were the metrics used to measure the accuracy?
2. Why did Trimont pick PA to compare home analysis figures with? What does PA have to do with southern NH? Perhaps this is where they found the most favorable numbers? I am baffled that they compared these homes to the ones neighboring GM which are all at least double in value. I'm sorry they cannot tell me that a home next to a 24/7 distribution center will have the same value or desirability as one abutting two golf courses.

I appreciate your listening. Thanks for what you do for our town.

Ed Thompson

--

Ed Thompson
Mechanical Design Engineer

Thompson Engineering Associates
22 Burns Hill Rd
Hudson, NH 03051

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Dubowik, Brooke

From: Joe DiPilato <joe.dipilato@gmail.com>
Sent: Tuesday, August 4, 2020 4:43 PM
To: Groth, Brian; Planning
Subject: Wednesday, August 12 - planning board public input

Please provide the following as public input to the Hudson planning board on August 12 regarding the Hudson logistics center proposal.

The Fiscal analysis impact report - June 2020 has several major shortcomings which results in the report not adequately addressing the degree at which the development would certainly be expected to cause significant reductions in property values.

1. The analysis relies on averages of large datasets. This is a serious methodological issue which results in the analysis completely ignoring the most impacted groups (high value homes that are abutters of logistics center developments)
2. As it stands now, the fiscal analysis is critically insufficient for providing any meaningful justification regarding the affects to property values.
3. If we can empirically justify that high value homes that are abutters of logistics centers would be expected to suffer reduction in property values relative to the property value that would be expected if a logistics center was not built, then we can declare that the proposed logistics center is expected to cause significant impact to property values.
4. The analysis does not provide sufficient details about the realized property values in comparison with the expected property values. In order to justify impact it needs to consider the realized impact relative to a control group.
5. The analysis does not sufficiently address the impacts to property values to high initial value homes. It is quite obvious that the impact that a development would have to low value housing compred to high value housing is night and day. while a low value home wouldn't be expected to suffer greatly relative to its current value, high value homes would be expected to suffer much more.

Joe DiPilato

--

Joe

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Dubowik, Brooke

From: J Fontaine <fontainejr@gmail.com>
Sent: Monday, August 3, 2020 8:10 AM
To: Groth, Brian
Subject: Planning Board Meeting - 08/12/2020 - Fiscal Impacts

Hi Brian,

I was reviewing the fiscal impact report from June 2020 by the Barrett Planning Group LLC. One thing that the report does not presently outline is the fiscal impact around catastrophic or emergency events such as a warehouse fire.

This article relates to an Amazon warehouse fire in Redlands, CA and is one of many. <https://www.businessinsider.com/amazon-trucks-burn-as-a-massive-fire-tears-through-warehouse-2020-6>

Since it is not out of the realm of possibility to have such disasters occur, I wanted to make sure the board considered and evaluated the possible fiscal impacts of having such an event. One immediate thought that came to mind was the fiscal impact of having a HAZMAT response unit available for such a problem. Where is the closed unit? If we have to get one, how much does deploying such a unit cost the town? The proposed content of the warehouse from this theoretical tenant for Site A & B is furniture and appliances. I suspect that this type of content if burned would contain hazardous materials possibly requiring special handling by such a unit.

Please include the above concerns in the Planning Board packet.

Additionally, spurred by the above reading and review; I would like to request that the planning board press the Hillwood group to present emergency preparedness plans for such issues as warehouse fires. Having lived in town during the Grace Chemical incident and being an abutter to the warehouses, knowing what the plan is for abutters and the town in general seems extremely important.

I would also ask the planning board to consider restrictions or additional information around what can be stored and transported in the warehouses. While we have information from the theoretical Tenant of Site A & B as furniture and appliances, these are rental/lease buildings for companies. What if Site C is taken by a biological or fireworks distribution company? What if the Site A & B proposed Tenant falls through and the site is determined to be used by a cleaning chemicals company?

Please send my concerns and requests for considerations to the planning board. While I would never want a disaster to occur, I do want the town to be prepared and knowledgeable of what would be done if such a thing would happen thus enabling risk mitigation and fiscal impact. A viable emergency plan requires knowing and possibly limiting the contents of the warehouses where appropriate.

Sincerely,
Jonathan Fontaine
8 Eagle Drive
Hudson NH

August 4, 2020

Brian Goth
Town Planner
12 School Street
Hudson, NH 03051

RE: Hudson Logistics Center, Fiscal Impact Study

Dear Brian and Planning Board,

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Thank you,
Laura Fontaine
8 Eagle Drive
Hudson, NH 03051

Dubowik, Brooke

From: jkcrowleynh@comcast.net
Sent: Friday, July 31, 2020 2:58 PM
To: Dubowik, Brooke; Dhima, Elvis; Groth, Brian
Subject: RE: Additional Property Values Concerns

Brian

The Town of Hudson website sill kills my submitted letter format. Please use this in the staff report for the next Planning Board meeting concerning Property Values,

Thank you
Jim Crowley

To:
uly 31, 2020

J

Board of Selectmen
Planning Board
Town Planner
Town Engineer

RE: Additional Property Values Concerns

Previously I wrote a letter on July 27, 2020 to the same recipients addressed above concerning Fiscal Impact and Property Values. After rereading the conclusions that Hillwood experts Barrett, Trimont, Laudone and selective excerpts from Wiley have made about the comparison data presented, I realized there are additional major omissions of influencing factors that affect Property Values.

1. Existing Zoning Land Uses

1. The COMPARISON DATA presented supplies no analysis of whether the industrial facilities were built in existing Industrial Zones or required variances or special exceptions. If the land that was developed was already Zoned Industrial the surrounding Residential land uses would have a more stable and suppressed property values in before and after construction comparisons.
2. EXISTING HUDSON CONDITIONS are a G1 General zone adjacent to an R1 Residential zone. However, G1 zoning can be anything from a 367 acre 39 hole Golf Course to a 2.6 million square foot Logistics Center Industrial land use. This drastic change in land use adjacent to a residential use is a serious omission and flaw in the Hudson Logistics Center analysis concerning Property Value impact.

2. Existing Zoning Density Requirements

1. The COMPARISON DATA presented supplies no analysis of the density of the residential land use adjacent to the facilities chosen in the data. Are they zoned small 10,000 sq. lots, 43,560 sq. ft. (1 acre) lots or a mixture of zones and lot sizes? We do not even know if the facility was built on vacant land because it was a previous hazardous waste site. That would certainly suppress preconstruction surrounding Property Values and improve them after the site was revitalized to some extent when the sample comparison facility was built.

2. EXISTING HUDSON CONDITIONS are adjacent lots that are zoned 1 acre in size on Fairway, Eagle, Birdie, Par, Muldoon and Chalifoux roadways. This is approximately a 90 home density on more than 90 acres of land south of the project. The existing density of Green Meadow Golf Course Club is one club house and a maintenance building. On 367 acres. The condition of the parcel is known to be a vast amount of grass with a few golfer divots in it. This will change to a 2.6 million sq. ft. of building and multiple acres of associated parking. This drastic change in land use density of structures adjacent to a low density residential use because of large lot size requirements is a serious omission and flaw in the Hudson Logistics Center analysis concerning Property Value impact.
3. Construction phase effect on Property Values
 1. The COMPARISON DATA presented supplies no analysis of home values during the construction phase. Construction is a dusty, noisy, visually unsightly confusion of activity especially so when it is an industrial facility being built next to a quiet rural neighborhood. Would a perspective buyer pay a preconstruction value when all this ongoing construction activity can be heard and visually observed? Was there blasting of ledge at the comparison data sites. That would certainly affect selling prices during construction. This lack of construction period impact data is a serious omission and flaw in the Hudson Logistics Center analysis concerning Property Value impact
 2. EXISTING HUDSON CONDITIONS what happens to the home value during the construction phase of the Hudson Logistic Center (HLC) if a home owner needs to sell because of a job transfer or some other compelling issue. On Fairway Drive if a home owner replaces the shingles on his roof the rest of us try to survive the noise and activity for approximately 3 days. However, we know the neighborhood has increased in value. The Town of Hudson Accessing Department is our expert witness concerning increases in Property Value from home improvement projects. The Hudson Logistics Center will take a tremendously longer dusty, noisy, visually unsightly confusion of activity than 3 days. Personally, I do not look forward to all the heavy construction equipment and dump trucks that are going to be required to build the earth berm to suppress the future HLC operational noise. I hope the dump trucks have backup noise suppression devices like what is being presented in the Noise Study for the operating facility while the earth berm is being built. Since no one will be able to sell their home during construction of HLC I guess the plan is to condition us to really appreciate it once it's built. Does the Noise Study even have a section concerning construction noise? Sorry about that I'm trying to stay on the single topic of Property Values but it is extremely hard when it is altered by many factors. Additionally, we won't know if blasting of ledge will happen because no one seems to have a Geotechnical report of field data Hillwood gathered in the month of June at the golf course. Remember all the drilling equipment roaming around during the Planning Board site walk. Unless the Planning Board demands the Geotechnical Study results our neighborhood is stuck with finding out if HLC will be a real blast to the surrounding areas until when construction is approved to start. I think it would be best to know now so necessary design revisions can be made to minimize blasting. However, that's just us abutters worried about the neighborhood Property Values because of lack of public disclosure of Geotechnical data that should be provided by Hillwood.
4. Various project phases effecting Property Values and turnover rates
 1. The COMPARISON DATA does not analyze the pre-project awareness phase, public hearing phase, construction phase and full operational phases for Property Values and turnover rates in the sample data. Do they vary in each phase? The supplied data does not elaborate. If the turnover rates vary above or below the total average of all these phases we would have a better idea of what is happening during each phase. However,

the summary conclusions are made without this data in the report so we will never know. If you lump the pre-project awareness through full facility operational phases the averaging method will mask any intermediate gyrations.

2. EXISTING HUDSON CONDITIONS recently a house went on the market in our neighborhood area. At the same time public awareness in the HLC project was developing and concerned Hudson citizens started putting up signs and banners with SaveHudsonNH.org on them with slogans of concern about the proposed development of the Green Meadow Golf Club. These signs and banners were placed throughout the neighborhood and high traffic areas in Hudson and surrounding Towns. It appears we are not in the pre-public awareness phase but in the public hearing phase. The perspective home buyer would have seen these and before committing to a huge multi-year mortgage would have investigated what it was all about so near the home for sell. The house was removed from the market shortly after the signs were erected. That is actual real time data on turnover rate and associated Property Value suppression impacts in Hudson during only an intermediate phase of the HLC project.

