

# **HUDSON LOGISTICS CENTER**

## **SITE PLAN APPLICATION #04-20**

## **CONDITIONAL USE PERMIT APPLICATION #02-20**

## **STAFF REPORT #10**

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

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

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

### **ATTACHMENTS**

- A. Peer Review letter – Zoning and Land Use Regulations, Fuss & O’Neill, dated December 21, 2020.
- B. Peer Review letter – Stormwater Design, Fuss & O’Neill, dated December 17, 2020.
- C. Public Comment received January 6 to January 20, 2021.

### **STATUS UPDATE**

At its January 12, 2021 meeting, the Board of Selectman denied sewer access for this proposal. The applicant is exploring alternatives that may require plan revisions. In the meantime, the Board may continue to review other aspects of the proposal such as site plan design and stormwater management.

### **PEER REVIEW UPDATE**

The first two attachments were provided in the January 13, 2021 packet but have been included again in this packet as they are relevant to the January 27, 2021 meeting. These are the third iterations of Fuss & O’Neill’s review of the application’s conformance with applicable Zoning Ordinances, Land Use Regulations and the Stormwater Management Plan.

### **PEER REVIEW – ZONING & LAND USE REGULATIONS**

Please see *Attachment A* for Fuss & O’Neill’s third review of the application’s conformance with the Zoning Ordinance and Land Use Regulations. This letter offer items that the applicant should address and items that require Town evaluation or input.

Summary of Items for Applicant to Address:

1. Construction details related to curb designs, driveway profiles, bollards and signage.
2. Draft easements necessitated by the proposal.
3. Aspects of sewer design that should be tabled until proposed sewage disposal is resolved.
4. Accessibility of snow storage areas.
5. Demonstration of compliance with the building height limit (50 feet).

6. General coordination issues between the Hayner Swanson survey and subdivision plan sheets with Langan Engineering's plan sheets.

Summary of Items for Town evaluation:

1. The applicant is proposing fewer parking spaces than is required by §275-8.C (2) if the Board were to use the parking required for an industrial use. Although the proposed operation is more similar to commercial in some aspects, our Zoning Ordinance classifies this use as Industrial. Using this parking requirement, the proposal would require 4,358 parking spaces where 1,806 have been proposed. The Planning Board typically evaluates parking adjustments through a waiver request.
2. The applicant proposes 9'x18' parking spaces, also typically handled by the Board as a waiver request.
3. The proposed base course for parking lot drive aisles and spaces is 8-inches. A 12-inch base course is required for driveways, which is applicable to entrances to parking lots per §275-8.C (10) but not the interior of parking lots.
4. Boundary details that should be resolved by coordination of the Hayner Swanson plan sheets and the Langan Engineering plan sheets.
5. The applicant proposes two-driveways where the Driveway Regulations allow for one driveway per lot except that duplex lots may have two. Two points of access are advisable for purposes of traffic dispersion and life safety. This requires a waiver.
6. It is understood that the water utilities plans are still under revision. However, the Town's water consultant, Weston & Sampson has reviewed the hydraulic models for domestic and fire protection use which can be accommodated by the Town's utilities.

PEER REVIEW – STORMWATER MANAGEMENT

Please see **Attachment B** for Fuss & O'Neill's third review of the application's Stormwater Management Plan.

Summary of Items for Applicant to Address:

For reference the following in an excerpt from the July 22, 2020 staff report that categorized the first round of peer review comments on Stormwater Review (June 19, 2020). Items that are no longer outstanding are in strikethrough.

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

That leaves comments A, G, X and AB remaining from the first review round for the applicant to address.

1. A & G relate to coordination between Hayner Swanson plan sheets and Langan Engineering plan sheets and need for additional information or detail.
2. X notes the requirements for calculations for the infiltration or exfiltration system, for which Fuss & O'Neill is requesting more information. Fuss & O'Neill also recommends

that NHDES and the Town coordinate to allow field verification of infiltration rates if approved.

- 3. AB recommends the Town require the NHDES Alteration of Terrain permit be a condition of the requested site plan approval.

Fuss & O'Neill also offers new comments labelled AJ through AM on page 3 of *Attachment B* to which the applicant should respond.

Summary of Items for Town evaluation:

These items relate to cover, slope and stormwater velocities. The Town Engineer is aware of these items and has no major concerns; it is expected these items will be addressed in future plan revisions.

**CONCLUSION**

Staff anticipates the January 27, 2021 meeting to focus on site design and stormwater management, as discussed in this staff report. Although staff has nothing to provide in this packet, the applicant may present a sight line study and other materials related to visual impact.

Additional meetings are recommended for the review/revisit of sound impact, fiscal impact, sewage disposal, plan revisions and any other topics the Board finds pertinent.

**DRAFT MOTION:**

I move to continue the Hudson Logistics Center proposal, to date certain, February \_\_, 2021.

Motion by: \_\_\_\_\_ Second: \_\_\_\_\_ Carried/Failed: \_\_\_\_\_.



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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Maine  
Massachusetts  
New Hampshire  
Rhode Island  
Vermont

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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.)**

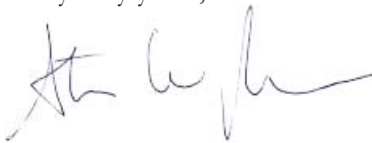
There are no outstanding Fuss & O'Neill comments related to state and local permits that require Town evaluation or input.

**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., email=sreichert@fando.com  
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SWR:

Enclosure

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



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*

Mr. Brian Groth  
December 17, 2020  
Page 4 of 5

*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.*


Mr. Brian Groth  
December 17, 2020  
Page 5 of 5

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  
DN: cn=Steven W. Reichert, PE, c=US,  
o=Fuss & O'Neill, Inc., ou=Fuss &  
O'Neill, Inc.,  
email=sreichert@fando.com  
Date: 2020.12.17 10:05:03 -0500

SWR:

Enclosure

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

**Dubowik, Brooke**

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**From:** Greg Benson <gregcbenson@gmail.com>  
**Sent:** Wednesday, January 6, 2021 12:21 PM  
**To:** Groth, Brian; Planning; Coutu, Roger; Martin, Normand; McGrath, Marilyn  
**Subject:** Hudson Logistics Traffic Concerns  
**Attachments:** Traffic Letter .pdf

