

Groth, Brian

From: Hudson New Hampshire via Hudson New Hampshire <noreply@hudsonnh.gov>
Sent: Thursday, January 21, 2021 6:28 PM
To: Groth, Brian
Subject: Form submission from: Contact a Board or Committee

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

Submitted on: Thursday, January 21, 2021 - 6:28pm

Submitted by:

Pamela Kendall

Question/Comments Submitted:

I would like to state my opposition to the Hudson Logistics Center being built here in our town of Hudson, NH. This idea is all wrong for our small town of Hudson, and there is no way that Hudson could sustain the amount of traffic this center would generate. Amazon needs to keep searching for another location for themselves.

Respectfully,
Pamela

Groth, Brian

From: Hudson New Hampshire via Hudson New Hampshire <noreply@hudsonnh.gov>
Sent: Friday, January 22, 2021 6:45 PM
To: Groth, Brian
Subject: Form submission from: Contact a Board or Committee

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Submitted on: Friday, January 22, 2021 - 6:44pm

Submitted by:

Kathleen Crowley

Question/Comments Submitted:

I a writing re: reconsideration of the sewer issue. I have faith that you as our representative will also consider so many other issues yet to be resolved before making any decisions. Hillwood has been misleading on many issues, Pollution, noise (including blasting).river contamination, home values (yes they are rising but that will . .cease when construction begins)light pollution & biggest of all traffic, estimating at 40% usage is unacceptable, they know better, it will be close to 100%. They seem to be willing to lie to get what they want & many taxpayers of Hudson are depending on our elected representatives to protect us from the deceitful representation that began from day one. The sewer issue is not the only one that needs further discussion before decisions are made & the public has been given little time to speak to them & we certainly have not had questions answered. You have Planning board mtgs. you can reference for proof. Thank you.

Dubowik, Brooke

From: Linda Zarzatian <zarzatian@gmail.com>
Sent: Friday, January 22, 2021 6:39 PM
To: ~BoS; Planning; Groth, Brian
Subject: hillwood

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I am beyond upset about Hillwoods request for reconsideration of the Sewer Allocation Special Request, made by Green Meadow. It was denied on 1/12/21. I believe the denial was the right decision. I believe that the Board of Selectmen have the right to make a decision and to have that decision upheld. They have a right to make a decision by their opinion, and Green Meadow is going to call that unlawful? I disagree, they have their rights and they used their rights to make the decision they made and voted in.

Every time the Board of Selectmen make a decision on this proposed project and Green Meadow disagrees with their decision and vote, does that mean we will be going back and forth and back and forth until someone is coerced or harassed to change their mind and vote? This is exactly what is happening right now. With each decision the Board of Selectmen make does that mean we all have the right to continually readdress said issue and vote until the strongest most powerful entity is successful with their will? This is unlawful. This is frightening. This is coercion. This is harassment. I don't care what words you come up with regarding this sewer allocation issue, the decision was made and voted upon. It was denied.

If this is overturned to Green Meadows liking then it is proof that we are being harassed, and that is unlawful. That means someone is concerned about their freedom of choice and opinion and responsibility to the residents of Hudson, and they are not able to maintain their vote that they saw as correct and just.

I have been living here since 1976. I have been patiently waiting and continuing to inquire with the town regarding town sewerage for my house, to no avail. Now, a logistics center will receive said sewerage but we still will not in our neighborhood. We are neighbors of Green Meadow, that is why we bought this house, because of the golf course and the town and now the golf course will be overrun by amazon and ruin the entire town and have sewerage to boot, when we have never ever been able to have sewerage for our homes. Isn't that a fine how do you do! Thank all the residents of Hudson for all their tax monies to keep this town in good standing and now our entire lives will be detrimentally affected forever.

This is unacceptable on so many levels. Selectmen please stand strong, you have hundreds, thousands, of people behind you trying to keep Hudson a town of residents and not a town of transits from all the surrounding states.

I have written to you many, many times, I surely hope you are able to consider my tremendous concerns regarding the changing of Hudson forever. It will be a sad day for all of us near and far if you approve this project.

I believe the Town of Hudson has a Right to have the companies they wish to have reside in their town. We have rights, please do not let them be taken from us.

Amazon is completely detrimental to the well being of Hudson, no question about. Everyone knows it! Everyone.

Take care, stay safe. I will be anxiously waiting and watching and registering for the meeting coming this Tuesday will Hillwood. We have rights, please uphold them. Please do not be harassed, coerced, persuaded to change your vote. You voted correctly for the town of Hudson. We all appreciated your vote. We would hope the other two selectmen would also vote to deny said allocation of sewerage for this proposed project.

Respectfully submitted,
Linda Zarzatian

ps: Again this pandemic is at its worst level, over 400,000 people have died. This proposal should be postponed until all us residents who wish to be present at these meetings can attend. They are taking 100% advantage of this pandemic and trying to just get it approved without our ampel contribution to its issues. Our limited communication is not fair and it is unjust. Not by your fault but by the fault of Green Meadow and Hillwood to insist that this continues while the world is in dire straits still.

Dubowik, Brooke

From: Debra Bock <the2box@msn.com>
Sent: Monday, January 25, 2021 5:30 PM
To: Groth, Brian
Cc: Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov;
info@hudsonlogisticcenter.com
Subject: Hudson Logistic Center

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I would like to express my support for the Logistic Center. I look forward to more industry on the southern border of our town. I know the neighborhoods don't want traffic since they have never had to sit around in traffic. Their sense of entitlement is selfish. Join the rest of the town. Actually since the lockdown the traffic hasn't been bad.

Debra Bock

Dubowik, Brooke

From: Ian Bowker <ian.littlebay@gmail.com>
Sent: Monday, January 25, 2021 1:46 PM
To: ~BoS
Cc: Dhima, Elvis; Groth, Brian; Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov; info@hudsonlogisticscenter.com
Subject: Support Of Hudson Logistics Center

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Sirs
I wish to express my support of the Hudson Logistics Center not only as a small business owner but as a home owner in Hudson.
This facility will help our Town with valuable Tax revenue that will keep the town affordable to its residence for many years to come.
Please support this facility as well with your vote.
Yours truly,
Ian Bowker

--
Ian Bowker
54 James Way
Hudson
NH
03051

Mobile: +1978 726 1845
Email: ian.@IconBroadcast.com

Dubowik, Brooke

From: BOYER AUTO BODY <boyerab@comcast.net>
Sent: Monday, January 25, 2021 1:09 PM
To: Dhima, Elvis; ~BoS; Groth, Brian; Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov; info@hudsonlogisticscenter.com
Cc: Nicholas Pappas
Subject: Hudson Logistic Center

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As a LIFELONG Hudson resident of 44 years and owner of a Family business in Hudson on Lowell Rd for over 50 years, we support the approval of the Hudson Logistic Center.

I believe it is in located in the best spot for what it's purpose will be. There is highway to the north. There are businesses and trucks to the east. There is a river and railroad tracks to the west. To the south there is a neighborhood, however I believe the earth mountain the developer plans to build with trees planted on it, FITS the standards for urban living. I also believe this shows wiliness to be a good neighbor.

I would like to see river access for residents with designated parking spots. I also believe this area should be very well light at night and also be free from obstructions. These (2) things will reduce illegal activity.

I do want to say that I understand during construction there will be some heart ache for the people to the south. However I truly feel that the short term pain will be well worth it in the end. Hudson needs some different income injected into our town. We can not afford to continue building house after house and believe that our taxes will pay the bill. We need more commercial and industrial to help of set residential.

We do need some form of long term plan from the building owner (not the tenant) as to what their contingency plan is if something changes in 20 years and the tenant leaves. I know it is slim to no chance the tenant will leave, but it does HAPPEN, you can't say never.

Todd
Boyer's
Seacoast Fisher
Line-x of Southern NH
156 Lowell Rd
Hudson NH 03051
603-882-6637
www.boyerstruckequipment.com

Dubowik, Brooke

From: Linda Zarzatian <zarzatian@gmail.com>
Sent: Tuesday, January 26, 2021 2:47 PM
To: ~BoS; Planning; Groth, Brian
Subject: hillwood

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

The conservation meeting last night was horrible. The fact that two of the members of the conservation board did not know specific information about the wetlands that are being affected by the Hillwood project was more than alarming and troubling and disappointing. They are the members who voted to recommend this proposal with regards to the wetland issues it presents. Imagine making a decision that affects the lives of the residents of Hudson without knowledge of the facts. That is exactly what happened. One member stated that he could go on and on and on with questions and discussions regarding the wetlands and their proposals, but he states, let's just move on and take this to the next step. Imagine that, move on with a recommendation that they are in agreement with Hillwood and it's change in the wetlands even though they do not know all the facts. One member did not even know how involved the wetlands were. Did they need to wear rubber boots or not? Really? The all continued to trust and take the word of the Hillwood representatives.

It was so troubling to see how hard it was for several of our conservation board members to be able to have conversation regarding all of this. They continued to say how difficult it was. Only one member voted not to recommend their proposals for the wetlands, etc, because she felt all the facts were not completely understood by her. Partly because of the method in which she had to adjust to, due to this life threatening pandemic, that is killing more than 400,000 people. But that's ok, just make a decision and state a vote in this. Good God! How horrible for all of us. This should have been continued until her questions and the questions of the other member, the one who had the most difficulty making conversation, and then decided to just vote and have it all move on and honestly off his desk!

It seemed to me that the board members did not know quite a lot. Elvis had to keep telling them the ins and outs of the procedure and everything. Hillwood, I am sure is thrilled with our lack of so very much. Easy job for them to just swoop in and get exactly what they want. Good God!

We should be getting this entire proposal the way we want for our town. Not that this is the only way, as Hillwood stated, that it can be done. The proposals for these issues, wetlands, etc, are the only and best and safest way possible. Yet, they are not appropriate, they are not safe and they are ruining the wetlands. We have zoning and wetland safety measures in place and they are being circled around and going by the way side. If these proposals are the only way, then too bad, they are not sufficient and safe and good enough and do not protect the wetlands properly.

It is quite clear that they have extremely knowledgeable, strong, determined professionals who do this day in and day out and have been more than successful for many many years with projects across the country. Yet, they did not bring renderings that are similar to us, or helpful to us. Quite frankly they look horrible. If you go on the internet and look up Amazon logistic or distribution centers you will find quite a lot showing how trashed the sites all are. I do not look forward to having all that trash in my neighborhood.

Another member made it quite clear they don't want to have to be brought back to continue to discuss the issues that were discussed last night and asked Hillwood more than once if they foresee coming back to these topics.

Interesting isn't it, Hillwood can come back regarding the sewer issues, yet our own conservation member does not want to come back with any changes and further discuss of the wetlands, etc. That was interesting to me. I truly believe they made a quick and incorrect recommendation for the planning board for many wrong reasons. I am extremely concerned about this poorly made decision.

Many people were present to voice their opinions on these matters discussed, yet 3 members decided to recommend these changes even though the residents were against them. Aren't they representing the residents of Hudson and should be abiding by their wishes for a safe and healthy environment?

I can only imagine how these changes will adversely affect my land, my septic, my wild life that I have in my yard

How dare Hillwood have the audacity to state that the Hillwood proposal is better for the town of Hudson than the golf course. Really, they were stating how the golf course is not good for the environment and the logistics center will be better for all of us and our environment. Just how stupid do they think we are. They think we are 100% stupid.

Well I thank the conservation committee for another sleepless night for me. So troubled and disappointed. I surely hope they slept last night. These issues which they gave their approval and recommendation will be on their head, poor poor decision. I believe this needs to be back on the agenda for further discussion,

I would like to address the meeting tonight, January 26, regarding the sewer allocation request being put back on the agenda. It is done, over, completed. There are no legal issues that allow this to happen. The vote is complete and the sewer allocation request has been denied, properly, correctly and legally.

Thank you Board of Selectmen for voting to deny the sewer allocation for Hillwood.

Sincerely,
Linda Zarzatian

Dubowik, Brooke

From: Linda Zarzatian <zarzatian@gmail.com>
Sent: Wednesday, January 27, 2021 12:35 PM
To: ~BoS; Planning; Groth, Brian
Subject: Hillwood

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Words can not express my dismay over the meeting last night.

Selectmen Coutu, Martin and Morin, your continued disregard for the majority of Hudson residents with your decision to allow Hillwood for the sewer allocation is wrong on many many levels. First of all Martin accepts complete responsibility for the reconsideration of the issue to be allowed to be put back on the agenda is interesting to the consequence that only one board member made the request. It should have been voted upon right then and there. If it was a majority rule to allow it back on the agenda for reconsideration that would be one thing, but it wasn't. Martin was allowed without approval from all members to allow Hillwood to conjure up some old paper work, which can not be trusted to have this overruled. Now Coutu is stating that this issue can not be brought up again, it can only be readdressed once. How lucky for Hillwood, and unlucky the residents of Hudson. This is not acceptable.

The lawyers need to be able to address this right now. We will not stand for this.

