



December 17, 2020

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

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

Dear Mr. Groth:

Fuss & O'Neill, Inc. has reviewed the third submission of materials received between December 8, 2020 and December 9, 2020, related to the above-referenced project. The scope of this review letter is related to stormwater aspects of the project design only. Site plan, subdivision, and other review elements will be provided under separate cover.

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

The following items have outstanding issues:

7. Drainage Design/Stormwater Management

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

- a. *Former Fuss & O'Neill Comment: Hudson Regulation HR 289-18.B.4. We note that the creation of the cul-de-sac is creating what appears to be a "land-locked" wetland pocket. The applicant should review the need for an outlet structure from the center of the cul-de-sac and/or describe the intent of this design. / The applicant has added CB102 and CB103 to two low points within the cul-de-sac. With rim elevations at approximately 130±, and the existing grade of the wetland at an approximate elevation of 128±, this will potentially result in impounding water of up to 2' over a wetland.*

Current Fuss & O'Neill Comment: We note that the applicant has reconfigured the round-about relating to layout, grading, and drainage (design and labels/identification numbers). We request the applicant providing the Hayner and Swanson plans for review, and recommend coordination of plans be implemented for design and labeling/identifying drainage structures/pipes.

- i. *Former Fuss & O'Neill Comment: It appears the drainage analysis treats this location as only a subcatchment, and does not treat this area as a pond. In this modeling the volume of the wetland is consistently filled with stormwater, and stormwater in will equal stormwater out. Given that very*

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poorly drained and poorly drained soils of wetlands have minimal infiltration rates, infiltration is unlikely to occur at a practical rate. The applicant should clarify if infiltration is intended to occur, or is this area intended to be 2' deep standing water at all times.

Current Fuss & O'Neill Comment: The redesign has reduced the design "low point" within the round-about from 2' to 0.5' depth below the closest proximity catch basin CLCB-2 (A1-7). Please provide additional design intent with potential standing water.

- iii. **Former/Current Fuss & O'Neill Comment:** The applicant should clarify if underdrains are proposed and if so, how will installation of underdrains effect the wetland.
- iv. **Former/Current Fuss & O'Neill Comment:** Stormwater consistently at an elevation above the roadway gravels will have potential negative effects on the structural longevity of the roadway, related to both freeze/thaw as well as overall inability for the free-draining of the gravels. The applicant should provide additional information on this design, and review this design with the Town Engineer.
- g. *Former Fuss & O'Neill Comment: HR 290-10.A & B. Due to the multiple plan sets concurrently submitted, the applicant should list all related required Town, State, or Federal permits as well as related plan sets (as references) within the plan. This will ensure that if a contractor acquires only one of the multiple plan sets, they are fully aware of the connectivity of the plan sets. /The applicant has updated the plan to state the Langan Set as a plan reference. We recommend the applicant adding a permits/ approvals list, or refer directly to the page within the Langan set for associated permits/ approvals.*
Current Fuss & O'Neill Comment: The applicant should provide the Hayner and Swanson plans for review, and coordinate the plans to be implemented for design and labeling/identifying drainage structures/pipes.

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

- x. *Former Fuss & O'Neill Comment: HR 290-7.A.6. We note that the provided Infiltration Feasibility Report states "To be completed during construction". To ensure infiltration is an acceptable treatment upon this project, the applicant should update the Infiltration Feasibility Report as per Env-Wq 1504.13./ The applicant has updated the report with the initial findings. We note that the applicant should continue to keep the Town informed of any further findings that may alter the drainage design.*
Current Fuss & O'Neill Comment: The Infiltration Feasibility Report continues to state "additional testing to be completed during construction" in relation to the calculated infiltration rates, while concurrently utilizing anticipated Ksat values achieved from the Ksat Values for New Hampshire SSSNNE tables.
 - i. Please provide TP existing surface elevations to the Feasibility Report.
 - ii. Please provide information as to the use of the "Ksat high" infiltration rates rather than the NHDES and engineering standard "Ksat low" infiltration rates.
 - iii. Please provide information as to the use of the utilization of the "Ksat C-horizon" over the typical "Ksat B-horizon" infiltration rates.
 - iv. Utilization of 100 in/hr for basins A1-3 and A1-4 exceeds the 10 in/hr rate required by Env-1508.06(b). An infiltration rate exceeding 10 in/hr does not allow for proper

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- required NHDES full treatment and requires soil amendments to occur. We request the applicant review this infiltration rate with NHDES to ensure proper treatment is achieved within these practices or if a soil amendment will be required.
- v. The above noted comments, as well as the current applicant-proposed field testing verification after approval, could result in revisions to infiltration rates down to the 3-10 iph range. Such a significant difference to the infiltration rate has a potential “ripple effect” to the dynamically interconnected drainage features as well as downstream drainage calculations on such a large scale project. We request the applicant coordinate with both NHDES AoT and the Town to allow field verification of infiltration rates after approval is granted.
- ab. *Former Fuss & O'Neill Comment: HR 290-10.A. The applicant should keep the Town informed of all communication with NHDES in relation to the required Alteration of Terrain, Shoreland, and Wetlands Permits to ensure NHDES comments do not alter drainage design/calculations. / The applicant provided a “concurrent plan sets and permit applications” note on sheet CS001. We also suggest all approved project permits be provided in a similar table or manner as to list easily accessible appropriate permit numbers for easy reference.*
Current Fuss & O'Neill Comment: We recommend the Town require the NHDES AoT permit be a condition of the requested Site Plan Approval.
- aj. **New Fuss & O'Neill Comment:** HR 290.7.A.5. Comparing the May and December project submittals, there is an increase in A soils of 3.2acres, B soils of 5.07acres, and a decrease in D soils of the combined 8.24 acres. The applicant should provide additional information as to the reasoning behind the significant soil reclassification within the stormwater calculations.
- ak. **New Fuss & O'Neill Comment:** HR 290.7.A.6. The applicant should provide additional information on the constant groundwater flow rate calculations utilized in Table 6 of the Stormwater Management Report, including but not limited to: where is this information from; why was a constant rate utilized; and why was the same constant rate utilized in the 2, 10, 25, and 50 year storm analysis.
- al. **New Fuss & O'Neill Comment:** HR 290.13. Although this is not a roadway cut section, due to some areas of significant cut upon the site, the applicant should review the need for underdrain to help prolong the life of the pavement, drainage system, and building structures.
- am. **New Fuss & O'Neill Comment:** HR 290-1. We note that the EPA has finalized the MS4 permit modifications for New Hampshire communities and they will go into effect on January 6, 2021. The applicant shall ensure they are in compliance with all aspects of the MS4 permit in the project design, during construction and post-construction. The Town of Hudson shall enforce the terms of the permit, including performing compliance inspections and initiating enforcement actions as required.

The following items require Town evaluation or input:

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

- h. *Former Fuss & O'Neill Comment: Hudson Engineering Technical Guidelines and Typical Details (HETGTD) Section 930.1. The applicant should review the design on Plan Sheet 4 of 22, and note that*

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CB 117 and CB 118 are illustrated to have less than 4.0' feet of cover. We note the design does not match the detail on Plan Sheet 15 of 22, illustrating a minimum of 4' of cover.

Current Fuss & O'Neill Comment: The applicant has stated that they will seek approval of this deviation from the Town Engineer. The Town should confirm that they have reviewed this item and are comfortable with this design deviation.

- i. *Former Fuss & O'Neill Comment: HETGTD Section 930.4. We note that the majority of the stormwater design utilizes pipe slopes of less than the required 2.0%. The applicant should review these pipe slopes with the Town Engineer to determine if these are adequate. Fuss & O'Neill would take no exception to the applicant requesting a waiver for these slopes if deemed necessary, as long as the applicant can illustrate that the drain line velocities are self-cleaning.*

Current Fuss & O'Neill Comment: The applicant has stated that they will seek approval of this deviation from the Town Engineer. The Town should confirm that they have reviewed this item and are comfortable with this design deviation.

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

- m. *Former Fuss & O'Neill Comment: HR 290-5.A.10. Due to the proximity of wetlands and other buffer zones to the proposed locations for installation of erosion control practices, the applicant should review the need for relief from this requirement by the Planning Board.*

Current Fuss & O'Neill Comment: The applicant has stated that discussions regarding the wetlands and other buffer zone impacts are part of an ongoing discussion with the Planning Board.

- ah. *Former Fuss & O'Neill Comment: HETGTD Section 920.3.12. We note that there are storm drains that exceed the listed maximum velocity of 10.0 fps. The applicant should review these velocities with the Town Engineer for acceptance. Fuss & O'Neill takes no exception if a waiver from this requirement is deemed necessary.*

Current Fuss & O'Neill Comment: The applicant has stated that a waiver has been requested from the Town.

- ai. *Former Fuss & O'Neill Comment: HETGTD Section 920.3.13. We note that there are storm drains that exceed the listed minimum velocity of 2.0fps. We request the applicant review these velocities with the Town Engineer for acceptance. Fuss & O'Neill takes no exception if a waiver from this requirement is deemed necessary.*

Current Fuss & O'Neill Comment: The applicant has stated that a waiver has been requested from the Town.

The following items are resolved or have no further Fuss & O'Neill input:

7. Drainage Design/Stormwater Management

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

- b.
 - ii. *Former Fuss & O'Neill Comment: The applicant should review with the project wetland scientist and/or NHDES to ensure impounding up to an additional 2' of water over a wetland does not constitute an additional wetland impact.*

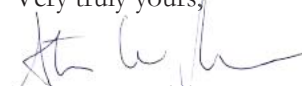
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Current Fuss & O'Neill Comment: The roundabout was relocated to reduce wetland impacts. No Further Fuss & O'Neill comment.

Also, please note that this review was carried out in accordance with applicable regulations and standards in place in New Hampshire at this time. Note that conditions at the site, including average weather conditions, patterns and trends, and design storm characteristics, may change in the future. In addition, future changes in federal, state or local laws, rules or regulations, or in generally accepted scientific or industry information concerning environmental, atmospheric and geotechnical conditions and developments may affect the information and conclusions set forth in this review. In no way shall Fuss & O'Neill be liable for any of these changed conditions that may impact the review, regardless of the source of or reason for such changed conditions. Other than as described herein, no other investigation or analysis has been requested by the Client or performed by Fuss & O'Neill in preparing this review.

Please feel free to call if you have any questions.

Very truly yours,


Steven W. Reichert, P.E.

**Steven W.
Reichert, PE**

Digitally signed by Steven W. Reichert,
PE
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SWR:

Enclosure

cc: Town of Hudson Engineering Division – File
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nkirschner@Langan.com



December 21, 2020

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

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

Dear Mr. Groth:

Fuss & O'Neill (F&O) has reviewed the third submission of the materials received between December 3, 2020 and December 11, 2020, related to the above-referenced project. A list of items reviewed is enclosed. The scope of our review is based on the Site Plan Review Codes, Stormwater Codes, Driveway Review Codes, Sewer Use Ordinance 77, Zoning Regulations, and criteria outlined in the CLD Consulting Engineers Proposal approved September 16, 2003, revised September 20, 2004, June 4, 2007, September 3, 2008, and October 2015.

The applicant has not provided a response letter to our last set of comments. Those items that have outstanding issues and need additional information/clarification from the applicant or evaluation and/or input by the Town are included below and highlighted in **Bold**. No items were resolved as part of this review. Please note that comments regarding the stormwater system design were forwarded to the Town and the applicant under separate cover on December 17, 2020.

The following items have outstanding issues that the applicant should address:

1. Site Plan Review Codes (HR 275)

1. *Former Fuss & O'Neill Comment: The applicant has not provided a detail for ADA curb ramps in sidewalks. The detail should include curb ramps for both 6" and 12" curbing.*

Current Fuss & O'Neill Comment: The applicant has added curb ramp details to the plan set for the 6 inch sidewalk and stated that they have removed the locations required for 12 inch curb. We note there still seems to be a 12 inch curb ramp by the three fire tank and pump houses.

2. Administrative Review Codes (HR 276)

- h. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(17). We were unable to locate any benchmarks within the Site plan. We note that they were provided on the Subdivision plan. /The applicant has added a note to the plan set referencing the subdivision plan set for benchmark information. The Town should confirm that they are comfortable with this arrangement or if the applicable subdivision sheets should be added to the site plan.*

Current Fuss & O'Neill Comment: Since it appears that the Subdivision Plan may no

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longer be part of the plan set, we recommend that the applicant add benchmark information to the site plans.

3. Subdivision Review Codes (HR 289)

- f. *Former Fuss & O'Neill Comment: HR 289-18.O. The applicant has not shown on the plans nor provided details for a street name sign for Green Meadow Drive at the Lowell Road intersection. /The applicant has added the detail to the plan set and noted that the sign is to be reviewed by the Town of Hudson Road Agent prior to installation. We note that since Hudson does not have a Road Agent, the applicant should change the note to reference the Public Works Director.*

Current Fuss & O'Neill Comment: We note that updated subdivision plans have not been received. It appears that Green Meadow Drive is no longer shown on the plan set and it is instead a driveway and they 3 proposed buildings are now a single lot. No information about a proposed street sign was shown on the updated site plans.

- g. *Former Fuss & O'Neill Comment: HR 289-26.B.(3). The applicant has shown several existing easements on the plan set. Copies of these easements were not included in the review package.*

Former/Current Fuss & O'Neill Comment: The applicant has noted that proposed easements have not yet been prepared. We note that the easements existing to the site were not received as part of the package for review.

- n. *Former Fuss & O'Neill Comment: The Subdivision plans note that a portion of Steele Road is to be "Discontinued, Released, or Relocated". The applicant should provide further clarification of this action and define the limits of this section of the Steele Road Right-of-way.*

Former/Current Fuss & O'Neill Comment: The applicant has stated that both the project and Town attorneys are discussing the issue and the information will be added to the plans once a resolution is reached.

4. Driveway Review Codes (HR 275-8.B. (34)/Chapter 193)

- a. *Former Fuss & O'Neill Comment: HR 193.10.D. The applicant has proposed a driveway layout for the first new driveway at Map 234 Lot 35 (Mercury) where WB-67 trucks cannot access without travelling off of the proposed paved surface. The applicant should review the need for a wider driveway entrance at this location with the tenant of that building to allow adequate truck access.*

Former/Current Fuss & O'Neill Comment: The applicant has stated that this driveway leads to a small dead end parking lot therefore they do not believe it is necessary. We note that this driveway also leads to the larger site lot. The applicant should review the need to at least provide a 'no trucks' sign at this entrance to direct trucks to the next driveway.

- e. *Former Fuss & O'Neill Comment: The applicant has proposed retaining walls adjacent to the driveways and the proposed roadway. The applicant has provided a typical detail for the walls but individual designs were not provided. We note that some of these walls are nearly 10 feet tall, and while they are outside of the proposed Town Right-of-way, they pose a risk to the proposed Town roadway if they were to fail. The applicant should provide detailed designs for each proposed wall, stamped by an Engineer licensed in the State of New Hampshire, for Town review prior to construction. /The applicant has stated that detailed plans will be provided as part of the building permit. It is our understanding that plans are being updated to make Green Meadow Drive a private road. The applicant will still need to provide detailed wall design plans to the Town for their review and records.*

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Current Fuss & O'Neill Comment: The applicant has removed wall locations from the plan set. We note that new profiles of the driveway were not provided with this plan set for review as they were located on the subdivision plans and the site no longer appears to be subdivided. We recommend that updated profiles be provided for review.

5. Traffic

Fuss & O'Neill did not review the traffic study for this project.

6. Utility Design/Conflicts

- a. *Former Fuss & O'Neill Comment:* HR 275-9.E, 276-13, and 289-27.B.(4). *The applicant has not provided a sewer design for Green Meadow Drive. We note the Site plan shows proposed sewer lines from the 3 sites coming to the cul-de-sac but there does not appear to be any sewer designed which this sewer main would connect to on Green Meadow Drive.*

Former/Current Fuss & O'Neill Comment: The applicant has revised the sewer locations and has shown the force mains connecting to the sewer manhole on Sagamore Bridge Road. We note that the applicant has not provided any information about the downstream sewer size and capacity.

- b. *Former Fuss & O'Neill Comment:* HR 275-9.E. *The applicant has not shown inverts into sewer manholes from various sewer force mains throughout the plan set. / The applicant has stated that the invert information will be provided upon completion of the revised sewer layout.*

Current Fuss & O'Neill Comment: The applicant has not provided any comments making it difficult to be sure that the sewer design is complete. We note that per NHDES Env-Wq 704.12.(o), the elevation difference between the invert in and the invert out of proposed sewer manholes should be 0.1 feet per. The current design does not show any difference in invert elevations within the proposed manholes. .