5. Community Comparison

1. The COMPARISON DATA does not analyze or give us much back ground on the communities where the sample facilities are located. There is not any demographic information about the sample communities in the report. So how do we know if they even come close to being similar to Hudson? Are they Industrial, Rural or a mixture? This lack of demographic information is a serious omission and flaw in the Hudson Logistics Center analysis concerning Property Value impact
2. EXISTING HUDSON CONDITIONS we live here and know what it's like. Simply it's a great place to live even if our existing Zoning Laws allow an Industrial use next to a Residential use. It requires though that the Planning Board and public have to be extra diligent in gathering all the pertinent facts and data to make knowledgeable and logical decisions. Fortunately all involved in this decision process care about the future quality of life in the Town of Hudson. The proposed unprecedented gigantic HLC project would have significant impact on Property Values in any New Hampshire community where it is built.

Respectfully Submitted
James Crowley
4 Fairway Drive
Hudson, NH 03051

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

Dubowik, Brooke

From: jkcrowleynh@comcast.net
Sent: Monday, July 27, 2020 3:10 PM
To: Dhima, Elvis; Groth, Brian
Subject: RE: Fiscal Impact and Property Values

Brian
Please include this in the next Planning Board packet. The Town website kills the formatting.
Thank You
Jim Crowley

To:
July 27, 2020

J

Board of Selectmen
Planning Board
Town Planner
Town Engineer

RE: Fiscal Impact and Property Values

I do not believe one Planning Board meeting can fully address Fiscal Impact and Property Value issues by the Board and / or the public. However, the following are my written concerns with the methodology used to reach the conclusions that Hillwood experts Barrett, Trimont, Laudone and selective excerpts from Wiley have made about the comparison data presented. I will summarize by Fiscal Impact and then by Property Values. Last but not least are questions that should be answered by Hillwood and made part of public record concerning Tax Credits, Abatements and Incentives?

Fiscal Impact: Basic Flaws in methodology to reach conclusions:

- ? Three lot proposed subdivision versus single lot analysis comparisons.
- ? No mention of reduction of annual revenue with possible land transfer for Conservation protection.
 - o Density of 3 Lot HLC subdivision development building floor space 2,602,000 sq. ft. is not on 367.4 acres of upland area but includes a vast amount of unbuildable wetlands, wetland buffers and 250 ft. Shoreland Protect buffer that the Fiscal Impact Analysis ignores. This inflates the current and future total land assessment value. What happens when approximately 80 acres are transferred to the Town for Conservation Land as part of Mitigation /Compensation per 334-36 (C) (4). Property Tax revenue will be lowered appreciably for any Lots affected.
 - o Fiscal Impact Analysis Examples do not appear to be burden with significant amounts of wetlands or Shoreland Protection areas and building floor space of each is less than what is being proposed for this project.
- ? Estimating new service costs are subjective. Town will incur new additional collector street level of service right of way to maintain not a minor 3 lot subdivision road where hopefully everyone can sleep at night. The Hudson Logistics Center will operate and have traffic 24/7 365 days a year.

- o No new additional ROW maintenance cost are incurred by Towns in examples given, only maintenance of existing roadway.
 - o DPW maintenance of 60 ft. vs standard 50 ft. ROW
 - o DPW maintenance of Priority Stormwater treatment system, not an insignificant cost refer to the "Defender" in Stormwater Management report maintenance manual section.
 - o DPW maintenance of approximately 3,000 linear feet of new roadway to service only 3 lots.
- ? No allowances for hidden costs for additional Police, Fire and DPW services that will be required. Not convinced Hillwood gave these departments the full scope of this project. Especially after reading last Planning Board staff report.
- o Where is standby equipment and personnel costs for fire and safety emergencies? These are not mentioned or noted anywhere in the report.
 - o Additional Fire apparatus, fire hydrant maintenance (snow removal, periodic flushing and flow test costs, where are they?
 - o No roving security is going to be provided on the 3 lots by Hillwood. Is the Town Police Department aware of this? It will burden the departments current Town day and night time shift coverage.
 - o Where is the cost of an evacuation plan for the surrounding community if there is a fire or chemical release related disaster?
 - o The more time you allow yourself to consider additional hidden costs the scope of the huge fiscal impact this project will have on the town will be more correctly defined.

Property Values: Basic Flaws in methodology to reach conclusions:

- ? All the expert analysis presenters love to quote 1 mile and 2 mile radius impacts to home values which skews and masks the true diminishment of home value to the immediately direct abutter. To phrase it another way if your home is adjacent to the epicenter of an earth quake it will be destroyed but the farther away you are there is minor damage. The Hudson Logistics Center is a Category 10 earth quake to the Town of Hudson.
- ? Look at the turnover rates of homes in the comparison data. I have lived in the Fairway Drive neighborhood for 33 years. A neighborhood newbie has only lived here approximately 10 years we do not have much of a turnover rate. Why because Hudson is a special place to live and our neighborhood even more so.
- ? The four comparison models have homes on collector streets instead of residential neighborhood ones or are shielded from impacts due to surrounding community conditions. How can that compare to the pleasant Eagle Drive, Fairway Drive, Birdie, Par and Muldoon residential subdivision?
 - o The basic flaws in the their analysis that there will be no diminishment in market value of neighboring residential homes can be easily seen in the comparison samples used in the report.
 - ⌘ 355 Maple Street, Bellingham, MA 249,972 sq. ft. building. Residences are on main collector road and not in the loop road neighborhood behind them. The before and after development homes evaluated would not have a large average change in price.
 - ⌘ 99 International Dr., Windsor, CT 1,015,183 sq. ft. building. Residences are on main collector road adjacent to Logistics Center. Before and after development homes evaluated would not have a large average change in price.
 - ⌘ The Airport Portfolio (Manchester NH – Boston MA Regional Airport) 1,639,240 sq. ft. building. How can you say there is a comparison to a quiet residential neighborhood adjacent to golf course and located on a residential non-collector

street? How does the existing Fairway Drive compare to a busy airport with all its noise and pollution? Need I say more about this comparison, there isn't one?

- ⊗ Industrial Development: 3 Distribution Center Circle, Littleton, MA 450,000 sq. ft. building. Two of 5 homes accessed are on a collector road. The remaining 3 are on a loop road that exits away from the Distribution Center so probably never affected by increase in traffic to get to even local retail shopping areas. Note Distribution Center has no parking lot facing neighborhood, notice loading docks are shielded from neighborhood by adjacent building at 90 degree angle. Note Public Works Department were they always there? Did /does its present also suppress changes in home values?
- All of the above comparisons to the Eagle and Fairway Drive properties are flawed. In real-estate they say Location, Location, Location is all you need to know. However, one of those Locations is quality of the neighborhood. Do they really think that going from a next door neighbor who is a Golf Course to a busy 27/7 365 day a year Logistics Center will not affect home prices. Did they evaluate that the majority of homeowners in the neighborhood have been in the neighborhood for 10 to 35+ years. I have been at 4 Fairway Drive for 33 years. Why because this area of Hudson has retained its rural character all that time. Is Hudson so desperate for jobs and tax dollars that we have to sell the soul of Hudson rural character to get them? The proposed development is definitely a category 10 epicenter earth quake to this neighborhood.
- Glance again at the Laudone report, it's just more data with the flawed 1 and 2 mile methodology of determining home values. Where is the analysis of the types of neighborhoods affected, the size and location of the industrial development within the community, etc.? Common sense dictates you cannot have this intense of a development near a peaceful neighborhood without significant loss of home market and assessment value no matter how the experts use data that skews or masks the actual results. Just ask any non-expert home buyer would you pay the same amount for a home adjacent to a 367 acre golf course as you would a 367 acre industrial facility? The only credential they need to qualify a creditable conclusion is common sense.

Tax Credits, Abatements or Incentives associated with project – please ask and make it public record so no future conspiracy scenario theories can cloud these issues.

The Fiscal Impact is just a segment of the exponentially larger cost to our Town if the Hudson Logistics Center is approved and built.

However, the Planning Board's next meeting is limited to Fiscal Impact and Property Values. Since there is severe time restraints on the Planning Board and public to explore those issues in one meeting please also consider asking or exploring some of the following with Hillwood during any public hearing.

TAX CREDITS, ABATEMENTS or INCENTIVES please ask for public record about hidden monetary costs

- ? Will Hillwood get any Town, County, State or Federal TAX CREDITS such as job creation tax credit, etc. for this project?
- ? Will Hillwood get any Town, County, State or Federal ABATEMENTS such as property tax, inventory tax, and local tax rebate for hiring local, etc.
- ? Will Hillwood get any Town, County, State or Federal INCENTIVES such as utility extensions to site, grants for funding utilities, reduced sewer and water usage charges, etc.?

Respectfully Submitted
James Crowley
4 Fairway Drive
Hudson, NH 03051

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Dubowik, Brooke

From: WILLIAM KALLGREN <kallgren@comcast.net>
Sent: Monday, July 20, 2020 7:53 PM
To: Planning; Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara; Groth, Brian
Cc: Dubowik, Brooke
Subject: Questions for Public Record regarding job creation at the HLC

Dear Planning Commission and Board of Selectmen,

I would ask the town planning commission and board of selectmen to carefully consider issues regarding meaningful job creation for the residents of the Town of Hudson relating to the proposed Hudson Logistics Center. The following is respectfully submitted for public record.

Regarding new jobs for Hudson residents: The traffic study provided by Langan/Hillwood provides a clearer picture of the number of new jobs expected. This is indicated directly on Table #2, page 14 of the report and is data provided by the tenant, not the developer. Building A will employ 683 employees. Building B will employ 346 employees.

A total of 1029 jobs.

While there may be some additional local jobs, pumping gas as an example, it looks like the actual figure falls far short of the promise of 2500 new jobs posted on the developers website and bingo-card mailed to Hudson residents earlier this year. I am coming up short on list of construction companies based in Hudson to take on a project of this scope to add to that employee count.

Appendix B has very interesting statistics on where people live and work, it appears the data is using Zip Code Tabulation Areas which looks like it is compiled the US Census Bureau (the source is not specifically cited in the report). In 2017 the report lists 9,972 primary jobs in the 03051 area code. 15.7% of this work and live in Hudson, a strong indication that Hudson is a "bedroom" community and most residents seek work outside of the local community.

If the historical data is consistent with the operation of a logistics center – ~84% of those jobs will go to non-Hudson residents. Additionally ~ 65% will commute either northbound or southbound on Route #3, and will probably not bring a big boost to local businesses.

If we apply the labor bureau statistics, 15.7% of these jobs are actually taken by Hudson residents. A total of ~161 residents would work at this facility, but I don't believe this figure is accurate given the cost of living and real-estate in Hudson.