Martin you should be ashamed of yourself. How dare you call our residents " the peanut gallery" How dare you!! Your behavior last night was very concerning for all of us residents. You are not the proper representation of the residents of Hudson. I am appalled. I expect a public apology for your actions and your words. I do not deserve to hear this from any board member, no Hudson resident does! You should step down from this position, you are not qualified. You do not have the proper objective regarding this proposal. You are abrasive with your words and actions. How dare you become agitated with the residents who risked their lives, during this pandemic, to try and save the town from this life threatening project? I want an answer from you, How dare you. Please respond and tell me how you have the right to do that to us! You do not!

Coutu, it is very disheartening that you are so interested in the final plan from Hillwood that you are not properly addressing the issue at hand. The issue of allowing the sewer allocation to be readdressed and annulled and voted upon again. It was voted upon, the decision was correct, yet for some Ungodly reason, because you are mostly concerned with the final plans you just voted to let this slip by and give them your approval of sewer allocation.

Let me tell all of you, in no uncertain terms, IF HILLWOOD IS ALLOWED SEWER CONNECTION, (as you have stated they are allowed such allocation) THEN I WILL WITHOUT A DOUBT BE ABLE TO CONNECT TO SEWER AT MY HOME ON BRUCE STREET ALSO!!!!

I have been trying to get sewer hookup since 1976. The answer is always NO NO NO, NOT AVAILABLE. But now Hillwood with all their thousands of people can have sewer and I cannot. I don't think so.

So the conservation board just let the wetland issues slip by. They just wanted the process to move on, as they stated. And, the Board of Selectmen now approved the sewer allocation, they just want to see the final plan. Well well well, thank you very much for not doing what is in the interest of the residents of this town.

You should all be ashamed of yourselves. None of you took heed to what all the residents had to say. None of you took heed to what your fellow board members, McGrath and Roy had to say. What is wrong with this picture? I guess you're the boss of everyone and you and Hillwood can bypass all the rules and regulations this town has put in place for our safety. You have made that abundantly clear. Oh don't let Hillwood pay any extra money from more than one sewer/septic plan, they are costly, you know. Oh My God. We can all wish we had the funds available that Hillwood and Amazon and Green Meadow have at their disposal. Come on Mr Coutu, really. Talk like that about the needs of the residents of this town, not the developer. I am appalled at where you concern lies. You said it yourself.

I demand that all members of all boards respect all of us residents. By what you have been saying and how I have seen you acting I do not believe you are the proper representation of us residents. You are not there for your own wishes, you are supposed to be the voice of the majority of the residents. We all know the majority of the residents of Hudson DO NOT WANT THIS MONSTROSITY OF TROUBLE IN OUR BACKYARDS. Stop worrying about Hillwood, believe me they have all the backup they need to bulldoze right over us, figuratively and actually.

I demand answers to my questions. I have been writing day after day after day. I thank Brian Groth for his response in the past to me.

I look forward to seeing a productive meeting tonight with the planning board to be working faithfully with the best interest of the residents.

Linda Zarzatian

Dubowik, Brooke

From: Rob C <rob613@gmail.com>
Sent: Wednesday, January 27, 2021 9:16 PM
To: Planning; Groth, Brian
Subject: 1/27 planning meeting - quick question

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I heard at 9:14 PM that Hillwood specifies we cannot see buildings directly from any point on any residence.

- A) Can we see the tops of their lamp posts or roof top air conditioners?
- B) How about from the 2nd floor bedroom windows of any of the residences?

--Robert Chesler
14 Fairway

Dubowik, Brooke

From: pgrol <pgrol@aol.com>
Sent: Saturday, January 30, 2021 4:36 PM
To: Scott Wade; Groth, Brian
Cc: Planning
Subject: RE: Request for Sight Line Study

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Scott

Hillwood made a big deal the neighbors not being able to see the buildings. How about the sound wall sitting on top of the berm. Is there really a difference on seeing the side of a building or seeing a 10 ft sound wall. Not much

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Scott Wade <sjwade7422@gmail.com>
Date: 1/30/21 2:26 PM (GMT-05:00)
To: "Groth, Brian" <bgroth@hudsonnh.gov>
Cc: Planning <planning@hudsonnh.gov>
Subject: Request for Sight Line Study

Brian,

I have a couple of requests after seeing this sightline study.

When they visited my home back in July, I asked if they could take a photo from Muldoon Street looking towards the golf course. My thinking is what would people see as they drove down Muldoon towards Fairway or for those that live on Muldoon and are looking in that direction? Would they see this massive building looming out there in the distance or would it be hidden? I may have also suggested the same for people living on Par Lane.

They didn't present that last week and they should. We should all know what it's going to look like from as many viewpoints as possible.

Next, since they failed to show any photos from a second story, they should do that now. What will people see from their bedrooms? Or what would people on the other side of Fairway and Eagle Drives see looking towards the golf course? Again, will it be hidden or will they see it as they are further away? They still have time to present this information and it shouldn't take them 6 months to produce it.

Lastly, has the town considered hiring a landscape consultant to review what was presented? With all due respect, every bit of this project should be scrutinized including this study by the applicant.

Thank you for your time,
Scott

--
Scott J. Wade
1 Fairway Drive

Groth, Brian

From: JAMES CROWLEY <jkcrowleynh@comcast.net>
Sent: Thursday, January 28, 2021 9:10 PM
To: Groth, Brian
Subject: HLC Flawed Field Data for Stormwater Management Designing

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Brian

Some how my email address book is messed up, I can not find the generic email address you suggested. .Please include this letter in the 02/10/2021 Planning Board packet.

Thank You
Jim Crowley

Date: January 28, 2021

To: Planning Board (via email)

Re: HLC Flawed Field Data for Stormwater Management Designing

I gave a presentation on 01-27-2021 concerning how the required field data for designing of the 10 infiltration basins which are the very heart of the Stormwater Management System is grossly deficient in required numeric number and quality of data. I still request the Planning Board ask in public for the public record the following question:

” Are you going to provide the required Stormwater regulatory field testing data for peer review and approval prior to having the PB vote on this project?”

The Applicant should be able to supply a detailed answer instead of their usual general brushoff non-answers. Please do not allow a general non-answer to stand. They should be able to define exactly what will be done at each of the substandard testing locations at 8 of 10 infiltration basins to correct the required regulatory deficiency. As stated in my presentation if Hillwood is unwilling to provide the data and the Planning Board votes to deny this project, then in court the Town can simply point out to the judge that the Planning Board just wanted basic regulatory required information every other project has to provide.

At the 01-27-2021 meeting I said I would provide the detail on how the current numeric amount of field data does not meet Hudson or NHDES requirements for approving an infiltration basin design. The required field investigations are used to determine elevations of SHWT (Seasonal High Water Table), GW (Ground Water table) and Bedrock in the proposed infiltration basin foot print. There is a regulatory minimum separation requirement between the bottom elevation of an infiltration basin and the SHWT. This separation is critical for the infiltration basin to function properly. The only counter argument I heard at the meeting from the Applicants engineers for not proving the necessary field work was that a backhoe can only dig to an 8 foot depth for field testing. However, the Applicants engineers failed to mention that they also have used soil borings when it suited them to reach even great depths to determine elevations for SHWT, GW and Bedrock. The Applicants engineers might try to convince the Planning Board that substandard testing at all 8 of the 10 infiltration basins is

incorrect. To lower the substandard number they will try to include test pits and soil borings outside the design infiltrative surface area footprint. Close proximity only works in horse shoes not in required regulatory testing. No infiltration basin is in a 100 percent fill area so that is not a completely credible argument for an exclusion from regulatory requirements either.

My goal is to show I have factual backup information pertaining to the importance of the question. I want the Planning Board to press Hillwood to answer for the public record my question. I do not believe a Development Agreement condition can fully address the lack of this deficient field work. The Planning Board would be in the position of approving a site design in direct violation of actual regulatory statutes. A Development Agreement would transfer the actual approval of the project to the Town Engineer who could waive the field test requirement until after construction starts. I find that possible scenario to be unacceptable.

The following detail is separated into a summary TABLE then a NARRATIVE. The NARRATIVE explains applicable Hudson and NHDES regulations that require the field testing.

SUMMARY TABLE of Field Testing – Required vs provided as of December 2020 Stormwater Management Report

Infiltration Basin No.	TPs & Borings Required per Env-Wq 1504.13(c)	TPs & Borings Provided in Infiltration Bottom Elevation foot print	Required Regulatory Field Test provided
A1-2	2	0	NO
A1-3	3	1	NO
A1-4	2	2	YES
A1-5	2	0	NO
A1-6	2	3	YES

A6-2	5	1	NO
A11-2	8	2	NO
B1-2	3	2	NO
B6-3	3	1	NO
B6-4	3	2	NO

Regulatory field work incomplete NARRATIVE: HR 290-5 A (4) requires “All groundwater recharge systems shall require on-site test pit and percolation test data to be submitted as part of the review.” Most notable the Applicant is not in compliance with NHDES Alteration of Terrain regulation Env-Wq 1504.13 (c) concerning necessary required field information for designing Infiltration BMPs. The regulation requires a minimum number of test pits or borings be dug or drilled in the LOCATION of the system, depending on the size of the proposed system. Eight of the ten Infiltration Basins being proposed do not meet this requirement for number of tests to be conducted in each Infiltration basin footprint. The May, September and currently December 2020 Stormwater Management Report section on Infiltration Feasibility states “To be completed during construction”. Many of the Infiltration BMP’s are in an area of minor grading or an earthwork cut area. The required testing should be completed before any project related design approvals are made. The currently existing use of the parcel is a golf course operation. This operation is seasonal and has ceased to operate between mid-November and mid-March. The Applicant would have full unencumbered access to do all the required testing in all but total earthwork fill areas. The proposed project is most likely the single-largest land use development ever sought in New Hampshire. The Applicant has the assets, adequate time (if they quit procrastinating) and access to provide the necessary testing in the proposed Infiltration basin footprints. The previous large volume of field testing 273 borings and 115 test pits were completed within about one month. However, the testing location emphasis was for load bearing studies for building and roadway. The bulk of testing required in proposed infiltration footprint areas was skipped. The Applicant knows and has documented what critical missing field data is needed so minimal time would be required to obtain it. Stormwater design is one of the most important considerations in any land use development and requires applicable field testing and data to be done correctly and to acceptable engineering standards. Is it unreasonable for a project of this magnitude to provide all regulatory specified field data and testing for peer review prior to a Site Plan approval? At a minimum the Applicant should explain why the remaining information cannot be provided before the Planning Board completes hearing on the project plans and documents. The

Applicant has been aware of missing regulatory required field information since publishing their 09/14/2020 plans and reports by multiple letters from James Crowley, Engineering peer review letters from Fuss & O'Neill engineers and NHDES Alteration of Terrain Bureau letters. All are part of the town public record. How can Hillwood really justify not taking additional actions to correct this? The Planning Board does not allow other developers to get a pass on what is clearly a pre-construction requirement so why should Hillwood?

Please take the comments presented in this letter into consideration while listening to the Applicants future Site Plan presentation(s) and reaffirm additional peer reviews of the Stormwater Management system technical issues presented in this letter are a minimum requirement for the project to proceed to a final Planning Board vote.