- c. *Former Fuss & O'Neill Comment:* HR 275-9.E. *The applicant should review the proposed sewer design with the Town of Hudson Sewer Department to ensure that enough capacity exists in the Lowell Road sewer main or other existing sewer mains to handle the flow that will be generated by the proposed project.*

Former/Current Fuss & O'Neill Comment: The applicant has stated that a separate sewer review will be completed for the site.

- h. *Former Fuss & O'Neill Comment:* HETGTD 720.5. *The applicant has shown pump stations on the proposed site plan and provided a typical detail on the plan set. We note that no design information was provided for the review of these private pump stations and therefore a detailed review of them was not done.*

Former/Current Fuss & O'Neill Comment: The applicant has stated that additional information will be provided as the building demands are completed.

- o. *Former Fuss & O'Neill Comment:* *The applicant has proposed several fire hydrants to be located within paved areas adjacent to warehouse buildings where it appears trucks could back into them. These hydrants are shown to be protected by bollards, but the applicant should review these locations with the Hudson Fire Department to confirm that these are acceptable.*

Former/Current Fuss & O'Neill Comment: The applicant has noted bollards are typical near the hydrants. We recommend a detail for the bollards be added to the plan set.

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

ak. *Former Fuss & O'Neill Comment: HR 290-5.K.(22). The applicant has not shown proposed snow storage areas on the plans.*

Former/Current Fuss & O'Neill Comment: The applicant has added snow storage locations to the plan set. We note that the snow storage location on sheet CS128 is beyond the 8 foot fence and therefore may be inaccessible by the plow trucks on site. The applicant should review this location for access.

Please refer to Fuss & O'Neill's stormwater design review letter dated December 17, 2020, for resolution of other comments related to drainage design/stormwater management.

8. Zoning (ZO 334)

a. *Former Fuss & O'Neill Comment: Zoning Ordinance (ZO) 334-14.A. The applicant should provide more detailed building height calculations. The ordinance states that the maximum building height shall be 50 feet and be measured from the average elevation of finished grade within 5 feet of the structure to the highest point of the roof. Roof elevations have not been provided, and we note that several building grades extend 51'-6" from the finish floor elevation (FFE) to the top of parapet grade (TOP). A large portion of the site grading within 5 feet of the buildings includes finished grade elevations for truck loading docks which are up to 5 feet below the FFE. We are unable to determine if the Ordinance has been met without roof grades being shown on the architectural plans.*

Former/Current Fuss & O'Neill Comment: The applicant has added the building heights to the plan set in the Dimensional Requirements table on sheet CS100. However, we are still unable to confirm that the Ordinance has been met without specific roof heights being shown on the plans. Protuberances such as parapets are not considered when determining building heights so actual roof elevations need to be provided to determine compliance with the Ordinance.

9. Erosion Control/Wetland Impacts

There are no outstanding Fuss & O'Neill comments related to erosion controls and wetland impacts that require additional input or information from the applicant.

e. **New Fuss & O'Neill Comment:** HR 290-1. We note that the EPA has finalized the MS4 permit modifications for New Hampshire communities and they will go into effect on January 6, 2021. The applicant shall ensure they are in compliance with all requirements of the MS4 permit for construction site stormwater runoff control. The Town of Hudson shall enforce the terms of the permit, including performing compliance inspections and initiating enforcement actions as required.

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

There are no outstanding Fuss & O'Neill comments related to landscaping and lighting that require additional input or information from the applicant.

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

There are no outstanding Fuss & O'Neill comments related to state and local permits that require additional input or information from the applicant.

12. Other

- a. *Former Fuss & O'Neill Comment: ETGTD Detail R-12. The applicant should provide a curb and sidewalk tip down detail on the subdivision plan for all driveway locations. The applicant has provided these locations and a closer scale drawing. We continue to recommend a detail be provided showing ramp details and detectable warning locations.*

Current Fuss & O'Neill Comment: We note that tip down locations are not shown on the site plan where they have previously been shown on the Subdivision plan. We note that as the Subdivision Plan is no longer part of the package, they should be added to the site plan set.

The following items require Town evaluation or input:

1. Site Plan Review Codes (HR 275)

- c. *Former Fuss & O'Neill Comment: HR 275-8.C.(2) and Zoning Ordinance (ZO) 334-15.A. The applicant should provide parking calculations on the plan set showing that the proposed spaces meet the use proposed per the Regulations. The applicant has stated that the required spaces are as required by the planning board but no specific calculations were provided for review.*

Current Fuss & O'Neill Comment: The applicant has stated that parking calculations were based on the Traffic Report that was approved by the NHDOT Bureau of traffic and that they have provided adequate spaces to promote safety, efficiency and peak retail season. The Town should confirm they are comfortable with this approach and evaluate if a waiver is needed from this section.

- d. *Former Fuss & O'Neill Comment: HR 275-8.C.(4) The applicant has proposed parking spaces that measure 9 feet by 18 feet. This will require approval by the Planning Board.*

Current Fuss & O'Neill Comment: The applicant had noted this requirement on the plan set and stated that a waiver has been requested from the Planning Board.

- k. *Former Fuss & O'Neill Comment: HETGTD Detail R-8. The applicant has proposed an asphalt pavement section in the Site Plans which includes 8 inches of processed aggregate base course. Hudson details require 12 inches of crushed gravel for driveways.*

Current Fuss & O'Neill Comment: The applicant has revised the base course for the access drive but has kept the 8 inches for passenger car drive aisles and parking stalls. The Town should confirm that they are comfortable with this arrangement.

2. Administrative Review Codes (HR 276)

- f. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(9). Boundary dimensions and bearing are not shown on any sheets within in the Site Plan.*

Current Fuss & O'Neill Comment: The applicant has stated that to maintain legibility

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they are located in the Subdivision plan. The Town should confirm that they are comfortable with this arrangement or if the applicable subdivision sheets should be added to the site plan.

3. Subdivision Review Codes (HR 289)

- i. *Former Fuss & O'Neill Comment: HR 289-28.C. & G. The applicant's roadway typical cross section does not match that of Subdivision Regulation Attachment 3. The applicant has proposed 5 feet between the sidewalk and roadway whereas the detail requires 7 feet. We note that the applicant has also proposed a 5 foot sidewalk instead of the 4 feet recommended.*

Current Fuss & O'Neill Comment: The applicant has stated that they have reviewed the difference with the Town Engineer and he is accepting of the 6 foot island and 5 foot sidewalk dimensions currently proposed. The Town should review the need for a waiver for the Regulation.

4. Driveway Review Codes (HR 275-8.B. (34)/Chapter 193)

- c. *Former Fuss & O'Neill Comment: HR 193.10.G. The applicant has proposed two driveways for Map 234 Lot 35 while only one is allowed per the Regulation. We also note that Map 233 Lot 1 would have two driveways because it would also be tied into Wal-Mart Boulevard as well as the proposed Green Meadow Drive.*

Current Fuss & O'Neill Comment: The applicant has stated that they have spoken with Town staff and believe that based on the frontage more than one driveway is appropriate. We note the Town should review whether a waiver is required for this Regulation.

5. Traffic

Fuss & O'Neill did not review the traffic study for this project.

6. Utility Design/Conflicts

- l. *Former Fuss & O'Neill Comment: The applicant should coordinate with the Town of Hudson Water Utility and Hudson Fire Department to ensure that capacity exists in the Lowell Street water main to meet the water service needs of the proposed development, including both domestic and fire protection needs.*

Current Fuss & O'Neill Comment: The applicant has stated that as final demands become available, capacity assessment to the Town infrastructure will be assessed with the Water Utility and Fire Department.

- q. *Former Fuss & O'Neill Comment: The applicant has not provided any details for the proposed water storage tanks.*

Current Fuss & O'Neill Comment: The applicant has stated that when final design is complete by the fire protection engineer, the information will be submitted to the Town for review.

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

Please refer to Fuss & O'Neill's stormwater design review letter dated September 30, 2020, for

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comments related to drainage design/stormwater management.

8. Zoning (ZO 334)

There are no outstanding Fuss & O'Neill comments related to zoning that require Town evaluation or input.

9. Erosion Control/Wetland Impacts

There are no outstanding Fuss & O'Neill comments related to erosion controls and wetland impacts that require Town evaluation or input.

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

There are no outstanding Fuss & O'Neill comments related to landscaping and lighting that require Town evaluation or input.

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

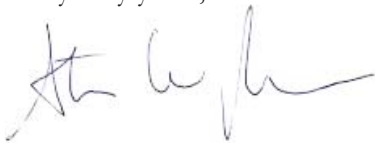
There are no outstanding Fuss & O'Neill comments related to state and local permits that require Town evaluation or input.

12. Other

There are no outstanding 'Other' Fuss & O'Neill comments that require Town evaluation or input.

Please feel free to call if you have any questions.

Very truly yours,



Steven W. Reichert, P.E.

Steven W. Reichert, PE

Digitally signed by Steven W. Reichert,
PE
DN: cn=Steven W. Reichert, PE, c=US,
o=Fuss & O'Neill, Inc., ou=Fuss &
O'Neill, Inc.,
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Date: 2020.12.21 16:40:51 -0500

SWR:

Enclosure

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

Groth, Brian

From: Linda Zarzatian <zarzatian@gmail.com>
Sent: Monday, December 28, 2020 1:16 PM
To: Groth, Brian; ~BoS; Planning
Subject: hillwood

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

Hello Brian,

I am becoming very concerned as to why this proposed project at green meadow has not been rejected and stopped. The residents of this town have the right to a safe environment to live in. We have been paying taxes to the town of Hudson since 1976 and we expect our town to remain safe for us to continue to live in. We have accepted enough development in the southern part of the town. You should be receiving enough revenue from all the businesses on industrial drive, walmart, sams, etc. We haven't seen our taxes decrease, no they have still continued to rise. The same will happen if you approved this project. Our taxes will not go down, they will still rise, this is not in the best interest of the residents of Hudson.

Hillwood should go up to the Manchester airport, there is plenty of room for them their and it will not disrupt our lives in Hudson. We have to be able to sleep at night, one tractor trailer goes up rte 3a in the middle of the night and wakes us out of a dead sleep, I am so afraid of all the trucks 24/7/365 days a year, how can we sleep then. We have a right to sleep at night in the town of Hudson, it is in the bylaws.

I would like a response to this email. I usually do not receive one. I want to know why you have not rejected this proposal yet and when it will happen, we have been stressed out enough about this. It is your job to listen and help the residents of Hudson. Safe us from a life of hillwod and amazon who don't care about Hudson one tiny bit. Please take note to what has happened many other places that have taken this horrible facility into their town, it is your duty to do so.

With the pandemic getting worse and worse I can not believe you continue to have meetings the way you are. The public can not give proper input in the best way right now. As a result Hillwood is just having a ball trying to get this by all of us. Then they will go home to their lovely environments quite far away from the horrors of amazon.

Several homes are going up on the market around us due to the amazon distribution center possibly coming. Residents who have lived here for over 30 plus years. It is a sin! They are trying to escape the horror that looms over our lives here. Stop this now! enough is enough!

I want some answers. You have the obligation to take care of us, that is your job.

A development of high end homes should go there, that is what the area demands. It is a beautiful setting that many families could enjoy if you just make the right choice. There is all kinds of housing that would be appropriate.

Hudson Planning Board: Public Input 1/13/21 Packet

Looking forward to hearing from you. Many many of us would be more involved if given the proper availability to do so, which would mean wait till it is safe to participate and try and save our town. If this is approved it will be the worst thing that has ever happened or could ever happen to my town of Hudson.

There are not the right words for me to express my complete dismay over the consideration of such a horrible logistics center to come to our Hudson. God help us everyone, every single resident of the town of Hudson, God help us if this goes through And it will be at your hand if it does, And, you will go off to Nashua or wherever you all live.

Stop this project now and look forward to an appropriate one for the town of Hudson.

With all my conviction that you will provide me and my family a healthy safe living here in the Town of Hudson,

Linda Zarzatian

Groth, Brian

From: Rob C <rob613@gmail.com>
Sent: Wednesday, December 30, 2020 8:53 PM
To: Planning; Groth, Brian; Coutu, Roger
Cc: Rob 613; Dhima, Elvis
Subject: clarifying my DOT question -- entrance and exit was on the diagram from a prior project

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Immediately after I finished speaking my public input, which included my questions about DOT details, I heard 2 or 3 board members ask about DOT issues.

To the degree that was the board acting upon my input, I just wanted to clarify:

The prior proposed development didn't only have an exit from Sagamore Bridge to the Golf Course property. It proposed an Entrance onto the Sagamore Bridge from the Gold Course property as well. I think the Entrance proposed had either an underpass (or possibly an overpass) that connected the Golf Course property with the Westbound bridge lanes, that had to cross the Eastbound lanes (under or over), possibly under or over both.

I would like to know whether the DOT in their approval of anything has considered a request for the River Place entrance and exit for this proposed Amazon warehouses.

Secondly, I heard the Hillwood, my Mr. Plante, mention that the [portion of the] project near the Sagamore Bridge might need to be moved South. That doesn't necessarily mean that the project itself, all 3 proposed huge warehouses, would be moved South toward the residences. It could be "compression" of the project.

It could also be that Hillwood would have to consider reducing the scope of the project, for example to just 2 buildings. And if doing so, they could also reduce impacts to the town, and in particular the residential neighborhoods to the South, by rotating the remaining Southern building, and move it actually further North, closer to Northern warehouse.

As long as I am writing this after my oral comment, I wanted to know if it was ever given any consideration that Hillwood or Amazon might build their own bridge spans? Such bridge spans wouldn't even need to be considered at the place of the Sagamore Bridge. Has there been any consideration of adding a totally new bridge connecting the Golf Course property with the Everett Turnpike / Interstate Route 3 closer to the existing Spit Brook Road area and the Exit 1A elevated exit and entrance ramps.

Robert Chesler
Hudson Resident

Groth, Brian

From: WILLIAM KALLGREN <kallgren@comcast.net>
Sent: Thursday, December 31, 2020 10:06 AM
To: Planning; Groth, Brian; Dubowik, Brooke
Subject: Questions / Commentary from Planning Board Meeting Dec. 30, 2020

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Hello Brian,

As follow up to the planning board meeting and Selectman Coutu request for copy of questions, the following is my question from the planning board meeting held on Dec. 30. Thank you again for all the help and hope everybody has a great new year.

Thank you planning board,

My name is Bill Kallgren residing at 11 Winslow Farm Rd.

I am not an abutter to this development and while I have made contributions to SAVEHUDSONNH.ORG I am not represented by their legal team.

Given that time may be short for comment, I would ask this one question to the board and to the developer.

Regarding Town Code Part II, General Legislation / Zoning / Article 334-18 Districts Described / Subsection G. Specifically I reference the code here regarding Zone G1:

"The District is designed to permit a wide diversity of land uses at a density appropriate to the rural nature of the area, the natural constraints of the land and the lack of infrastructure."

And I ask both the planning board and developer, in what way, shape or form is the proposed Logistics Center consistent with a Density appropriate to the rural nature of the area?

In what manner is ~2.5M sq-ft of warehouse footprint, with hundreds of docking bays and many hundreds more trailer parking spaces consistent with this definition?

In what manner is an approximate 600 employees per shift arriving/departing again consistent with this definition of Rural density?

Regarding the extensive roadway infrastructure improvements generously proposed by the developer; and I believe these improvements are somewhat questionable; how does proposing new infrastructure remotely meet the definition of lack of infrastructure.

Respectfully submitted

Bill Kallgren

11 Winslow Farm Rd.

Hudson NH

Groth, Brian

From: JAMES CROWLEY <jkcrowleynh@comcast.net>
Sent: Thursday, December 31, 2020 10:18 AM
To: Planning
Subject: James Crowley 12/30/2020 Planning Board public Presentation
Attachments: PB 12-16 & 30-2020 mtg PRESENTATION.pdf

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Brian

Please give this email and attached file of my 12/30/2020 public presentation speech to the Planning Board members.

Planning Board members:

Thank You for the request and opportunity to submit a copy of my 12/30/2020 public presentation speech to the Planning Board

The references I used for the presentation are:

- Planning Board Packet for 10-21-2020 meeting on Town of Hudson website:
 - atch_d_dot_bureau_of_highway_design_comments_response.pdf
 - hlc_traffic_mitigation_plans_oct_10_2020.pdf
- VISSIM traffic simulation program information by PTV Group:
<https://www.ptvgroup.com/en/solutions/products/ptv-vissim/>
- Highway Capacity Manual information: https://en.wikipedia.org/wiki/Highway_Capacity_Manual

Please read the NHDOT Geometrics Engineer 10/02/2020 review letter on Town Website in its entirety to verify what I quoted at the 12/30/2020 Planning Board meeting was correctly presented. The NHDOT Geometrics Engineer has some thoughts on why calculations by consulting firm Stantec use of the VISSIM program are questionable. Why is there such a drastic difference in calculated LOS between the industry standard method and the VISSIM modeling program?