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

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

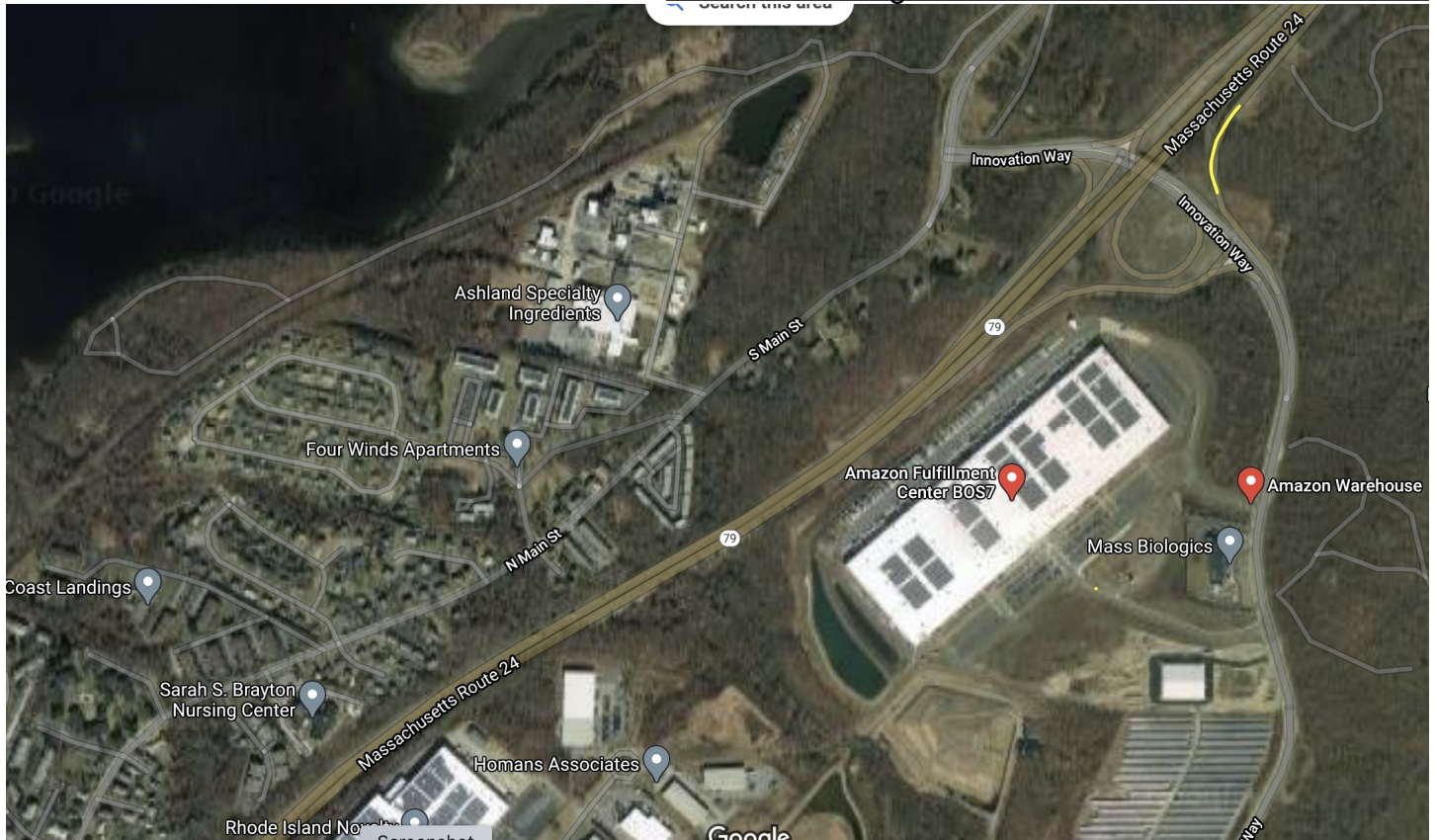
This is Greg Benson from 13 Par Lane. I have lived here with my wife and 3 children for the last 8.5 years. It has been a wonderful place to call home and we have loved the peacefulness and conveniences that our neighborhood gives us. The proposed Hillwood/Amazon development is a massive undertaking. 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.

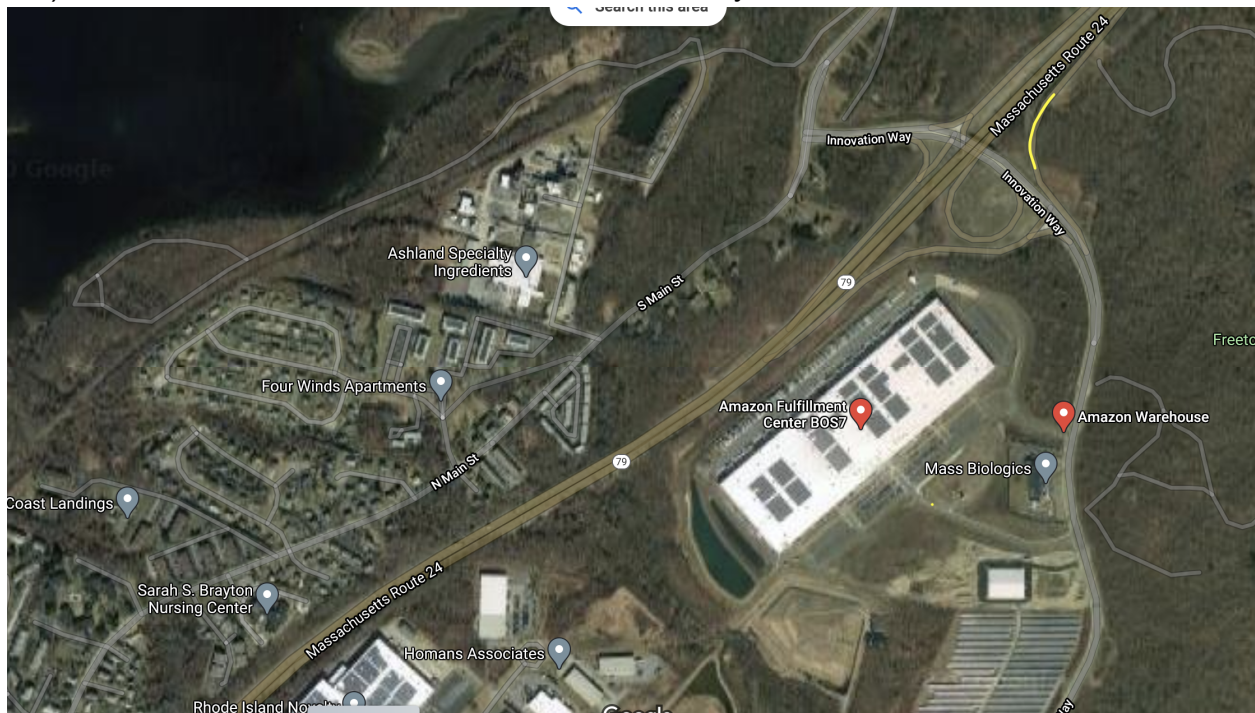
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I thank you for your time and urge you to continue to press Hillwood on the issue of traffic. This is not a good fit for our area.

Greg Benson  
13 Par Lane

**Dubowik, Brooke**

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**From:** Scott Wade <sjwade7422@gmail.com>  
**Sent:** Thursday, January 7, 2021 10:43 AM  
**To:** Timothy Malley; Groth, Brian; ~BoS; Planning; Coutu, Roger  
**Subject:** Unanswered Question about Hudson Logistics Center

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

Good morning,

After the September 9<sup>th</sup> Planning Board meeting, I wrote an email to Brian Groth and others requesting an explanation of how Hillwood comes up with \$81.5 million in wages for 1,400 direct jobs. The slide presented by their consultant (below) and comments from Hillwood's Gary Frederick is the same. They have even convinced the governor that these 1400 jobs will pay \$81.5 million in annual wages. But, as I've pointed out and Amazon confirmed, most of these jobs will pay \$15/hour. They have also said 5% of these 1,400 jobs would be managerial and would pay more (Amazon said \$60,000/year). Given that, there is no possible way these wages will add up to \$81.5 million dollars. I've provided the math before and will do so again. I asked for Hillwood's consultant to show where I am wrong and since September there has been no answer.

Here is the math:

1,400 direct jobs \* 5% (managerial) = 70 managerial jobs

1,330 direct jobs \* \$17/hour \* 40 hours per week \* 52 weeks = \$47,028,800 in annual wages

\$81,500,000 - \$47,028,800 = \$34,471,200 is left for 70 managerial jobs. HOW CAN THAT BE?

So, what are we missing? As you can see from this slide prepared for September 9, 2020 planning board meeting, Hillwood claims 1,400 **direct jobs** will pay \$81,536,000 per year in **direct wages** but using their wage numbers of \$15-\$17/hour, that is **impossible**.

FISCAL IMPACT ANALYSIS

- Potential Economic Development Benefits: Hudson Area
  - Direct Jobs Estimate: 1,400
  - Direct Wages: \$81,536,000
  - Indirect Jobs Estimate: 420
  - Induced Jobs Estimate: 574
  - Construction Jobs Estimate: 833



HILLWOOD 11

So, what is the answer? Are they including all of these other jobs they think will be created? Will there be more than 1400 direct jobs? They are very specific in this slide that these direct wages are tied to the 1,400 direct jobs.

We've been waiting since September for an answer and the fact that they haven't bothered to explain themselves is again telling.

Thanks,  
Scott J. Wade  
1 Fairway Drive

**Dubowik, Brooke**

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**From:** Scott Wade <sjwade7422@gmail.com>  
**Sent:** Thursday, January 7, 2021 11:18 AM  
**To:** Groth, Brian  
**Cc:** Coutu, Roger; Planning; Morin, Dave  
**Subject:** Re: Unanswered Question about Hudson Logistics Center

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

Good morning,  
Thank you, Brian.