Again please ask Hillwood in a public meeting the following question: **“Are you going to provide the required Stormwater regulatory field testing data for peer review and approval prior to having the PB vote on this project?”**

Respectfully submitted
James Crowley
4 Fairway Drive

Date: January 29, 2021

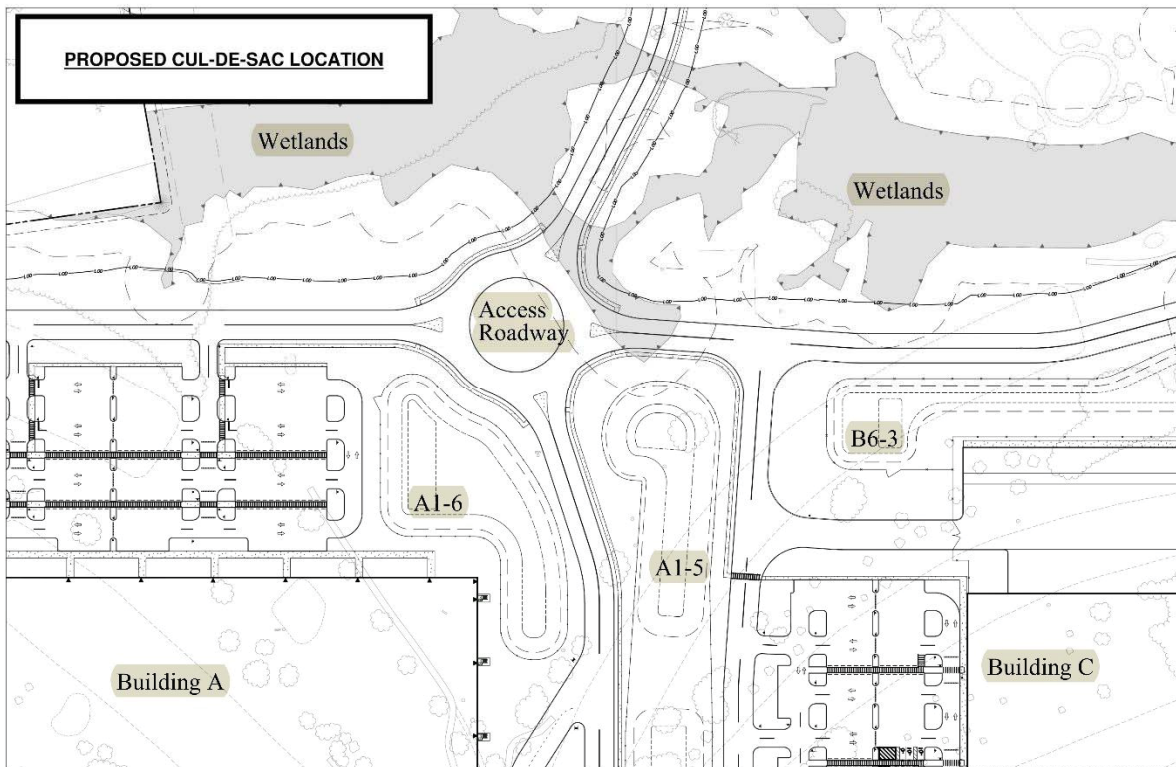
To: Planning Board (via email)

Re: The current HLC design does not meet all Conditional Use Permit CU# 02-20 requirements

I have attended all the Conservation Commission meetings concerning the Conditional Use Permit CU# 02-20 for the Hudson Logistics Center project. I find it exceedingly frustrating that the Conservation Commission worked so extremely hard to protect Town of Hudson Wetlands and Wildlife but are accorded only limited powers to do so. They asked intelligent penetrating questions and obtained wetland mitigation concessions from the Applicant through their diligent efforts. My understanding is the Conservation Commission approved the CU# 02-20 so they could submit 25 stipulations to the Planning Board for their consideration for possible incorporation into project plans and documents.

I wanted you to give you the back ground as to why I am writing this letter. The Conservation Commission is essentially limited to submitting stipulations to the Planning Board. They are not really allowed to make recommendations that additional revisions to the HLC plans should be made to fully comply with Town Code 334-36(C) (2) to minimize wetlands impacts from access roadway. At the January 25, 2021 meeting the Applicant presented to the Conservation Commission what would be considered as the final design that would have any impact on wetlands and wildlife. So the Conservation Commission was left with a choice to approve CU# 02-20 and submit 25 stipulations for Planning Board consideration or not approve the Conditional Use Permit therefore wasting months of review effort with no allowance to submit stipulations. The positive permit decision made by the Conservation Commission was their only real option. I was told then the Planning Board has the final say on a project and that they have the authorized power to request changes to project plans. Now the ball is fully in the Planning Boards court, the Applicant can chose to comply or not with the ordinance.

Below is the applicants sketch used at the final January 25, 2021 Conservation Commission meeting for CU#02-20.



I have added the YELLOW highlighted titles. So now for the details as to why the current plans which still are not complete after about 8 months of review from the first application acceptance meeting to now after multiple revisions, still do not fully comply with Town Code 334-36(C) (2).

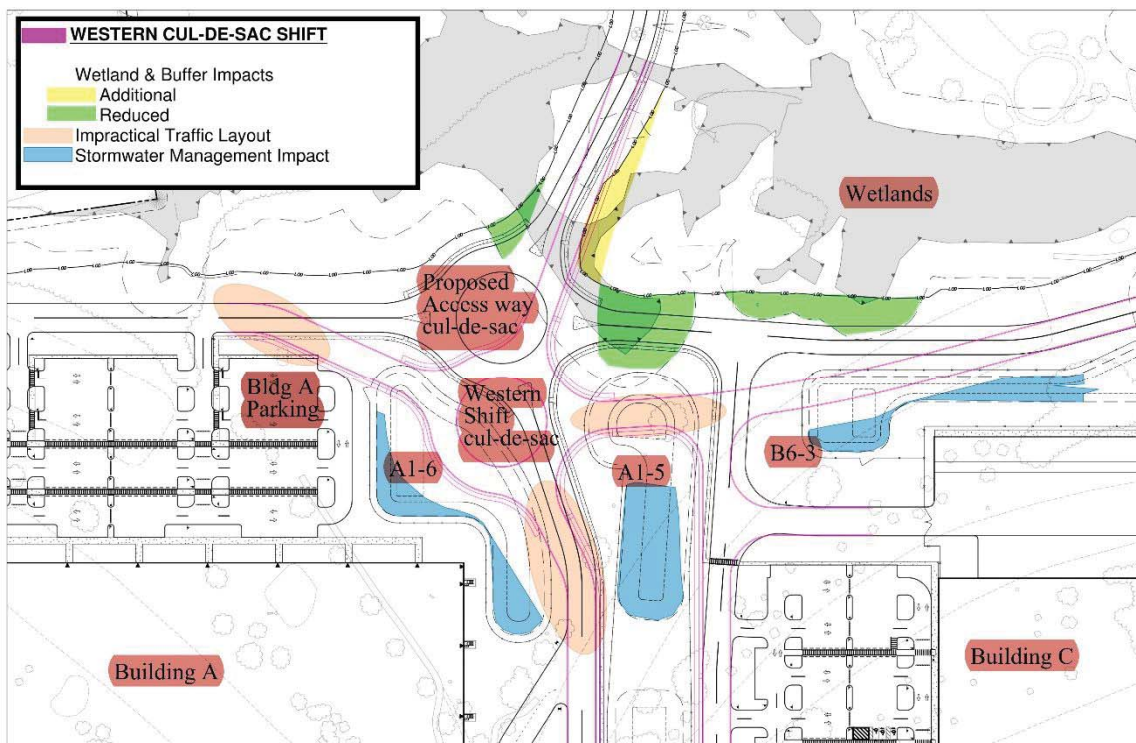
FIRST Town Code 334-36(C) (2) that pertain to access way alignments for a Conditional Use Permit

“Construction of streets, roads, and other access ways, including driveways, footpaths, bridges, and utilities if essential to the productive use of land beyond the Wetland Conservation Overlay District. These uses shall be located and constructed in such a way as to MINIMIZE the potential for detrimental impact to the District and be planned, designed, and constructed in a manner consistent with applicable State and local standards. Such construction may be permitted within the District ONLY WHEN NO VIABLE ALTERNATIVE IS AVAILABLE.”

SECOND a summary of the history of the final Applicants presentation to the Conservation Commission and what I was allowed to give as an opposition rebuttal.

- The Applicant presented that if they were required to move the cul-de-sac further westward (towards the Merrimack River) it would impact the current HLC design adversely in the following ways:
 - The stormwater management system would be severely impacted
 - Truck turning radii and safe sight distances at the 4 way stop intersection would be adversely impacted
- My allowed response was limited to pretty much stating that alternative modifications to the Stormwater Management System and Site roadway design could be properly engineered to bring the access way into full compliance with 334-36(C) (2) and a viable alternative did exist. The Chairman, Mr. Collins suppressed future comments concerning what design changes could be made to the plans to minimize wetlands impacts. I will state right here that MR. COLLINS WAS CORRECT IN DOING SO. He explained the Conservation Commission can only submit stipulations to the Planning Board on plans presented to them for review but are not authorized to make alternate design recommendations to the Planning Board. However, Mr. Collins and the Town Engineer could and did recommend I take my opposition to the current alignment to the Planning Board.

The following is my more complete presentation to Planning Board as to why the plans do not adhere to 334-36(C) (2) and the Applicants statements are not completely creditable. To do so below is Sketch Western cul-de-sac shift presented by the Applicant at the January 25, 2021 Conservation Commission meeting. The RED highlighted text was added by me for clarification purposes.



SITE DESIGN Modifications required for Western cul-de-sac shift

- The Applicant stated in the January 25, 2021 Conservation Commission meeting that the 2.5 million square feet of total floor area of the three buildings cannot be reduced or the project would be severely impacted. The Western cul-de-sac shift does not require any reduction in building floor space.
- The Applicant states sight distance issues could result. The Western cul-de-sac shift design is a 4 way stop sign configuration on fair level topography. Additionally, this portion of the access roadway will not be operating at highway speeds requiring significant sight distance lengths.
- The Applicant claims truck turning issues could be a problem. Again the interior speeds are reduced plus there is ample upland area to incorporate any necessary truck turning radii.
- The Applicant did not say anything about Building A parking area being impacted but if the Planning Board considers the Western cul-de-sac shift is viable, they will. Do you believe that with 375 acres of land they can't relocate some parking spaces for seasonal overflows to another spot? Look at their neighbor Mercury Systems. They have a separate overflow parking area that is not adjacent to the building. Take a ride down Mercury Drive you will see it on the Northside of the driveway before reaching the building. Why can't the upland area on the east side of the Western cul-de-sac shift be used for parking. Remember the parking would be for seasonal use. Safety issues are minimal and significantly better than trying to cross over Lowell Road.

STORMWATER Modifications required for Western cul-de-sac shift

All references and supporting data from here on are from the Hudson Logistics Center Stormwater Report dated December 2020. For your understanding Watershed A surface flows are routed to the Merrimack River and Watershed B surface flows are routed to the eastern wetlands and Limit Brook.

The Applicant stated in the January 25, 2021 Conservation Commission meeting the Western cul-de-sac shift would severely impact the Stormwater Management System off handedly inferring it could not be modified and still satisfy regulatory requirements. This can be proved to be an incorrect statement and assumption by simple analysis of the HLC Stormwater design and calculations. This is what the public is increasingly noticing as general non-answers and brush off statements by the Applicant to specific questions, observations and concerns. Sorry about the venting, but as a retired licensed Civil Engineer in NH and MA with many years of site development and stormwater management design experience patronizing statements bother me. Any way:

- Watershed A and B infiltration basins requiring reconfiguration modifications
 - Watershed A - Infiltration Basins A1-5 and A1-6 are 2 infiltration basins out of a total of 7 routed to the Merrimack River.
 - Infiltration Basin A1-5 services 12.77 acres and Infiltration Basin A1-6 services 14.55 acres for a combined subtotal of 27.32 acres of 224.61 acres or 12 percent of the total Watershed A acreage.
 - Infiltration Basin A1-5 bottom infiltrative area is 13,850 sq. ft. and Infiltration Basin A1-6 bottom infiltrative area is 24,100 sq. ft. for a combined subtotal of 37,950 sq. ft. or 18 percent of the total design bottom infiltrative area of 209,250 sq. ft. servicing the total watershed A.
 - Watershed B - Infiltration Basin B6-3 is 1 infiltration basin out of a total of 3 routed to the eastern wetlands and Limit Brook.
 - Infiltration Basin B6-3 services 6.03 acres of 163.03 acres or 3.7 percent of the total Watershed B acreage.
 - Infiltration Basin B6-3 bottom infiltrative area is 16,900 sq. ft. of 59,800 sq. ft. or 28.2 percent of the total design bottom infiltrative area servicing the total watershed B.
- Per the current HLC Stormwater Management Report dated December 2020, Table 3 Runoff Volume Comparison (page 24 of 38) and supporting calculations used in the report:
 - Watershed A - Stormwater runoff volume is reduced by 44 to 58 percent pre to post conditions with 7 infiltration basins.

- Watershed B - Stormwater runoff volume is reduced by 25 to 30 percent pre to post conditions with 3 infiltration basins.

Hopefully, you survived all those statistics from the Stormwater Management Report. So what does it all mean? The currently extremely large infiltration design capacity and infiltrative area can be safely reduced or modified in both Watershed A (Merrimack River) and Watershed B (Limit Brook and eastern wetlands) areas with straight forward modification of only 3 of 10 infiltration basins and / or rerouting of the Stormwater collection and conveyance system network. Note the 3 infiltration basins are not eliminated but only reconfigured and modified. Watersheds A and B combined have a total of 10 infiltration basins for stormwater management. So redesigning a small portion of infiltration design capacity and infiltrative area is really a non-issue for Stormwater designing. Plus I have to point out per my 01-27-2021 public presentation and associated 01-28-2021 letter to the Planning Board, no field investigation work in the footprint of these infiltration basins areas is lost. This is because the required amount of field testing was not none to start with.

A Stormwater management design engineer would still be able to meet the necessary Stormwater regulations for balancing pre and post development conditions.

So Stormwater Management modifications and Site layout design minimizing impact to wetlands are achievable design issues if the Applicant wants to make a real effort to do so. Simply put how can the Applicant even suggest the Planning Board overlook the town regulations for minimizing impact to wetlands for access road way when a VIABLE ALTERNATIVE IS AVAILABLE. If the Applicant insists on the their current proposed cul-de-sac design that is **STILL not compliant** with Town regulations instead of using the Western cul-de-sac shift design the CU# 02-20 Conditional use permit should be denied by the Planning Board.