I noticed at the 12/30/2020 Planning Board meeting the Applicants Traffic Engineer talked at length about trip generation and volume but avoided the subject of Level of Service LOS and that the plans so far are only conceptual highway plans. Please ask him why.

Respectfully Submitted
James Crowley
4 Fairway Drive
Hudson, NH

PB 12-16 & 30-2020 PRESENTATION – My name is James Crowley and I live at 4 Fairway Drive. My topic is northbound Lowell Road traffic onto westbound Sagamore Bridge Road aka the Circumferential Highway.

The Gold standard for traffic engineers is the Highway Capacity Manual HCM which has been published for over 70 years by the US National Academies of Science, Transportation Research Board. This manual is a worldwide reference for transportation and traffic engineering scholars and practitioners.

There are two traffic software modeling programs used in the HLC Traffic Impact Study TIS they are:

1. Standard Software based on the accepted industry standard Highway Capacity Manual, AND
2. A lesser used VISSIM microsimulation software by PTV Group which touts itself as a “Global leader in traffic simulation,” additionally their website says “VISSIM is the standard traffic simulation software used in over 2,500 cities WORLDWIDE. I guess if Hudson was a City it would be 2,501, there are 4464 cities in USA out of 19,502 incorporated places.

Anyway, these Traffic Modeling Software programs are used for Traffic studies to determine LOS designations and analysis of ramp merge, lane weaving and taper designs among other design considerations.

I now want to point out items in the NHDOT Geometrics Engineer 10/02/2020 review letter concerning the TIS. Per Item 2 under the section titled Sagamore Bridge Road (Circumferential Highway) Corridor.

QUOTE “The VISSIM modeling calibration uses a specific driver behavior profile for merging and weaving which implies the default driver behavior parameters were manipulated to produce better results. It seems unlikely drivers in this area are unusually polite.” END OF QUOTE

Item 4 in the same section of the letter compares LOS results between the Highway Capacity Manual software and VISSIM software.

The HCM software generates a Sagamore Westbound weave LOS of E for AM/PM traffic for 2032 No build and LOS of E&F for AM/PM traffic for 2032 Build.

So how do the VISSIM software intelligent extra courteous Sagamore Westbound drivers fare. The VISSIM software generates a Sagamore Westbound weave LOS of B for AM/PM traffic for 2032 No build and LOS of C for AM/PM traffic for 2032 Build. This is a drastic difference in LOS results between the two software programs used in the TIS. The HCM says find another route and the VISSIM says come on down no problem.

I am not a traffic engineer or have 40 pounds of calculations to support my common sense but I do have experience traveling thru that intersection with the two existing Lowell Road northbound left turning lanes onto westbound Sagamore and one Lowell Road southbound merge lane onto the same westbound Sagamore corridor. This yields a current total of 3 westbound lanes on Sagamore. My usual goal when traveling north on Lowell Road ONTO westbound Sagamore is to exit north immediately after crossing the Merrimack River Bridge. If I plan a head this means I have to only merge one lane to my right. From my observations most of us on the westbound Sagamore corridor

are just ordinary standard drivers in a hurry to get to our destinations. Invariably a vehicle is always in my right side near blind spot. If I speed up to make a weaving change the blind spot driver does the same because he wants to get in my lane before he gets trapped at the three lanes to two Merrimack River bridge exit area. If I slow down the people behind me start to get aggravated. So even with the current three lanes of westbound Sagamore life can get exciting if you are a standard weaver like me.

As I understand it the extra intelligent VISSIM drivers in the westbound lane I want to get into know Mr. Crowley wants to weave into their lane. So intelligent driver Mr. Jones speeds ahead out of my blind spot and Mr. Smith behind him adjusts his speed so a gap in the traffic opens. Meanwhile I am supposed to recognize they are educated VISSIM behavior drivers so I seamlessly weave into the open slot they just created for me.

NOW let us skip ahead 12 years to 2032, with the three Lowell Road northbound left turning lanes onto westbound Sagamore and two southbound Lowell Road merge lanes onto the same westbound Sagamore for a total of 5 lanes. Now if I plan ahead I still have to weave over one lane to make my immediate after Merrimack River crossing exit. I hope the same Mr. Jones and Mr. Smith see me and let me in with my weaving maneuver. However, they now have to contend with a tapering down of a traffic lane of vehicles on their right. To add to that the drivers on my left are dealing with a tapering down of a traffic lane on their left. This is a double tapering and traffic squeezing dilemma from 5 lanes to 3. At the last PB meeting there was a concern with a single taper configuration. This location doubles that concern.

With all this merging, weaving and tapering no matter what traffic software program you use there will be an increase in accidents. The LOS for an accident is a lot worse than a LOS F.

So my point is even with the NHDOT approving the methodology of HLC trip generation and volumes the Hudson Planning Board is stuck with the question of what traffic software program do you want to believe before voting on this project concerning projected LOS. However, that's assuming the trip generation and volume are correct and won't increase. We are not to worry either because the calculated LOS is based on Amazon operating at only approximately 40 percent possible building capacity and no known tenant for building C.

Also the PB should look closely at what was actually approved by the NHDOT. It does not in any way approve the quality of the proposed geometric design improvement which the whole Town of Hudson will be required to live with.

Another CONSIDERATION is backdoor leverage. If the PB approves that the onsite construction can proceed with only these CONCEPTUAL highway plans, Hillwood has leverage over the NHDOT geometric engineer to approve a less than satisfactory LOS. Add to that the Governors stated pressure to approve the project and promised circumferential highway support.

An alternative would be the PB stipulate acceptable geometric design construction plans for all traffic corridors be completed and approved by NHDOT prior to start of onsite clearing, demolition and construction.

Please keep all this in mind when it comes time to vote on this project.

Groth, Brian

From: John Dubuc <johnnygd24@gmail.com>
Sent: Thursday, December 31, 2020 8:08 AM
To: Groth, Brian; Planning
Subject: Tractor Trailer Local Traffic Presentation
Attachments: HudsonBackroadTraffic.pdf; TractorTrailers_HudsonBackroads.pdf

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Good Morning,

Thank you again for providing the opportunity to speak last evening regarding my concerns with local Tractor Trailer traffic with the massive project.

I have attached two documents, one is what I spoke about and the second with screenshots from all 5 websites that I used to generate route trip guidance from Mercury Systems to I-93 in Salem, NH and Methuen, MA.

You heard from the developer after again claiming that very minimal Tractor Trailer traffic will traverse the backroads but my research and speaking to "Experts" (actual Tractor Trailer Drivers) shows that they WILL take the shortest most efficient route. The Independent Tractor Trailers that drop off a load will be going to pick up their next load and want to get there as fast as they can to get the freight for their next paycheck and will be using the quickest, shortest route. My one example would save a driver 7 minutes of time and at a minimum \$4.00 in fuel cost. The developer also noted that Building B will generate Box Truck traffic in the local roads which could be upwards of 100,000 boxes per day (I have referenced this below).

Mr. Van der Veen asked a question about the volume of items that would be shipped and was informed from Amazon that this is proprietary information. I found this article online "Inside an Amazon warehouse that ships your supersized purchases"

<https://www.cnet.com/news/inside-an-amazon-warehouse-that-ships-your-supersized-purchases>.

This article references the Fall River "non-sort fulfillment center" which is similar to what is proposed in Hudson. They spoke to Rich Hanna who is the GM of this facility and he states "the location is still able to ship 80,000 to 100,000 boxes per day. And that number can nearly double during the peak holiday season." This is not receiving items, it is "SHIPPING" 200,000 boxes a day during peak season from these facilities!

Thank you for all of your effort in this project. After the meeting yesterday I still have major concerns regarding the amount of Tractor Trailer and Box Truck traffic that will be using Hudson and our neighboring communities roads and you should also. We owe it to our community and to our neighboring communities to protect our rural character and get more information about the true impacts this project will have before any approvals are made. There is no going back once the concrete begins to be poured.

Thank you

John Dubuc
11 Eagle Drive

I mapped routes from Mercury systems to I-93 in Salem, NH and I 93 in Methuen, MA

Used the following programs

- Google Maps, MapQuest, Rand McNally Maps, Waze and TruckMiles

I found the following results:

Google Maps

- From Mercury Systems to I-93 in Salem, NH there are three routes shown, one is via Lowell Road in Hudson to 111, the second in Lowell Road to Dracut Road to Sherburn and through Pelham and the last is by Route 3, The Fastest Route listed is from Rt 38 in Pelham
- From Mercury Systems to I-93 in Methuen, MA there are three routes shown, one is via Lowell Road in Hudson to 111, the second in Lowell Road to Dracut Road to Sherburn and through Pelham and the last is by Route 3
- MapQuest, Rand McNally, Waze and TruckMiles show the same results that were shown with Google Maps

I used 5 different online sites that gave me similar results bringing Tractor Trailer Traffic down the backroads of Hudson, Tyngsboro, Dracut, Pelham and Salem NH as the fastest route.

Inline with traffic, I also wanted to address is from a Langan "Response to Supplemental Public Comments – Traffic" dated Nav 4, 2020.

A question was asked about local traffic, part of the question was "If the Logistics Center plan passes, it will increase commercial traffic through our local streets. Trucks from this center heading for Londonderry and Salem, points south be taking local roads and add wear and tear on their streets too"

In the Langan response was this statement "There is no efficiency advantage for the trucks to travel on local roads"

When looking at the routes that are mapped out, the shortest route is through Pelham at 14.7 miles and 26 minutes, the longest is on Rt 3 and Rt 93 at 32.7 miles and 33 minutes.

I spoke to friends who drive Tractor Trailers for a living and they told me they would always use the quickest and shortest route. The Backroad route is more efficient in both time and mileage. I would estimate the fuel savings at around 2 Gallons of fuel and 7 minutes of time. Multiples trips would save both time and money for the drivers using backroads and GPS Directions provide this information to drivers.

We all look for efficiencies in our everyday tasks and when given the option for either a shorter route or a time saving route these trucks will be travelling the backroads of Hudson and all of our neighboring communities increasing the traffic and causing excessive wear on our roadways.

I ask you all to experiment on your own with multiple routes from the proposed logistics center and you will see that our back and side streets will see an increase in tractor trailer traffic if this project is approved.

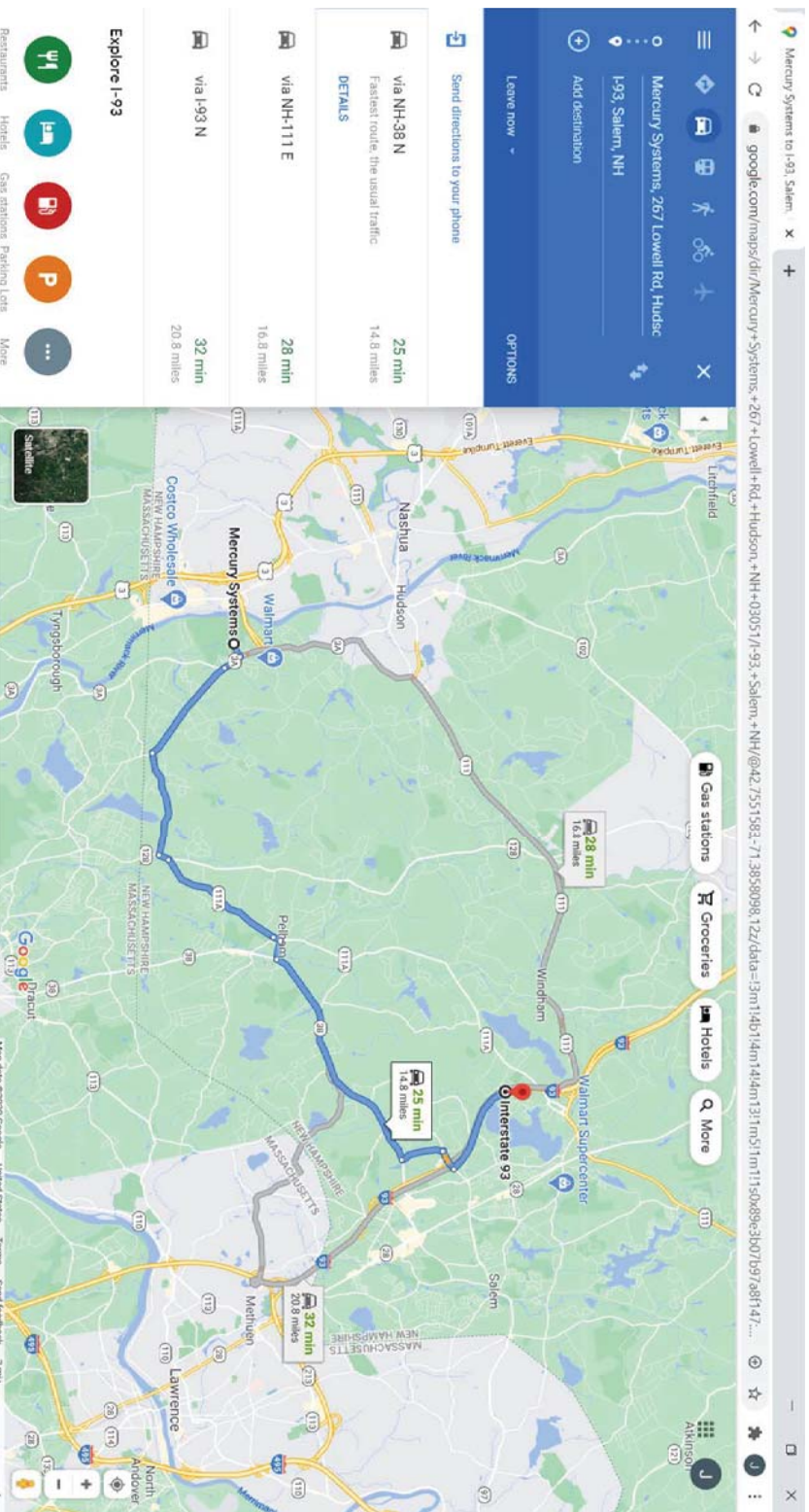
Backroad Tractor Trailer Traffic

Routes from:

- Google Maps
- MapQuest
- Rand McNally
- Waze
- TruckMiles

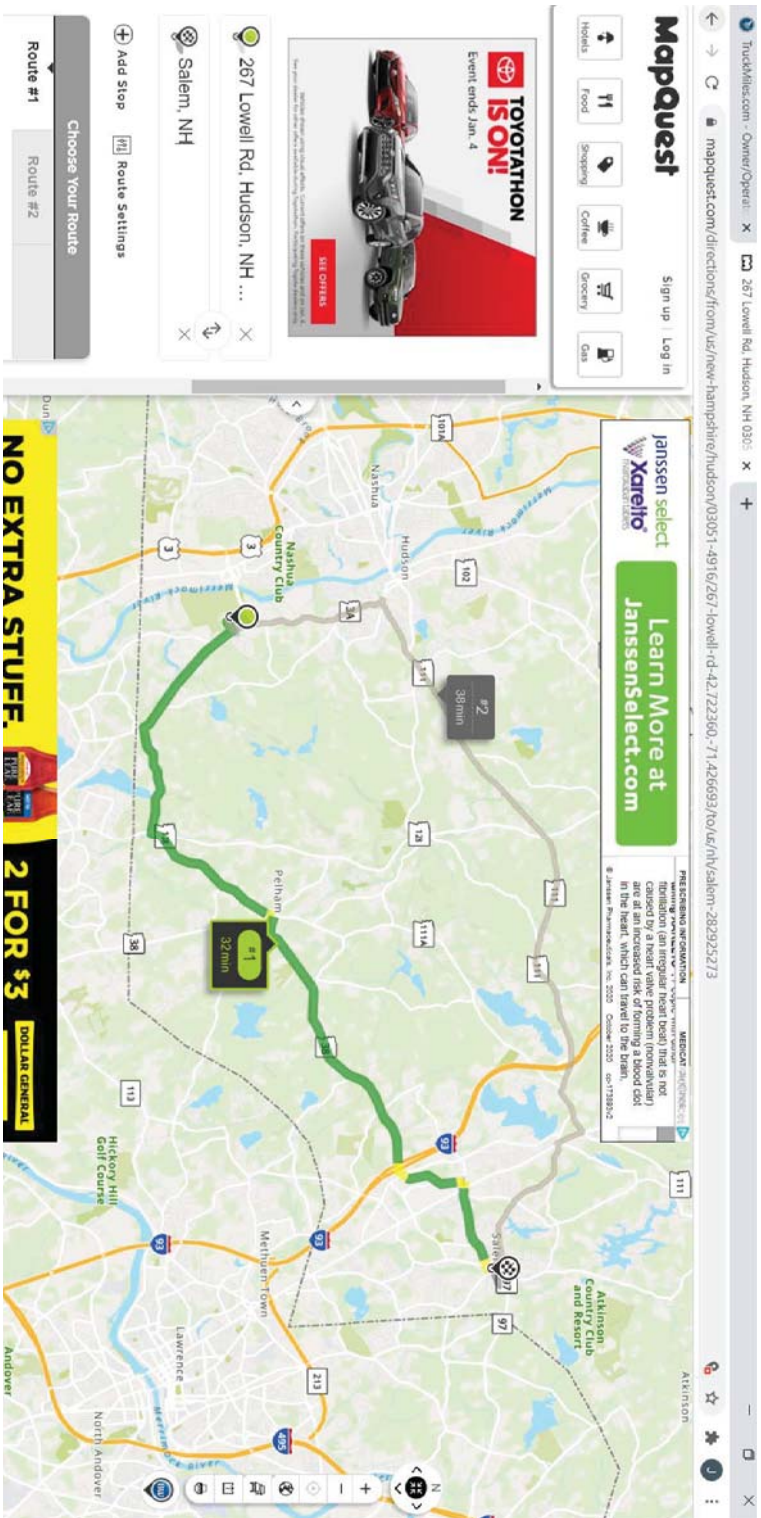
Google Maps

Mercury Systems Hudson NH to I-93 Salem, NH



MapQuest

Mercury Systems Hudson NH to I-93 Salem, NH



Rand McNally Mercury Systems Hudson NH to I-93 Salem, NH

A Directions

267 Lowell Road, Hudson, NH

Save Address Add a Stop

Distance 16.1 Miles 1:33 min

1. Start out going northeast toward NH-3A S/Lowell Rd. 0.2 Miles
2. Turn right onto NH-3A S/Lowell Rd. 0.3 Miles
3. Turn slight left onto Dracut Rd. 2.0 Miles
4. Turn left onto Sherburne Rd. 1.9 Miles
5. Turn left onto NH-128/Mannoph Rd. 0.2 Miles
6. Turn slight right onto NH-111A/Marsh Rd. 2.5 Miles
7. Turn right onto Old Bridge St. 0.6 Miles
8. Turn left onto NH-38/Bridge St. Continue to follow NH-38. 6.3 Miles
9. Stay straight to go onto Pleasant St. 0.4 Miles
10. Turn right onto Main St. 1.7 Miles

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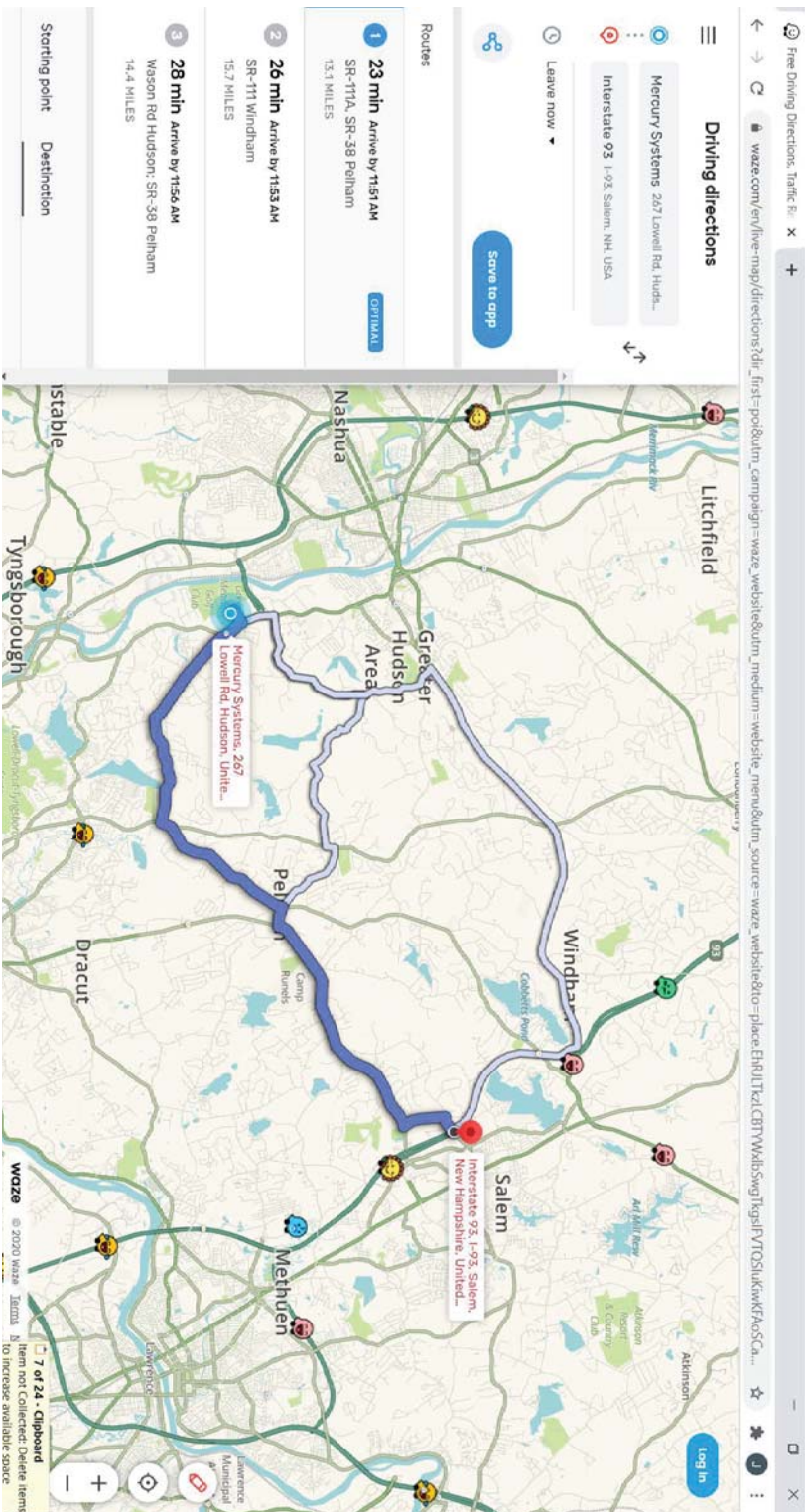
Street, City, State, or zip

Road Atlas Satellite

5 of 24 - Clipboard
Item not collected. Delete items to increase available space.

Waze

Mercury Systems Hudson NH to I-93 Salem, NH



TruckMiles Hudson NH to I-93 Salem, NH

TruckMiles.com - Owner/Operator x +

TruckMiles.com/prod/trip?source=8imgp=5,50&load_worth=8my_cat=100,00&opcost=0,2500&origndy=Hudson&origndy=NH&origndy=NH&origndy=03051&results=MapRoute&Result...

TruckMiles
Designed for Owner/Operators
Trucks & Trailers | Driver's Toolbox | Products & Services | About

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New Trip Fuel Prices Help

MSP360 Managed Backup

Tip Results: From HUDSON, NH 03051 to SALEM, NH 03075
Miles: 15.4 | Time: 0.25 | Trip Charge: \$0.00

NEW! Get Truck Stops Along This Route...

0 Feet 1130'

Map showing route from Hudson, NH to Salem, NH, passing through Windham and Pelham. Major roads shown include I-93, I-113, I-29, and I-24.

Route Weather Driving Directions Time

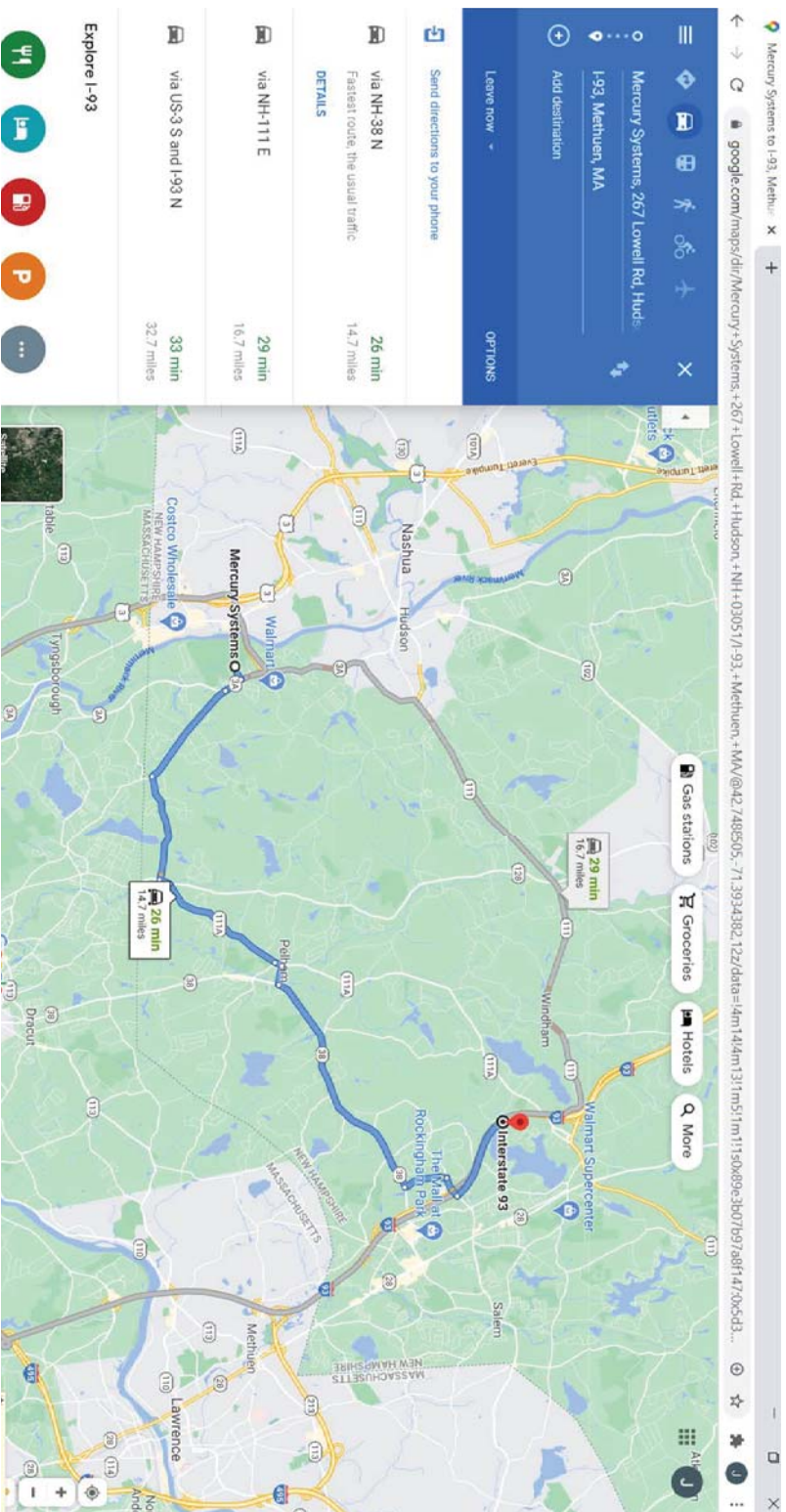
Zoom Center

View: Edit Trip | Trip Origin | Trip Destination

11 of 24 - Clipboard
Item not Collected. Delete Item to increase available space

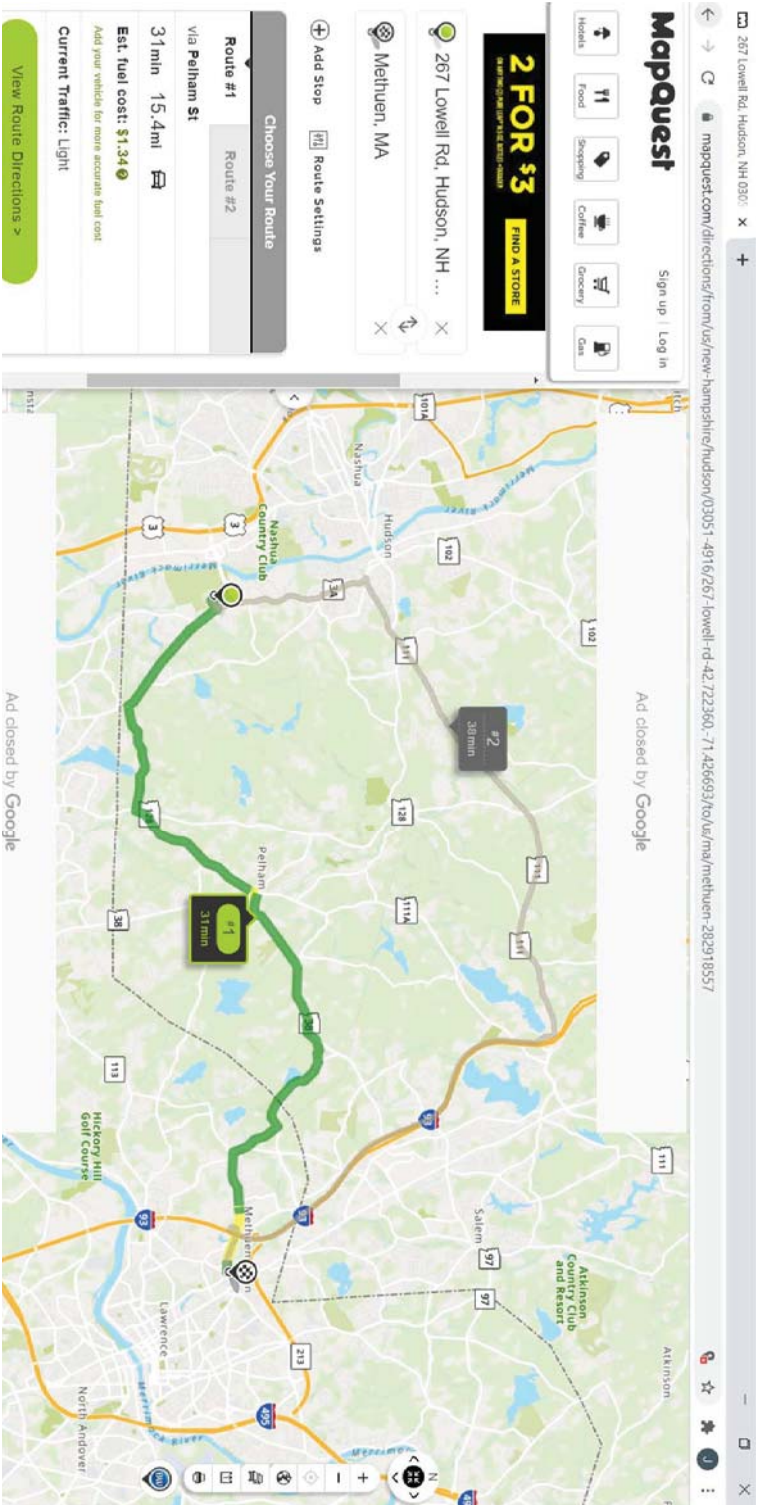
Google Maps

Mercury Systems Hudson NH to I-93 Methuen, MA



MapQuest

Mercury Systems Hudson NH to I-93 Methuen, MA



Rand McNally

Mercury Systems Hudson NH to I-93 Methuen, MA

RAND McNALLY Driving Directions: x +
Not secure | maps.randmcnally.com

A Directions 267 Lowell Road, Hudson, NH. Add a Stop
Distance 17.7 Miles (35 min)

1. Start out going northeast toward NH-3A S/Lowell Rd. 0.2 Miles
2. Turn right onto NH-3A S/Lowell Rd. 0.3 Miles
3. Turn slight left onto Dracut Rd. 2.0 Miles
4. Turn left onto Stebbins Rd. 1.9 Miles
5. Turn right onto NH-128/Mammoth Rd. Continue to follow Mammoth Rd (Crossing into Massachusetts). 1.5 Miles
6. Turn left onto Lakeview Ave. 2.2 Miles
7. Turn left onto SR 113/Pleasant St. Continue to follow SR 113 E. 1.4 Miles
8. Turn left onto SR 113 E/Willard St. Continue to follow SR 113 E. 5.7 Miles
9. Enter next roundabout and take the 2.1 Miles