I don't expect you to answer something for Hillwood. But I can't ask them directly and clearly, in my opinion, they are deliberate in avoiding answering some questions. At the last meeting, several people asked about comparable sites that are near a neighborhood and Hillwood hasn't been able to answer. Fall River isn't near a neighborhood nor is the place in Troy, NY. I asked this very question at the first hearing. I came to you, Tim, and Mr. Coutu to be the ones to apply some pressure to answer questions that are lingering.

Also, what is the exact topic for the next hearing on the HLC? What will it cover?

Thanks again. Stay well and stay safe.

Scott

On Thu, Jan 7, 2021 at 11:06 AM Groth, Brian <[bgroth@hudsonnh.gov](mailto:bgroth@hudsonnh.gov)> wrote:

Hi Scott,

I understand you have been patient in waiting for an answer on this, I asked them to explain their math upon their initial presentation. We have been proceeding with topic based meetings, I expect fiscal impact to be revisited at a future meeting where an answer will be provided. I cannot supply/create this information, the onus is on the applicant. Also, please use [planning@hudsonnh.gov](mailto:planning@hudsonnh.gov) to reach Tim Malley for Planning Board business as I provided, not his personal email address.

Thank you,

Brian

**From:** Scott Wade <[sjwade7422@gmail.com](mailto:sjwade7422@gmail.com)>  
**Sent:** Thursday, January 7, 2021 10:43 AM  
**To:** Timothy Malley <[tmalley@tjmalleyelectric.net](mailto:tmalley@tjmalleyelectric.net)>; Groth, Brian <[bgroth@hudsonnh.gov](mailto:bgroth@hudsonnh.gov)>; ~BoS <[BOs@hudsonnh.gov](mailto:BOs@hudsonnh.gov)>; Planning <[planning@hudsonnh.gov](mailto:planning@hudsonnh.gov)>; Coutu, Roger <[rcoutu@hudsonnh.gov](mailto:rcoutu@hudsonnh.gov)>  
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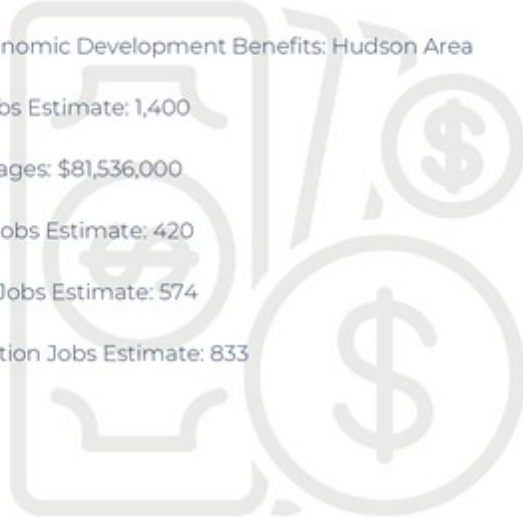
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Thanks,

Scott J. Wade

1 Fairway Drive

--

Scott J. Wade  
603-930-7422  
[sjwade7422@gmail.com](mailto:sjwade7422@gmail.com)  
[www.linkedin.com/in/scottjwade](http://www.linkedin.com/in/scottjwade)

**Dubowik, Brooke**

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**From:** WILLIAM KALLGREN <kallgren@comcast.net>  
**Sent:** Friday, January 8, 2021 2:43 PM  
**To:** Planning; Groth, Brian; Dubowik, Brooke  
**Subject:** Re: Questions / Commentary from Planning Board Meeting Dec. 30, 2020

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

Hello Brian,

Hope you are well and 2021 is certainly off to an interesting start. I was hoping my comments / question from the Dec 31 meeting would have been incorporated into the public record, but I didn't see this in the packet for the meeting next week. Is it too late to append this, please refer to below set on Dec 31?

Thanks  
Bill Kallgren

On 12/31/2020 10:05 AM WILLIAM KALLGREN <kallgren@comcast.net> wrote:

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

**Dubowik, Brooke**

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**From:** Anne Crooker <ajcrooker@gmail.com>  
**Sent:** Monday, January 11, 2021 6:18 PM  
**To:** Planning  
**Cc:** info@hudsonlogisticscenter.com  
**Subject:** Hudson Logistics Center

---

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

My husband and I are writing in support of this project. It is a by-right use and must be approved. Any vote other than to approve will result in an appeal, additional delays, and cost to the taxpayers of Hudson.

Regards,

Anne and Jim Crooker

13 Webster Street

**Dubowik, Brooke**

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**From:** Byron <byronpris@hotmail.com>  
**Sent:** Monday, January 11, 2021 7:41 PM  
**To:** Planning  
**Subject:** Hudson Logistics Center

---

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

Please know Byron And Priscilla Zakos are in favor of building the Logistics Center.

Thank You.  
Byron&Priscilla Zakos  
12 Easthill Dr.  
Hudson,NH. 03051

**Dubowik, Brooke**

---

**From:** Don <stoneydam@aol.com>  
**Sent:** Monday, January 11, 2021 2:42 PM  
**To:** Planning  
**Subject:** Logistics Center

---

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To the board,

I believe I have previously made my feelings known but since receiving another mailing regarding the center.....  
Please know that my wife and I are opposed to the Logistics Center. We do not believe it will benefit the town.

Thank you,  
Laurie & Donald Melanson

Sent from my iPhone

**Dubowik, Brooke**

---

**From:** Janie Delano <tadandpole4@yahoo.com>  
**Sent:** Monday, January 11, 2021 10:22 AM  
**To:** Planning; info@hudsonlogisticscenter.com  
**Subject:** logistics center

---

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

To whom it concerns,

In lieu of your letter/card advertisement that was received in the mail, giving some the opportunity to show SUPPORT for you, I email you in OPPOSITION to this monstrosity. (google def. something that is outrageously or offensively wrong. We can trust google, huh) For you to think or believe this belongs in our quaint known rural town of Hudson is ABSURD.  
Janie L. Delano

P.S. I am sure you can find my address, HLC!

**Dubowik, Brooke**

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**From:** Faheymk <faheymk@aol.com>  
**Sent:** Monday, January 11, 2021 1:46 PM  
**To:** Planning  
**Subject:** Proposed Hudson Logistics Center

---

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

Hello,

I support the proposed Hudson Logistics Center. My family has lived in Hudson for over 25 years. As a retiree, the increasing property taxes are becoming a burden to my wife and myself. The golf course land is eventually going to be developed and if it's single family homes, our tax rate will go up to cover schools and additional police & fire coverage. These services will not be necessary if it's developed for business purposes.

I urge the Planning Board to vote in favor of this project.

Thanks and regards,

Michael Fahey  
17 Radcliffe Drive  
Hudson, NH 03051



**Dubowik, Brooke**

---

**From:** Rob C <rob613@gmail.com>  
**Sent:** Monday, January 11, 2021 7:03 PM  
**To:** ~BoS  
**Cc:** Planning; Groth, Brian; Rob 613; Malley, Tim  
**Subject:** HLC Sewer Exception: Public Input Comments / Request for Reply with additional information  
**Attachments:** ToHudsonBOS-20210111-HillwoodSewer2.pdf

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

Dear Hudson Board of Selectmen, and Planning Board,

Attached please find my letter of public comment, and request for reply, presenting 5 points relative to the documentation I received today that appears to be a request by Hillwood for an exception to be granted by the Board of Selectmen to grant them access to the Hudson sewer system despite not being within the Hudson Sewer District.

--Robert Chesler

To Town of Hudson: Board of Selectmen

1/11/2021

Re: Hillwood sewer exception

I have just been made aware of the January 5 letter from Hillwood requesting a special sewer exception, which I understand that the Board of Selectmen will consider very soon.

From my cursory review of page 123 and 126 of the packet of information

- 1) The "matrix" calls this "Commercial Use" as distinct from "Industrial Use"

Could you please send me a reply with a new more thorough matrix which shows where and how the term "Commercial Use" is compared with "Industrial Use" any place in the Town Code?

I think I have heard Hillwood's presenter interchange these two terms in response to a direct question by selectman Marilyn McGrath, where Hillwood even referred to the golf course as an "Industrial Park." (In his answer, he also referred to a supposedly comparable project that was an Industrial Park or Industrial development just as close to a Residential neighborhood as the proposed HLC development is to the neighborhood where I and others live, abutting the golf course.