Respectfully submitted

James Crowley
4 Fairway Drive

Date: January 31, 2021

To: Planning Board (via email)

RE: Oil/Water Separators, Water Quality Units and protection of Infiltration Basins and wetlands.

At the January 27, 2021 Planning Board meeting for the Hudson Logistics Center the Hillwood representatives stated:

- That Oil / Water separators are supplied in locations thorough out the site. After review of current plans some can be located and of various capacity sizes.
- A Hydrodynamic Separator (Proprietary Flow-through Structure) Water Quality Unit (WQU) device will receive stormwater runoff from the private access roadway formerly called Green Meadow Drive. After review of current plans and the December 2020 Stormwater Management Report, I agree that plans and details exist for it.
- Catch basin sumps would be cleaned on a regular basis the time interval would be dependent on the rate of accumulating load on the sump. Disposal of the accumulated sump material(s) would be done in compliance with regulatory requirements.

This letter is about the proposed Oil/Water Separator(s), Hydrodynamic Separator and protection of onsite infiltration basins which are the heart of the Hudson Logistics Center Stormwater management system and offsite environment protection. The Hillwood representatives failed to mention or bring to the attention of the Planning Board in their presentation the overall impacts to the environment and flaws with project plans. The public was too busy replying to other issues at the January 27, 2021 Planning Board meeting to immediately respond that not all the facts were being presented on the previous list of Hillwood presentation items related to Stormwater management.

Here are some additional comments, questions the public had that were not addressed by the Hillwood representative(s).

1. **Oil/Water Separator Locations:** After reviewing the current CG series drawings “Grading & Drainage Plans” some but not all stormwater flows to infiltration basins are protected by an Oil/Water Separator. There are numerous instantaneous of roadway catch basins discharging to an infiltration basin with no Oil/Water Separator protection. The long term infiltrative design efficiency of each of the 10 infiltration basins impacted is at risk. **These design flaws need to be addressed.**
2. **Spill Protection and Oil/Water Separator design requires Upgrading:** The high volume of truck traffic can and most likely will carry numerous water soluble chemicals in packages during the 24/7 365 day operations. The named tenant of two buildings, Amazon, has not supplied any statistical data of what volume may fall into this category or even data on possibly handling of hazardous materials. Recent news information mentions indications of spills at Amazon facilities. The wetlands and groundwater are not fully guarded from chemical concentrations of water soluble chemical spills occurring in driveway or more likely the multiple loading dock locations protected by only Oil/Water separator Best Management Practice (BMP). Accidental spills from any water soluble chemical products large or small in volume will NOT be stopped or inhibited by an oil/water separator BMP

before being flushed into a wetland or infiltrated into the groundwater. The proposed separators rely on the pollutant being a suspended solid or separable by its non-water soluble characteristic to function correctly and are not sufficient to provide the protection needed for an industrial operating site. Details of Oil/Water Separator design is on drawing CG504 "Grading & Drainage Details IV".

- a. In the Storm water Management Report Appendix E – Inspection and Maintenance Manual the following seem to be missing.
 - i. What regulatory requirements for waste oil disposal. It would be designated as a hazardous waste.
 - ii. Inspection and removal schedule to follow to follow on collected oil removal?
 - iii. List of licensed hazardous waste haulers Hillwood expects to use for waste oil disposal.
3. **Hydrodynamic Separator (Proprietary Flow-through Structure) Water Quality Unit (WQU) Structure Number CLCB-1:** Its location is on CG116 "Grading & Drainage Plan XVI" and details are located on drawing CG503 "Grading & Drainage Details III". The detail drawing states the peak hydraulic capacity of the WQU is 15 cfs (cubic feet per second). However, the Stormwater Management Report calculations state there is 16.83 cfs of total flow going into the WQU during the 25 year storm return period. **The proposed WQU unit is UNDER SIZED.** This is unacceptable. I try to be understanding to a point but if obvious design errors like this exist, it does not reflect very well on the overall quality of the Stormwater Management Report calculations and proof reading. Historically I have found errors in Water Quality Volume (WQV) calculations and even Curve Number (CN) data. The CN calculated values listed in the September 2020 Stormwater Management Report were for a project in North Andover, MA. I have noted incomplete regulatory required field testing, plug values for constant groundwater flow rates and incorrect use of Ksat values to peer reviewers and the NHDES. How can all those errors in basic data, calculations and designs give one complete confidence in the Hudson Logistics Center Stormwater Management design?
4. **CLEANING OF CATCH BASIN SUMPS.** The usual Hillwood non-answer is we will follow all applicable regulations. That answer is lacking in so many ways:
 - a. What are these specific regulations to be followed and can Hillwood experts actually define them?
 - b. Where are these regulations and procedures to follow on debris removal in the Storm water Management Report Appendix E – Inspection and Maintenance Manual?
 - c. This is a mega project site with a significant amount of catch basins subjected to according to the Traffic Impact Study a large quantity of traffic and any debris they may carry onto the site. So a vague answer of we will follow regulations in catch basin sump material disposal is unsatisfactory. Will it go to the Hudson solid waste facility?
 - d. Will any future catch basin sump material removal contractor know the vague regulations Hillwood representatives refer to. Presently Hillwood cannot even give a copy of the regulations they would want the contractor to follow.

5. **Stormwater management Design impact on adjacent wetland resources:** The pollutant load on the parcel will increase from a golf course to industrial operation. It is questionable that Best Management Practices pollutant removal efficiencies will prevent a net-increase in the overall pollutant impact load on adjacent wetlands. This is typical of any development no matter how well designed and maintained the stormwater management system is. Even with state of the art stormwater management a typical highway project would simply spread this unavoidable net-increase in pollutant load over a significantly long length of roadway. However, the Stormwater Management system for the Hudson Logistics Center will release this net-increase in pollutant load by comparison in a concentrated release location. The magnitude of the project and its full impact on the surrounding wetlands and Merrimack River should be a significant consideration parameter in the Planning Board review.

I think the Planning Board is being over whelmed with a growing list of various unresolved problems with this mega project. Each item on its own may appear to be minor or could get overlooked because of the large volume of items to keep tract of. Oil / Water Separators and overall degradation of the existing environment can easily fall into items being overlooked because it might be thought of as a minor concern. However, it is important because insufficient protection of the core Hudson Logistics Center Stormwater Management system infiltration basins can have a significant impact on the environment and its long term functioning efficiency.

Please take the comments presented in this letter into consideration before voting on the Hudson Logistics Center project because it is related to public health, safety and welfare of the Hudson community.`

Respectfully submitted
James Crowley
4 Fairway Drive

Date: January 30, 2021

To: Planning Board (via email)

RE: Insufficient Snow Storage treatment design per HTC 290-5 (A) (13) requirements.

RE: A significant quantity of snow melt discharge from proposed Snow Storage areas does not comply with HTC 290-5 (B) (1) (c) and NHDES Env-Wq 1508.06 (c) & (d) pre-treatment requirements for Infiltration Basins.

At the January 27, 2021 Planning Board meeting the Hillwood representatives stated:

- Snow storage areas have been added to the project plans. I agree that they have.
- A snow storage area located to the west of Building B needed an access gate in the fence per Fuss & O'Neil peer review engineers. If I understand correctly the Hillwood representative said it would be added to future revised plans.

I hope the February 10, 2021 Planning Board packet includes revised drawings with final cul-de-sac location, revised Architectural roof elevations, snow storage area access gate, and other outstanding items.

However, this letter is about the proposed snow storage areas on current plans and what the Hillwood representatives failed to mention in their presentation to the Planning Board. The public was too busy replying to other issues at the January 27, 2021 Planning Board meeting to immediately respond that not all the facts were being presented on snow storage.

Here are some additional comments, questions the public had that were not addressed by the Hillwood representative.

1. **SNOW MELT DEBRIS DISPOSAL** - Plowed snow can contain pollutants such as salt, sand, oil, grease, captured air pollution particulates and trash, which can accumulate in the area where the snow is stored and can be released when the snow melts. After the snow storage areas melt, specifically how is the remaining debris to be removed and disposed of?
 - a. The usual Hillwood non-answer is we will follow all applicable regulations. This is how they responded to cleaning of catch basin sumps. That answer is lacking in so many ways:
 - i. What are these specific regulations to be followed and can Hillwood experts actually define them?
 - ii. Where are these regulations and procedures to follow on debris removal in the Storm water Management Report Appendix E – Inspection and Maintenance Manual? Currently it only gives NHDES boiler plate information on salt and deicing of roadways.
 - iii. This is a mega site with significant quantities of snow removal accumulation and most likely a significant amount of after snow melt debris. So a vague answer of we will follow regulations is unsatisfactory. Will it go to the Hudson solid waste facility?
 - iv. Will any future snow melt debris removal contractor know the vague regulations Hillwood representatives refer to. Presently Hillwood cannot even give a copy of the regulations they would want the contractor to follow.
2. **SNOW STORAGE & INFILTRATION BASINS:** If snow is to be stock piled and stored in any area on the site its storage needs to meet Stormwater Management 290-5 (A) (13) requirements. Regulation 290-5 (A) (13) states: "Runoff from snow and salt storage areas shall be directed to treatment areas before discharging to receiving waters or allowed to infiltrate into the groundwater." An example of correct

compliance with this regulation would be the Market Basket grocery store on Lowell Road. Their snow storage area at the northern edge of the parking lot does NOT discharge snow melt directly to and is NOT directly connected to a stormwater collection and treatment system. The bulk of the Hudson Logistics Center snow storage areas discharge directly to the proposed Stormwater Management system and does not comply with 290-5 (A) (13) requirements for the following reasons:

- a. At the heart of the Hudson Logistics Center Stormwater Management system are 10 Infiltration Basins which require pre-treatment practices up- gradient of them to achieve required design removal efficiencies of contaminates. Snow storage areas were added to current plans as noted earlier. However, multiple snow storage areas do not supply pre-treatment of the snow melt prior to entering an infiltration basin. The long term design pollutant removal efficiency of all Infiltration Basin's without pre- treatment will be reduced as a result.
- b. Not all of the receiving infiltration basins are protected as required by Hudson 290-5 (B) (1) (c) and NHDES Env-Wq 1508.06 (c) & (d) standards for WQV (Water Quality Volume) concerning forebay design. A standard properly sized forebay dissipates the energy of incoming flow and allows for initial settling of coarse sediments before the stormwater or snow melt in this case enters a stormwater infiltration basin. An Infiltration Basin Forebay is required to provide additional reduction of TSS (Total Suspended Solids) fine particles prior to the stormwater and snow melt entering an Infiltration Basin. If proper pre-treatment is not achieved the infiltration basin will fail to function properly and not meet the required standards for pollutant removal.
- c. Discharge Outlets from a number of Infiltration Basins flow directly to the eastern wetland areas and the Merrimack River. Therefore, any snow melt exiting from snow storage areas without a properly designed Infiltration Basin pre-treatment Forebay could be flushed out of the basin on succeeding storm events and impact existing wetland areas and the Merrimack River with excessive stormwater pollutants.

I think the Planning Board is being over whelmed with a growing list of various unresolved problems with this mega project. Each item on its own may appear to be minor or could get overlooked because of the large volume of items to keep tract of. Snow storage can easily fall into items being overlooked because it might be thought of as a minor concern. However, it is important because improper snow storage maintenance and design can have a significant impact on the environment and the long term efficiency of the Hudson Logistics Center Stormwater Management system. This mega project should held to adhere to all Hudson regulations like any other development being reviewed by the Planning Board. Therefore, the Planning Board should require all snow melt runoff prior to entering any Infiltration Basin to be filtered through a pre-treatment process and the project Inspection and Maintenance Manual to be revised.

Respectfully submitted
James Crowley
4 Fairway Drive

Date: February 01, 2021

To: Planning Board (via email)

RE: HLC Potential Increase in Abutter Groundwater Table

The Hudson Logistics Center plans are proposing a depression area for stormwater management on the south side of the proposed earth berm and near the adjacent abutting lot lines of 3 residential parcels. The properties at risk of higher groundwater intrusion on their parcels are Map 246 / Lot 39 (1 Fairway Drive), Map 246 / Lot 40 (3 Fairway Drive) and Map 246 / Lot 41 (5 Fairway Drive).

The grading for the proposed depression area is located on drawing CG126 "Grading & Drainage Plan XXVI." The stormwater runoff flows eastward from a high point to the proposed depression area where it collects. The sizable depression area can collect nearly 2 feet of stormwater runoff before it peaks and then over flows westward towards a proposed swale on the south side of the earth berm to be constructed on the site. The proposed depression is in the onsite watershed "A-3" boundary shown on drawing PRWS104 "Proposed Watershed Map Plan IV" in the Stormwater Management Report dated December 2020.

This depression is not listed in the Stormwater Management Report as an infiltration basin Best Management Practice (BMP). It also does not meet design standards or required field test data for a correctly designed infiltration basin. It is unknown if the regulatory required draw down period of the Water Quality Volume (WQV) will be met. The 2 feet of ponded water has the potential to influence the water table elevations on the immediately adjacent abutter's properties and possibly cause seasonal moisture problems in their basements. Potential mosquito breeding is also a possible health issue. This ponding of stormwater at this location does not currently occur in the existing Green Meadow Golf Club topography.