The Washington Post and other sources reference that Amazon (the presumed tenant) pays the average warehouse worker \$15/hour. Adjusting for estimated taxes (filing single) take home pay is approximately \$27,500 per year. This is assuming a 40 hour work week. Given that the shift work is 12 hours, the actual work week will more likely be 36 hour work week – no reason to pay warehouse workers overtime – that just drives up costs of handling product.

The New Hampshire Employment Security / Economic and Labor Information Bureau reports for the Town of Hudson, median earnings for full time, year round workers of \$72K and \$52K for male and female workers respectively. <https://www.nhes.nh.gov/elmi/products/cp/profiles-htm/hudson.htm>

Are we bringing quality and economically competitive jobs to the residents of Hudson? I think not.

Realtor.com lists the median home price in Hudson NH at \$335K. A big stretch for somebody working on a warehouse dock.

I would conclude the data showing 15% of workers from Hudson is not appropriate based on the expected salaries. The cost of living in Hudson is too high unless working multiple jobs and the actual percentage of Hudson residents working in these facilities will be significantly less than ~160 jobs estimated by publically available data.

I would ask the town planning commission and board of selectmen to carefully consider to whom these jobs will go and how many meaningful jobs are created for the residents of Hudson.

Respectfully submitted for public record,

Bill Kallgren

11 Winslow Farm Rd

Hudson NH

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Dubowik, Brooke

From: Kathleen Martinek <kmmartinek@msn.com>
Sent: Monday, August 3, 2020 4:41 PM
To: Planning
Subject: Larger venue for planning board meetings and others

As residents and tax payers in Hudson for the past 40 years, we are requesting and suggesting that a larger space is required to accommodate the many citizens attending these meetings regarding the Hudson logistics center discussions. The current location is totally inadequate for attendees with the coronavirus situation and the volume of people who have to stay outside. As the weather gets cooler and winter arrives it is not acceptable to make taxpayers stand outside to be present at the planning and any other town meetings. Please consider our request. We believe many many other town citizens feel the same. Thank you. Steve and Kathy Martinek

Sent from my iPhone

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Dubowik, Brooke

From: SCOTT WADE <scottjwade@comcast.net>
Sent: Monday, August 3, 2020 2:24 PM
To: Planning
Cc: ~BoS
Subject: Change of venue request for PB meetings Green Meadow

Good afternoon,

As a concerned citizen, I am requesting that the Planning Board considers moving the hearings about the Green Meadow development to a larger facility. Either the middle school or high school gymnasium. The last meeting had people standing in the parking lot watching on a TV. People shouldn't have to do that, especially if the weather isn't ideal or force elderly people to stand/sit in the elements. We all have a right to attend, pandemic or not, and have our voices heard when the time comes.

Please take this into consideration.

Thank you,
Scott J. Wade
1 Fairway Drive
Hudson, NH

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Dubowik, Brooke

From: p6dumont@comcast.net
Sent: Tuesday, August 4, 2020 6:08 AM
To: Planning
Subject: Planning board meeting

To whom it may concern:

The next planning meeting scheduled for August 12th needs to be held in a bigger venue, such as the Memorial Middle School or Alvirne High School auditorium. The reason for this is to accomodate the large number of participants regarding the Hudson Logistics Center proposal.

Last month's meeting held in the usual Hudson Community Center wasn't large enough to hold all of us from the affected neighborhoods. We need to actively participate in this meeting as well.

Regards,
Paul Dumont
10 Fairway Drive
Hudson, NH

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Dubowik, Brooke

From: Nickey <nickeyls5@yahoo.com>
Sent: Monday, August 3, 2020 10:19 AM
To: Planning
Subject: Green meadow

Good morning

I am writing because I do not think it's fair that everyone who would like to attend the planning board meeting can not. The meetings should be moved to one of the schools gymnasium so more people can attend. Also I am one of the abutters of Green Meadow golf course and I am not for the logistics center at all. What this will do to the property values in neighborhood will be awful. We have live here for so many year and have enjoyed having green meadow as our neighbor , that is actually one of the reasons we chose this neighborhood.

Thank you
Nickey Sylvester
10 eagle dr

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Dubowik, Brooke

From: MARTHA MARSCH <m_bfairway@comcast.net>
Sent: Tuesday, August 4, 2020 5:30 PM
To: Planning
Subject: Larger Venue for Meetings

Good Evening,

During the last planning board meeting I had to stand outside along with many other Hudson residents to watch the meeting on the provided TV. Would you please consider moving the venue to a larger location so that all residents who wish to attend can do so. Many of us residents would also like the opportunity to voice our thoughts/concerns about the Hudson Logistics Center project.

Respectfully Yours,

Martha Marsch
3 Fairway Drive
Hudson

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Dubowik, Brooke

From: LARRY <Larry_Judy.Tipton@comcast.net>
Sent: Monday, August 3, 2020 10:46 AM
To: Planning
Subject: Move the meeting place

Please move the planning board meeting to a larger meeting place so that i can attend. I'm 72 years old and I don't want to stand outside in the heat.

Larry Tipton
17 par lane

Sent from Xfinity Connect App

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Dubowik, Brooke

From: John D <dubucj24@gmail.com>
Sent: Monday, August 3, 2020 12:33 PM
To: Planning
Subject: Planning Board Meeting Site

Good Afternoon,

I am reaching out to ask that any future Planning Board meeting be held at a location that will allow ALL members of the public to attend that would like to. You are working on a major project that will have an impact for quite some time and many of the Hudson residents have been turned away sure to social distancing requirements.

There are a number of places where you can hold the meeting and allow maximum participation and attendance by the residents, I understand it will take planning and coordination but the effort will be worthwhile.

Please let me know if you will schedule future meetings to allow all of the concerned residents to attend in person.

Thank you,

John Dubuc
11 Eagle Drive

Sent via [BlackBerry Hub+ Inbox for Android](#)

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Dubowik, Brooke

From: Joanne Walsh <jemgal1@hotmail.com>
Sent: Monday, August 3, 2020 1:53 PM
To: Planning
Subject: Meetings

Dear Sirs/Madams,

Would like to partition that the planning board meetings be changed to another location that would provide for those who wish to be at the meeting but cannot due to limited capacity/seating. The outside TV monitor was a good idea. However there was no available seating for such a long time and some of us were disabled or elderly. This needs to be moved to a larger venue so that all Hudson citizens who wish to participate may do so.

Thank you for your consideration in this matter.

Joanne Walsh

Sent from my Verizon Wireless 4G LTE DROID

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Dubowik, Brooke

From: Jerome Bento <jeromejbento@gmail.com>
Sent: Monday, August 3, 2020 1:29 PM
To: Planning
Subject: Meeting location

Please consider a change to a larger venue for the Planning Board meetings that will be discussing the Hillwood project.

As there is high interest in this project, standing outside is less than ideal. Many of us outside were in my age group (70) and either were not able to stay or were very uncomfortable for 3 hours.

Thank you for your consideration.

Jerome J. Bento
7 Muldoon Dr
Hudson, NH 03051
603-883-7523

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Dubowik, Brooke

From: Gena <glh27@comcast.net>
Sent: Monday, August 3, 2020 10:52 AM
To: Planning
Subject: Planning Board Meetings

Good Morning;

I am writing to request the planning board meetings be moved to a bigger facility so that all the residents that are interested in attending are not left outside due to Covid Restrictions.

Thank you

Gena Hunt

Sent from my iPad

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Dubowik, Brooke

From: Michelle Blake <mblake@endeavorb2b.com>
Sent: Tuesday, July 21, 2020 2:08 PM
To: Planning
Subject: FW: Proposed Hudson Logistic Center

To whom it may concern,

We don't normally write emails like this, but this is a major concern to us. We have been residents of Hudson, NH for the past 28 years. This proposed logistic center does not make sense for south Hudson. The traffic in this area is already ridiculous! As it is now, leaving Pine Road to access or cross Dracut Road is almost impossible, and there have been multiple accidents at that intersection alone. Allowing something of this size in this small town will be nothing but a headache to the residents of south Hudson. We can't even imagine what the traffic will be like if this facility is approved. This is definitely making us want to leave this area if it gets approved. We don't see our property value increasing because of this – it's all very disappointing. Please reconsider having this conglomeration in south Hudson.

*Bill & Michelle Blake
Hudson, NH*

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Dubowik, Brooke

From: Chad Belnap <cbelnap@gmail.com>
Sent: Wednesday, July 15, 2020 10:38 AM
To: ~BoS; Groth, Brian; Planning; Malizia, Steve; Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov; governorsununu@nh.gov
Subject: Save Hudson NH from Hillwood

Please do everything in your power to stop this unwanted development in our town of Hudson. We have enough issues with traffic and we already have very few limited "green" spaces.

<https://www.savehudsonnh.org/>

Thank you,
Chad Belnap
14 Daniel Webster Dr, Hudson, NH 03051
Hudson Home Owner

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Dubowik, Brooke

From: jill weiner <jweiner222@outlook.com>
Sent: Thursday, July 16, 2020 1:37 PM
To: Planning
Subject: Please REJECT the Proposed Hudson Logistics Center

Hello Hudson Planning Board,

We hope this note finds you well. We urge you to REJECT the Proposed Hudson Logistics Center for the following reasons:

- The drastic increase in truck traffic will ruin the roads and bridges costing the town extra \$\$ to fix them
- The Logistic center, increased diesel traffic, and noise will greatly decrease Hudson home values
- People move to Hudson NH for the trees, wildlife and peace – not trucks and pollution
- Hudson is much too beautiful a town to have such a monstrosity – let’s keep Hudson one of the best places to live!
- Hudson folks wants their Selectman to represent the voice of the people and the people do not want this Center
- Most cities that have allowed e-commerce companies into their cities have regretted it. Don’t let Hudson be left with abandoned buildings

Please REJECT the proposal in any form.

Thank you.

Sent from Mail for Windows 10

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Dubowik, Brooke

From: John V. O'Brien <johnvobrien@gmail.com>
Sent: Wednesday, July 22, 2020 1:08 PM
To: Planning
Subject: Request To Be Called During 7/22/20 Meeting On Hudson Logistics Center

Dear Reader,

I wish to make comment on the Hudson Logistics Center matter.

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

(C): 603.305.1776

Thank you.

John O'Brien

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Dubowik, Brooke

From: Kim Camuso <kcamuso@thealliedgrp.com>
Sent: Thursday, July 16, 2020 2:24 PM
To: ~BoS; Groth, Brian; Planning
Subject: Proposed Hudson Logistics Center

Hello,

It recently was brought to my attention that there are plans in the works for Green Meadow to be paved over and turned into a giant distribution center. Will residents be voting on this?

This would have a huge impact on our town, the traffic, the environment... I am hoping that YOU, the people we put our trust in to run our town in a way that upholds our values, will not let this happen without us having a voice. I would like to know if we'll get a vote. My vote will be a resounding NO.