With respect to zoning the same usage shift has come up, even as recently as the last Planning Board meeting, when I think Representative Ulery asked about the zoning code for the golf course.

And I understand the difference between these two usages is very significant when the development is next to a residential area with a rural nature, especially regarding the "buffer" land required. A greater land buffer is required for new industrial use adjacent to a rural neighborhood.

Please prepare a very detailed matrix comparing all relevant areas within the Town Code where this distinction between Commercial and Industrial usage is significant, and the ramifications to the consideration of the whole Hillwood project; please do not make any decision approving any part of the Hillwood application until a thorough review of this detailed matrix can be considered, including allowing for Public Input.

- 2) The document informs me that the Town of Hudson currently has some extra sewer capacity. The special sewer exception request wants to allocate a significant portion of this extra capacity to this one private business.

This could limit future expansion for public usage that might be required for public health, safety, and welfare of the Town of Hudson.

If we run out of remaining extra capacity then future usage that might be valid within the current Town Code, such as in within the Sagamore Industrial Park Zone within the Sewer District (where the Industrial Park is strictly North of the Sagamore Bridge, the only area that voters and taxpayers were aware of any proposed lifting of building height restrictions).

What would happen then, if all the current excess sewer capacity is used up? Would the next Municipal / Town / Public proposed usage / expansion get hit with the full cost of buying a whole extra sewer system?

2A) I suggest that we ask if Hillwood would be willing to only borrow from the current extra sewer capacity and on short notice if another project within the Sewer District or more fitting to the Town Code's intention would come up and yet but for the allotment to the Hillwood project would be approved? If so, Hillwood would within a very short amount of time construct their own local sewer system without damaging the precious Wetlands to the East of the golf course currently or the Merrimack Water to the West.

Could their exception be temporary, for use only while surplus capacity exists, as it might need to be reallocated for more proper usage either within the Sewer District or for other than private usage?

2B) Or is it perhaps that a water supply is a Basic Human Need that even per International Human Rights Treaties to which the United States is a signatory, that once a water supply, or a sewer supply (in our town's case, billed by the water utility), that under no circumstances can water or sewer connection be taken away from a rate-payer?

- 3) Concerning the private usage, and the well-established barrier against utilizing the concept of Eminent Domain to take away something from one private owner to benefit another private owner, I have additional concerns, not just for this requested Sewer exception, but also for the tied together (at least by Governor Sununu's letter last year) parallel project of Hudson Blvd, which apparently does involve usage of currently privately owned land for the portion of Circumferential Highway project that Hillwood desires to fund. This unprecedented project should be evaluated, at each and every component part, under the specter of whether their private usage is being given any special treatment compared to any other private usage.

This requested Sewer expansion just doesn't seem to pass the smell test in that regard.

3A) Of even more concern is that while we might just be another "dot on the map" to Amazon, we really should look to how the NH DOT sees this project!

Apparently for whatever reason the NH DOT refuses to consider Hillwood to be enough of a Public Operation to be worthy of consideration for purposes of adding a Westbound Entrance to the Sagamore Bridge on the Northern border of the Golf Course, exactly where a prior proposed usage of this same Golf Course land had proposed it.

Accordingly if Hillwood's proposal is seen by NH DOT as strictly a private business, then I think the Town of Hudson Board of Selectmen must similarly exclude consideration of this proposed Sewer Expansion exception as too private a usage to be worthy of consideration under the Town Code legislative intent.

The Town Code's words clearly limit this to only public usage, outside of the Sewer District.

- 4) Concerning Page 126 of the document, and Hillwood's paragraphs b and c of their January 5 request, I note the following phrases to be significant admissions with respect to other aspects of their proposal

Where it suits Hillwood (and perhaps to some degree the Town officials in favor of this project):

- + they raise concerns of local wetlands and river
- + the acreage is now not 400 acres but 375 acres
- + the Hillwood project is listed as "industrial" twice (not commercial)

Town of Hudson  
January 5, 2021

health and safety to connect whenever there is available sewer capacity as permitted by the Board of Selectmen.

b. Allowing a connection to the existing municipal sewer provides a superior environmental alternative when compared with using an on-site disposal system in an area located near sensitive wetland resources areas both on the easterly portion of the Property, as well as along the Merrimack River which is a public water source, all of which provides for significant public, health, safety and environmental benefits given the potential for future on-site system failure in close proximity to these sensitive resources if municipal sewer service was unavailable.

c. The requested tie-in would also result in a not-to exceed design flow sewer use allocation of 36,900 gallons per day (GPD). We note that the design flow table for industrial uses under Section 370.17.B. of the Sewer Ordinance recommends a design flow of 500 gallons Per Acre Maximum Allowed Flow which would, based upon approximately 375.5 acres of the Property, result in a design flow of approximately 187,750 GPD if the Property was entirely within the Sewer District. As a result, the requested allocation is less than 20% of what the Sewer Use Ordinance would allow for design flow for industrial uses.

- 5) Furthermore, on page 130 of the same information packet, a map showing what might well be a tiny sliver of the 400 acre golf course land where the Town sewer, close to the property line between the Sam's Club existing commercial use and the proposed Industrial Use between Sam's Club and the rural residential area and other uses, has the sewer line running beneath land. If this were abutting residential or rural land, the Town Code would require buffer land.

Hillwood seems to be arguing that just because the sewer line crosses the property line into this undeveloped sliver of land, that they want the Town of Hudson to see the entire golf course land as now within the Sewer District!

In order to protect the limited Town resource of some surplus sewer capacity for future Public uses, specifically within the Town Code, would it perhaps be in the Town's best interest to purchase this sliver of land, not just as the existing admitted easement allows, but to actually take it for the future Public good under the principles of Eminent Domain?

Would it meet the Town's overall future Public need to take this sliver of land and preserve sewer capacity surplus for future Public needs, and take away the right of the Friel Family, the Golf Course, or any future owner of an Industrial Park on the current Golf Course land, from making this same argument in the future?

Please give consideration to all options that look to protect the Town of Hudson from such novel legal arguments that could come to hurt us in the future.

Thank you for giving consideration to my comments based on this cursory reading of the latest submission.

Sincerely,

Robert Chesler

**Dubowik, Brooke**

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**From:** Scott Wade <sjwade7422@gmail.com>  
**Sent:** Monday, January 11, 2021 12:46 PM  
**To:** Groth, Brian  
**Cc:** Planning; Morin, Dave; Coutu, Roger  
**Subject:** Tax Revenue from HLC

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

Hi Brian,

If you recall, about a month or so ago, I emailed you after a conservation commission meeting during which Hillwood said they were going to turn over about 120 or so acres to the town for conservation. I believe that would then make that land non-taxable. I asked you what would the effect be to the overall revenue from this project. You said you would have to ask the town appraiser. To date, there has been no answer to my question.

Today a piece of marketing material received from Hillwood is touting this \$5.1 million in tax revenue number and how much wages will be paid (which still hasn't been proven). So, again, I'm asking, what is the tax impact on putting that land into conservation? You recently acknowledged that they need to explain the wage issue. Now they are putting things out to the public that may not even be true.

Answers would be nice.

Thanks,  
Scott

--

Scott J. Wade  
1 Fairway Drive

**Dubowik, Brooke**

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**From:** Brian Clardy <brianclardy@gmail.com>  
**Sent:** Tuesday, January 12, 2021 11:44 AM  
**To:** Dhima, Elvis; ~BoS; Groth, Brian; Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov; info@hudsonlogisticscenter.com  
**Subject:** I Hope You'll Support the Hudson Logistics Center

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

Good morning, all.

It seems every few days there's a new polarizing issue that divides a group of people. Over the last few months we've seen it in politics (and it's exhausting). It stands to reason that Hudson would fare no differently, but I ask you to seriously consider whether the Hudson Logistics Center is bad or whether it's being turned into a pariah by people who simply don't want it in their backyard.