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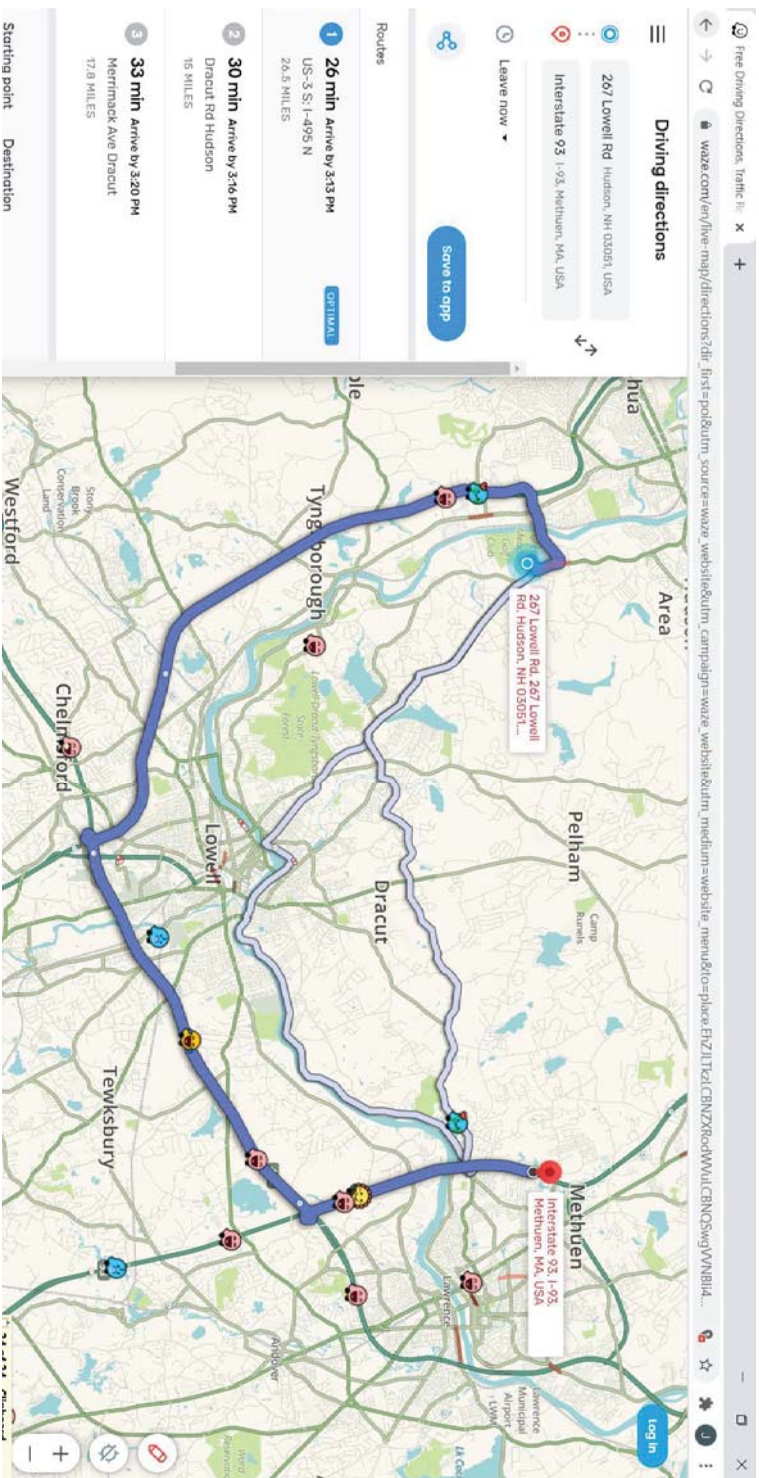
Street, City, State, or Zip

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Waze

Mercury Systems Hudson NH to I-93 Methuen, MA



TruckMiles Hudson NH to I-93 Methuen, MA

TruckMiles.com - Owner/Operator x +

truckmiles.com/product/...?source=PRM&OriginCity=Hudson&OriginState=NH&OriginZip=03051&DestCity=Methuen&DestState=MA&DestZip=01844

From HUDSON, NH 03051 to METHUEN, MA 01844
Miles 17.6 | Time 0:26 | Trip Charge \$0.00

NEW! Get Truck Stops Along This Route...

Tip Results: Miles 17.6 | Time 0:26 | Trip Charge \$0.00

View: EditRoute | ZIP: 03051 | ZIP: 01844

Zoom Control

Route

Weather

Driving Directions

Route	Time
Go North 0.1 miles on NH-3 ALT	0:00
Go North 9.4 miles on NH-111 in NH to Jct NH-3 ALT & NH-111 at HUDSON NH	0:16
Go South 5.2 miles on I-93 in NH to I-93 MA NH BORDER	0:22
Go East 0.7 miles on MA-213 in MA to Jct MA-213, MA-28 by LAWRENCE MA	0:24
Go South 0.3 miles on MA-28 in MA to Jct MA-28 & MA-113 by LAWRENCE MA	0:25
Go South 0.6 miles on MA-113 in MA to Jct MA-113 & Local	0:26
Go 0.3 miles on Local in MA to Destination	0:26

Totals: miles 17.6/Trip Charge \$0.00

Time 0:26

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12/31/2020

Kathleen Leary (8 Par Lane)

COMMENTS REGARDING HILLWOOD'S HUDSON LOGISTICS CENTER PROPOSAL TRAFFIC IMPACTS

My name is Kathleen Leary and I have lived at 8 Par Lane for 32 years. I listened in to last night's Planning Board webinar but was not able to get in to make some remarks. I list them now. Thank you for your attention.

First, a prior Planning Board approved the Sam's Club and Wal-Mart developments. The accompanying road improvements were designed to help handle and alleviate the traffic. The opposite result occurred: traffic has only increased. Now, this Planning Board is likely to repeat history if this Hudson Logistics Center is approved.

Second, Hillwood's offer to perform road upgrades to the Sagamore Bridge, Wason Road, Rena Drive and Dracut Road intersections seem like an offer to help Hudson. But, in reality the offer to widen roads and add lanes, etc. is very self-serving because they know and you know that without them, traffic would be a nightmare. It would be THEIR TRUCKS jammed at the intersections unable to get in and out of the site and through the Sagamore Bridge intersection to make deliveries in a timely fashion. It would be their employees and suppliers unable to get to the site efficiently. This is why at a prior meeting Hillwood kept saying that the road work is intended to "clear the intersections," which only forces the traffic to other local roads.

Third, we have all experienced road construction and the accompanying delays, lane closures, etc. What is the timing of these projects: staggered, all at once, prior to or simultaneous with site construction? When the Sagamore Bridge intersection is under construction, traffic would be a mess. Traffic to and from south Hudson would very likely use other main and back roads, increasing traffic on such roads as Dracut, Nathaniel, Musquash, Melendy, Burns Hill, Wason, etc., especially with the use of GPS. Truck drivers and Amazon employees using GPS are also likely to use these alternate routes. After construction is complete, they may continue to use these routes.

Fourth, the use of GPS often directs drivers through back roads.

Fifth, Hillwood keeps insisting that trucks drivers will use the highway and not other local roads. But, I can tell you from personal experience that this is not always the case. I work at Alvirne High School and have been behind trucks all the way from south Hudson on Lowell Road and they continue on up Route 102 past Alvirne, presumably to Londonderry or Route 93. They obviously did not use the highway to travel north.

Sixth, what about unmarked Amazon trucks that are contract drivers? Are they included in the traffic numbers? I understand that the inclusion of such unmarked trucks was made a site plan contingency in Braintree, MA.

Seventh, in a recent article, even the Boston Globe wrote about the Amazon delivery machine getting too close to home.

Eighth, are Uber drivers, Nashua Transit buses and other shuttle buses included in the traffic numbers? Hillwood has indicated these means of transit are being discussed.

Ninth, looking at Hillwood's traffic report, there would be a significant number of trucks in and out of the facility late at night, overnight and early morning. This would impact noise and light levels.

Tenth, although these items were mentioned last night, they bear repeating. What will be the REAL impact of Building C traffic, especially if it becomes a "last mile" facility? Why are we not looking at traffic numbers with all three buildings at full or near-full capacity? Amazon may decide to change or ramp up the usage of these buildings in the future. Plus, we need to consider that Amazon may not always be the tenant. Another company could very likely use the building to full capacity. Even though Hillwood may need to come back to the Planning Board for approval for such usage, it could be very difficult for a future Board to say NO once the site is up and running.

Thank you in advance for considering my comments and questions.

Regards,

Kathleen Leary
Urs Nager
8 Par Lane
Hudson, NH 03051
unager@msn.com

Groth, Brian

From: pgrol@aol.com
Sent: Thursday, December 31, 2020 10:21 AM
To: Groth, Brian; Planning
Subject: PB meeting December 30 :Clarification on the berm discussion

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

At last night's meeting it seemed that Mr Collins thought that the purpose of the berm was to hide the building from the adjoining neighborhood.

In fact the berm and wall is Hillwood's mitigation to try and meet the noise requirements imposed by the town. At the southwest corner of building B the building with the HVAC units on the roof will extend at least 40 ft above the berm and wall. This is caused by the fact they need to elevate the existing property level in order to level the building as it comes down the hill from the top of Fairway Drive to the bottom.

Mr Coutu also mentioned that he lived behind Wal-Mart and the berm completely hid the building. The height of the Walmart building is less than half the height of the Hillwood's buildings and the property did not need to be elevated.

Also we spent a considerable time this summer with photographers from Hillwood for the purpose of line of sight pictures from the properties on Fairway Drive. We were told they could superimpose the berm, the wall and the buildings so we could see what this was going to look like. Many months have gone by and we have seen nothing.

I would appreciate it if you could share this information with the board members.

Paul Groleau
18 Fairway Dr

Groth, Brian

From: Linda Zarzatian <zarzatian@gmail.com>
Sent: Thursday, December 31, 2020 10:41 AM
To: Groth, Brian; ~BoS; Planning
Subject: hillwood

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So the meeting last night goes until 11pm, so then I go to bed with all the troubles of this proposed project, and first thing in the morning I awake to thoughts regarding the proposed project, quite troubling. We are retired in this household and the last thing we need is all this added stress at this time in our life. We are living here because we chose to. We chose to retire here and now at this hour it is being disrupted with all this logistics center proposal.

This telephone, computer communication, as you can see, leaves a lot to be desired. Mr Ulery can not even hear them, he made that perfectly clear. He also made perfectly clear that he did not know what the zoning was for the green meadow golf course. Quite troubling, especially at this stage of the process. How safe do we feel after hearing that, as he is a voting member on the planning board. Quite concerning to say the least.

And, as selectman Coutu stated the berm that was erected by Walmart for his, I believe, prior residence, did the trick. Although, he explained, it has no comparison to the one for the logistics center.?? Why mention it? The berm will not help the people abutting the proposed project. They bought their homes with consideration of the golf course as their neighbor, not the largest logistics center in new england.

So when you widen the lanes on Lowell rd, where is the land coming from? All the homes on Lowell rd, are you destroying all the homes on Lowell rd? Obviously, you are. Does anyone care? So they will lose their homes and we will abutt Lowell Rd and all the trucks that will be traveling it 24/7,365 days a year.

I believe Amazon should go to the Manchester airport, plenty of land is available there. And, highway access, which they keep referring to as a reason for coming to Hudson, is exactly what Manchester airport has, easy highway access and no residential interference. Common sense solution.

As far as the trucks going wherever they wish, we all know that is exactly what will be happening. It has already happened to us on Bruce St. Due to the construction of the veterinary facility, the trucks that go there have been parking on our road. The police state that they can park there, the town codes allow it. So there we go, 18 wheelers, construction trucks have been parking on our road, putting out the cones around their trucks, such a lovely site outside our windows. And, we have no say in the matter, they can park there. Boy of boy, thank God we did not need any assistance from the fire department. Thank God our house didn't catch fire, as the very large truck was parked there and the driver was gone and if the fire truck needed to park in front of my house for assistance to us, well, there was a truck there and I guess they would have had to park elsewhere. Actually a truck parked right in front of one of the neighbors mailbox, don't know if she got mail that day? And this is a tiny construction site, nothing like the proposed project.

I want to know how I will be able to drive on the roads of southern Hudson once the at least 1,400 employees and all the hundreds of trucks etc will be driving on said roads. How will I be able to get out of my road, get

into my road? How will the police and fire get to us through all the traffic, the stopped vehicles and trucks? How will they? I need to know.

This is a horrible proposal for the town of Hudson. You are working for the residents of Hudson, This project needs to be rejected.

Selectman Coutu stated that if Hillwood does everything correctly then they will have to vote yes to this project. Really? So it doesn't matter if this is not good for the town of Hudson? It just matters if Hillwood does it right, then we will have the logistics center. Good grief, that"s great, as I have been saying God help us, everyone!

There is a brook behind 2 Bruce St., that should not be touched! There are so many issues with this project.

I have had enough for now. Just like many many people, we have a lot more to say and it all needs to be addressed. Not just asked and never receiving an answer. There needs to be a question and answer meeting.

Also, how did Selectman Coutu feel when the representative from amazon questioned why he needed to know what would be transpiring inside their facility? That was troubling. I am sure you all are very well aware of how horrible amazon is to their employees. Read about it, the information regarding such is available. Is that what you want in our town? Troubled employees being worked to the bone in bad conditions, and afraid to talk about it? I certainly hope not. If so, I imagine the police will be having to intervene when issues arise with troubled employees. We have enough for the police to take care of in the town right now.

Happy New Year to all and to all a good night sleep. I can't sleep, hopefully you can with a clear conscience in knowing you are doing the right thing for all of us here in Hudson.

Linda Zarzatian

Groth, Brian

From: Tim Monk <tamonk@ucdavis.edu>
Sent: Thursday, December 31, 2020 11:45 AM
To: Planning
Subject: HLC - Traffic Follow-up

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Dear Planning Board Members,

Based on the December 30 Planning Board Meeting, I have the following comments on traffic.

1) The stated operating level of 40% capacity doesn't add up, even after the further explanation and accordion illustration. If the only increase is the 60% seasonal increase, then we'd expect a peak operating level of $40\% \times 1.6 = 64\%$ capacity. Is the rest of the unused capacity for growth not accounted for by the Traffic Impact Study, or is the 60% increase supposed to be a 60 percentage point increase such that $40\% + 60\% = 100\%$? Either way, it sounds like the worst case trip generation numbers should be multiplied by $100\% / 40\% = 2.5$ in order to comprehend full capacity. The Traffic Impact Study should be updated accordingly.

2) Last night, the applicant asserted again that changing operation from the proposed use to a last-mile facility would constitute a change of land use code (LUC) and require reapproval from the Planning Board. However, while Hudson Town Code [§ 275-4](#) does require that "No ... corporation shall ... change a use ... without first securing SITE PLAN approval from the Hudson PLANNING BOARD", a change of use is defined in [§ 334-6](#), which is referenced in [§ 275-4](#), as follows:

USE, CHANGE OF

A "change of use" occurs when the use of any land or building is changed from one land use classification to another or from one category to another category within a land use classification. See Article [III](#), [§ 334-9B](#), Use classification, and Article [V](#), [§ 334-21](#), Table of Permitted Principal Uses.

The "classification" here is broad: residential, industrial, etc. To get the full picture, we must look to the Table of Permitted Principal Uses to see what the categories are within each land use classification. One of the industrial categories is:

"8. Wholesale, warehouse, self-storage mini-warehouse, or distribution facility; includes parking of recreational vehicles, buses and/or boats" ([§ 334-Attachment 1](#))

This covers both the proposed logistics center but also a last-mile facility. Thus, while the ITE land use code may change, it is not a category change under the Town Code and would not trigger review by the Planning Board.

Therefore, such uses must be comprehended during the present review process, as the applicant would be free to change the use as long as it fits within the broad category above. Any consideration of traffic, as well as all other concerns such as noise and pollution, must look at the worst possible use that fits into this category.

Regards,
Tim Monk
13 Fairway Dr.

Groth, Brian

From: Linda Zarzatian <zarzatian@gmail.com>
Sent: Saturday, January 2, 2021 10:58 AM
To: Groth, Brian; ~BoS; Planning
Subject: hillwood

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Zoning in G-1 is where the proposed logistics center is going. This zoning allows use of this land at a density appropriate to the rural nature of the area, the natural constraints of the land, and the lack of infrastructure. It is quite obvious that a 2.5M sq-ft distribution complex does not meet the criteria of use appropriate to the rural nature of the area, the natural constraints of the land and the lack of infrastructure.

It's as simple as that! Follow the definition of zone General One. This project does not meet the requirements of said land zoning.

(even though the planning board member, Ulery, after months of meetings regarding this, still did not know the zone this property was in) So that is why it hasn't been denied yet, the zone it is in is not known by some board members? Wouldn't you worry about that if you lived in Hudson and heard him the other night?

Let's take care of this the proper way.