Respectfully,
Kim Camuso
8 Woodland Drive

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Dubowik, Brooke

From: Michael Ruby <mrrubymichael@gmail.com>
Sent: Friday, July 24, 2020 3:08 PM
To: ~BoS; Groth, Brian; Planning; robert.scott@des.nh.gov; Dobens, James; Dhima, Elvis; Scott Wade; Mike Ruby
Subject: Planning meeting 7/22/20

Greetings,

I was at the board meeting on Wednesday. I was unable to get into the building for the meeting but watched with many others on the big screen TV in the parking lot. I have several observations concerning the meeting.

- 1) The Hillwood representatives are very good at answering questions without actually saying anything.
- 2) With respect to the Sagamore Bridge, we know that it is not owned nor controlled by the Town of Hudson. When we make reference to the bridge it is to remind you that this project will affect much more than just our town. With increased traffic going across that bridge every day, and much of that traffic increase will be 18 wheelers, more repairs to the bridge will be required and tax dollars (state of NH tax dollars) will be needed to keep it in repair.
- 3) The gentleman who talked about air pollution made the remark that New Hampshire had been very good in the past 20 years at reducing the levels of air pollution in the area and therefore whatever pollution was caused by this development would still keep the pollution levels under the state threshold. What I hear in that statement is we've done a good job of reducing pollution so that the new project can add pollution to the air and undo the good work of the last 20 years.
- 4) I know that traffic was not on the agenda for this meeting but a question was asked about future changes in building use and how that might affect traffic. I'd like to know who will monitor (and/or police) the number of vehicles that go in and out of this development and if the number exceeds what the town has been told, will there be consequences? In the same vein, who will monitor (and/or police) if trucks idle for more than 15 minutes and if trucks are not in compliance, will there be consequences?
- 5) Who is hiring the "independent" third parties who will run a check on the data that is being supplied on all of these issues that is being given to us by firms hired by Hillwood? How can we trust that these studies are all being done in good faith?
- 6) If future economic factors and/or future different tenants want to increase the number of trucks and other vehicles that come in and out of this development we were told that the owners would then come back to the town to "revisit" those numbers. Once this very large project is completed it will be difficult to turn down requests to increase traffic numbers. It's impossible to get the toothpaste back into the tube once it has been squeezed out.

It is my belief that if this project is allowed to be completed, the Town of Hudson as well as the towns surrounding us will all come to regret the decision to add this industry to our mix.

Please add this letter to the file for the next Planning Meeting.

Sincerely,
Mike Ruby

7 Eagle Drive
Hudson, NH 03051

Attachment I

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Dubowik, Brooke

From: Paige Schaller <pschaller@comcast.net>
Sent: Wednesday, July 15, 2020 12:23 AM
To: Planning; Groth, Brian; Malizia, Steve; ~BoS
Subject: Concerns regarding the Hudson Logistics Center

Dear Sirs and Madams,

As a longtime resident of Hudson, who promotes Hudson's small town feel to friends and potential residents, I cannot let this proposal for the Hudson Distribution Center continue without my concerns and thoughts being heard. I will try to categorize my many thoughts in an organized manor.

Traffic

Can Sagamore Bridge handle the wear and tear of the increased, heavy truck traffic? How often will this be under construction to make repairs? Can the state/will the state keep up with the work on the bridge? Will this cost fall to the Hudson Taxpayer?

When was the traffic survey done? There should be an all-day survey done on a normal weekday (not a holiday week or a week in the summer and not during the pandemic) when there is school traffic and a true level of commuter and residential traffic. This study should also take into account the new apartments being built at Friars Drive, the new restaurant, retail, banking center at Lowell Road/Flagstone Drive. The study should also take into account there are a lot of empty business facilities in the industrial park between Sagamore Park Road and Friars Drive, as well as the Teledyne Building on Lowell Road. Should these facilities become occupied this will add more traffic. Hillwood's numbers take into account the one tenant in Lot A & B, what will the tenant in Lot C bring for traffic?

Pollution and Wildlife

Residents in the abutting neighborhood have wells that supply their irrigation systems, will there well water contain pollutants from HLC? Will blasting during construction affect the flow of the underground water? Will this blasting affect the flow of water to Limit Brook? There is a beaver damn along Limit Brook at Chalifoux Rd., will that be affected by pollutants? Shifts in water flow?

Additionally, why are we looking to destroy more greenspace when we have so much industrial space that is unoccupied? See the above referenced space in Sagamore Park and the Teledyne Property.

As for sound pollution, I know the sound from the Nashua side of the river travels far into Hudson, so I can surmise Hudson's noise pollution will travel well into Nashua and far into Hudson. The river carries sound much further than you can imagine.

Light pollution is a reality as well. Once you enter into south Hudson you can see the sky glow of the lights from the Pheasant Lane Mall and other Daniel Webster Highway businesses. Building the distribution center will only make this worse for the residents of south Hudson.

Safety

What is the plan in case of fire? What support will we need from other towns? Is there an evacuation plan for surrounding residential neighborhoods? What contaminants will be in the air if a fire should break out in one of these facilities?

We already have problems with red light runners at Lowell Road/Sagamore Bridge and Lowell Road/Dracut Rd. With the increased traffic and frustration there will be more red lights run and more need to Police monitoring. Another intersection with safety issues is Lowell Rd./Pelham Rd., there are cars consistently going straight through the light in the "right lane", although there is no right lane. Not only is it not striped for a right lane, there isn't enough room for a right lane.

The Future

Other area towns, see Milford, MA, have granted distribution centers in their municipalities only to have them turn into a nightmare a year or two later. As referenced, Milford, MA granted Amazon into an existing, vacant, distribution center saying they were hiring 135 van drivers and only needed an adjustment to the parking and fire lane. Once Amazon was rooted in Milford, they requested more parking, off site, to the point there are now four offsite parking lots, the largest having over 400 spaces. Because they were just "leasing" parking in existing parking lots, the town did not have any recourse. An already nightmarish traffic situation in Milford is now so bad, residents use any side roads possible to skirt the traffic on the main roads.

Given this, I have already decided I will travel Pelham Rd, Musquash Rd, Dracut Rd into Tyngsboro on my commute to Lowell, MA. Has Hillwood done a traffic study on this route and other side roads that will become main roads? Will Hillwood foot the bill for the necessary improvements (widening, traffic lights, striping)? Will Hillwood pay for the upkeep of all these roads and Lowell Rd.? As these facilities become occupied, and the drivers are entering/exiting/driving our streets, who is responsible for the drivers and their driving accidents and records. Again in Milford, MA, Amazon says they use a contractor to drive their vans and have not been much help to Milford except to say they will talk with the contractor about training.

And don't think traffic issues will be solved by the propose Hudson Boulevard, who is paying for that? Just as the "North Hudson" residents love the supposed tax benefit from the Distribution Center, they will not vote to increase their taxes to pay for a "South Hudson" traffic problem. And no resident along the route will vote to have their backyard become a boulevard or to lose the wetlands and wildlife.

Proposal

Zone Green Meadows Residential/Mixed Use. Have a developer put in 100 homes (condo, 55 plus). On the property public space for bike/walk/cross country trails. Possibly have a 9 hole golf course run by the town. Include a restaurant or two.

Ending Thoughts

We all are committed to promoting Hudson as "A Great Town to Call Home". Let's not make it, "A Great Industrial Looking Town". Give Hudson the look that the sign at Lowell Rd./Sagamore Bridge suggests. We spent the money for a classic, New England feel sign, yet we want people to be greeted with a distribution Center before they see this beautiful sign?

As a Planning Board, what do you plan for Hudson? A peaceful place to live with a good education system or a good place to work, but terrible place to live and raise a family?

Thank you for your time and consideration to my concerns.

Stay safe and healthy.

Warm regards,

Paige Schaller
213 Fox Hollow Drive
pschaller@comcast.net

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

Dubowik, Brooke

From: Pat McGuane <patmcguane81@gmail.com>
Sent: Thursday, July 23, 2020 11:45 AM
To: Planning
Subject: HILLWOOD PROPOSAL

I've lived on Rega Avenue for 45 years. It's a great little neighborhood but the Lowell Road traffic wakes me on occasion. During commuting times I can't get out of my own neighborhood due to the traffic and the Rena Ave traffic light settings. I can't imagine how bad my neighborhood will be polluted by these trucks. The traffic on Lowell Road is over the top as it currently stands. The noise from these trucks will be even more disruptive. Imagine all day and all night, trucks slowing down and speeding up with their loud breaks and motors.

I am not an engineer and can't measure the diesel fumes created by these trucks and the damage it will inflict on our lungs. How about are wells? Probably will pollute the groundwater too.

This kind of facility belongs far away from the population. Not smack in the middle of multiple neighborhoods.

I've worked all my life and my home is a pleasant place to retreat. I deserve to sleep all night and breathe clean air and drink clean water. Allowing this Dallas corporation to pollute Hudson NH for some tax dollars is a travesty.

I urge you not to allow this development to be approved.

Patricia McGuane
11 Rega Avenue
Hudson NH 03051

Dubowik, Brooke

From: Rita <ritamrsb@gmail.com>
Sent: Wednesday, August 5, 2020 10:05 PM
To: Planning
Subject: Hudson Logistics center Subdivision

Dear Planning Board Members:

I see there is a Planning Board meeting scheduled for August 12th at the Hudson Community Center and the agenda includes the Hudson Logistics Center Subdivision. The last Planning Board Meeting with the Hudson Logistics Center Subdivision was overflowing and we could not get into the meeting. While the town attempted to be accommodating and nicely set up a television outside to view the meeting, it was difficult to hear things clearly. Also, when the rain started it was unappealing to stay and watch. To support the citizens of Hudson, let's move these meetings with an anticipated high attendance to a larger facility. It does not seem fair that we can not attend the meetings in person in the Town of Hudson, NH.

Also, when will citizens have another opportunity to voice questions & concerns about the project and when do you think we will start hearing some answers? I understand that the next meetings are set to focus on different topics. However none of the topics are completed yet since questions have not been asked and/or answered.

One main thing I do not understand regarding this project, Hudson Logistics Center Subdivision, is the zoning. The Town of Hudson Zoning Map has the area marked as primarily G-1 with a section of B in the North-East corner. So in the North-East corner someone is according to #19 permitted to the Garaging or Parking of one or more light commercial vehicles. Are tractor trailer trucks considered 'light' commercial vehicles?