I'll be blunt. I am frustrated with the SaveHudsonNH group. It seems they're less interested in what's good for the town than what's good for themselves. A good chunk of the group are those who simply don't want a distribution center right in their backyard. I get it. I totally sympathize with their plight, but let's not forget that no one forced them to move into neighborhoods that were along Route 3A near two massive commercial/industrial properties or directly adjacent to the Pheasant Lane Mall (albeit with the Merrimack River as an open-air, sound-carrying divider). Sure, Route 3 has been there for sixty-ish years, but it's not like Route 3A wasn't a bustling road with its own traffic problems as people got off and headed towards Pelham or Dracut.

These homeowners knew where they were moving, yet now they seek to hold the town hostage because they don't like their potential new neighbor. It's as if you or I attempted to sell our home and had to worry about what the neighbors thought if the next owner decided to paint it fluorescent pink. In this case, though, Hudson's fortunate: the new owner seeks to go above and beyond the codes to ensure the majority of their neighbors' concerns are satisfied while also bringing the town millions in tax dollars per year. That's pretty good.

Of course, the direct abutters (and their neighbors and friends) are only part of the SaveHudsonNH group. The rest seem to primarily object over traffic concerns. If one considers this objection even just briefly, it quickly becomes specious. This new land is slated to become a *logistics* center -- a site with the explicit purpose to expedite the movement of material from Point A to Point B. If they increase the traffic and do nothing about it, then this company only increases the time it takes to move goods from A to B. If they do that, then they're not very good at logistics. Given that they have centers across the country, that seems unlikely.

We all know Lowell Road is a mess. I've commuted it for years and it sucks and I doubt you'll find anyone in town who disagrees with that assessment. It should've been widened years ago. There should be multiple lanes to turn and get onto the Sagamore Bridge. There are dozens of things that could be done, but nothing ever happens except people griping about the traffic. Oh, and the light that was put in at Pelham Road that has only exacerbated the problems. There's nothing quite like sitting, stuck in front of PMA and waiting for the light at Fox Hollow or Pelham Road to turn green just for the privilege of watching the drivers in front of you inch forward while demonstrating how badly they failed "merging" in driver's education.



Anyway, one of the things that this developer said a while back really stuck with me. They basically said that a car can move across half of Manhattan in rush hour faster than you can move up Lowell Road. Yes, I'm sure there's some exaggeration in that statement, but even if it's just half true they're still willing to spend the money to sync the lights and ensure traffic moves smoothly from Dracut Road to Ferry Street. How is that bad? There were far fewer objections raised against that new housing complex between Lowell Road and Executive Drive and they're farther from the highway than the proposed logistics center. Everyone wins: the town gets expedited traffic away from Sagamore by glomming onto the logistics center's primary goal of aiding the movement of material from A to B.

So many things have been tried with the golf course and every single one is shot down by various factions of the town. This proposal seems to be exactly what the majority of the town is looking for: a tax-paying corporate citizen who will invest in the property and the town while not contributing to an already over-stretched school system which an aging population has shown little-to-no interest in supporting.

From what I've heard from the past planning board meetings, including last night's, it seems the developer is fully vested in conserving as much of the property as possible while also increasing the tree cover beyond what's there for a golf course. I mean, they spent time patiently answering questions about landscaping and what happens if a two year warranty on a tree expires. They're invested, because I surely wouldn't have had the patience for that kind of question. Also amusing to me were the concerns raised about the tax impact of having the town maintain the conservation land. Seriously? Where were these objections to increased costs when Benson's was being revamped for the town? I would argue that whatever costs are incurred (if any) would be more than offset by the increased tax revenues.

So that leaves us with significantly increased tax dollars and few additional expenses? Isn't that exactly what makes this project a perfect partner for the town? I urge the board to support this and hope that they won't turn down millions in tax revenues that such a project could bring.

Thank you for your time, and please let me know if you'd like me to further elaborate on any of this. I am happy to have the conversation.

Kindly,  
Brian Clardy  
92 Barbara Lane  
Hudson NH  
603-880-3624

**Dubowik, Brooke**

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**From:** PAUL PAQUETTE <paul-les@comcast.net>  
**Sent:** Tuesday, January 12, 2021 10:35 AM  
**To:** Planning  
**Subject:** Hudson Logistics Center

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

I support the Logistics Center.

**Dubowik, Brooke**

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**From:** Chris Mulligan <pineglen3@gmail.com>  
**Sent:** Wednesday, January 13, 2021 10:51 AM  
**To:** Groth, Brian; Planning; Coutu, Roger; McGrath, Marilyn  
**Subject:** hudson logistics

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

Good morning.

I am following up on a previous email that I had sent following the December 30, 2020 meeting.

I find it amazing how difficult it is to obtain a straight answer from the Hillwood/Amazon contingent. An example of this is the discussion on December 30, 2020 relative to building A & B being utilized at 40% capacity. There were many contradictions when representatives from both Hillwood and Amazon were allowed to speak. All traffic studies have been based on this 40% utilization figure but when asked about traffic figures, Hillwood changes the term and suggests they are based on the buildings being 100% occupied. Utilization and occupied are very different terms when discussing traffic and trip generation. Suggesting the building will be 100% occupied simply means that Amazon will have the number of employees or people within the building that they want or anticipate, where 100% utilization of the entire space refers to using all the docks, storage space, trailer storage, and parking spaces available at the site. It is obvious that 100% utilization would generate more trips and create far more traffic than what the current studies are suggesting.

I would suggest when you are asking questions to Hillwood and Amazon that you be very careful of the words you choose and be certain that they provide the answer your questions are seeking. Towards the end of the meeting on the 30th, Tim Malley asked Hillwood as a point of clarification if traffic studies considered potential traffic as if the buildings were 100% occupied. This was after some discussion relative to the 40% utilization figure. The representative from Langan thought about the question for a minute and then responded in the affirmative that traffic studies considered 100% occupation. I am positive Langan knew exactly what the intended question was, based on the previous discussions, but he chose to answer in a way more favorable to Hillwood. In my mind, this is not being truthful nor transparent to the Board or the residents of Hudson.

The other concern I have that may very well impact trip generation counts surrounds what Hillwood and Amazon continue to call "large" items that will be shipped directly to customers from this site. They continue to describe large items such as refrigerators and other appliances suggesting these deliveries will not generate a large amount of trips. My guess is that these items being described are some of the biggest items that fall into the "Large" category as defined by Amazon. I would suggest that the Board request an exhaustive list of all items that fall into the "large" category per Amazon's internal protocols and definitions. Amazon absolutely has defined weights and measurements for what they consider "large" items, so at the very least you should obtain that information. I think you will find there are many more items other than appliances that will be shipped from this facility directly to local customers generating even more traffic.

Finally, I was wondering where the land is coming from to expand the traffic lanes from what they currently are to what is being suggested by Hillwood/Langan. It does not appear there is enough town/state owned land to accomplish some of what is being suggested. Will there be land purchased from private land owners, or will private land be taken? If any private land is going to be needed I believe this should be discussed publicly prior

to any approval of this project so all residents, in particular the land owners, are aware and can provide feedback.

Thank you.  
Chris Mulligan

**Dubowik, Brooke**

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**From:** Christina Madden <clmadden1948@gmail.com>  
**Sent:** Wednesday, January 13, 2021 7:47 PM  
**To:** Planning  
**Subject:** Hudson Logistics Center

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

As a taxpayer in the Town of Hudson, I'm fully in support of the proposed Hudson Logistics Center. Please approve it.

Christina Madden  
23 Weymouth Ct.  
Hudson, NH 03051

**Dubowik, Brooke**

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**From:** Kevin Lynch <klynch@koroseal.com>  
**Sent:** Wednesday, January 13, 2021 8:20 AM  
**To:** Planning; info@hudsonlogisticscenter.com  
**Subject:** Logistics Center

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

Hello- I received in the mail a brochure regarding the new logistics center. Can you tell me what it means by "a full mile of Lowell Road improvements." Where is that full mile? I live in Fox Hollow ,is it near us?