The grading and stormwater design for the proposed watershed A-3 needs to be corrected to avoid the likely hood of future litigation and health problems concerning the proposed stormwater treatment design.

Please request a redesign of this area of the Hudson Logistics Center stormwater management system because it is related to the public health, safety and welfare of three residential properties in the Hudson community. `

Respectfully submitted
James Crowley
4 Fairway Drive

Dubowik, Brooke

From: Jim P <jcphn@hotmail.com>
Sent: Monday, February 1, 2021 2:28 PM
To: Planning
Subject: Green Meadow, HUDSON LOGISTICS CENTER

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

Chairman and members of the Hudson 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, destroying those employees livelihood and their ability to be self-sufficient. 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. Therefor 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 his hiring practices, I certainly don't. Let's keep Hudson a town we can all be proud of and reject this project. I remember when Walmart Inc. proposed locating in the town of Hudson, and they were welcome to our town, because Sam Walton, their CEO was not of the same mindset and lacking and lacking in Character and mind set as Amazons CEO is.

**Respectfully,
Jim Pacocha**

**14 Edgewood Drive
Hudson, NH 03051**

Sent from [Outlook](#)

Dear Planning Board Members,

I am writing this to respond to the planning board meeting on January 27 and please include this in the packet of the coming planning board meeting. I will separate my responses into two sections: traffic and sight line.

Traffic:

1. Will Hillwood provide a complete traffic study with the 60% seasonal increase instead of just the trip generation so the planning board and the residents can know if it will be too much to deal with, even if it only happens on “14 nonconsecutive days” throughout possibly three months?
2. Using Pheasant Lane Mall and Sagamore Industrial Park traffic numbers to compare with Hudson Logistic Center has one big flaw: Hudson Logistic Center traffic is adding onto the existing traffic and the roadway is not designed for the amount of increase.
3. Hillwood continues to suggest that they are willing to accept a condition that they will not build building C until the traffic for building A and B has been monitored and confirmed for 1-2 years. However, this suggestion means little. Will they accept the condition that if the traffic and traffic patterns generated from building A, B, and C are not following their prediction in the report according to which the application is approved, they will stop their operation until it's fixed? Will Hudson as a town be able to monitor and enforce all the promises made by Hillwood?

Sight Line:

1. First, I need to dispute Mr. Plante's statement that the residents did not cooperate with Hillwood's representatives per their counsel's request. I was there to greet Hillwood's representatives and very friendly with them. They told me that everything would be quick and never offered to take a picture from a higher angle. Eventually, I provided the pictures from the second floor. Mr. Plante's description was inaccurate.
2. We measured the tree line in our property and it's about 110ft instead of the 150ft stated by Hillwood. We are concerned that if the measurement for the tree line is inaccurate in their study, is it possible that their sight line study is also inaccurate and we will end up seeing the buildings, especially before the trees grow?
3. Will Hillwood show us what the sound fences look like?
4. Is there any condition that planning board may have to guarantee that the buffering promises are fulfilled accurately by Hillwood?

Sincerely,
Mu-Jane Monk
13 Fairway Dr

Dubowik, Brooke

From: Tim Monk <tamonk@ucdavis.edu>
Sent: Tuesday, February 2, 2021 1:45 PM
To: Planning
Subject: HLC: Buffer

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Dear Planning Board Members,

I have two concerns regarding the buffer between the proposed Hudson Logistics Center and the surrounding neighborhoods.

1) It was not clear whether the buildings would have direct line of sight to other vantage points, which would be helpful to identify areas of particular concern for noise and light pollution. Can Hillwood provide the opposite views from what they showed? That is, can they show the view from the top of the buildings to the surrounding areas? This would clearly show said areas.

2) Is any of the proposed lighting going to be higher in elevation than the berm and sound wall? I'm concerned that tall trees could be directly illuminated, causing a nuisance at nighttime.

Regards,
Tim Monk
13 Fairway Dr.

Dubowik, Brooke

From: Dobens, James <dobens.jm@pg.com>
Sent: Wednesday, February 3, 2021 11:37 AM
To: Planning; Groth, Brian; McGrath, Marilyn; Coutu, Roger; Malizia, Steve; Dhima, Elvis; Martin, Normand; Morin, Dave; Roy, Kara
Subject: HLC - Information and Education

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All,
I hope everyone is healthy and safe. Below are educational insights about the HLC as well as information I wish would be probed before decisions are made. If approved we have this forever and there will be no going back. I am in this business and working to develop strategies to meet today's consumer needs. I believe you will find this read insightful.

These massive retail warehouse/distribution centers will become relics of the past in 10 to 15 years as current retail formats change and shift how they serve today's consumers. Retail is evolving going from separate Brick & Mortar and Online shopping into a seamless integration of the two. Technology is allowing this to happen as all companies embrace and apply "artificial intelligence" to their business models thus evolving the retail landscape. Accepting technology and developing "AI" is the next race across all economies and governments to help do things better, smarter, cheaper and to gain an edge on the competition. Amazon knows this which is why they lease vs own massive structures, develop delivery technologies integrating manufacturers into the supply chain, and work to make the shopping experience easier for today's busy and ever changing consumer. Crisis causes real changes and the pandemic has caused real change to accelerate the consumer (your resident) into the digital shopping world, into home entertainment, virtual learning, remote working, and beginning to rebuild the family unit.

These massive structures will become obsolete like the massive malls are today, just like massive stadiums and venues will become smaller as home entertainment technology improves, movie releases moving to in home releases vs going to a theater, etc. There is a new normal created by crisis and emerging technologies will continue to impact those behaviors.

Here is what you are starting to see:

- **Current Brick & Mortar stores becoming full service stores that allow you to shop, buy online & pick up or have delivered. (Transitioning)**

- **Current stores will change appearances with part of the store becoming a fulfillment and pick up center all run by artificial intelligence. (They are being tested today by WalMart, Target and several major other retailers)**
- **The use of “Dark” stores and malls to serve as location hubs for direct consumer delivery or to supply existing stores. There is NO need to add all this retail warehousing as there is plenty of “dark” space available to rebuild or tear down and build.**
- **Direct to consumer from manufacturer models are emerging and expanding. Manufacturers interfacing with consumers through interactive or programmatic marketing and shopping tools. I am happy to explain as I am actively involved in it.**

It is an exciting time and while the pandemic has dampened things it is also a stimulus for change for the good. These large “retail” warehouses will become relics as things change. Smaller more efficient operations integrated with retail space becomes the “golden egg”. We are seeing the collision of “Online” and “Instore” retail as well as the collision of “supply chain” with suburbia in a reckless way to keep up. These facilities are short term stop gaps until the new retail emerges....which it is today. So don’t make the mistake of allowing this in.

I also encourage you to “vet” this project out more fully. I have not seen nor heard the tough direct questions and I have seen Hillwood skirt the direct questions and provide 1 side of the story and not the other. Do not be fooled by this. Just some food for thought:

- 1. Buildings A and B are opening at only 40% capacity. I agree based on the numbers but it will soon be operating at 100% within 3 to 5 years. Do the math with traffic and congestion.**
- 2. This calculation DOES NOT include Building C. What is Building C? You do not build a 700,000 sq ft building (35 Million cubic ft of space) without a plan. Amazon Fresh? The impact of this Building is critical before any decision can be made. Approval without knowledge is not vetting this project out to total “real” impact.**
- 3. Please use and reference “Cubic Ft” vs “Square Ft” when discussing and evaluating Distribution and Warehouse Centers. Their 2.6 Million Sq Ft sounds a whole lot better than 130,000,000 cubic ft. Anybody ever really see that kind of space? I doubt it. MASSIVE is all I can say and in our backyards.**
- 4. Tax Revenues. You need to subtract anything already collected and then deduct the impact to our Emergency Services and town. In addition, you need to understand if “Green Energy” like solar panels are going in. This will impact the tax revenue as well any land tossed into conservation protection. As with any business they will be working on tax reductions.**
- 5. Drone usage. Government has approved flight over populated areas for up to 5 lbs and reviewing now to increase. What is their plan for this at that site. It will occur.**

6. **Jobs.** Those 1400 jobs and 840 surge jobs for a total of 2240 are not coming from Hudson NH. Our unemployment rate doesn't support it.
7. **Fix our Roads.** They cannot fix our roads they can only "mitigate" their impact. 30 years of widenings, new lanes, new bridges, automated lights, etc has not done a thing to resolve. Our overall infrastructure would have to be replaced.
8. **Impacts to our environment: Mitigation is all they can do.**
 - a. Diesel Emissions from hundreds of trucks and gas emissions from thousands of car trips. Dirtier and more harmful air quality
 - b. Millions of gallons of runoff from parking lots and roofs heading into our wetlands, aquifers, and the Merrimack River Watershed. They talk about making the water cleaner. Unless they are adding Water "Osmosis" filtration systems to everything they will only be making the water dirtier.
 - c. Noise generated from trucks, cars, HVACs, etc. 24/7/365!!!
 - d. Light...the brightness caused by light reflection during the night on snow and normal light dissipation into the surrounding sky every night. You cannot prevent that.
 - e. Destruction of 160+ acres of valuable green space
 - f. **Wear and Tear to our infrastructure. Do not underestimate that and understand the facts:**
1 truck is equal to 20 cars in terms of damage to roads. AND 1 truck is equal to 5 cars in road space. So putting 240 Trucks on the road today which is 480 trips is like adding 2400 cars to congestion and 9600 cars in terms of road damage.

The negatives of this application far outweigh the positives. It is unfortunate they have turned to misleading marketing tactics to you and the general community. When the real facts of these facilities are known they are told to go packing and find someplace else. I have put my trust in this planning board to make the right decision and not allow this facility to get built and forever change the quality of life in Hudson. I want Hudson to be a "Great place to call Home".

Regards
Jim Dobens
4 Eagle Drive
Hudson
603.493.6676

Dubowik, Brooke

From: John Dubuc <johnnygd24@gmail.com>
Sent: Wednesday, February 3, 2021 9:53 PM
To: ~BoS; Malizia, Steve; Planning
Subject: Line of Sight Issues
Attachments: EagleAndFairway2ndFloorHLC_Views.pdf

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Good Evening All,

I wanted to reach out to you all regarding the Hillwood Development Line of Sight presentation that was given at the Planning Board meeting on January 27th. I questioned the diagrams that the developer presented with a line of sight being from a person standing in the backyard of the impacted homes on the night of the meeting.

I took the Hillwood presentation and modified the pictures to include a view from the 2nd Floor of the homes (sight line is in Red).

I have attached the file that I created for your review.

This clearly shows that Hillwoods presentation did not show accurately what the residents will see when the project is built and also without the Mature trees that have been depicted on the top of the Berm.

I hope that this generates questions for you all and I also am asking that an Independent Sight Line Study be completed by the Town before any approvals are given. This study should look at all of the properties that will be impacted by this project, both abutters and non abutters. This may also go beyond the neighborhood that I live in. We should be protecting all residents that could be impacted by noise, sound or visual impacts from this project.

Thank you for your time and for reviewing my email and the presentation attached.

John

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John Dubuc
11 Eagle Drive

Dubowik, Brooke

From: Rob C <rob613@gmail.com>
Sent: Wednesday, February 3, 2021 11:15 PM
To: Groth, Brian; Planning; Malley, Tim; Malizia, Steve; ~BoS
Cc: Rob 613; Representative Ulery; McGrath, Marilyn; Coutu, Roger
Subject: Hillwood proposal - clarification of the several matters where the current sewer line and the proposed River Place dedicated entrances and exits cross Sagamore Bridge Road
Attachments: HLCOverlaySewer.jpg

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Dear Town Boards and Decision Makers, and experts on Town history,

I have taken the liberty of having the attached map image put together through an artistic person based on three independent maps:

- + a Hillwood site plan as presented to the NH DOT
- + a NH DOT provided River Place site plan
- + the Hudson sewer district image included in a packet of information for a recent Board of Selectmen meeting

Rotating and scaling the images so that Lowell Road, Sagamore Bridge Road, and the Vectron driveway and building could be aligned was performed.

Also tinting the different map sources into contrasting colors was done.

Note that the sewer pipe segmented line ends up being made a bit more wide than other lines, but the center point of the sewer line, when compared with the black border line provided by the Hillwood to DOT site plan, shows that the sewer pipe itself seems to stay outside of the golf course property, at that most critical property line corner!

This is an amateur effort, but I do not have access to the professional tools that experts and professionals would use to do this over better.

Please do send me the results of a higher quality effort if you can produce it or arrange for it to be produced. Perhaps even reverse or pend the already reconsidered sewer vote until a detailed map can be produced which clarifies the history.

Please put this matter onto the agenda and arrange to display the attached map image onto the projection screen for upcoming Planning and Selectmen meetings if you have a procedure to do so, either as an agenda item or to aid my desire to speak at these public meetings.