Regardless, the parking lots where Hillwood stated that trucks would sit until they are full (no timeframe was given, though days, or at least overnight, not hours were implied during the last meeting), are in the area zoned G-1. Hudson G-1 zoning does not permit the garaging or parking of commercial vehicles. Yes, a warehouse is permitted, but not the parking of light or heavy commercial vehicles, so trucks may not sit on the site according to Hudson Zoning.

Thank you for all your efforts in sorting out and discerning over this project. Please do not give any waivers to Hillwood that could hurt Hudson.

Rita Banatwala

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Dubowik, Brooke

From: Rob C <rob613@gmail.com>
Sent: Thursday, July 23, 2020 11:05 AM
To: Coutu, Roger; Planning; Groth, Brian; ~BoS
Subject: Hudson Planning - a thought similar to the Colorado comparable - Re: 7/22/20 panning board meeting

I was quite impressed by the planning board members and selectmen who spoke. Particularly interesting how Selectman Coutu would travel to Colorado to interview folks there at another Hillwood development.

Now of course I have no idea who any of the tenants will be, but I was just curious if Mr. Coutu would also be interested in perhaps visiting some Amazon fulfillment center facilities, and making sure that our town department heads get input from their peers in towns with Amazon facilities.

And I was also thinking it might be worthwhile to find out if the Amazon warehouse in Andover MA might tell us where all their trucks park, particularly if they might have a bunch of trailers that need to be stored between uses, and how frequently they get used. Whoever might be the tenant that Hillwood hopes to sign with might do something similar, such as parking tons of extra trailers in Hudson NH for regular use at other tenant facilities, which would be an additional traffic component than just traffic for these warehouse operations.

--Robert Chesler
Hudson NH

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Dubowik, Brooke

From: Save Hudson NH <savehudsonnh@gmail.com>
Sent: Wednesday, July 22, 2020 9:18 PM
To: ~BoS; Planning; McGrath, Marilyn; Coutu, Roger
Subject: The Merrimack River Documentary

Good evening,

After watching the planning board meeting tonight, we think you should take the time to watch a documentary tomorrow night on PBS at 8 pm about the Merrimack River.

To find more information, please go to <https://nhpbs.org/Merrimackriver/>

Thank you,
SaveHudsonNH.org

--

SaveHudsonNH.org
www.savehudsonnh.org

If you do not wish to receive e-mail messages from SaveHudsonNH.org, please reply to this e-mail and change the subject line to "Unsubscribe."

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Dubowik, Brooke

From: Scott Wade <sjwade7422@gmail.com>
Sent: Monday, July 27, 2020 4:13 PM
To: Groth, Brian; Planning
Subject: Green Meadow/Hillwood

Good afternoon,

I'm curious, when will Hillwood start providing answers to the questions the public has posed to them during the May 27th planning board meeting (in writing and in-person) and any subsequent emails that have been submitted? When will the planning board press them to answer these questions as they promised they would during that very first public meeting?

Thank you,
Scott
1 Fairway Drive
Hudson, NH

--

Scott J. Wade
603-930-7422
sjwade7422@gmail.com
www.linkedin.com/in/scottjwade

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Dubowik, Brooke

From: Tim Sundstrom <tfsun1@aol.com>
Sent: Thursday, July 16, 2020 3:40 PM
To: Planning
Subject: Distribution center

These is going to be a bad idea.
Please give the citizens a chance.

Sent from my iPhone

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Dubowik, Brooke

From: tomalcieri@tomalcieri.us
Sent: Tuesday, July 28, 2020 5:45 PM
To: Planning
Subject: My answer to Save Hudson, NH

Their website: <https://www.savehudsonnh.org>
My website: <https://www.savehudsonnh.com>

Check it out before you vote.

Tom Alciere
Hudson resident

<https://tomalcieri.us>

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Dubowik, Brooke

From: Tom Graves <phonewire@hotmail.com>
Sent: Wednesday, July 22, 2020 4:14 PM
To: Planning; TBGRAVES@IEEE.ORG
Subject: Proposed Hudson Logistics Center

Dear Planning Board,

I am a Hudson resident and I have serious concerns about the proposed logistic Center.

#1 Added Traffic on local roads the additional time it WILL take for Fire/Rescue to reach destinations in the southern Hudson.

Added traffic on Muquash/Sanders roads due to drivers avoiding Lowell and Dracut roads.

#2 The increased potential for truck fires, including break fires.

#3 I'm upset that Hudson is holding discussions during the Covid-19 pandemic. Why are discussions going on? Amazon doesn't need a new logistics center that badly.

Even if the project were to be approved, the center wouldn't be completed and operational in adequate time to help Amazon serve the increased customer load during Covid-19.

#4, South Hudson is a quiet and clean place to live, today. Many residents like it that way. I can't imagine the increased noise, and pollution, and additional traffic load from the proposed project.

I'm upset that the zoning of the gulf coarse land was reclassified to industrial.

- When was the zoning changed?
- Did Hudson voters approve a zoning change?

During the Covid-19 pandemic, it is difficult for me to attend town meetings in person. I do watch the meetings online.

Thank you for your considerations.

Tom Graves
117 Musquash Rd

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Dubowik, Brooke

From: WILLIAM KALLGREN <kallgren@comcast.net>
Sent: Friday, July 24, 2020 7:21 PM
To: Planning; Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara; Groth, Brian; Dubowik, Brooke
Subject: Comments / Questions regarding the proposed tenants to HLC
Attachments: Brochure Building C.pdf; Brochure Building A and B.pdf

Comments on Status of Tenants - Public Meeting – Hudson Logistics Center July 22, 2020

Dear Planning Board and Selectmen,

I appreciate the direct question from the board to the developer regarding the status of the proposed tenant(s) and status of any lease agreement and who the tenants actually are. The developer has consistently implied that they have a tenant for Building A and B, they have provided estimates of job counts, work schedules, provided information on proposed truck schedules and descriptions of the types of materials that would be handled through these facilities. But they haven't come up with a name.

This lack of transparency brings into question much of the data provided by the developer.

Hillwood itself lists (on their website) the proposed facilities as "Available". Building A, B and Building C are all listed as available as well as listed as "Class A Industrial" and "Build to Suit". The total capacity is available.

Why aren't buildings A and B listed as "under negotiation" or "under contract", I see that all the time in the world of real-estate. I get it, they are a developer looking to make a deal and make some profits - they list over many industrial projects "available" on their website, build on speculation I suppose.

Where will we find ourselves if they build but don't get a client?

If there are no tenants, how do the employment estimates make any sense? What is the point of showing data on shift changes and truck schedules? I find this misleading.

How long will they sit before a tenant is found?

Why is the developer telling the town and town residents that these are distribution facilities while advertising them as industrial use? Refer to attachments.

If they are built and no distribution center opens, what happens to the land? Do we rezone it from zone G1 to I? I would ask the town planners to re-read Article 334.18 of the town code "Districts Described" and take to heart the definitions and intent of those words.

Respectfully Submitted

Bill Kallgren
11 Winslow Farm Rd.

Attachment A – Brochure Building A and B

Attachment B – Brochure Building C

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Dubowik, Brooke

From: WILLIAM KALLGREN <kallgren@comcast.net>
Sent: Monday, July 20, 2020 6:39 PM
To: Planning; Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara; Groth, Brian
Cc: Dubowik, Brooke
Subject: Questions for Public Record Regarding HLC Traffic Study

Dear Town,

The following is submitted for public record regarding Langen/Hillwood traffic study and impact on the Hudson community.

Regarding Traffic Count and comments on HLC traffic study.

The developer for HLC has provided a traffic study contains a nicely detailed accounting of the total number of trucks and cars accessing the facility on a daily basis for building A and B. The data is provided by the tenant. As there is no tenant yet for building C, estimates for traffic impact are estimated on square footage for the facility, but no truck counts or actual trips per day are provided. The data provided in the analysis shows.

Building A will have 683 employees

Building A will have 262 tractor trailer arrivals and departures combined per day.

Building A will have 1,369 car arrivals and departures combined per day.

Building A Total – 1,631 total trips per day.

Building B will have 346 employees

Building B will have 50 tractor trailer arrivals and departures combined per day.

Building B will have 771 car arrivals and departures combined per day.

Building B will have 80 box truck arrivals and departures combined per day.

Building B Total – 821 total trips per day.

I have a problem with building C – the plans for development clearly indicate that building C is a “Cross Dock” facility which, as my understanding, cargo is moved from one transport vehicle to another with minimal warehousing, and commonly used for perishables. In the traffic analysis, building C is now listed as a General Warehouse (referenced as LUC-150) or Non Sort Fulfillment Center (LUC-155). I would suspect that the traffic impact of a general warehouse would be somewhat lower than a cross dock facility handling perishables.

So which is it and how much traffic will it really have?

Total Employees = 1029 - where are the “thousands” promoted by the developer?

Tables 6-9 are nicely detailed and easy to understand tables of traffic impact at individual intersections. They are rated A to F like a report card. In almost all cases, even the developer indicates that traffic will get worse.

In Appendix A the developer does propose changes to the road infrastructure (such as three lanes merging onto the Sagamore bridge). The junction at Sagamore bridge, with the improvements ends up being something like 9 lanes wide. The developer’s plans don’t overlay all the improvements on a single consolidated drawing, so you will need to flip through the various drawings and make your own conclusion.

Hudson – with a nine lane wide road? Or is it ten? I lost count.

Yes, the developers own analysis shows our traffic getting worse, not better.

And for the infrastructure changes, who is stumping the bill for that?

I hope the town considers these thoughts.

Respectfully,

Bill Kallgren

11 Winslow Farm Rd

Hudson NH

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Dubowik, Brooke

From: WILLIAM KALLGREN <kallgren@comcast.net>
Sent: Thursday, July 23, 2020 7:23 PM
To: Planning; Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara; Groth, Brian; Dubowik, Brooke
Subject: Questions / Commentary from Planning Board Meeting
Attachments: Hudson Logistics Center - Truck Calculation by Warehouse Volume.xlsx

Dear Town of Hudson,

Please accept the following as public input from the planning board meeting regarding Hudson Logistics Center meeting July 22, 2020.

Regarding Inventory Turns – I believe that this was a fair question for the board to ask the developer and I do not believe that the developer offered a satisfactory response to the question. I don't recall if the developer stated that the information was confidential or just didn't know and then continued to deflect the question to a point of consumer consumption, purchasing "once in a lifetime purchase" item. I find this misleading.

Inventory turns allow some estimate to be performed on performance of an organization including their warehousing. It is easily calculate from public financial statements.

Walmart is trending around 8.5 turns per year

Amazon is trending around 9 turns per year

Costco is trending around 11.5 turns per year

Average 9.6

Understanding the utilization of the building as a warehouse in cubic feet and comparing to the capacity of a tractor trailer in cubic feet allows us to calculate how many tractor trailers may be needed to meet the expected inventory turns of the business. Obviously not all the space in the warehouse is for storage, much of the space is used for movement of materials, so this needs to be adjusted out.