Thank you,

**Dubowik, Brooke**

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**From:** KEVIN WINTER <kevin\_winter\_63817521@comcast.net>  
**Sent:** Wednesday, January 13, 2021 8:32 AM  
**To:** Planning  
**Subject:** Hudson Logistics Center from Resident

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

Dear Select board and Planning board members,  
I am a resident of the neighborhood adjacent to the golf course where the Hudson Logistics Center is being planned. I have lived in this neighborhood for 5 years and lived in Hudson since 1972. There is no advantage to me or my family or my neighborhood if this is approved and put in. There are some disadvantages, mainly traffic both ways north and south that would make living here undesirable regardless of the tax "benefits". Information has been out for a while on the truck traffic going to and from the the highway from the proposed facility. There will be additional traffic from employees of the facility that will likely be traveling from the highway and south to and from Tyngsboro. Pulling out of Chalifoux is already dangerous. Increased traffic will make it more dangerous.

Please do not allow this project to continue.

Kevin Winter  
6 Birdie Lane, Hudson  
[kevin@kawinter.com](mailto:kevin@kawinter.com)  
978-265-6879

**Dubowik, Brooke**

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**From:** Linda Zarzatian <zarzatian@gmail.com>  
**Sent:** Wednesday, January 13, 2021 7:56 PM  
**To:** Groth, Brian; Planning; ~BoS  
**Subject:** hillwood

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

I find it very concerning that Hillwood did not accept the vote last night regarding the sewer allocation. The letter they sent states that they intend to seek clarification from the Board of Selectmen in connection with its decision.

As I stated in a previous email, are they going to continue to question every decision that is made regarding this proposal if they do not like the results? This is not acceptable. This could be considered an attempt to coerce the selectmen into changing their vote. This should not be allowed. They even tried it on January 12th to force a second vote.

I pray and trust the selectmen not to be intimidated to change their decision regarding the sewer allocation. The vote is complete, finished, done. It was the correct decision, majority rules. I do not appreciate our selectmen, who work tirelessly to make the right decisions for the town, to be questioned about their decision. This is unfair, unjust and frankly I find it harassing. This is quite concerning and should not be tolerated. This topic should not be put back on the agenda for any reasons. Reasons that someone will try and conjure up? Pressure to our selectmen, this is quite concerning.

I look forward to all our board members standing strong with their decisions for the safety and well being of our town of Hudson. We are all in this together. We want to be heard and we appreciate every attempt you are making for that to be possible. As I have said repeatedly, if not for the Covid there would be many many more of us physically present at these meetings. We all wish we were there. It is not easy via emails, zoom, etc. People are not easily understood or heard on these devices.

Personally, I believe Hillwood is using this to their advantage and to our disadvantage. What do they care, they will go home to their neighborhoods free from this logistics monstrous facility, with all it's noise, pollutants, traffic, 18 wheelers, thousands of people, 24/7, 365 days a year.

Thanking you in advance for your continued efforts to take care of our town.

Linda Zarzatian



**Dubowik, Brooke**

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**From:** Linda Zarzatian <zarzatian@gmail.com>  
**Sent:** Wednesday, January 13, 2021 12:18 PM  
**To:** Groth, Brian; Planning; ~BoS  
**Subject:** board of selectman meeting on 1/12/21

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

We would like to thank Selectwoman Marilyn Mcgrath, Selectman Coutu and Selectwoman Roy for voting to deny the Hillwood sewer extension request. Well done on behalf of the Town of Hudson.

For Hillwood to continue to request continuation of this extension request is absurd. It was discussed and voted upon and denied. That should be the end of that. Every time Hillwood does not get the result they want, are they going to request for continuation, to request reconsideration, more discussion, more information regarding said subject? They will continue this forever. The decision was made and it is simply insulting to suggest that they did not make the decision properly. Hillwood suggesting they can try and get more information from whoever from whenever? It is done, the vote was taken to deny an extension request, and frankly done quite correctly.

I look forward to the Board of Selectman and the Planning Board to continue to make decisions for the well being of the citizens of Hudson and their safety, clean and healthy environment going forward.

Respectfully submitted,  
Linda and Jack Zarzatian

**Dubowik, Brooke**

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**From:** Dobens, James <dobens.jm@pg.com>  
**Sent:** Thursday, January 14, 2021 4:41 PM  
**To:** Planning; ~BoS; Groth, Brian; Malizia, Steve; Dhima, Elvis; McGrath, Marilyn; Martin, Normand; Roy, Kara; Morin, Dave; Coutu, Roger  
**Subject:** BOS Meeting - Green Meadow Sewer

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

January 14<sup>th</sup>, 2021

Dear Select Board, Planning Board, Town Administrator, Town Engineer, & Town Planner,

We applaud the majority of you for interpreting and enforcing the town's sewer guidelines to protect Hudson as intended.

From the beginning of Hillwood's request it was presumed that sewer connection could be an issue. We understand because we were told 38 years ago sewer was coming to the south end. Unfortunately, none of the developments in the south end have been connected. The sewer stipulations are clear and the 2 select board members who chose to ignore them made their decision against the best interests of Hudson and without moral conscience. This was a major disappointment to residents who trust them to follow the rules and protect our town.

Hillwood's numbers of 1840 employees using sewer is another one of their fuzzy math scenarios. Is it 1028, 1400, 1845, 2240? What is it? It does NOT INCLUDE the truck drivers ( 840 available parking spots plus drivers delivering and leaving), delivery drivers, service workers (cafeteria, cleaning, security, maintenance) that are not Amazon employees who will be using the sewer system. SO, the REAL number of sewer users is much HIGHER!!!

Hudson should not feel obligated to the governor or state to accept this monstrosity and all of its negative impacts ( watch the news!) and "take one for the State". If Hillwood doesn't get approval here, they'll probably look closer to the airport where there would be less negative impacts to environment, neighborhoods, traffic and they would have easier access to the highway. As a result, Hudson can remain "A Great Place to Call Home." The environment and peaceful character of our quaint New England town, that attracted most of us, will prevail!

Regards

Marie Dobens – Hudson NH

**Dubowik, Brooke**

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**From:** Rob C <rob613@gmail.com>  
**Sent:** Thursday, January 14, 2021 11:58 AM  
**To:** ~BoS  
**Cc:** Planning; Groth, Brian; Malley, Tim; Malizia, Steve  
**Subject:** Re: HLC Sewer Exception: Public Input Comments / Request for Reply with additional information

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

Dear Hudson Board of Selectmen,

Thank you for voting NO to the Hillwood sewer exception matter.

Please give consideration to all of my points and options, as written on January 11, before potentially allowing any reconsideration of the matter.

As some new requests:

- 1) Would you please reply to me with not only the already requested "matrix" comparing all usage within the Town Codes where the distinction between commercial and industrial usage is mentioned, but with
- 2) Any documented history of subdivision of land near the apparent easement to permit an underground sewer line to cross the Green Meadow Golf Course land, despite this sewer line running outside of the sewer district, with no input connections. For example was this route or path for the pipe done as part of subdividing land to allow Walmart Corporation to build the Sam's Club property? Was it generally running along the property division boundary?
- 3) Just looking at my property, do I have any property ownership rights to connect directly with either the storm drain sewer system in any way; or perhaps more within my expertise, to connect with the copper telephone line pairs running along my side of the street?

And envisioning near by, do my neighbors on Chalifoux who border the very tall high tension lines have any right to connect a private transformer of theirs to these high tension lines to be able to have an even more reliable electric grid connection, which would have less frequent power outages than our neighborhood generally experiences, through the power lines running on our streets and telephone poles?

And if they potentially connected to the electric field of these high tension lines via a no-contact inductor, is there precedent that they would be recognized as a "power thief", that just because the electric field runs through their entire property, not just clipping through a corner with no leakage, doesn't give them any right to the power.

Unless the answer to each of these items is a strong yes, that a property owner has such rights, I think these examples confirm that your vote result was correct, and simply having the sewer line pass through the Friel family's golf course property does not give a future potential property owner any connection right.

4) I am aware of a few other precedent cases within the Town of Hudson with regard to desirable telecommunication services just being but one telephone pole away, yet completely inaccessible.