Our families, our children, our grandchildren, our great grandchildren, our friends, our co-workers' safety and lives are in your hands Please handle them with the dignity and care you would with your families.

Sending this with all my sincere hope for our future to be without Hillwood in it,
Linda Zarzatian

Dear PB Members, BOS Members, Town Planner, Town Engineer, and Town Administrator;

This is a follow up statement and new questions with context around traffic, employment, and general topics resulting from the December 30th Planning Board meeting with Hillwood, Amazon and town residents concerning the proposed Hudson Logistics Center.

I continue to be amazed at the lack of quality, credible information provided by Hillwood and Amazon along with inaccurate everchanging data and misleading/shady answers to many questions. You should not expect anything less as resistance against these proposed centers across the Northeast and country builds each day. Hillwood wants to build this place and Amazon wants it up now thus the constant push for speed. They want to get these facilities in place before all the towns wake up and residents realize their town's character and quality of life is gone forever. Mr Griggs, Amazon Economic Development Manager Northeast/MidAtlantic Region, insulted me and I am hoping all in Hudson when asked what happens when capacity is reached. He responded, "Well we add another Dot to our map". Just great, we are dots and not a town with character and hardworking people in it. Not a surprise as Mr Griggs has never been to Hudson, never been to the proposed site, and has never worked in an Amazon Logistics Center. All I can say to that is "WOW" but I am not surprised knowing what I know about this industry and its players. Just imagine how we will be treated if they are approved to be here. Check into all the towns regretting their decisions and what is going on. The towns are waking up to it.

I have a few direct questions with context I'd like the Planning Board to address:

1. **How many employees will be working in Buildings A and B?** Hillwood and Amazon need to get their employee numbers squared away so we all understand the real traffic impact and not numbers from a modeling system that has not proven itself out in this new business area. Hillwood claimed 1029 employees with a 60% surge during Holiday season adding an additional 618 part time jobs for an employee count of 1647 for peak count. Amazon official said it would be 1400 employees and agreed it is a 60% surge. Well that surge would then be an additional 840 to raise surge

employment to 2240. A big difference. AND this does not include Building C (Mystery Building) which is the unknown piece.

2. **How many more people will be entering and leaving the site on top of employees? What times will they go in and out?** Hillwood’s Mr Plant was asked if service workers (Cafeteria, Janitorial, Maintenance, Security) were included in the employee count and he responded that they were. Amazon was asked and he responded that they were not and were contracted out. Now up to several hundred people are not included in the site employee count. Hillwood once again corrected themselves and said they were part of the vehicle trip numbers and not the employee count.
3. **What are the real Tractor Trailer, Box Truck, and Car #s?** Hillwood and Amazon quoted us 40% capacity on average with surges for 2 weeks at Christmas at the last meeting which I called “bull” on and yes now they admit it is like an “accordion” which can stretch out to meet the needs and future growth. This facility will operate at 100% of capacity soon at which time they will then add another “dot on their map”. Mr Griggs then said the surge is November thru Mid-January for an 11 week period (another Hillwood mislead from their quoted 2 weeks). That’s a huge difference. Let’s look at the numbers:

		Vehicle	Estimated	Vehicle
Capacity Levels:	40%	Trips	100%	Trips
# Tractor Trailers	240	480	600	1200
Surge time(60%)	384	768		
# Box Trucks	40	80	100	200
Surge time(60%)	64	128		
# Employees	1400	2240	2650	4240
Surge time(60%)	2240	3584		
Estimated # Service People:	200	320	250	400
Note: 20% Employees/Service carpool				
Non Surge Vehicle Trips		3120	6040	
Surge Times Vehicle Trips		4800		

Mr. Plante, Hillwood/Langan, said during the meeting that there would be 4,000 vehicle trips per day on average. So a 60% surge really means 6,400?

These numbers exclude Building C. I believe the Tractor Trailer and Box Truck numbers are still low for this facility. The # of employees could be reduced with the introduction of additional robotics and acceleration of artificial intelligence.

4. **Where will all the employees come from?** I want you to find out as it will impact traffic flow directions. My market research group pulled some interesting data about Hudson which is easy to find. Here is the data with comments:

Town:	Hudson, NH	
Population:	25,600	
Employment:		
Employable:	14,445	
Unemployed:	599	
% Unemployed Oct'20:	4.1%	
% Unemployed Mar'20:	3.3%(this is 477 workers) Precovid	

Full employment is considered at 4% unemployment rate.

So where are the 1400 jobs going to come from? The 840 surge jobs?

% Unemployment Rates Oct'20:

Lawrence/Methuen/Salem Area:	9.4%	Billerica/Chelmsford:	5.8%
Lowell Area:	8.0%	Tyngsboro:	4.0%
Nashua NH:	4.1%	Litchfield:	3.9%

So where do you think they will come from? Looks like a lot of backroad traffic coming here for jobs we do not have people for. Once again, Hillwood and Amazon are not doing their homework.

Should we mandate a % of the workforce be from Hudson? Minimum 50%

Hudson NH Income:

Per Capita:	\$42,146
HH Median:	\$96,224
Amazon Pay:	\$15/hour
Yearly Pay(40 hr/wk):	\$31,200

- This reduces our per capita income for Hudson.
- 90% of these jobs are entry level
- Mr Gibbs quoted an average Management Pay @ \$60,000/yr

Where's the \$81.5 Million/year in Payroll promised? My math calculates \$48 Million and \$57 Million with surges. Somebody explain this promise to me!!! Looks like more funny math from Hillwood.

5. **Are you going to be asking for new Noise level studies, air quality testing and water testing?** This needs to be redone as the additional traffic numbers are not included in the original testing. Just think of that site at 100% capacity with Tractor Trailers, Box Trucks and all those additional cars. If this site is approved, I will be asking for permanent monitoring. **What are the penalties for exceeding and the quick resolution?** This is about the responsibility of a healthy environment to your residents. DPM (Diesel Particulate Matter) is a Group 1 Carcinogen.

6. **Where are the site line studies performed by Hillwood that are going to show us what we will be looking at?** They rushed us to do those back in May/June and we have not seen a thing. The "Berm" proposed has to be put in to protect residents from noise and light pollution. It cannot simply be a chain linked fence as referenced by one board member.

7. **Will this become a "Drone" facility?** Drones are fast becoming a delivery option and testing is rapidly expanding. Amazon Prime Air has the drone delivery program under its umbrella and they are looking to expand quickly. The FAA and Govt have approved the use of delivery drones for packages up to 5 lbs and authorized the use of drones in populated areas just recently. However, a few hurdles have yet to be cleared. The Amazon MK27 drone has a radius of 15 to 20 miles which means it can deliver 7.5 to 10 miles from its base of operation. That is quite a distance as the crow flies. New drones are under development by Amazon, UPS and Google. Do not think this would not be in future planning at this facility. I sure as heck do not want these things coming back to Hudson like bees to a hive! **What is that 3rd Mystery Building (C) for? What are they hiding?** I do not want to see the other buildings converted or adapted for drone usage at any point. Nor do I want to see any plan approval without knowing what is going into that "Mystery Building C". Approving this plan gives them carte blanche.

It is imperative that all the facts be pulled out and our town gets the complete picture of what is going in. I have 44 years of experience with one of the largest Consumer Product Goods companies in the world and have worked with all the largest retailers including Amazon, managed global business, military business, and our ecommerce development programs, so I have pretty good knowledge and insights of what is going in and where it is heading. Yes, I am still working.

I would appreciate answers to my questions at your earliest convenience.

Thank You
Jim Dobens

Sidebar Comments:

Note #1: Industry Standard. Term used throughout Mr Plante's responses. This simply means: "Minimal Acceptable Requirements"

Note #2: Mitigation. Another term used by Mr Plante. This means "making something undesirable less severe, dangerous, harsh, or damaging."

Note #3: DPM. Diesel Particulate Matter. **A Group 1 Carcinogen.** More on this at a later time when we are discussing air quality and pollution impacts.

Note #4: Building size. Please consider all warehousing by "Cubic Feet" as a 1,000,000 sq ft building @ 25ft high is not the same as one 50ft high. Automated racking systems go up, down and sideways. We have over 130,000,000 cubic ft going in there! That is the same as filling 34,067 - 53ft Trailers.

Groth, Brian

From: Janel Jolly <neljol@outlook.com>
Sent: Sunday, January 3, 2021 10:22 AM
To: governorsununu@nh.gov
Cc: Malizia, Steve; Groth, Brian; McGrath, Marilyn; Morin, Dave; Roy, Kara; Planning; Martin, Normand; Coutu, Roger; victoria.sheehan@dot.nh.gov; robert.scott@des.nh.gov; info@hudsonlogisticscenter.com
Subject: Hudson Logistics Center

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1/3/2020
Janel Jolly
47 Moose Hill Road
Hudson, NH 03052

Dear Governor Sununu,

I am writing in regards to the Hudson Logistics Center Project that is proposed to be developed on the property currently known as Green Meadow Golf Course in Hudson, NH. Although there are legitimate economic benefits (jobs, tax revenue etc) explained in the proposal of this giant enterprise, there are also significant and numerous consequences for our town if our leaders permit this project to move forward. The essential question, do the benefits outweigh the consequences?

First consider the residents most immediately impacted as a result of this project. The proposal is asking for three enormous distribution warehouses that take up 2.5 million square feet of space. This is excessive, dangerous, and irresponsible. It would destroy these neighborhoods permanently, their property value and permanently put the health, safety and quality of life in jeopardy. The Hudson Logistics Center webpage (www.hudsonlogisticscenter.com) states that there will be 150-200 tractor trailers and 35-50 box trucks traveling to and from the center every day. There are about 20 homes on Fairway and Eagle Drive with no separation between their backyards and the Green Meadow property; you can see the golf course very clearly from their backyards. They, as well as our entire neighborhood will be flooded with noise and sight pollution from this 24/7 operation. And beyond the abutters, there are hundreds of homes and neighbors thickly settled in South Hudson. All would be adversely and permanently impacted by the enormous scale of this project. The developer has claimed they will build a "buffer" to help with this, but the fact is that some shrubs and a few trees will not help their cause and this is not an acceptable solution.

Secondly, consider the environmental impact to air, water, and wildlife. The emissions from the trucks and tractor trailers will impact air quality. According to the United States Environmental Protection Agency, "air pollution emitted from transportation contributes to smog, and to poor air quality, which has negative impacts on the health and welfare of citizens. The transportation sector also contributes to emissions of air toxics, which are compounds that are known or suspected to cause cancer or other serious health and environmental effects. Examples of mobile source air toxics include benzene, formaldehyde, and diesel particulate matter." Given this information, one can see how irresponsible and dangerous it is to develop a 2.5 million square foot distribution facility with hundreds of tractor trailers and dozens of box trucks travelling in and out and idling in the backyards

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of our homes where our children live, play, and breathe. There are a significant amount of wetlands that will be impacted by this project and this project about the Merrimack River.. Back in 2007, when a different development was proposed, there were 10-12 areas that needed to be granted a wetlands special exemption. A proposed interchange system to and from the Sagamore Bridge that crossed over a wetland area and some of the proposed parking lots were within wetland buffer areas as well. This previous development would have taken a phased approach over 10-15 years, the first phase including a 1.1 million square feet of retail space, cinema, restaurants, an ice skating rink, and a riverfront park. The second phase would have in total brought the development to 2 million square feet of mixed used purpose. Let's fast forward to the current proposal, which is 2.5 million square feet entirely made up of distribution warehouse buildings and parking lots. As such, this project will certainly have an even greater impact on wetlands. The Merrimack River is one of our region's greatest assets, this project will compromise the protection the natural wetlands have in buffering from pollutants.

Thirdly, the impact on traffic will be significant. This proposed development can only make existing traffic congestion worse, to a scale that our town has never known.. Hillword has claimed they did a traffic study to evaluate the impact that the Hudson Logistics Center may have on roadways. When exactly was this traffic study conducted? How accurate and reliable have past traffic studies, completed for other Hillword projects, been? Are other Hillword towns happy with the due diligence and planning by Hillword? My own preliminary research tells me, no, towns are not satisfied with Hillword projects and this should be a glaring concern for Hudson Town leaders.

I implore your office to express concern over the timing of this proposal, encouraging the Town of Hudson decision makers to take time to properly conduct due diligence on a project of this magnitude and consequence.

Sincerely,
Janel Jolly

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-----Original Message-----

From: John Dubuc <johnnygd24@gmail.com>

Sent: Monday, January 4, 2021 1:56 PM

To: smalizia@hudsonnh.gov; tmalley@tjmalleyelectric.net; bos@hudsonnh.gov

Subject: Audio Quality at Meetings

Good Afternoon Mr. Malizia, Mr. Malley and Select Board Members,

I have a question regarding the Audio Quality of the meetings that Hudson is holding.

At the last Planning Board Meeting, Mr. Ulery made comments that he could not hear and understand the folks on the phone and even speakers who were wearing masks for their protection. I would agree with Mr.

Ulery as to the audio quality of the meeting especially with callers who are at home for safety or other reasons. Most meetings suffer from Audio Quality and some of the meeting was inaudible and I could see the frustration in Mr. Ulery as he was trying to listen to all of the presenters both at the meeting and those that called in. I also had a difficult time with the folks who called in and missed some of what they were saying about the traffic concerns for that evening's agenda.

Is Hudson violating Section 91-A:2(c) by holding meeting where all participants "shall be audible or otherwise discernable to the public"

and they clearly are not according to a Board Member and many in attendance?

Is there any way to clear up the audio quality? One solution could be to begin fully remote meetings; this could be more suitable for the Board Members and all businesses or residents that wish to participate. This would allow all participants to have the ability to wear headphones and clearly hear and take part in the entire meeting.

This would also protect everyone during this COVID crisis. This would only work if the meeting is fully remote, any members that are being broadcast from inside of the building would still create acoustical issues.

<http://www.gencourt.state.nh.us/rsa/html/VI/91-A/91-A-2.htm>

ACCESS TO GOVERNMENTAL RECORDS AND MEETINGS Section 91-A:1

91-A:2 Meetings Open to Public. –

(c) Each part of a meeting required to be open to the public shall be audible or otherwise discernable to the public at the location specified in the meeting notice as the location of the meeting. Each member participating electronically or otherwise must be able to simultaneously hear each other and speak to each other during the meeting, and shall be audible or otherwise discernable to the public in attendance at the meeting's location. Any member participating in such fashion shall identify the persons present in the location from which the member is participating.

Please let me know your thoughts and any solution that will allow everyone to participate and understand what is going on during Town Meetings.

Thank you for your time,

John

--

John Dubuc
11 Eagle Drive

Groth, Brian

From: John Dubuc <johnnygd24@gmail.com>
Sent: Monday, January 4, 2021 2:44 PM
To: Planning; Groth, Brian; Malizia, Steve
Subject: Hudson Logistics Center Information

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Good Afternoon All,

I have a couple of items that I would like to address with you regarding this project, I appreciate you all taking the time to review this.

1. Berm - I have a concern in how this project is proceeding with the plans for the Sound Wall/Berm/Swale. Please see the following Program by the NHDOT. I understand that this is for roadway noise but I don't think the Town should have a less stringent policy for noise from the Largest Project in Hudson NH History.

- New Hampshire DOT Noise Barrier Programs

<https://www.nh.gov/dot/org/projectdevelopment/environment/units/program-management/documents/NHDOTNoiseBarrierPrograms.pdf>

One notable section is below:

Obtaining the Views of Benefitted Receptors

FHWA requires that the views of impacted residents be considered when reaching a decision on the reasonableness of an abatement measure chosen to reduce roadway noise.

The views of the residents of Hudson have not been considered when this developer is designing a massive Sound Berm visible from the abutters.

- Why is Hudson's policy less strict than the NHDOT's when Sound Berms are being constructed and impacted residents' views not being considered?

2. Solar Energy

When I was researching the impact that this Amazon Facility will have on the Town, I came across articles on Amazon's push to become energy neutral by 2025.

- <https://www.seattletimes.com/business/amazon/amazoncom-plans-big-solar-power-rollout-at-warehouses/>

- <https://blog.aboutamazon.eu/sustainability/amazon-unveils-its-largest-fulfillment-center-solar-panel-installation-in-europe>

- <https://www.neowin.net/news/amazon-now-has-solar-panels-on-over-50-fulfillment-centers-ahead-of-2020-target/>

- What is the Hudson, NH Tax Abatement for Hillwood/Amazon if the Warehouses are covered in Solar Panels? I found this on the Hudson Website - The applicant must own the property as of April 1st in the property tax year in which the exemption is being claimed. The solar exemption is for 100% of the assessed value of qualifying equipment under state statutes.