Attached is my image showing from North of Sagamore Bridge Road to South of Steele Road. Here, inline, is just the small section showing the border of Sam's Club, Sagamore Bridge Road, and the golf course to the corner of the proposed Lot A.

This small image shows all the curved roadways proposed by River Place.

But it also shows that the sewer pipe might not even cross into the actual Golf Course boundary, only the easement to either side of the sewer line, apparently needed for one-time construction back in 1990 and any ongoing infrequent maintenance.

If so this is New Information which might well justify another reconsideration of the most recent vote just by way of the graphic data without even having to read my sincere resident inquiries, in the subsequent 10 questions.



1) Would you please tell me more about the coincidental placement of the Town's sewer pipe and these proposed Westbound entrance roads?

I understand that there is a NH DOT Right of Way (ROW) which had some limits that controlled the sewer line placement.

How deep is the sewer line? How deep relative to the current land, and how deep relative to the current Sagamore Bridge roadway?

2) Is there any recollection in town of whether the Circumferential Highway project ever considered to utilize this same area for a Westbound entrance to Sagamore Bridge from Lowell Road? For example to run all traffic from points south on Lowell Road / Route 3A, over the current path of Walmart Blvd or similar to it?

I ask because the sewer line does seem to run along Walmart Blvd, and in general sewer lines run underneath roads with manholes.

But I also ask with regard to the natural elevations of the land, if this was some sort of natural best fit.

3) And furthermore if there was an intention to run NH state roads through this location, that we learned does happen to clip off a corner of the Golf Course land that Hillwood wishes to buy and develop, is there any recollection that the State of NH or any other government entity was planning to "take" this same land by Eminent Domain, or otherwise buy it from the Friel family, for purposes of running a roadway?

Part of the reasons why this sort of question becomes almost obvious is that River Place chose this location around year 2007 to propose their roadways for some reason.

It is not clear if the Town chose this location for the sewer pipe for the same reason.

However, particularly given the very strange occurrences of the Selectmen vote, initially to deny the sewer connection, and the rush to reconsider the same matter without any discussion, just leaves so many questions, that I think more analysis is appropriate.

For example, if the Friel family readily gave the Town of Hudson a sewer easement for the Town to have access to install and maintain the sewer pipe, if they were going to lose this same land anyway if the Circumferential Highway project ever came to fruition, then perhaps a more accurate view of Hillwood's claim is that the land was already taken, and the easement was not just generously given. The mere fact that the sewer pipe clips through a corner of the property doesn't seem to present as strong an argument.

But before jumping to that scenario, or hypothetical scenario, please let me know the answers to some other related questions from the Town's history:

4) Was the Circumferential Highway, near the area where "dirt is stored" for so many years, supposed to have an overpass over Lowell Road?

Would there have been an exit to Lowell Road Southbound right at Lowell Road? Or would traffic have actually come off Sagamore Bridge Road Eastbound closer to where River Place proposed their dedicated exit ramp?

If so, the implication of the NH DOT presentation to the planning board of too many exits precluding a private exit ramp for Hillwood at the River Place location might be somewhat moot.

Since in fact ALL exiting traffic to the South could go through this location, West of the sewer pipe, quite close to the North-South roadway proposed by Hillwood that is North of their rotary / cul de sac, and any traffic not for the Hillwood project could join Walmart Blvd to get to Lowell Road.

Wouldn't this also completely alleviate the traffic risk from Selectmen Coutu's old neighborhood at Rita up past the Sagamore Road intersection?

5) Conversely, any dedicated entrance or entrances to both the South Side and the North Side of the Westbound Sagamore Bridge, just as River Place proposed, would avoid any limited space for weaving, since traffic entering the Sagamore Bridge would have far less reason to do other than merge into the lane, no need to cross over all the lanes.

And similarly, there would be no traffic from the Hillwood Warehouses on Lowell Road at all, coming out near Selectman Coutu's old neighborhood at Rita, to interfere with travel to points North of the Sagamore Bridge.

6) Note: there would be nothing wrong with keeping the Southbound Lowell Road traffic from turning off, onto the Sagamore Bridge Road. There would certainly be less traffic to merge with if there would be no traffic coming from points South also competing to get onto the Westbound Sagamore Bridge Road right at Lowell Road.

Similarly, traffic coming off the Eastbound Sagamore Bridge headed to points North on Lowell Road would continue to use the current terminus of the Sagamore Bridge Road.

7) If the Hudson Blvd project ever comes to fruition, and if it uses an overpass over Lowell Road from the section of stored dirt for all these years, it would only make things better.

Perhaps traffic headed to points North on Lowell Road would utilize a clover leaf ramp exit East of Lowell Road? Perhaps the current roadway would become only a surface level exit for points North.

To the degree that the Town decision makers at the Planning Board and Selectmen levels are going to seriously consider approving the Hillwood proposal, I think there is a lot to say for alleviating our current traffic mess at this Sagamore Bridge Road and Lowell Road intersection by way of the rather well developed River Place entrance and exit roadway designs, that just happen to match our esteemed and very significant sewer pipe location.

Please only consider approving this project contingent on the NH DOT giving Hillwood the dedicated entrance and exit ramps that were proposed by River Place.

And please also consider re-routing all traffic from points South on Lowell Road to get to the Sagamore Bridge Roads through Walmart Blvd.

This will avoid all of the traffic problems that Selectman Coutu in particular has raised.

And also this will prevent all the risks and concerns of however many trucks and commuting workers at this proposed Warehouses park from causing any direct problem to Lowell Road since Hillwood has quite clearly committed to us that none of their expected trucks will be traveling South into Dracut or Tyngsboro, or North along Lowell Road to get to Route 93 or to Manchester,

Now getting back to the sewer matter in two steps:

8) If there is a NH DOT prohibition of even a huge and dominant road usage source as the proposed Hillwood project is just a private commercial user, and cannot possibly be given a dedicated exit or entrance, the above conversion to the golf course land being converted to a public roadway, to connect Walmart Blvd with both Eastbound and Westbound Sagamore Bridge Roadway, this problem is avoided. NH DOT can now authorize the re-routing of the entrances and exits as a strictly public road, that just so happens to be exactly what River Place thought was best for their project.

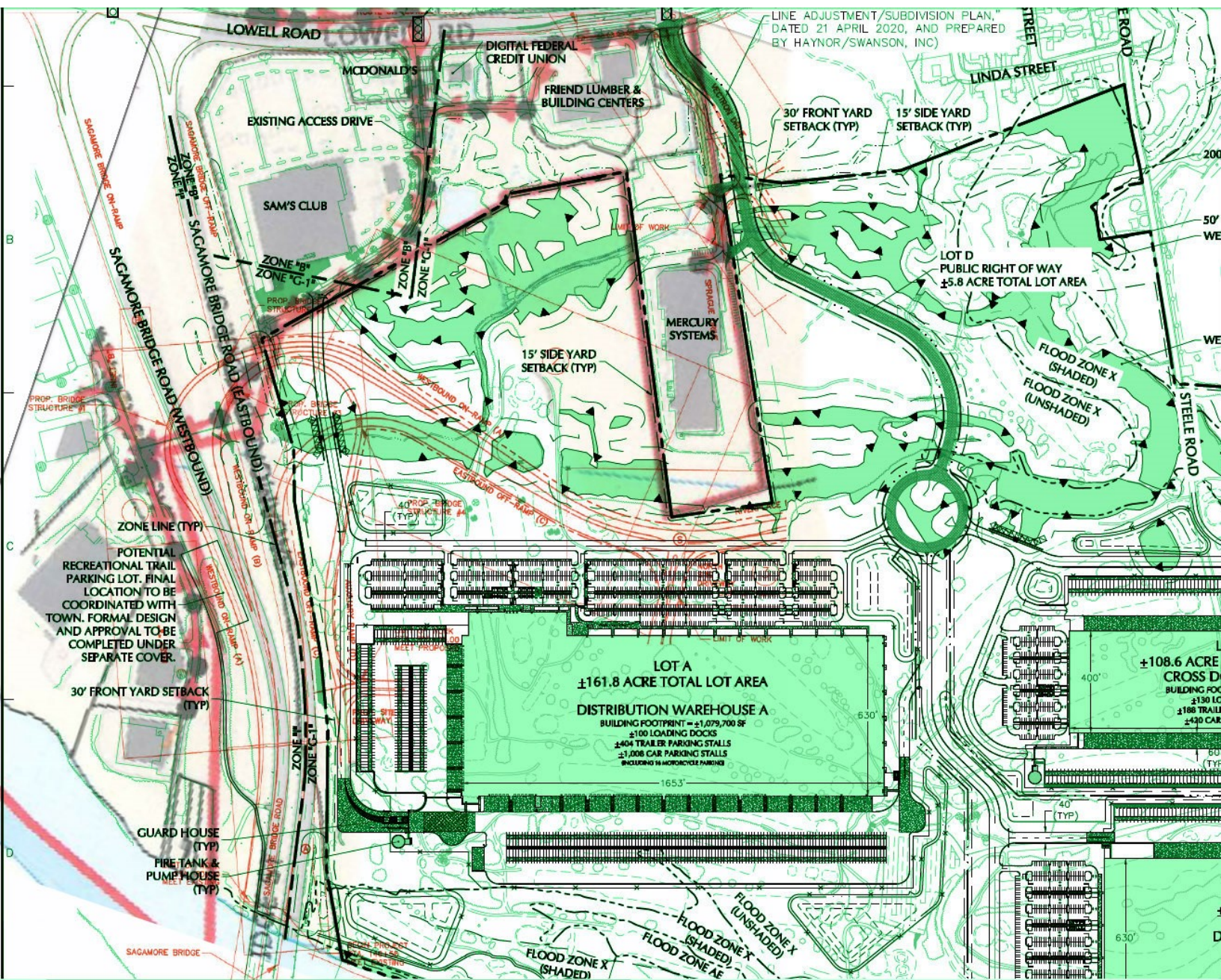
9) But as a consequence, Hillwood would no longer have their tenuous claim to any sewer hook-up access right since the sewer pipe could no longer be seen as cutting through a tiny sliver of the golf course land. Instead it would be running underneath the public roadway that was purchased from the golf course land owner.

10) As a final question, I cannot find enough information to understand the land subdivision after apparent joining of partials in the history of this section of land going back to before the Friel family acquired it, and when the Circumferential Highway was first being planned. Surely the Town can put all of this together. Please do put it together, visually, and also look into whether the placement of the sewer pipe possibly follows a planned route which predates any of the land borders used to support the claim that the sewer pipe runs through a tiny sliver of the golf course land, so the Board of Selectmen must give Hillwood a right to connect and an allotment of our sewer capacity reserves ahead of all other potential sewer needs in town. But specifically, what is the exact detailed history of this sliver of land and all anticipated land uses with respect to the Circumferential Highway uses, and the River Place proposed uses.

Thank you for your consideration and as quickly as possible addressing more of the history of this interesting segment of land, and providing a more detailed map.

For a variety of reasons, including time is of the essence to provide public input in time for upcoming Town meetings for this image and my concerns to be put onto the agenda, and to have the images presented on the projection screen, but I would like to reserve the right to revise and resubmit this same document if I can get appropriate editing help to make my initial draft here more clear.

Robert Chesler
14 Fairway Drive



Dubowik, Brooke

From: Rob C <rob613@gmail.com>
Sent: Wednesday, February 3, 2021 10:03 PM
To: Groth, Brian; Planning; Malley, Tim; Malizia, Steve
Cc: Rob 613
Subject: Hillwood proposal - clarification of the site line pictures and the answer my called-in question

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Hi,

I was allowed to call in with some questions during the last Planning Board meeting. An engineer for Hillwood, I think Mr. Plante, answered my question, and I would like to seek some clarification, and also express my skepticism at the accuracy of his answer, and ask you to not just verify the veracity of his answer, but ensure that Hillwood be held to it.

1) I live on the South side of Fairway Drive, so I am not a direct abutter. From experience I can see golf carts, and would regularly hear the golf course "gong", through my neighbor's back yard and any trees on the golf course side of their property line. This is year round, particularly during the warm season with both leaves and golfers. My experience causes me to doubt the accuracy of the Hillwood claim that the existing trees will block view and sound.

2) Secondly I live in a two-story house with several bedroom windows on the North side, on the street side, facing the golf course. I would like to know more about how it is that I won't be able to see any rooftop AC units or solar panels, nor any of the illumination lamp posts that would be on the warehouse property, from 6 foot high within my second floor. Please try to obtain some peer checked or independent objective analysis, and also town resident interactive access, perhaps starting with whatever modeling software Hillwood and their vendors have used to produce the renderings of what would be seen.