And a quick web search reveals at least two links to information about inductive harvesting of electric power:  
<https://www.industrytap.com/electromagnetic-harvesters-free-lunch-or-theft/1805>  
<https://skeptics.stackexchange.com/questions/23799/has-anyone-been-caught-using-inductive-coupling-to-steal-power>

Should this Hillwood sewer matter be given any near future opportunity for reconsideration, please schedule time for me to bring in witnesses and to conduct investigation (such as of historical Hudson or other New Hampshire farms as in the second link) for any known precedent cases where even inadvertent benefit, without authorization, of public utilities passing through or near property borders was discovered so that I can be confident that all related precedent cases are given sufficient consideration.

And unrelated a final request:

5) I didn't hear any questions dotting the i's of whether or not there were any other parties in the same room as any of the remote participants. Has this previous question I heard asked within prior similar meetings of Selectmen and members of other town Boards been dropped from the standard discussion start of any meeting?

Was this question asked when the Board of Selectmen entered non-public session? What was the answer then, or what would be the answer now?

At the temporary suspension of public HCTV viewing the Selectmen said that they would return to Public Session and advise what were the voting results of what went on in the non-Public session.

Please reply to me and describe for me what happened at the conclusion of the non-public session and its transition back to Public Session since this was accessible to me despite its being public. If there is HCTV footage of that portion of the meeting please make it available to me for download.

You may treat this as a Right To Know request.

Again, thank you for making the correct voting result on this particular matter.

--Robert Chesler  
Hudson resident

On Mon, Jan 11, 2021 at 7:03 PM Rob C <[rob613@gmail.com](mailto:rob613@gmail.com)> wrote:

Dear Hudson Board of Selectmen, and Planning Board,

Attached please find my letter of public comment, and request for reply, presenting 5 points relative to the documentation I received today that appears to be a request by Hillwood for an exception to be granted by the Board of Selectmen to grant them access to the Hudson sewer system despite not being within the Hudson Sewer District.

--Robert Chesler

**Dubowik, Brooke**

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**From:** timwyattone <timwyattone@gmail.com>  
**Sent:** Monday, January 18, 2021 11:44 AM  
**To:** Planning  
**Subject:** Opposed to Hudson Logistics Center  
**Attachments:** 20210118\_114009.jpg

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

Hello Hudson Planning Board,

Thank you for serving our Town. In response to the mailer, I am writing to register my opposition to the Logistics Center.

Thank you,  
Tim Wyatt  
139 Barretts Hill Road

Sent from my Verizon, Samsung Galaxy smartphone

**Dubowik, Brooke**

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**From:** Jim P <jcpnh@hotmail.com>  
**Sent:** Wednesday, January 20, 2021 10:32 AM  
**To:** Planning  
**Subject:** the green meadow development plan

---

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

members of the Hudson, NH planning board,

I am writing this letter to implore you to reject the HUDSON LOGISTICS CENTER plan that is before your board. There is a movement going on in this Country that is being perpetrated by the CEO's of the major social media network companies. Facebook, Twitter, Google, U Tube, Apple and especially by Amazon. That being an attack on the First Amendment Rights guaranteed in our Constitution. Those CEO's and especially Amazons have no respect for our Constitution and the vision and sacrifice of our founding Fathers. Amazons CEO is also using any and all means possible to shut down an upstart Company dedicated to supporting our First Amendment Rights. His actions in my mind border on that of an evil, tyrannical, indecent person. Is this the kind of person Hudson can be proud of doing business in our community.

I am hoping that the people of Hudson will display their Patriotism and love of Country and respect for our Constitution and vision and sacrifice of our Founding Fathers. I hope that we are a town that respects every bodies Constitutional rights it's just common decency to do so. Therefore I urge you to reject the proposed development.

On another note, these are the same people that go out of their way to get people fired from their jobs for having values that are not theirs. Regarding all the proposed new jobs to be created by this project, do you really believe that there won't be any discrimination in their hiring practices, I certainly don't. Let's keep Hudson a town we can all be proud of and reject this project.

Sent from [Outlook](#)

to: BOS, Planning Board, Brian Smith

Here is a tiny example of what's going on in Amazon facilities. If you go on line, which I am sure you do, there are a million reasons we do not want Amazon in our town. Please inquire <sup>regarding</sup> these Amazon sites.

Linda Zanzatori

TECH

# Inside Amazon's delivery push: Employees and drivers say an overworked system is lax on safety as packages pile up

RECEIVED

PUBLISHED WED, NOV 27 2019-5:53 PM EST UPDATED FRI, NOV 29 2019-1:48 PM EST

JAN 20 2020

NBC NEWS | David Ingram and Jo Ling Kent

TOWN OF HUDSON  
PLANNING DEPARTMENT

SHARE f t in e



Morgan Stanley's top secular growth stock ideas for 2021



f t in e

At one Amazon delivery facility last year near St. Petersburg, Florida, company badges hung on wall hooks, each one showing the name and photo of an approved driver.

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Every morning, drivers including those who had not passed background checks grabbed one before going out on the road, even if the badges had someone else's name and photo on them. In other cases, drivers didn't even bother with a badge. The practices were tacitly accepted by Amazon managers who had delivery quotas to meet, according to current and former employees of Amazon as well as contractors who spoke to NBC News.

As a result, potentially dangerous drivers would be handed the keys to delivery vans full of packages, as well as sensitive information such as the addresses and access codes needed to deliver the packages, these people said.

**Read More from NBC News**

[Company making Costco baby pajamas flagged for forced labor](#)

['Zone Rouge': An army of children toils in African mines](#)

[New Labor Department rule would give 1.1 million workers overtime eligibility](#)

"They would say, 'OK, get it done,'" a former delivery company manager said. "And as long as it was delivered before deadline that day, that would make their location look amazing, they may turn their head."

Morgan Stanley's top secular growth stock ideas for 2021





log in to an electronic scanner — called a “rabbit” — that drivers carry, he would use someone else’s password.



VIDEO 12:31

Lindsey Bell picks Amazon as her Last Chance Trade

And at another delivery facility in the South, a current Amazon employee recounted how Amazon management knew one of the company’s courier contractors was skirting background checks but chose to ignore it, despite what the employee called a risk to data privacy and customer safety.

Former managers who were aware of similar conduct said they were under pressure to meet rising demand and were worried that even drivers who had passed background checks were not adequately prepared for delivery routes that sometimes filled trucks beyond normal capacity and put them in dangerous situations.

NBC News spoke with 18 people in 11 states who detailed safety problems across the e-commerce giant’s delivery operation. They included 13 current or former Amazon employees familiar with the company’s “last mile” delivery program and five people

Morgan Stanley’s top secular growth stock ideas for 2021



Amazon operates an extensive network of fulfillment, sortation and delivery centers around the U.S. employing more than 250,000 people, as well as thousands more contractors.

And while their accounts vary on how the company's operation suffered under the strain of an influx of packages, they share a common theme: Amazon's efforts to ramp up its own delivery system strained a logistical network that had not had adequate time to prepare.

It's a complaint common among employees of tech giants: the companies push systems beyond their limit, and then figure out where the limit was and try to clean up problems after the fact.

Some people who deliver Amazon packages have been involved in deadly wrecks. In September, ProPublica and The New York Times reported in a joint investigation that they had found more than 60 crashes since June 2015 involving Amazon delivery contractors that resulted in serious injuries, including 10 deaths. They said the tally was likely a fraction of the crashes because many people don't sue.

BuzzFeed reported in August that Amazon has generally avoided legal liability in such cases, leaving contractors on the hook, although the company has tight control over how those contractors operate.

Inside Amazon warehouses, the rate of serious injuries is more than double the national average for the industry, according to the nonprofit news outlet Reveal and the Atlantic magazine, which analyzed records from 23 of 110 fulfillment centers. Amazon told the outlets that its rates are high because it is aggressive about recording injuries and cautious about allowing the injured to resume work before they're ready.

Safety concerns within Amazon's logistics system and among third-party drivers have been well documented, but current and former employees said that the desire to ramp up delivery volume while also avoiding the liability inherent to getting packages to

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Karamo Rowe, who delivered Amazon packages for a contracted delivery company for several months this year, called the experience “chaos.” Initially, he was attracted to the job because of what he believed would be opportunities to advance. But when he was given more than 300 packages to deliver in a single shift each day, it made him “do things you normally wouldn’t do as a human being.”