Hudson Planning Board: Public Input 1/13/21 Packet

- How will this impact any tax revenues that Hudson will collect on these facilities if all of the roofs in the facility are covered in Solar Panels?

Thanks again for your time and I would appreciate responses to these

--

John Dubuc
11 Eagle Drive

Groth, Brian

From: jkcrowleynh <jkcrowleynh@comcast.net>
Sent: Monday, January 4, 2021 7:20 PM
To: Planning
Subject: Land Use Codes & Zoning Permitted Land Use definitions

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To: Hudson Planning Board

RE: Land Use Codes & Zoning Permitted Land Use definitions

I strongly object to Hillwood's exploitation of the phrase "Land Use Code. " and how they interchange its meaning with the Hudson Zoning Ordinance "Permitted Land Use" definition.

Land Use Code 155 High Cube Fulfillment Warehouse, Non Sort classification in the Institute of Traffic Engineers (ITE) Trip Generation Manual is simply a term for a traffic generator prediction. Its use in the Hudson Logistics Center project is the Traffic Engineers basic method to convince the Planning board or Department of Transportation to approve a proposed methodology for predicting future traffic volumes. Additionally, the Planning Board is currently required to believe the published Traffic Impact Study predictions even though at a public hearing Amazon and Hillwood can not even agree on the employee counts for the known building A and B tenants.

The legal Zoning Permitted Land Use meaning depends on the town zoning ordinance and the permitted use within a particular zoning district. The Green Meadows Golf course is in a G-1 Zoning District and an Industrial use is allowed. In the 334-21 Table of Permitted Principal Uses for Industrial: warehouse, distribution facility and Transportation or freight terminal are allowed. In the 334-22 Table of Permitted Accessory Uses: Garaging or parking of heavy commercial vehicles and equipment is allowed.

Hillwood maintains that if the ITE "Land Use Code" changes they have to and will come back to the Planning Board for approval. The misrepresentation is a warehouse is a warehouse no matter how a land owner actually operates it in a Zoning District where the Permitted Industrial Land Use per Hudson Zoning Ordinance is allowed.

Do members of the Planning board honestly think they will have future legal leverage over Hillwood when the basis to trust them is misrepresented to start with?

If the site at some future date exceeds the Planning Board approved calculated traffic levels is it believable Hillwood and Amazon (or different tenant) will voluntarily offer restrictions on their operations and millions of dollars to resolve the problem without court battles over why the debilitating traffic levels exist. Listen to their current arguments. Hillwood is going to save the Town of Hudson from their current and future traffic problems in which the Hudson Logistics Center is only a small contributor. The Hudson tax payers will be stuck with the future bill to correct any traffic issues not Hillwood.

Hudson Planning Board: Public Input 1/13/21 Packet

The traffic generation calculations need to be based on the future maximum capacity of the Permitted Land Use of a parcel at time of Planning Board approval to determine a worst case scenario.

Please request the Town Legal Counsel to give an opinion before voting on this project. Does an ITE Land use code change legally require a land owner to go through a Site plan review if no physical changes are made to a property and previously Planning Board approved permitted zoning land use (industrial) remains the same. Hillwood has already maxed out the site with building floor areas, loading docks and parking, so what can possibly legally trigger a future Site Plan review? I would be surprised if traffic alone would trigger a required Site Plan review by existing Hudson Zoning Ordinance or Land Use regulations. So the question remains is the Planning Board going to request a legal opinion before voting on this project?

I respectfully request a legal answer not a Hillwood answer to what will factually require a Planning Board review when only a future traffic volume and distribution issue is involved for an existing approved Site Plan.

James Crowley
4 Fairway Drive

Sent from my Galaxy

January 5, 2021

To: Hudson Planning Board

RE: HLC Building Height Site Plan Note and calculations - Amended

Per 334-14A Height is measured from the average elevation of the finished grade within five feet of the structure to the **highest point of the roof**, excluding accessory, unoccupied protuberances such as antennas, flagpoles **and the like**. Per 334-14A the height of any proposed buildings at the Hudson Logistics Center site is allowed to be a total of 50 feet.

The Hudson Logistics Center plan CS100 Overall Site Plan, revised 11/30/2020 has one entry in the Dimensional Requirements table for 334-14.A Maximum Building Height. The note states the required maximum is 50 feet and the **Proposed is: 45.6' + 2.9' (AVG. Grade) = +/- 48.5 FT.**

45.6' this appears to be the height of the building between the Finished Floor elevation and highest point of the sloped roof

However, Building 1, Building 2 and Building 3 each have an Architectural drawing titled A4-2 with a Partial North Building Elevation on it. Look closely between column lines F and H where T.O.P = Top of Panel = 51'-6". If you study the drawing closely **the peak of the sloped roof is +/- 48'-0"**. Note it is not labeled you have to study the drawing to figure it out for each building.

+ 2.9' (AVG. Grade) this appears to be the average finished grade value within five feet

The Hudson Logistics Center site has three (3) proposed buildings of various lengths, widths, loading dock spaces and finished grade elevations. The Applicant implies that even when that varies from building to building the Average Finished Grade when using 334-14A criteria measurement is the same for all three buildings. That does not seem possible. **At a minimum a proposed calculation should be added for each building.**

So the Proposed Height calculation per Architectural drawings plus the single (AVG. Grade) provided by the Applicant is actually Proposed is: 48.0' + 2.9' (AVG. Grade) = +/- 50.9 FT. which exceeds the 50 foot restriction.

Now for the major issue of this letter. When viewing these buildings what do you see the higher T.O.P= Top of Panel elevation of 51'-6" or peak of roof elevation = +/- 48'-0". The Top of Panel between any column lines is also the visible Top of Parapet. So does the 334-14 consider the height of the parapet above the roof elevation to be "**the like**" in the highest point of the roof, excluding accessory, unoccupied protuberances such as antennas, flagpoles and **the like**.

Before you answer think of this. Say I am a developer and I have no place to put my noisy emergency diesel generator, so I place it on the roof of my allowed 50 height building. So I make the Finished Grade around my building level with one foot of reveal to my Finished Floor elevation. Therefore, I can put the peak of my roof at 49'-0" above my Finished Floor elevation, but I have to contend with the noise issue. No problem if the 334-14 ordinance considers the parapet to be **the like**. I just make the parapet 10 feet high above my roof, sound proof it and I'm home free. The abutters get a quiet neighborhood so what's the problem with the visual height of 60'-0" when I supposedly met the 334-14 criteria if you are willing to agree with the way a developer would want you to interpret it.

The same applies to the Hudson Logistics Center. Will the Planning Board hold Hillwood to a visual height of 50 feet per 334-14 criteria or as an abutter do I have to live with a manipulated visual parapet height.

Current visual Height of Hudson Log Logistics Center = 51.5' + 2.9' = 54.4'

Please keep this in mind for the Hudson Logistics Center project and all future projects. If you agree with a Developers interpretation of 334-14 then at a minimum require the Applicant to revise his plan notes and Architectural drawings if the AVG Grade elevations exceed 1.9999 feet.

Total height **Developers interpretation** = 48.0' + 1.9999' (AVG Grade) = 49.9999 FT if Hudson Logistics Center **Architectural drawings remain unchanged.**

Respectfully Submitted
James Crowley
4 Fairway Drive

Groth, Brian

From: Jerome Bento <jeromejbento@gmail.com>
Sent: Tuesday, January 5, 2021 9:52 AM
To: Groth, Brian; Planning
Subject: Hudson Logistics Center
Attachments: Amazon Fall River.pdf

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

Mr Groth,
Planning Board,

I write to request that Hillwood / Amazon provide you more detailed traffic information and another traffic study.

How many contracted employees will be onsite supporting IT, Facility Maintenance, Facility Cleaning, Food Services, and Physical Security? These numbers must be added to the staff projections provided by Hillwood / Amazon which only included Amazon employees.

What are the shift hours? Are they 8 hour shifts or 12 hours shifts? Shift start and end times? The commentary at the December 30th Planning by Hillwood / Amazon was confusing.

Lastly, multiple times recently, Hillwood / Amazon has used the Amazon Fall River site as a comparison site. Functionally, the Fall River site may be comparable, but location and traffic flow is completely different. I am attaching an overhead satellite view of the Fall River site and there are vast differences: The Fall River site is not in a residential area and is also located right alongside the highway (Route 24) with easy on / easy off. Please review.

Thank you for all your time and consideration.

Jerome Bento
7 Muldoon Dr
Hudson, NH 03051

Groth, Brian

From: Tim Monk <tamonk@ucdavis.edu>
Sent: Tuesday, January 5, 2021 10:53 PM
To: Planning
Subject: HLC - December Sound Study

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

Dear Planning Board Members,

Related to the proposed Hudson Logistics Center, I've reviewed the updated Sound Study as well as the responses to public comment, both submitted by OAA in December. In summary, there are significant improvements compared to the earlier sound study, but there are still a number of deficiencies that need to be addressed. My major comments follow.

1. They continued to use their method of finding the noise level with a number of noise sources active, predict noise levels that almost meets the requirements, and then assert that when averaged over an hour it will be lower. In principle, this approach could give some safety margin. However, because the modeling is not even necessarily reflective of typical use (let alone accounting for seasonality, growth, and change of operations) the analysis is lacking. Specifically:
 - They completely ignore cars.
 - They use 27 trucks simultaneously active in some capacity (a big improvement from 8 in earlier study). However, this does not match the Traffic Impact Study, which shows 10 tractor trailers, 40 box trucks and over 200 cars all active in one hour. I suspect there would be additional yard dog activity as well. Seasonality, growth, and change of operations would increase these numbers further. The noise study should consider the maximum possible activity.
 - The duration of the activity of each of these over the hour is not clear.
 - They don't analyze trucks and emergency generators being active at the same time. I doubt that Amazon will stop operations just because they're on backup power.
2. They admit that construction noise must meet the noise level limits in the Hudson Town code, but performed no analysis as to whether construction can actually meet them.
3. The predicted sound levels do not appear to include the existing measured background noise. The noise limits in the Town Code apply to the total sound pressure level, not just the contribution due to one user. The maximum existing level needs to be incorporated to look at the total noise.
4. They mention the impulsive sound limits in 249-4C, but incorrectly state that their sound levels in dBA have any relevance, as the requirements of that section are in dBC. The dBA weighting filters out lower frequencies, so you could not even apply a scaling factor to convert between the two, let alone act like they are the same as the December sound study does. A separate analysis needs to be done.
5. They state that they are being "conservative" by using the lowest measured value of ambient noise as the basis for 10dB increase. This is not being conservative, it is the bare minimum to meet the requirement. It's arguably not even that, as there could be further variation, meaning that the sound level is sometimes lower. Being conservative would be to make some attempt to find that lower level and then put a guard band on it, for example 3dB.

6. It's not clear that they did an automated check for sound levels above limits, or just looked at their labeled points. This is especially relevant for elevations other than 5' where sound-level maps are not given.
7. Using only 5' and 15' elevations is likely insufficient based on my knowledge of the nearby homes, some of which are effectively three stories when including the basement and viewed from the golf course. This means elevations up to about 25' could be relevant. Additionally, any elevation up to this could be relevant depending on the particulars around each home.
8. They again incorrectly label Sam's Club as an industrial use. In their response to my earlier comment about this they assert that Sam's Club, while zoned Business is an industrial use (and mention that they use heavy trucks, the relevance of which is not clear). However § 249-2 of the Town Code clearly defines Business Use as including B-1 and B-2, which unfortunately are not actually used on the zoning map. However, the GIS lists it as "SHOP CENTER", which should fall under general retail, a business, not industrial use. This matters because the sound level limits are lower for business, and the sound study shows the sound levels exceed the allowed limits.
9. Similarly, the sound level near Mercury Systems is high. What use classification does Mercury Systems belong to? If a business use, then the predicted sound levels violate the noise ordinance here.
10. The peer reviewer suggested that they monitor existing sound levels in 5 locations over 7 days. They only report measurements for 3 locations over 5 days.
11. I'd also like some clarity on what changed to improve mitigation compared to earlier study. They include more activity but got about the same numbers as the earlier study.

I hope you find the above useful in your review of this topic.

Regards,
Tim Monk
13 Fairway Dr

Groth, Brian

From: Tim Monk <tamonk@ucdavis.edu>
Sent: Tuesday, January 5, 2021 10:58 PM
To: Planning
Subject: HLC - 200' buffer

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

Dear Planning Board Members,

I was surprised that there was not more time spent discussing the analysis of §276-11.1B(12)a that was submitted by Amy Manzelli. I believe that there continues to be misunderstanding concerning this part of the Hudson Code. I write to explain my understanding of the Code and request that the Board give this issue further consideration.

For reference, the relevant section is:

(12) The location of all building setback lines as required by Chapter 334, Zoning, or as listed below, whichever is more stringent. No buildings, parking or display areas may be located in this setback. (NOTE: For this section, "residential use" shall mean any LOT which either contains a residential dwelling and/or has received SUBDIVISION or SITE PLAN approval for the purpose of constructing residential dwellings.)

(a) In the General (G) and the General-One (G-1) Zoning Districts, where a proposed industrial use abuts or is across a HIGHWAY from a residential use, there shall be a two-hundred-foot distance from the residential property line to any improved part of the industrial development.

My reading follows, incorporating responses to comments made by the Board during the December 30th meeting.

- 1.
2. The relevant provision has
3. nothing to do with the building setback found in the Zoning ordinances. This is a completely separate requirement, so rules that apply to the building setback do not apply to this. The key phrase in the Code is "or as listed below, whichever is more stringent."
4. Since the section below is more stringent, it is the 200' distance that matters. As articulated in (a), this is not a "setback line" but rather a "distance". Thus, any previous projects that allowed elements within the building setback have no relevance
5. or precedential value here.
- 6.
- 7.
8. Furthermore, since the relevant
9. provision is not part of the Zoning Ordinance, any determination about what is allowed or not allowed inside the building setback made by the Zoning Administrator or the ZBA is irrelevant.
- 10.
- 11.
12. This requirement only applies
13. in the G and G-1 zoning between industrial and residential uses. This recognizes that because of the broad category of allowed uses in general zoning, from farmland to industrial, abutting residences are not necessarily expecting to be next to a large busy

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14. industrial development. This is different from lots that abut an industrial zone, hence the reason for this additional and completely separate 200 foot buffer. There are likely very few, if any, existing cases in town where this provision actually comes
15. into play. This is especially true as the requirement would only apply when an industrial development is proposed next to existing residences.
- 16.
- 17.
18. The argument is not that
19. abutters don't want the berm, sound wall, and swale. These elements are likely necessary to meet other requirements to be approved by the Planning Board. Rather, it is that they cannot be located within the 200 foot distance as they are an "improved part
20. of the industrial development" and thus must be located further away from the abutting residential property lines. This also has the consequence of pushing the proposed buildings further away.
- 21.
- 22.
23. The Town Planner referenced
24. [Town Code §](#)
25. [275-8C\(8\)](#) as requiring screening features. However, this provision does not require
26. these screening features to be placed within the 200' distance cited above. Nor does it exempt them from the distance requirement.
- 27.
- 28.
29. Hillwood argues that the
30. sentence "No buildings, parking or display areas may be located in this setback." in
31. § 276-11.1B(12) somehow constrains the 200' limit expressed in (a) despite
32. there being no room for restriction in the wording in the latter section.
- 33.

Thus, the only questions are whether each of the berm, sound wall, and swale constitute an "improved part" and whether they are part of the "industrial development".

- 7.
8. As to whether they are each
9. an "improved part", which is not defined in the Town Code, we can look to other sections where the same or similar language is used. Searching the Code, I found the following relevant portions that indicate that the berm and swale should be included.
10.
 11.
 - a.
 - b. [§](#)
 - c. [289-28D](#), includes in a list of "improvements": "All proposed drainage facilities and
 - d. culverts...", which would include the drainage swale on the south side of the berm.
 - e.
 - f.
 - g. [§](#)
 - h. [276-9D\(1\)](#), includes the text "...improvements such as roads, utilities or topographical
 - i. modifications...". The berm and swale are clearly topographical modifications.
 - j.
 - k.
 - l. These sections are referenced
 - m. only to explain what the Code considers to be an "improved part" / "improvement", which are essentially synonymous here.
 - n.
- 12.

- 13.
14. For “industrial development”,
15. we can look to some relevant definitions
16.
 17.
 - a. DEVELOPMENT is defined as
 - b. “Any construction or land disturbance or grading activities other than for agricultural and silvicultural practices.” (§
 - c. [276-2: Definitions](#)). The berm and swale both require “land disturbance” and the sound
 - d. wall is “constructed”. Thus, each is “development”.
 - e.
 - f.
 - g. The remaining question is
 - h. whether they are an “industrial” development.
 - i.
- 18.