3) Thirdly, would you please see if the Green Meadow Golf Course owners would permit Hillwood or the Town to erect a pole or multiple poles at some locations where there would be warehouse buildings, with markings showing the height of the foundation, 50 feet higher to the roof, and however much higher for the parapet wall plus any standard height that Amazon warehouses use for their rooftop AC units and / or solar panels and associated equipment, and also the height of any lamp posts. Then anyone can drive down the street to see if it is visible, and residents can look for the poles through the trees. With this information, new renderings showing the berm height and any sound wall to confirm that Hillwood's presentation did not mislead anyone, neither residents nor planning board members.

4) I heard someone innocently ask and I commend the thought, would the same rendering software permit interactive exploration of what someone standing on top of the warehouse roofs would see looking toward the roofs of houses, or looking as far South along Muldoon or the North-South portion of Fairway to the West. Presumably if someone on top of the warehouse roof can see my bedroom window, I'll be able to see and hear them as well.

I am only slightly informed as to the standard industry heights of rooftop air conditioning units and solar panels used by Amazon warehouses.

Given the huge number of air conditioning units shown on one of Hillwood's plans for Building C, the number of units per unit area density, compared with their plans for the other buildings it would seem that they are anticipating a need to use them that does raise other questions about the traffic contribution from this particular Building C. But also since the height of standard issue AC units seem to clearly exceed the parapet wall height shown in Amazon warehouse buildings in pictures of news stories, for example when one of them apparently collapsed, I would appreciate the information given by Mr. Plante being confirmed and verified independently.

Please do also consider conditioning any potential approval on these commitments that it will not be possible to see any rooftop AC units, or solar panels, or lampposts, from any residential living space across the street from their property, as well as not being able to see the buildings or have any of their lights disturb us.

Thank you for your consideration.

--Robert Chesler
14 Fairway Drive

Dubowik, Brooke

From: Francisco, Sue <sfrancisco@lowell.k12.ma.us>
Sent: Wednesday, February 3, 2021 10:19 AM
To: Planning
Cc: info@hudsonlogisticscenter.com
Subject: Hudson Logistics Center

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Good Morning,

Better late than never!

Being a Good Neighbor, Hudson NH tax payer and poor golfer may I make a suggestion which I am certain you have gotten hundreds of..

Reconfigure one 18 hole golf course that works for all (away from the action) - it will be a Goldmine!!!

You'll have my vote 😊

Thank you,
Sue Francisco
8 Nicolls Circle
Hudson, NH 03051

Sue Francisco
Lowell High School
Confidential Secretary to Michael Fiato
978-937-8901
sfrancisco@lowell.k12.ma.us

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Groth, Brian

From: John Dubuc <johnnygd24@gmail.com>
Sent: Wednesday, February 3, 2021 9:53 PM
To: ~BoS; Malizia, Steve; Planning
Subject: Line of Sight Issues
Attachments: EagleAndFairway2ndFloorHLC_Views.pdf

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Good Evening All,

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This clearly shows that Hillwoods presentation did not show accurately what the residents will see when the project is built and also without the Mature trees that have been depicted on the top of the Berm.

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Thank you for your time and for reviewing my email and the presentation attached.

John

--

John Dubuc
11 Eagle Drive

Eagle Drive Fairway Drive Modified 2nd Floor Site Views

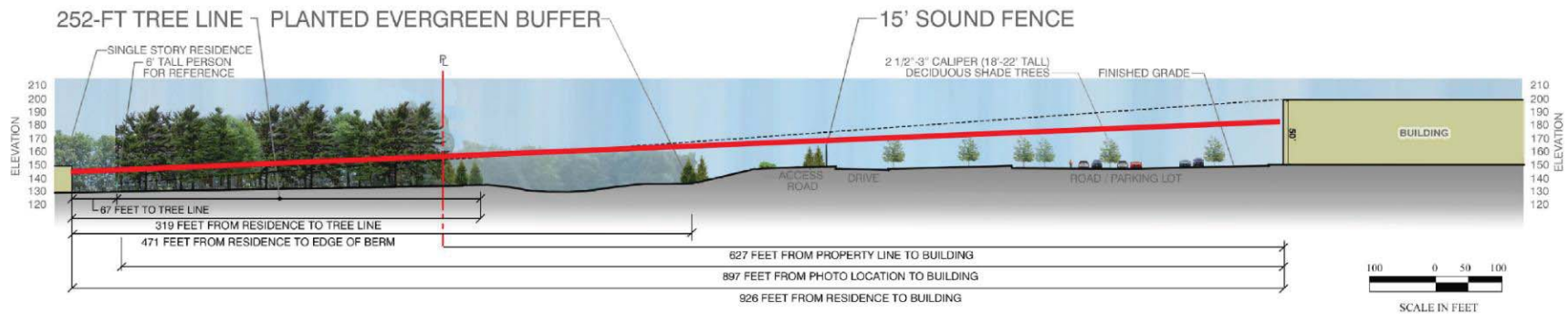
Based on Hillwood/Amazon Development
Jan 27, 2020 Planning Board Presentation
*This presentation contains conceptual
drawings not produced by a professional
engineering firm or architect. All pictures used
from from "021-01-27 - HLC PB Meeting -
Sight Line Study.pdf" Hillwood Development
Company – Jan 27, 2021*



Modified Site Views From 2nd Floor Windows

- Drawings based on Hillwood January 27, 2020 Presentation
 - 2021-01-27 – HLC PB Meeting – Sight Line Study.pdf
 - This presentation contains conceptual drawings not produced by a professional engineering firm or architect
 - All pictures used from “021-01-27 - HLC PB Meeting - Sight Line Study.pdf” Hillwood Development Company – Jan 27, 2021
- Views are from 2nd Floor of Addresses:
 - 6 Eagle Drive
 - 8 Eagle Drive
 - 5 Fairway Drive
 - 9 Fairway Drive
 - 11 Fairway Drive
 - 13 Fairway Drive
 - 19 Fairway Drive
- Hillwood Presentation did not accurately present 2nd Floor Views of these addresses
- Hillwood Represents MATURE Trees on top of the Berm AND a single line of sight. Many properties will have a view of multiple buildings and this is not presented
- Mature Trees will take many years to grow and immature trees will provide lower sight lines over the berm and sound wall
- Developer did not provide a view from the Fall and Winter with no leaves on the trees

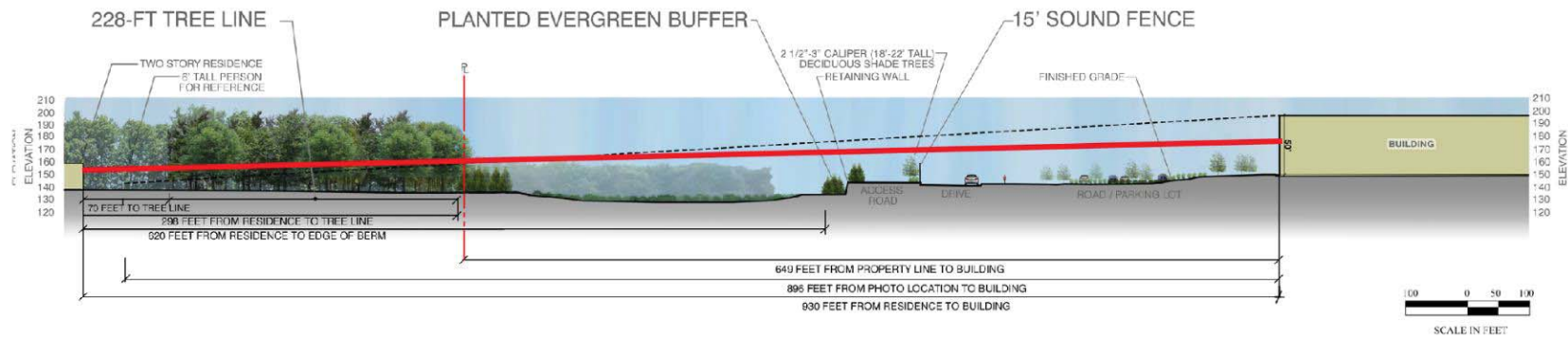
6 Eagle Drive – 2nd Floor View



SIGHT LINE STUDY

HILLWOOD 40

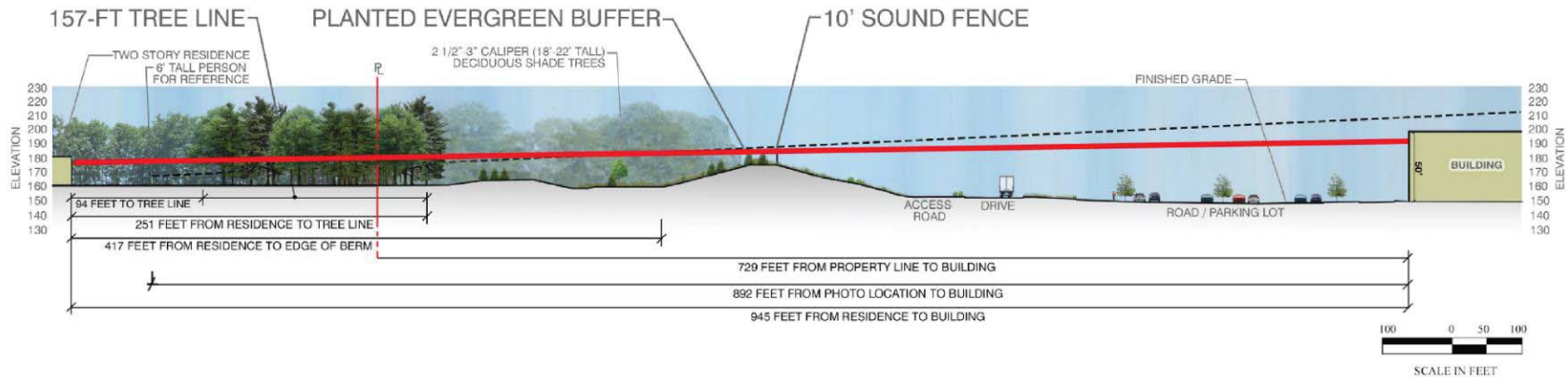
8 Eagle Drive – 2nd Floor View



SIGHT LINE STUDY

HILLWOOD 36

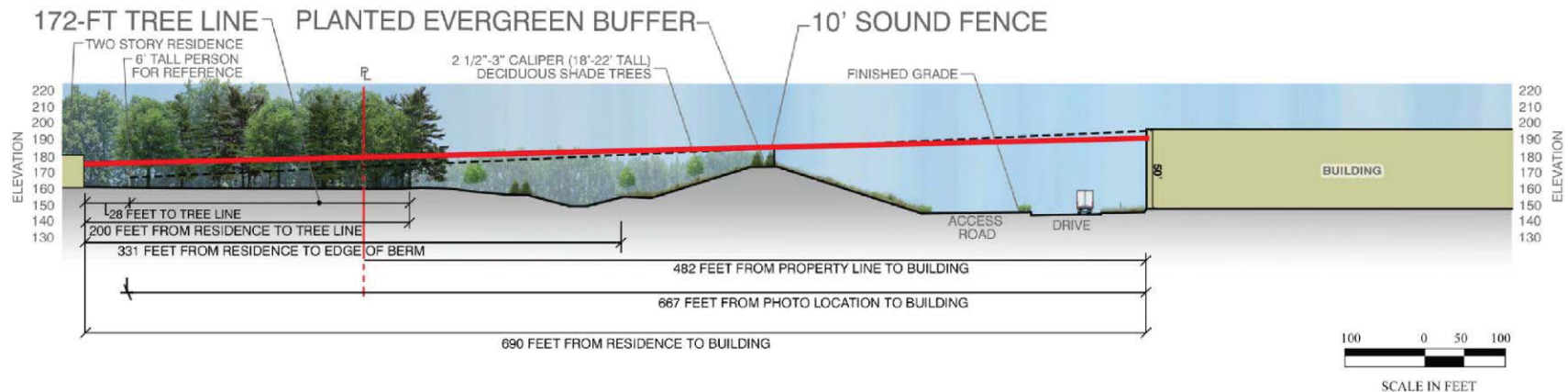
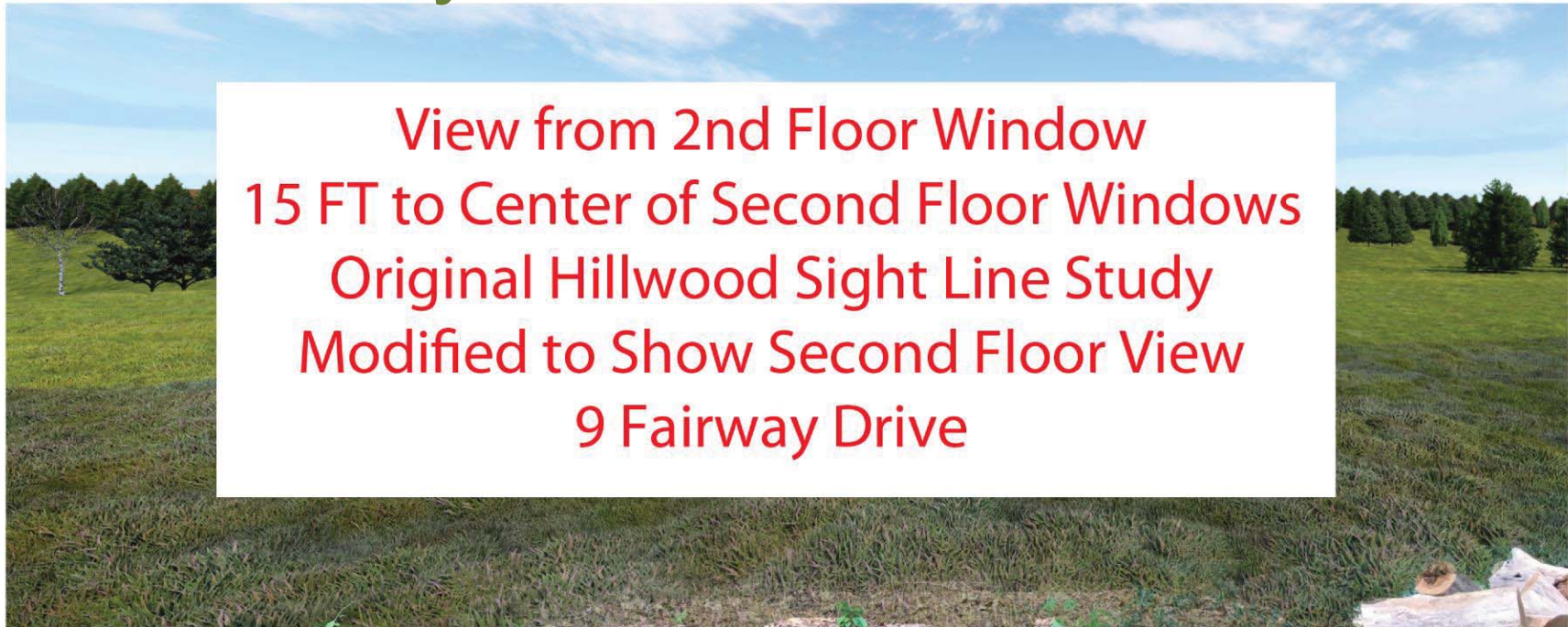
5 Fairway Drive – 2nd Floor View