As a developer of these types of facilities, Hillwood should know this information and it is really immaterial if the object is bulky or not, a once in a lifetime purchase or not, it still needs to be turned. That the developer didn't, at a minimum, respond to some averages is not, in my opinion, being transparent to a valid question.

In short – based on the above examples of possible tenants, the volume of material going into / out of these facilities will be exchanged somewhere around 9-10 times per year. One building may perform at a higher level, the other at a lower level and there may be seasonal fluctuations as well, but they still need to maintain performance at a high level.

Given the massive storage capacity of these high bay facilities and based on inventory turn data, does the number of trucks proposed by the developer make sense? I have attached excel sheet here for the towns consideration as a model of truck traffic based on inventory turns.

In short -

Hudson Logistics Center - Analysis of truck demand based on inventory turns, building size and utilization

| | |
|------|--|
| 845 | Daily Truck Trip Demand - Building A, B and C - General Warehouse Model |
| 1689 | Daily Truck Trip Demand - Building A and B - General Warehouse, Building C - Perishable Cross Dock |

In detail

Hudson Logistics Center - Analysis of truck demand based on inventory turns, building size and utilization

| 845 | Daily Truck Trip Demand - Building A, B and C - General Warehouse Model | 1689 | Daily Truck Trip Demand - Building A and B - General Warehouse, Building C - Perishable Cross Dock |
|---|---|---|--|
| Building A | | Building B | |
| 2,074,720 | Building Footprint (SQ FT) | 2,074,720 | Building Footprint (SQ FT) |
| 15,420,000 | Storage Capacity (CU YD) | 15,420,000 | Storage Capacity (CU YD) |
| 11,430,150 | Storage Capacity (CU YD) | 11,430,150 | Storage Capacity (CU YD) |
| 3.7 | Estimated Inventory Turns Per Year | 3.7 | Estimated Inventory Turns Per Year |
| 27.8 | Trucks per Day per Building | 27.8 | Trucks per Day per Building |
| General Warehouse Calculations | | General Warehouse Calculations | |
| 2,074,720 | Building Footprint (SQ FT) | 2,074,720 | Building Footprint (SQ FT) |
| 15,420,000 | Storage Capacity (CU YD) | 15,420,000 | Storage Capacity (CU YD) |
| 11,430,150 | Storage Capacity (CU YD) | 11,430,150 | Storage Capacity (CU YD) |
| 3.7 | Estimated Inventory Turns Per Year | 3.7 | Estimated Inventory Turns Per Year |
| 27.8 | Trucks per Day per Building | 27.8 | Trucks per Day per Building |
| Perishable Cross Dock Calculations | | Perishable Cross Dock Calculations | |
| 2,074,720 | Building Footprint (SQ FT) | 2,074,720 | Building Footprint (SQ FT) |
| 15,420,000 | Storage Capacity (CU YD) | 15,420,000 | Storage Capacity (CU YD) |
| 11,430,150 | Storage Capacity (CU YD) | 11,430,150 | Storage Capacity (CU YD) |
| 3.7 | Estimated Inventory Turns Per Year | 3.7 | Estimated Inventory Turns Per Year |
| 27.8 | Trucks per Day per Building | 27.8 | Trucks per Day per Building |

Note 1: The number of trucks per day is based on the assumption that the inventory turns are based on the number of trucks per day. This is a conservative estimate as it does not account for the fact that trucks are not always at the facility. The actual number of trucks per day is likely to be lower.

Note 2: The number of trucks per day is based on the assumption that the inventory turns are based on the number of trucks per day. This is a conservative estimate as it does not account for the fact that trucks are not always at the facility. The actual number of trucks per day is likely to be lower.

Note 3: The number of trucks per day is based on the assumption that the inventory turns are based on the number of trucks per day. This is a conservative estimate as it does not account for the fact that trucks are not always at the facility. The actual number of trucks per day is likely to be lower.

Note 4: The number of trucks per day is based on the assumption that the inventory turns are based on the number of trucks per day. This is a conservative estimate as it does not account for the fact that trucks are not always at the facility. The actual number of trucks per day is likely to be lower.

Note 5: The number of trucks per day is based on the assumption that the inventory turns are based on the number of trucks per day. This is a conservative estimate as it does not account for the fact that trucks are not always at the facility. The actual number of trucks per day is likely to be lower.

Bill Kallgren
11 Winslow Farm Rd
Hudson, NH
603-883-8888

The excel sheet is attached here to this message should the board wish to make modifications and or changes to my assumptions. Please read carefully my notes, I wish to be transparent in this calculation and am open to any corrections or changes that need to be made.

Respectfully submitted

Bill Kallgren

11 Winslow Farm Rd.

Hudson NH

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Hudson Logistics Center - Analysis of truck demand based on inventory turns, building size and utilization

| | |
|-------------|---|
| 845 | Daily Truck Trip Demand - Building A, B and C - General Warehouse Model |
| 1689 | Daily Truck Trip Demand - Building A and B - General Warehouse, Building C - Perishable Cross Dock |

| Building A | |
|--|---|
| 1,079,700 | Building Footprint - (ft ²) |
| 50 | Building Height - (ft) |
| 53,985,000 | Building Volume (ft ³) |
| 25% | Utilization (see note #1) |
| 13,496,250 | Storage capacity (ft ³) |
| | |
| 9.7 | Estimated Inventory Turns Per Year |
| 37.8 | Days per inventory turn |
| | |
| Inbound Truck Volumetric Calculation | |
| 3489 | 53' Tractor Trailer - (ft ³) |
| 3868 | Truck loads to fill warehouse capacity per turn |
| 102 | Inbound trucks per day |
| | |
| Outbound Truck volumetric calculation | |
| 3489 | 53' Tractor Trailer - (ft ³) |
| 3868 | Trucks loads to empty warehouse per turn |
| 102 | Outbound Trucks per day (See note #2) |
| | |
| 205 | Building A - Trucks per Day in and out |

| Building B | |
|--|---|
| 1,001,700 | Building Footprint - (ft ²) |
| 50 | Building Height - (ft) |
| 50,085,000 | Building Volume (ft ³) |
| 25% | Utilization (see note #1) |
| 12,521,250 | Storage capacity (ft ³) |
| | |
| 9.7 | Estimated Inventory Turns Per Year |
| 37.8 | Days per inventory turn |
| | |
| Inbound Truck Volumetric Calculation | |
| 3489 | 53' Tractor Trailer - (ft ³) |
| 3589 | Truck loads to fill warehouse capacity per turn |
| 95 | Inbound trucks per day |
| | |
| Outbound Truck volumetric calculation | |
| 1016 | 20 Foot Box Truck - (ft ³) |
| 12324 | Trucks loads to empty warehouse per turn |
| 326 | Outbound Trucks per day (See note #2) |
| | |
| 421 | Building B - Trucks per Day in and out |

| Building C - General Warehouse | |
|--|--|
| 522,000 | Building Footprint - (ft ²) |
| 50 | Building Height - (ft) |
| 26,100,000 | Building Volume (ft ³) |
| 25% | Utilization (see note #1) |
| 6,525,000 | Storage capacity (ft ³) |
| | |
| 9.7 | Estimated Inventory Turns Per Year |
| 37.8 | Days per inventory turn |
| | |
| Inbound Truck Volumetric Calculation | |
| 3489 | 53' Tractor Trailer - (ft ³) |
| 1870 | Truck loads to fill warehouse capacity per turn |
| 49 | Inbound trucks per day |
| | |
| Outbound Truck volumetric calculation | |
| 1016 | 20 Foot Box Truck - (ft ³) - (See note #3) |
| 6422 | Trucks loads to empty warehouse per turn |
| 170 | Outbound Trucks per day (See note #2) |
| | |
| 219 | Building C - Trucks per Day in and out |

| Alternate Building C - Perishables on cross dock (see note #4) | |
|--|--|
| 522,000 | Building Footprint - (ft ²) |
| 50 | Building Height - (ft) |
| 26,100,000 | Building Volume (ft ³) |
| 45% | Utilization (see note #4) |
| 11,745,000 | Storage capacity (ft ³) |
| | |
| 26.0 | Estimated Inventory Turns Per Year |
| 14.0 | Days per inventory turn |
| | |
| Inbound Truck Volumetric Calculation | |
| 3489 | 53' Tractor Trailer - (ft ³) |
| 3366 | Truck loads to fill warehouse capacity per turn |
| 240 | Inbound trucks per day |
| | |
| Outbound Truck volumetric calculation | |
| 1016 | 20 Foot Box Truck - (ft ³) - (See note #3) |
| 11560 | Trucks loads to empty warehouse per turn |
| 823 | Outbound Trucks per day (See note #2) |
| | |
| 1063 | Building C - Trucks per Day in and out |

Note #1 Warehouse Utilization is from Austin Tenant Advisors (www.austintenantadvisors.com) - a website for a consulting company that advises on distribution center design and optimization.

Note #2 Calculation assumes 100% utilization of trailer capacity, in some cases a lower efficiency may be expected for Less Than Load (LTL) trucks either arriving to or departing from the facility. This would increase number of trips.

Note #3 Note that the calculation for building B and C uses a 20' box truck for inventory leaving the facility. Volume of box truck is from data on U-Haul rental truck.

Note #4 The building plans refer to building C as a cross dock facility, the developer now confusingly refers to it as a warehouse. Cross dock facility would be applicable for perishables (as an example) and not designed for warehousing. I have made a broad assumption on utilization which may be highly dependent on the type of goods being transferred. I have estimated inventory turns at 26, who wants a three week old steak? I have assumed for that cross dock calculations freight arriving on tractor trailers and departing on box trucks. I believe that BJ's, Costco, Amazon and Walmart all operate perishable shipments. Amazon aquired Whole Foods around 2017.

Note #5 This calculation excludes any additional storage capacity in trailers parked at the facility being staged for loads. Utilization of this capacity would increase number of trips.

Note #6 The inventory turn is based on financial data. If one building is underperforming (e.g. lower turns) capacity has to be made up elsewhere in the system (another warehouse within the organization has to perform at a higher efficiency).

Note #7 The calculation does not exclude sources of revenue from various fees (such as Sam's Club or BJ club membership fees) which increase revenue but do not require any physical inventory. This may slightly decrease trips.

Note #8 The calculation does not account for merchandise which may be shipped directly from a vendor to a retail store. For example a retailer, such as Walmart would have some percentage of shipments direct to a store. This would decrease trips.

Bill Kallgren
11 Winslow Farm Rd
Hudson NH

Feel free to play with the numbers.