Any definition of “industrial development” that excludes the berm, sound wall, and swale must similarly exclude employee parking lots and thus defy common sense. What type of use is a parking lot by itself? None of those only appear in industrial developments, but rather exist as part of the site plan and only to serve the requirements of the facility and Town Code, taking on the character of whatever that development is. This is especially true of the berm, sound wall, and swale under consideration here, which no one would construct except for reasons similar to here: as part of an industrial development to shield the residences from the noise and sight of activity and enormous buildings. Any such distinction would break up the proposed development into numerous small developments, each determined by its own character without regard to the overall purpose. The same chapter of the Code defines the PROJECT AREA as the “area within the SUBDIVISION or SITE PLAN boundaries plus any areas with associated off-site improvements” and SITE PLAN as the “DEVELOPMENT or change or expansion of use of tracts for nonresidential uses or for multifamily dwelling units...”. This is in line with the common understanding that the entirety of the lot being developed is a single unit.

An aspect of the wording that is perhaps confusing this issue, is that the while the Code defines “DEVELOPMENT” as a process, it is used in § 276-11.1B(12)a as a noun referring to an object. We all commonly refer to “a development” in this capacity. For example, RSA 36:57 refers to “a proposed development”. This illustrates “development” not as referring to the action, but a singular thing. Both uses can be used without each losing their meaning, as RSA 36:56 uses the process meaning: “application for development”. Note that the section in question does not use “development” in all capitals and “Capitalized words in the LAND USE REGULATIONS indicate words defined in this section.” ([§ 276-2: Definitions](#))

Focusing on just § 276-11.1B(12)a, it’s clear that “development” is used in this second capacity, as a noun referring to an object. Furthermore, “industrial development” is hearkening back to the “industrial use” earlier in the sentence. As it references “improved part”’s of “the industrial development”, the latter must refer to a larger area that has parts. As the development in question is industrial, any improved parts of the plan must be part of “the industrial development” in question.

Before concluding, I should address the fact that, as written, this regulation prohibits an improved driveway from being within 200’ of a residential lot. While this makes some sense for lots directly abutting and next to a proposed use, it makes less sense “across a HIGHWAY from a residential use”. However, let’s consider it in comparison to the definition of building setback in [§ 334-6](#), which is included here for reference.

“BUILDING SETBACK

The minimum distance from the RIGHT-OF-WAY to a FRONT, SIDE or REAR LOT LINE at which a building, driveway or other regulated structure or feature may be set or constructed.”

Hudson Planning Board: Public Input 1/13/21 Packet

This definition specifically proscribes not only improved driveways, but all driveways, from being located within the building setback. This must be an accidental proscription, as we all expect locations to be able to have a driveway. Similarly, I believe § 276-11.1B(12)a overlooks the need for a driveway located at the front of the lot. Thus, we should allow the inclusion of driveways within the 200' distance, but not ignore it otherwise.

I request that you revisit this matter given the above information before your final decision on the proposed Hudson Logistics Center.

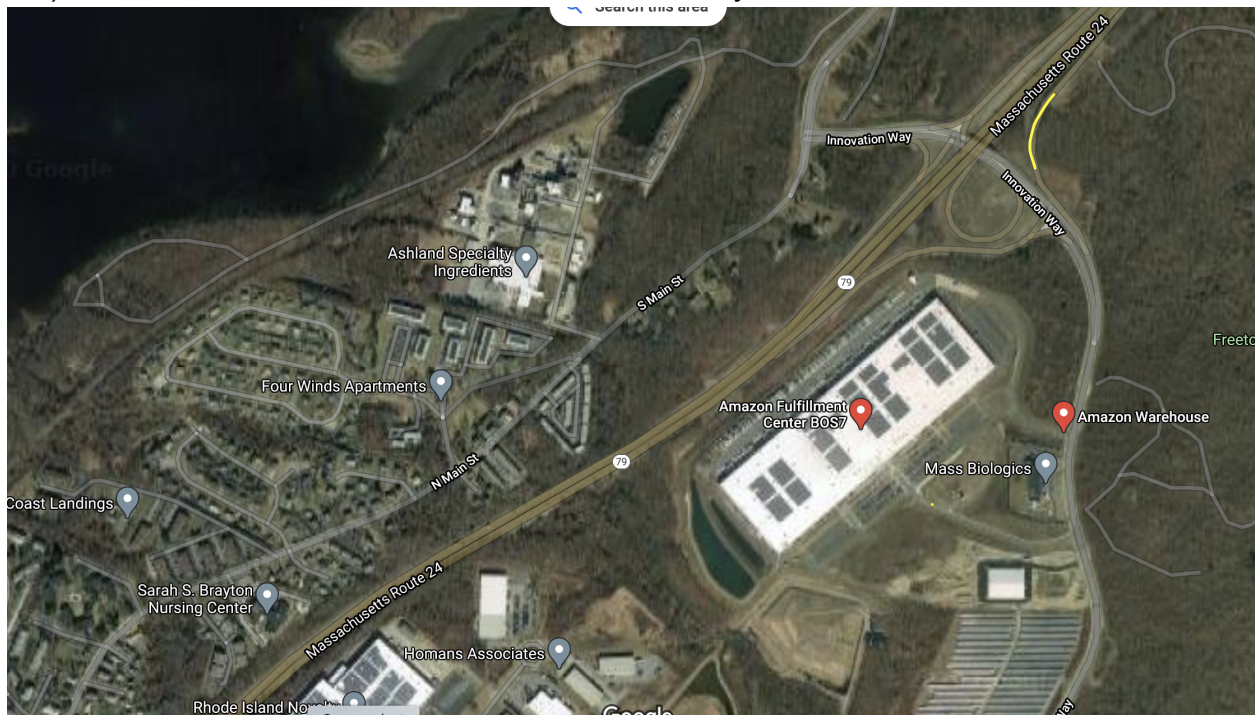
Regards,
Tim Monk
13 Fairway Dr.

Dear Mr. Groth, Planning Board Members and Selectboard Members,

This is Greg Benson from 13 Par Lane. I have lived here with my wife and 3 children for the last 8.5 years. It has been a wonderful place to call home and we have loved the peacefulness and conveniences that our neighborhood gives us. The proposed Hillwood/Amazon development is a massive undertaking. Thank you all for your service and commitment to this process to ensure that whatever decision is made is for the best for our town and its residents.

After last week's planning board meeting and the conversations around traffic and comparable facilities, I felt compelled to send over a few thoughts. I've yet to hear an answer pointing us accurately to what the closest comparable facility is. I encourage you to please continue to press Hillwood and Amazon for that information.

For example, the Amazon Facility in Fall River (BOS7) has been mentioned in recent meetings. My understanding is that this facility operates in the same manner as one of the three proposed buildings at Green Meadow (large or odd shaped items, bulk items etc). Here is a screenshot of the location and facility:



It is directly off of route 24, has one left turn out of it, and then one merge onto route 24 north. If the trucks need to head south they have 1 traffic light to route 24 on Innovation Way, a two lane industrial park road. It's also important to note that the closest residential neighborhood is either to the west and across route 24 or 2.3 miles to the

south on Wilson Rd in Fall River. Finally, this is one facility not three as proposed here in Hudson.

In September, Amazon opened a new fulfillment center in Findlay Township, PA (PIT2). This facility is also earmarked for bulk large items. And similar to the Fall River facility mentioned above, has easy on/off access to route 576. No traffic lights. One facility, not three.



The question remains: where has Hillwood/Amazon built a facility of this size in an area that is already congested with traffic and is abutting residential neighborhoods? Because there is no obvious answer to this question, I fear such a comparison does not exist. If that is the case then we are the guinea pig, which is something that should concern all of us. If any of my statements made are incorrect, please let me know. This is all how I understand it to this point today.

I thank you for your time and urge you to continue to press Hillwood on the issue of traffic. This is not a good fit for our area.

Greg Benson
13 Par Lane



**TOWN OF
LITCHFIELD**

Planning Board
Conservation Commission

RECEIVED

DEC 28 2020

TOWN OF HUDSON
PLANNING DEPARTMENT

December 22, 2020

Attn: Justin L. Pasay,
Donahue, Tucker & Ciandella, PLLC
16 Acadia Lane, P.O. Box 630
Exeter, NH 03833

111 Maplewood Avenue, Suite D
Portsmouth, NH 03801

RE: Hudson Logistics Center Site Plan Review

Dear Attorney Pasay,

Thank you for your letter of October 15, 2020 regarding the Hudson Logistics Center project proposed by your client, Hillwood Enterprises, LP ("Hillwood") that is currently under review before the Hudson Planning Board. The Litchfield Planning Board did send a letter to the Hudson Planning Board back on October 20, 2020, regarding its concerns over the regional impact this project may potentially have to the residents of Litchfield.

For Litchfield, the paramount concern for the residents to this project is traffic pouring onto Routes 3A and 102 from such a facility. While it was suggested that the majority of trucks entering and leaving the Hudson Logistic Center would come directly to and from the Everett Turnpike and Sagamore Bridge, there is an even greater likelihood the volume of traffic, as described, would have the potential of spilling over onto Routes 3A and 102 corridors creating congestion and backup problems for residents in our town. With access to the Manchester Airport, the amount of traffic coming down from Hudson through Litchfield would create substantial adverse impacts.

While it is appreciated that Hillwood will continue to work with the Town of Hudson and the State to address the local traffic concerns, this Board is not persuaded by your assertions, "there will be no traffic impacts to Litchfield from this project." Is this still your position? A project of this magnitude would certainly appear to have significant impacts to not only Hudson but the entire region. The amount of traffic spilling over onto 3-A and 102 would potentially have the ability create unwanted congestion and delays for residents commuting to and from their town. The fact that Hillwood could not identify these concerns, at first glance, is indeed concerning and stretches credibility. The temptation for trucks from this Logistic Center utilizing Route 3A as a thoroughfare from Hudson down through Litchfield and into to Manchester has the potential to create major traffic flow problems that could potentially impact

Litchfield's unique character and quality of life, forever. This is especially so, where vehicles coming from this proposed site have no control over what truck routes they will use daily.

The Planning Board of Litchfield has requested that the Hudson Planning Board be as thorough as it can in its review of Hillwood's project and leave no stone unturned. We ask any Traffic Impact Study and trip generation projections that are under review be scrutinized with a critical eye towards the impacts this project will have to traffic volumes and flow associated with Routes 3A and 102 corridors in Litchfield. We would encourage Hillwood and the Town of Hudson engage the NH DOT in this discussion as 3A and 102 are state roads. We ask that Hillwood Enterprises specifically identify what the adverse impacts to Litchfield are, and what, if any, perceived benefits Litchfield may expect to see in both the long and short term. Hudson's Planning Board needs to be cognizant of the regional impact this will have on its abutting communities. Once the adverse impacts have been specifically identified, it would be beneficial for Litchfield and other surrounding communities to know from the developer what the plans are to mitigate them. One suggestion might be to implement route or trip generation controls for trucks coming and going from this facility to prevent any unnecessary spillover onto Routes 3A and 102. Thank you for your attention in allowing us this opportunity to address these concerns with you.

Sincerely,



Michael R. Croteau, Esq., Chair
Litchfield Planning Board

cc Town of Hudson

RECEIVED

DEC 02 2020

TOWN OF HUDSON
PLANNING DEPARTMENT

Town of Hudson Planning Board Hudson N.H. 03051

October 19, 2020

Attention: Brian Groth, Timothy Malley, Jordan Ulery, William Collins, Charles Bracket, Dillon Dumont, Ed Van der Veen, Elliott Veloso, William Cole, George Hall, Jr., Roger E. Coutu, Marilyn E. McGrath

Hudson Logistics Center SP04-20

We are the hard-working residents and tax payers of Hudson, N.H. We want our voice and vote to be heard and accounted for SP04-20. Our vote for the Hudson Logistic Center is NO!!!!

The devastating impacts on the Merrimack River Watershed and Hudson's wildlife habitats are well documented. The loss of long-term environmental resources is immeasurable. The traffic impact studies can speak for themselves. The automated machines of Amazon will NOT create jobs for people.

We are Grandparents, Parents, Sons and Daughters. We are trusting you to make the correct decision for the community and future generations of Hudson, N.H.

Thank You for Voting NO Hudson Logistic Center SP04-20

NAME damant huff SIGNATURE damant huff DATE 10/19/2020

COMMENTS: I don't support any pollution coming from a factory
I would rather have a park put there.

NAME Deborah Hines SIGNATURE [Signature] DATE 10/20/2020

COMMENTS: LEAVE OUR RIVERS ALONE!

NAME Leisa White SIGNATURE Leisa White DATE 10-22-2020

COMMENTS: _____

NAME Lorenzo Trab SIGNATURE [Signature] DATE 10/22/2020

COMMENTS: 11 parks in Hudson

NAME Jan Provas SIGNATURE [Signature] DATE 10-22-2020

COMMENTS: 70H Webster St Hudson NH 03051

NAME Scott W. Houle SIGNATURE [Signature] DATE 10/22/20

COMMENTS: _____

Att: Hudson N.H. Planning Board Vote NO for SP04-20

NAME DIANE DWYER SIGNATURE *Diane Dwyer* DATE 10/22/2020

COMMENTS: DON'T WORK

NAME Judi Dionne SIGNATURE *Judi Dionne* DATE 10/22/20

COMMENTS: Horrible for a beautiful clean Town

NAME Jesse J. Latorre SIGNATURE *Jesse J. Latorre* DATE 10/22/20

COMMENTS: NO MORE TRAILHEADS

NAME _____ SIGNATURE _____ DATE _____

COMMENTS: _____

NAME _____ SIGNATURE _____ DATE _____

NAME _____ SIGNATURE _____ DATE _____

COMMENTS: _____

NAME _____ SIGNATURE _____ DATE _____

COMMENTS: _____

NAME _____ SIGNATURE _____ DATE _____

COMMENTS: _____

NAME _____ SIGNATURE _____ DATE _____

COMMENTS: _____

RECEIVED

DEC 09 2020

TOWN OF HUDSON
PLANNING DEPARTMENT

Town of Hudson Planning Board Hudson N.H. 03051

October 19, 2020

Attention: Brian Groth, Timothy Malley, Jordan Ulery, William Collins, Charles Bracket, Dillon Dumont, Ed Van der Veen, Elliott Veloso, William Cole, George Hall, Jr., Roger E. Coutu, Marilyn E. McGrath

Hudson Logistics Center SP04-20

We are the hard-working residents and tax payers of Hudson, N.H. We want our voice and vote to be heard and accounted for SP04-20. Our vote for the Hudson Logistic Center is NO!!!!

The devastating impacts on the Merrimack River Watershed and Hudson's wildlife habitats are well documented. The loss of long-term environmental resources is immeasurable. The traffic impact studies can speak for themselves. The automated machines of Amazon will NOT create jobs for people.

We are Grandparents, Parents, Sons and Daughters. We are trusting you to make the correct decision for the community and future generations of Hudson, N.H.

Thank You for Voting NO Hudson Logistic Center SP04-20

NAME Lisa Foley SIGNATURE Lisa Foley DATE 10-19-20

COMMENTS: Anything I can help to save the environment

NAME Robert McCarthy SIGNATURE [Signature] DATE 10-19-20

COMMENTS:

NAME Daniel Seaman SIGNATURE [Signature] DATE 10/19/20

COMMENTS: There is one to many cars as is!

NAME Pedro Acosta SIGNATURE [Signature] DATE 10/19/20

COMMENTS:

NAME Randy Spigona SIGNATURE [Signature] DATE [Signature]

COMMENTS:

NAME James Chambers SIGNATURE [Signature] DATE 10/19/20

Att: Hudson N.H. Planning Board Vote NO for SP04-20

NAME Jose Acevedo SIGNATURE [Signature] DATE oct 19

COMMENTS: _____

NAME William Mackay SIGNATURE [Signature] DATE 10/19/20

COMMENTS: _____

NAME Rita Dugway SIGNATURE [Signature] DATE 10/19/20

COMMENTS: _____

NAME Emma Griffin SIGNATURE [Signature] DATE 10/20/2020

COMMENTS: 271 Federal Hill Rd Milford NH

NAME Carol Griffin SIGNATURE [Signature] DATE 10/22/2020
271 Federal Hill Rd. Milford, NH 03055

NAME Jill Laffin SIGNATURE [Signature] DATE 11/11/20

COMMENTS: Wanda Webster Hudson

NAME _____ SIGNATURE _____ DATE _____

COMMENTS: _____

NAME _____ SIGNATURE _____ DATE _____

COMMENTS: _____

NAME _____ SIGNATURE _____ DATE _____

COMMENTS: _____