“You don’t take your lunch break. You don’t use the bathroom. ... There were guys peeing in bottles in the van,” Rowe said, adding that he did the same. “You speed. You run stop signs in a neighborhood. ... You start conditioning yourself to just go as fast as possible.”

In response to questions from NBC News, Amazon said that it operates a safe delivery network and requires delivery contractors to follow all applicable laws and company regulations. It said it audits contractors for compliance and, when it finds violations, requires improvement or terminates contracts.

Amazon said it would be a violation of policy for someone to deliver packages without a background check. It did not say how it enforces that policy, or how often it has received reports of violations.

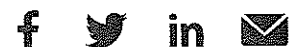
## Unchecked

At Amazon delivery stations, where vans are loaded with packages for customers, a driver isn’t supposed to leave unless he’s got an Amazon-issued badge. It’s company policy, and someone is supposed to check the drivers’ badges on their way out.

But it doesn’t always happen that way, five people said, either because a driver can use someone else’s badge or the security is lax enough at a facility that they don’t need a badge at all.

Background checks aren’t necessarily comprehensive when they happen, one former Amazon manager said. He said he found out that one driver had prior criminal charges for assault and burglary only after the driver had begun work and was discovered

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Current and former employees of Amazon and its local delivery contractors said the incentives within the company's delivery army are set up to tolerate such practices: the penalty for using drivers who haven't cleared a background check may be just a warning, but if a contractor doesn't have enough drivers to finish its routes, it faces a financial penalty from Amazon and, over time, termination, three people said.

Amazon may take weeks to finish a background check for an otherwise qualified hire, current and former managers said, while a delivery company may want to put a new hire to work immediately, fearful the person may move elsewhere in a tight labor market.

Amazon did not make anyone from the company available for an interview, and several company executives did not respond to requests for comment.

"This is a comprehensive process that can take time," Amazon said in a written statement about its background check procedures. "The vast majority of background checks are completed in less than a week, with many completed in less than three days."

For a background check that takes longer, Amazon said, the delay is necessary "to work with the applicant to verify the information provided and make sure we give them an opportunity to correct any inconsistencies in the information we may have found."

Amazon said that drivers have several ways of filing complaints, including a hotline, and that such complaints have led it to sever ties with some third-party delivery companies, which Amazon calls delivery service providers, or DSPs.

## Primed

Amazon, in a major shift, now delivers about half its own packages, cutting its reliance on traditional services such as UPS, FedEx and the U.S. Postal Service, according to data from the market research firm Rakuten Intelligence. And that's before Amazon introduces drone delivery, a capability it has talked about for years and said in June would arrive "within months."

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could handle in time for Christmas, creating a fiasco and prompting Amazon and UPS to issue some refunds.

The importance of having its own delivery network has since only grown as Amazon accelerated its business plans to include more one- and two-day deliveries, as well as grocery drop-offs.

But the realities of putting a network in place have put a strain on that idea, because unlike traditional delivery companies, Amazon hasn't been able to draw on years of internal experience and operational knowledge.

The result has been a chaotic environment on many of its delivery routes, in which drivers frequently quit citing impossible-to-meet quotas and exhausted drivers put themselves in risky situations, according to current and former employees of Amazon and its contractors.

“Those are close calls every single day, worrying you're going to hit a car or a person,” said Ami Swerdlick, a former delivery driver for an independent contractor, who quit last year. “It was going to kill me if I didn't stop doing it.”

Hanging over Amazon and all U.S. delivery services is a national unemployment rate of 3.6 percent, around the lowest in 50 years, making new drivers difficult to find, current and former managers said.

Amazon's legion of delivery drivers is about to face its biggest test yet as online holiday shopping this year is forecast to hit yet another record.

Amazon has shown signs of changing its delivery operations to address problems. For example, the retailer is standardizing more of the vans used in delivery, rather than always requiring delivery contractors to supply their own vans.

## Accelerated

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“Amazon builds the plane while they’re flying it,” the former employee said. “They’ll try something like, it will be absolutely insane, and they’ll finally kind of regulate it and put the proper mechanisms in place to make it work.”

She said she was put in charge of managing people without any management training, and that some drivers were assigned routes that took hours longer to complete than Amazon had anticipated.

In a statement, Amazon said: “Amazon operates a safe delivery network and to state otherwise is simply not true. There are tens of thousands of drivers delivering tens of millions of packages to customers every week, almost all without incident.

“Unfortunately, statistically at this scale, traffic incidents have occurred and will occur again, but these are exceptions, and we will not be satisfied until we achieve zero incidents across our delivery operations,” the company said.

Amazon said that safety is its top priority, and that it requires contract delivery companies to comply with all applicable safety, labor and transportation regulations, and that it does not put undue pressure on contractors. Many former employees of Amazon and its contractors said that safety was frequently mentioned in training and in staff announcements, but that when it came time to do the job, they believed the system was set up to make on-time delivery — not safety — the top priority.

Though local delivery companies it hires are independently owned, Amazon controls how packages are delivered. It determines the routes and package loads for each driver and often requires them to wear Amazon uniforms. It requires classroom and on-the-road training for new hires.

Amazon can’t control its contractors in every way, though. A former Amazon manager said she saw people get fired from one local delivery company and then get hired with another one when both had contracts with Amazon, because the e-commerce giant did not have an adequate system in place to vet applicants.

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Amazon said in a written statement that fired drivers could not be rehired by other contractors and any allegation otherwise was “absolutely false.” It did not provide details on how it tries to prevent that. The company said that if it identifies shortcomings with a contractor, it expects the contractor to put in place a plan within 30 days to correct the problems or risk having its contract terminated.

## Pushed

An influx of packages created pressure-cooker situations at Amazon facilities in which employees and delivery companies were expected to meet strict daily quotas for the number of packages delivered, former managers and drivers said. Amazon expects near perfection each day — with an expectation of 98 percent on-time delivery, according to two former managers.

Current and former drivers complain about being overloaded and say that the volume at Amazon facilities is too high for the staff available, a labor squeeze that’s only become more difficult as Amazon and its rivals add more delivery services for groceries or prepared food.

Some vans were packed so full that packages would improperly block the view out the rear windows, two former Amazon employees said.

A former Amazon manager who worked at multiple locations said drivers would do whatever they could — including speeding and throwing packages — to meet their quotas, and that he eventually stopped firing people for such offenses because the drivers’ actions seemed justified given the pressure from Amazon.

“It was the only way they could get the job done on time and not get scrutinized by someone like me,” the former manager said. He said his complaints to regional management fell on “deaf ears” and weren’t taken seriously.

Current and former employees said there were some ways that Amazon did emphasize safety, such as by making safety signs ubiquitous inside the warehouses or by strictly

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Amazon said in response to written questions that it works closely with contract companies to set “realistic expectations that do not place undue pressure on them or their employees,” using routing software. “We have policies and mechanisms in place to limit the number of hours that drivers are on the road,” the company said.

Kenneth, a former driver, said he believes there was a disconnect in Amazon’s thinking: high concern about what happens inside a warehouse, where Amazon has long experience, but less worrying when it comes to drivers.

“Once the packages are out the door, they didn’t care,” he said.

The pressure can get worse leading up to the holiday season. During these weeks, the third-party delivery companies hire more people, but those people don’t always get enough training and end up over their heads, one former Amazon manager said.

“We’d send them out with 50,000 packages, but then they’d bring back 10,000 because they didn’t know what they were doing. They weren’t trained. They just got lost. It was dark,” the manager said, describing the 2018 holiday season.

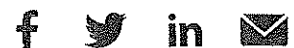
## Scaled

Amazon’s quick ramp-up of its last-mile delivery program echoes a common way of doing business in the tech sector: grow to a large scale quickly, before figuring out the details, in order to box out potential competitors or gain other advantages.

But what may work for companies that deal primarily in websites and computer code may not have the same results on the streets, and former Amazon employees said they doubted whether the company could sustain its model over time given the rate at which it churns through drivers and managers.

It wasn’t until after Amazon began to grow its delivery system to a much larger scale in the U.S. that the company, around 2016, began to analyze the program and find that it wasn’t running as smoothly as it should have been, former employees said.

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the base. You're done for the day," one former Amazon employee said. "We needed to really kind of stop and take a breath."

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