AUG 04 2020

TOWN OF HUDSON
PLANNING DEPARTMENT

The following are new comments received by the SaveHudsonNH.org website after the initial submittal of comments for the July 22, 2020 Planning Board Meeting. These comments are as they were written with the exception of correcting spelling and grammatical errors. Each individual had the option to use their full name or their initials.

I am very concerned about the multiple potential negative impacts of building a facility of this magnitude in this area.

-Linda Hubbard of Hudson, NH

My husband Michael and I are in full support of STOPPING yet another development company from making millions off wreaking havoc in our town. The traffic is already bad enough during the rush hours on Lowell Rd/ Exit 2 off Rt. 3 and along 3A. My entire family who lives right on the state border in Tyngsboro, MA have been coming up Rt 3A into Hudson, NH for over 35 years. All of their essentials are here in Hudson from their grocery shopping at Market Basket and Sam's Club, getting their gas at Haffner's, running errands at Walmart, and dining at TBones. They have already said they won't put up with the traffic getting into Hudson if this project passes and plan on going into Nashua instead to the Daniel Webster Hwy commercial area. This project is forcing other surrounding towns to go elsewhere to shop, dine, and spend their money. So how is that beneficial or economical to these existing Hudson businesses and especially our town? All of our local businesses will suffer from this traffic issue and will be losing revenue from other local towns who don't want to put up with it. Meanwhile the Hudson Logistics Center gets to makes its millions! The worst and most concerning part of all of this is that this Hudson Logistics Center is right along the Merrimack River. Travel a few miles south along this same river and you will find that Tyngsboro Country Club is already getting taken down by more developers to build, build, build! The pollution and disruption of wildlife this chaos is going to cause is so unfortunate. The amount of wildlife that gathers near the Merrimack River is a good enough reason to STOP THIS. WE SUPPORT SAVE HUDSON NH AND ITS CAUSE TO STOP THE HUDSON LOGISTICS CENTER FROM BEING BUILT!!!

-AS of Hudson, NH

I live just off of Lowell Rd. in Hudson and the traffic during rush hour from Market Basket to Roosevelt Ave can take 10 to 15 minutes. That is 1.7 miles and a normal 4 minutes ride. During rush hour times in the morning and the evening it can take 5 minutes just to get out of Roosevelt Ave to take a left because of the amount of traffic we already have. What will the town do to help alleviate the slow down and extra traffic on an already fully packed road? I am sure this will also impact the bridges on the other end coming from Nashua which are heavily congested in the morning and evening. What are the towns plans to alleviate that congestion that will even be heavier with this happening? Trucks going to 93 will probably use 111 that would mean heavy truck use turning right from Lowell Road to rte. 111. What is the impact these trucks will have through that school zone? Hudson should think about taking care of the traffic congestion before taking on this project.

-Gary Newton of Hudson, NH



Traffic is bad enough in town now. Trucks will be parked around the town waiting for their time slot to get in. Where will they park? Market basket, Sam's, Walmart, Irving station on Lowell Rd? Stop Hudson logistics center (Amazon)!!

-DP of Hudson, NH

Please stop this before it is too late. The beautiful acreage that is there now can never be RETRIEVED. Ask yourselves "Do we really need this project"???

-Francis Peters of Hudson, NH

Hudson has enough traffic! WE don't need noise and trucks going up and down Lowell Rd. There is a safety concern also. We all know that all this will NOT help our taxes. The Hudson we love will be gone!

-Maria Larose of Hudson, NH

You would think that a more important project would be the circumferential highway. Something that has been in planning forever. Where are all the environmental people now that we want to destroy this beautiful area. it reminds me of the song "cut all the trees and put up a parking lot" SAD SAD SAD. Maybe remove one golf club and build condos or houses. Does this town have any imagination?

-Robert Lavigne of Hudson, NH

Please don't let this go thru. Turning 2 public golf courses into a logistic center? Not good for a number of reasons. The environment, traffic, quality of life...

JG of Nashua, NH

NH Its bad enough that the "powers to be" snuck the apt. units going up on Lowell rd. by us. now with this logistics center Lowell Rd is going to be nothing but bumper to bumper every day. What are they going to do put up MORE lights on Lowell? Whatever happened to putting things on the ballot for the people to vote on? Just an all-round BAD idea..

-RMM of Hudson, NH

No trucking business in Hudson NH

-RG of Hudson, NH

It is a shame to lose the golf courses and what Phil Friel created, but I guess the Friel family has the right to do what they wish with their property as long as it does not adversely affect the environment and traffic flow. We are concerned about traffic over Merrimack River which already backs up at certain times of the day going into Hudson Route 3A. from Nashua. Will there be an additional exit and on ramp to highway by-pass from the logistics center other than Steele Road?

-TF of Nashua, NH



I do not want this in my town!

-JG of Hudson, NH

I do not want this center in my town.

DM of Hudson, NH

I would like to voice my opposition to the proposed logistics center. I do not believe this will be beneficial for our town.

KM of Hudson, NH

We should bring residences not warehouses. We need young blood so the town can grow.

-Alvaro Cardenas of Hudson, NH

I want my kids (4 and 6) to grow up with nearby green spaces not with the noise and pollution of trucks 24 hours a day. We need our elected officials to step up and put preserving our environment for future generations ahead of any perceived financial gain that this development may bring in the short term.

-SC of Nashua, NH

The only ingress/egress for the total proposed endeavor must be via Lowell Road which is already at maximum capacity. There is little chance that River Rd will be able to handle the traffic growth that is inevitable when drivers coming and going encounter the resulting delays. Inclement weather will only exacerbate the problem without major road work.

-RB of Hudson, NH

We need to save this gem and all our open space to keep this town the type of place we all moved here for. Route 3A is already such an eye sore.

-SA of Hudson, NH

Within Hudson's already existing industrial area, there are multiple vacant buildings that could be utilized in turn preserving beautiful open spaces that will be marred by the Logistic Center's construction.

-Michael Forlizzi of Hudson, NH

The plan way too dense... the loss in residential value will approach the tax base of the new project is there any selectman or town planner who has ANY expertise on these sized developments? just look at the fulfillment centers in Polk City FL and Tejon CA to see the damage

-GA of Nashua, NH



The powers that be in Hudson are not amenable to any plans except those that bring in revenue. When we tried to stop a behemoth building from being built on our street, we were shot down in no uncertain terms. They care only about revenue. Good luck with trying to stop this abominable project.

-NN of Hudson, NH

My commute to work is already horrendous. Living on the Hudson /Pelham line and commuting to work on rte. 3 and using exit 2 in Hudson. We can't have MORE traffic volume in Hudson NH!!!!

-Paula Smith of Pelham, NH

Why can't we leave green space in our NH areas? Why distribution centers? Hudson is a small town and the Tax Payers should have the right to choose on what they want to preserve too. No one in a small town moved there for this type of construction. It will make going there from other parts of the area more clogged also, and may discourage shopping there.

-AG of Nashua, NH

Please do not allow the destruction of the beautiful habitat of Green Meadow. Please reconsider the zoning of this land. It would be a great and progressive step of the town of Hudson to rezone this area in a manner which would protect the air quality, noise levels, and personal health impact to its residents and prohibit the intended commercial sale.

-Monica Kiernan of Hudson, NH

The proposed Hudson Logistic Center project makes the traffic a lot worse than what it already is. Frequent traffic jams on Sagamore bridge, Lowell road and Wason road (prior to COVID) make it difficult to go to work in time. We moved to Hudson several years back because of green rural quiet neighborhoods with low traffic.

-BV of Hudson, NH

How about you take your plastic signs down before your precious wildlife chokes trying to eat them? This development of the Green Meadow Golf course has been talked about for years and different ideas have emerged. It is so close to the border; it isn't going to impact current traffic patterns. If you don't like it move north.

-AM of Hudson, NH

At one point the space was going to be used for Retail Shops (nice stores not junk ones), an outdoor movie theater, walking paths along the river, etc. That could have been nice for many. But the town didn't want that. They want this instead? Trucks in and out, noise and pollution...are you kidding me? But wait, I guess I shouldn't be too surprised. After all, they



voted in for a Goodwill store, which is useless, and they voted for the current location of Hudson Police Dept. What a stupid area for a police station. When is this town going to smarten up?

-LA of Hudson, NH

I am writing this to show that I am totally against that proposal! It would definitely have a negative effect on the town no matter how much tax money it would bring in! How can the planning board even consider it? The impact on truck traffic would be tremendous as well as bridge maintenance! Too many negatives to list! I support your efforts!

-KK of Hudson, NH

We relocated to Hudson eight months ago. our reasons for choosing our neighborhood was the quiet residential area, the short distance to work and other conveniences. It is already often difficult to get on Dracut rd. due to traffic. The proposed distribution center will negatively affect our life style and our property value.

-KF of Hudson, NH

I can solve this problem quickly! The town buys the property and converts it to Hudson Public Golf Course! Using the Capital Reserve and General Fund, to Initiate the purchase. This will create revenue for the town as well as create jobs. Then put it on a referendum vote at the next elections! Let the people decide if they want to keep a recreational asset or a traffic shipment center. Having been there many mornings enjoying the outdoors, my call to arms would be "Keep the Jungle not The Concrete Jungle!

-Stephen DeLuca of Hudson, NH

I am against Logistic Center from coming into Hudson N.H. and ruining the beauty of Hudson N.H. and the wild life. If I wanted to live in a city I would of stayed in the city where its dirty. Keep it and your undisclosed owner out of Hudson N.H. and stop trying to make it look like a city all for a payout. Don't Sell Out The residents of Hudson N.H.

-DT of Hudson, NH

STOP SHOPPING ONLINE!!! BUY LOCAL FROM LOCAL SHOPS. *If everyone did this there wouldn't be these buildings everywhere.*

Jason Savage of Hudson, NH

This is a disgrace to beautiful Hudson NH, action needs to be taken against this

SB of Tyngsboro, MA

Please save this beautiful green space and MOST of all NO more trailer trucks on Lowell road!

-RD of Hudson, NH



After reading the information presented in this web-site and the many questions that have been raised, I am totally against this Logistics Center being built in the small town of Hudson, NH.

-LL of Hudson, NH

Route 3 is already a tough commute for so many. Having to contend with freighters will make it much worse.

-CC of Nashua, NH

Though I haven't been playing at Green Meadow in the last 5 years, I believe that Phil built a legend. The last time I played the Jungle, I thought with some small changes maybe the PGA in NH. I also think that the beauty of the courses are more needed than cement buildings and parking lots. I said in 2006 that the company trying to purchase should look for an area that is already set up for the type of business they are into. There must be buildings or properties available, with our current conditions.

-KK of Nashua, NH

I would like to learn more about this, and what our town government is doing. It seems to me that Lowell Road cannot adequately handle the amount of traffic we currently experience on it. Adding a massive complex like this would likely create crippling traffic conditions that impact everyone in our community.

-EG of Nashua, NH

I am very much against the proposed logistics center. We need to desist eliminating green space in order to preserve what is left of our town's character. This is something that the people of Hudson must have the right to vote on.

-Robert Cooper of Hudson, NH

I find it odd the town does not have a long term plan for development. Building warehouses with high vehicle traffic does not enhance the peace and tranquility of the residents. Why not try and attract a college or convention center to the town? And why has Hudson not found a way to build the circumferential highway? There should be a fee or tax for any new construction to help offset the cost of the bypass. It should be clear to builders, if you build here you are responsible for the additional costs to improve our roads and highways. Honestly our selectman needs to actually come up with a long-term plan including funding to manage the interest in developing Hudson before it turns into Lowell.

-RS of Hudson, NH

I moved to Hudson after a large trucking company moved to my former neighborhood. Trucks were constant and damaged the street and my quite neighborhood. Please take my advice and don't allow this project to occur.



-TP of Hudson, NH

It is clear that the current traffic layout is nowhere adequate to handle the proposed use as put forth by these plans. Traffic is already an issue. I fear that if this plan goes forward the tax payers of Hudson will experience a considerable rate hike to accommodate the municipal burden of such a facility.

-DS of Pelham, NH

I am against this logistics center being built. I believe the traffic, noise and increase in people will be detrimental to our town and surrounding areas.

-Charissa Alanurm-Woodside of Hudson, NH

There is plenty of unutilized vacant business space elsewhere in Hudson that can be used by these proposed companies to create business and jobs without destroying a beautiful golf course area.

-Tammy Burns of Hudson, NH

I am very concerned about the additional traffic this facility will bring to the area around the Lowell Rd./Sagamore Bridge Rd. intersection and to the Route 3 N/S on ramps. This area is already very congested and dangerous during the morning and evening commute hours. Adding numerous trucks and tractors will increase traffic congestion and traffic accidents. I'm also concerned about the impact of a 24/7 shipping facility on nearby residential areas. This center has the potential to be very detrimental to residential property values in the area.

-DS of Hudson, NH

My main concern is the added traffic congestion due to the constant trucks. We already have problems with traffic in that area of town.

-AK of Hudson, NH

It's appalling that a construction project of this magnitude would be considered in a small town like Hudson. Why are the voices of its residents being ignored? How can a pastoral setting like a golf course be transformed into a noisy distribution center without proper review, and its approval process be rammed through in only a matter of a few months? Unanswered questions that will have devastating consequences for many years to come. Community over Colonial Commerce!

BB of Lowell, MA

The traffic from the construction and the subsequent logistics center will be massive and totally change the character of South Hudson and Tyngsboro. Every day, all day long there will be hundreds tractor trailers speeding and driving aggressively on the local roads to and from the highway. The warehouses employees will be a 2nd wave of traffic all day long. The vast majority of the jobs will basically be slightly above minimum wages unable to provide citizens with a career to purchase a home. I don't support this type of economic over growth!



-TS of Dracut, MA

This is just a terrible idea and plan for this land. 200 tractor trailers per day? Noise, pollution from diesel? Other than a few tax dollars, I see no benefit for the Town of Hudson and its residents. The residents will end up paying for the additional infrastructure needed to maintain it (i.e fire, police, etc.) Who wants to look at a truck stop when you come over the bridge? No one!!!! Bye bye property values.

-Cheryl Tremblay of Hudson, NH

I live right across the river from where the center will be built. Needless to say, I don't want it built! The noise and congestion will be even worse, much worse, than it already is.

-Tom Dunlea of Nashua, NH

As we all know by now Hillwood this is nothing but a front for Amazon. If they get in those 3 warehouses it will become 6 warehouses. There is already a traffic problem in that area and on Rt 3 and the connector imagine 20 + semis 24/7. Imagine the cars at every shift change full of underpaid, undertrained, downtrodden workers that do not care. No safety regulations are being followed by truckers, or workers. If there is no vaccine in the next 3 years then the spread of COVID in Hudson will be out of control. Think of your kids on school buses, you trying to get to work on time add an hour to each way. Think of our property values going into the toilet, the closing of local businesses and the slow erosion of Hudson and the surrounding towns. Remember Bezos and Amazon are infamous for NOT PAYING TAXES so forget that argument. What of road repairs due to the increased traffic?? They hire gypsy drivers who do not keep up their vehicles and could be totally uninsured but they are considered contractors and you cannot sue Amazon if anyone gets hurt or killed. Amazon is a Monopoly and Hudson does not want to play.

-LM of Hudson, NH

I am definitely against the proposed Hudson Logistic Center. It will severely impact our traffic, noise, and quality of life!! I also am against any Hudson "Boulevard" to connect Route 3 to 93! It will not help our residents, the town, and or the environment. Thank you for your efforts.

-Joan MacSweeney of Hudson, NH

I would like to know how anyone could even entertain the idea of putting this mammoth project in Hudson. This belongs in a non-residential rural area away from main. areas that are overloaded with traffic entering from Massachusetts and New Hampshire towns as we have on Dracut Rd. and Lowell Rd. It is insane to think that these roads that are single lanes on Dracut Rd. and a mixture of mostly single lanes that go into two lanes then back into one. Most NH residents came from Massachusetts and other areas to get away from these proposed properties. This needs to be stopped.

-Terry Censabella of Hudson, NH



Southern Hudson was a nice quaint town when I moved here 31 years ago. Then Walmart was built on top of a tree farm and Sam's was built over a corn field. If that wasn't enough, across from the existing Market Basket, there was the beautiful corner lot, which housed St. Katheryn's Church, and this lot was turned into a now defunct Stop & Shop. The Stop & Shop was turned into Goodwill Store and is an eyesore with all of the truck trailers parked in front of the store; it looks like an industrial park. Traffic was always a problem in this area and now the town of Hudson approved a 80+ apartment complex on Lowell road. Now someone wants a logistics center right in the middle of one of the last pieces of beautiful landscape in the southern Hudson area. I would like to know why our selectmen are not protecting our town from these catastrophes.

-CA of Hudson, NH

2 trees give a family of 4 enough oxygen. Just imagine what all those trees do for the town of Hudson! Save the Golf course as the golf course!

-JT of Hudson, NH

I do not believe the Logistic Center belongs at the golf course! Hudson residents cannot afford the additional traffic on nearby roads. We cannot afford to have truck break fires and the like in Hudson, NH Furthermore, I want to know HOW and WHEN our town planners and the like agreed to change the zoning of the property that would allow a Logistics Center project to even be proposed. How did we let this happen?

I'm extremely concerned about the additional traffic would be on our Hudson roads! Additional truck traffic will make it more difficult for FIRE and RESCUE to service homes and business in the south parts of Hudson.

SHAME on the town of Hudson for holding Logistic Center discussions during this COVID-19 pandemic. Amazon doesn't need a logistics Center that badly. The town should not be using COVID-19 as an excuse to continue these discussions. Even IF the project became approved, the center would not be able to be built and made operational in time to help Amazon during COVID-19. What is this town thinking?

-Thomas Graves of Hudson, NH

I have lived in Hudson NH for 26 years and am strongly against the development of Green Meadow Golf Course. I live within walking distance to the course and enjoy the peace and quiet this neighborhood offers. I enjoy my daily runs through the course, the wildlife, the wetlands, the trees etc. I am not a golfer and honestly had no idea how truly beautiful and magnificent this property was until COVID hit and I was able to explore the entire property while the course was shut down. My husband worked at the course while in high school and college as did friends and family members. This property holds so many memories and not only that but this amount of open space is hard to find these days unless you travel much further north. Hudson should feel so lucky to have this! Is there anywhere to run freely, to sit back and enjoy or let kids play in this town besides Bensons? I am completely against this logistics center being built in my town! It's truly upsetting to see Hudson developing every last bit of green space. I moved back to NH from MA for the PEACE AND QUIET it offered not for this monstrosity! This town does not have



its citizen's best interest at heart. I would like to see elected officials prioritize us for a change! Make this a town people want to stay in, preserve what green space we have left, make this a place for growing families and neighboring towns to come for generations. Invest in green space not more developments.... we are not a city and we do not need more traffic, noise or pollution in our air or waterways!! This will be nothing but a giant headache and I can't imagine what I'll be hearing, seeing or smelling from my backyard if this goes through because it certainly won't be pretty. Keep Hudson a small town like it's meant to be. Stop the developments and say no to this nightmare concrete jungle!!!

-Ashley Cardin of Hudson, NH

Let's keep Hudson the way it is. Let's keep the pollution, traffic and noise which also brings crime and the wrong people to Hudson out!

-FE of Hudson, NH

What is going to happen to our farmers? I feel our sweet town is already beginning to feel like a city.

-TD of Hudson, NH

This will make Hudson undesirable to live in or move to. Property values will go down. Noise and diesel pollution etc. Will not be good families anymore. I have lived here over 40 years and love this town. This is going to ruin such a wonderful place.

-Patricia Kozick of Hudson, NH

I cannot believe Hudson would do this to tax's payers. It will bring down our beautiful town our property value will go down. please do not do this horrible thing to us I really don't want to move from hear.

EP of Hudson, NH

Don't turn our town to city like Nashua because the town need more money from tax and impact fee!! Shame on town director!!

WB of Hudson, NH

Our Colliston Yard condominium is directly across from the proposed development site. We already experience significant traffic noise on the bridge, forcing us to keep our windows closed. We are very concerned with the anticipated increase in traffic, at all hours, if this logistics center is approved.

LT of Nashua, NH

I think this is a terrible plan and will destroy our town. This is too nice a town to have it ravaged with this massive complex.

JK of Hudson, NH

The traffic on Lowell Rd is horrendous now. I cannot imagine what it will be like if you add 1,840 more cars (the number of parking spaces requested) plus tractor trailers and delivery trucks.



This is a terrible idea for Hudson and I hope the Planning Board will not approve this Logistics Center.

-Patricia McGrath of Hudson, NH

With the proposed distribution center how will this affect the water act and the environment? With the location of that foot print and the amount of trucks, the amount of salt and sand used in winter to care for a foot print that big how do they propose to not affect the water way and the habitat surrounding the area. This will directly affect the River and any shore line downstream.

That includes any farm lands, water sheds, and endangered native species in the area.

-RP of Hudson, NH

There is too much traffic in Hudson as it is. Lowell Road has become a nightmare to travel. I live off Lowell Road and between the noise and waiting to get in and out of my driveway concerns me.

RH of Hudson, NH