SIGHT LINE STUDY

HILLWOOD 52

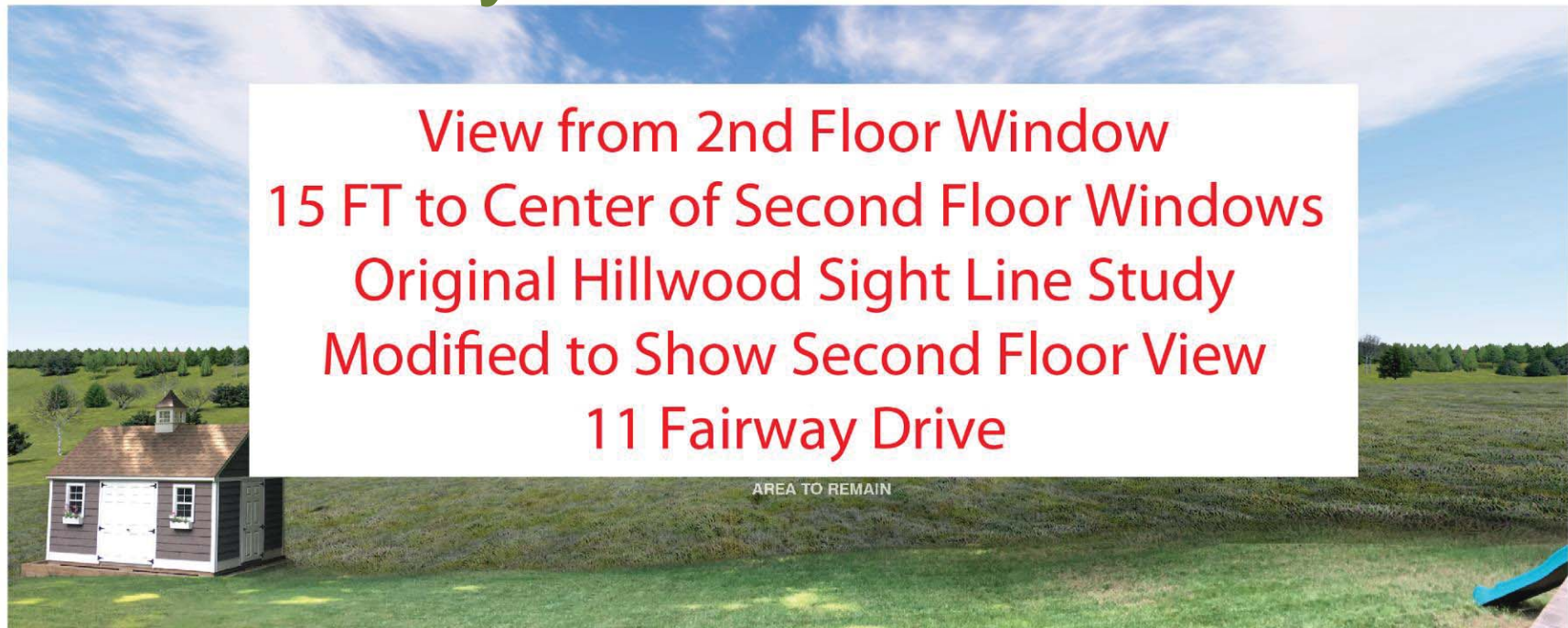
9 Fairway Drive – 2nd Floor View



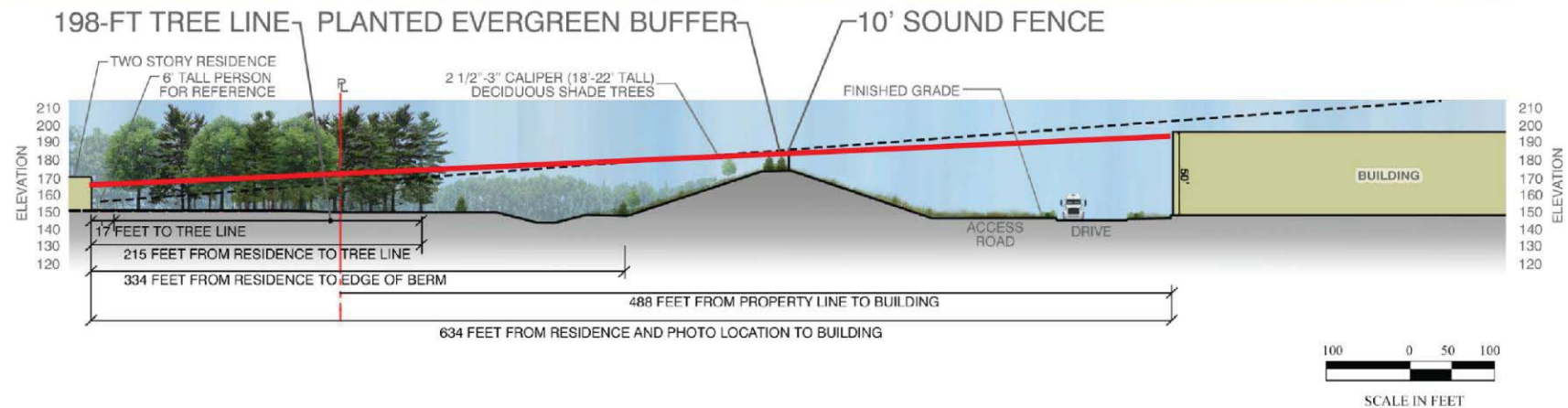
SIGHT LINE STUDY

HILLWOOD 56

11 Fairway Drive – 2nd Floor View



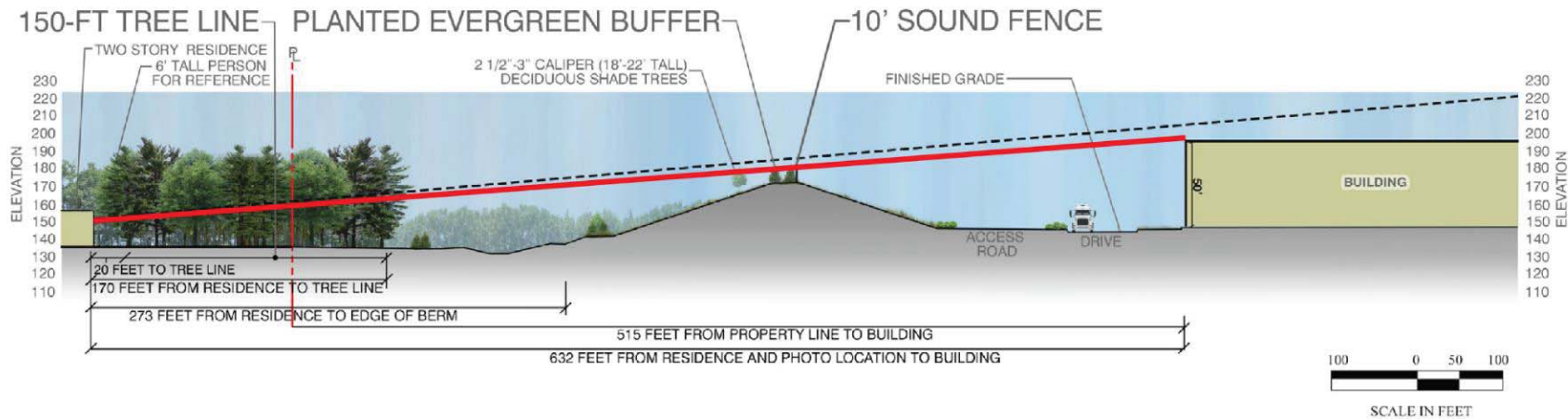
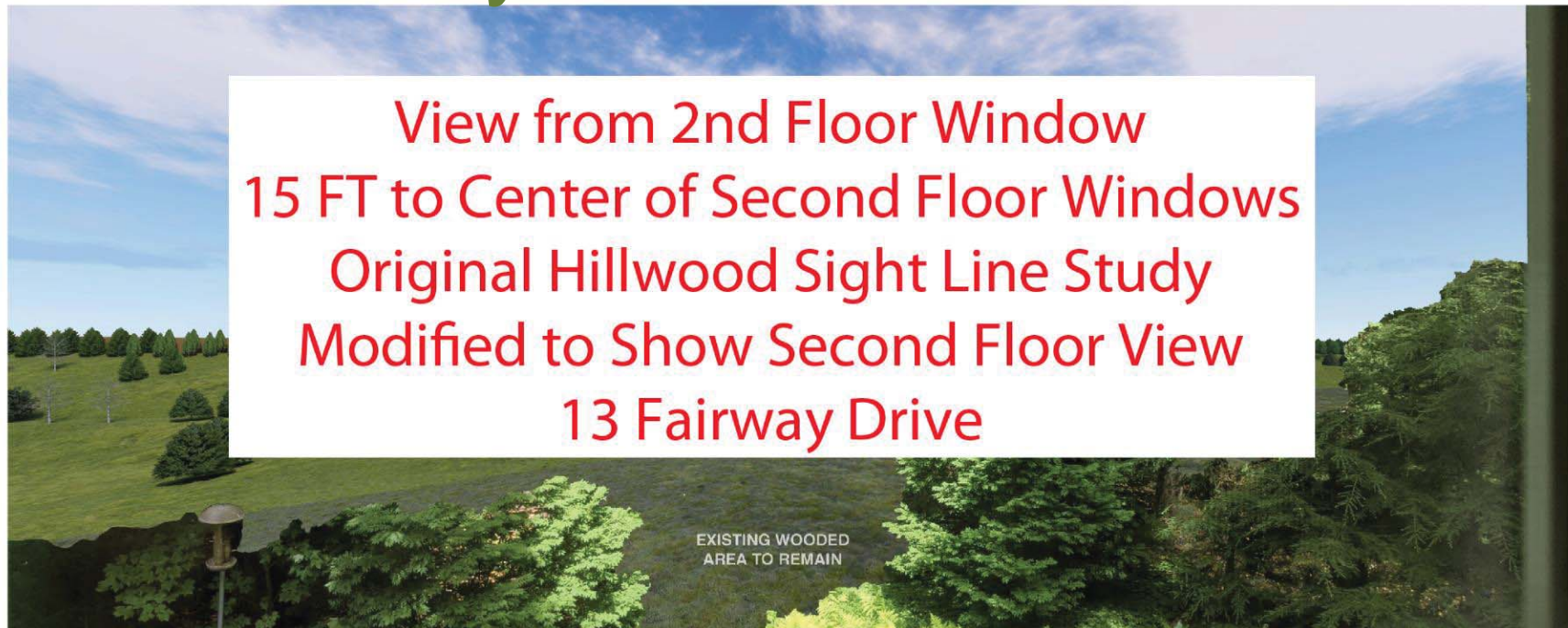
View from 2nd Floor Window
 15 FT to Center of Second Floor Windows
 Original Hillwood Sight Line Study
 Modified to Show Second Floor View
 11 Fairway Drive



SIGHT LINE STUDY

HILLWOOD 60

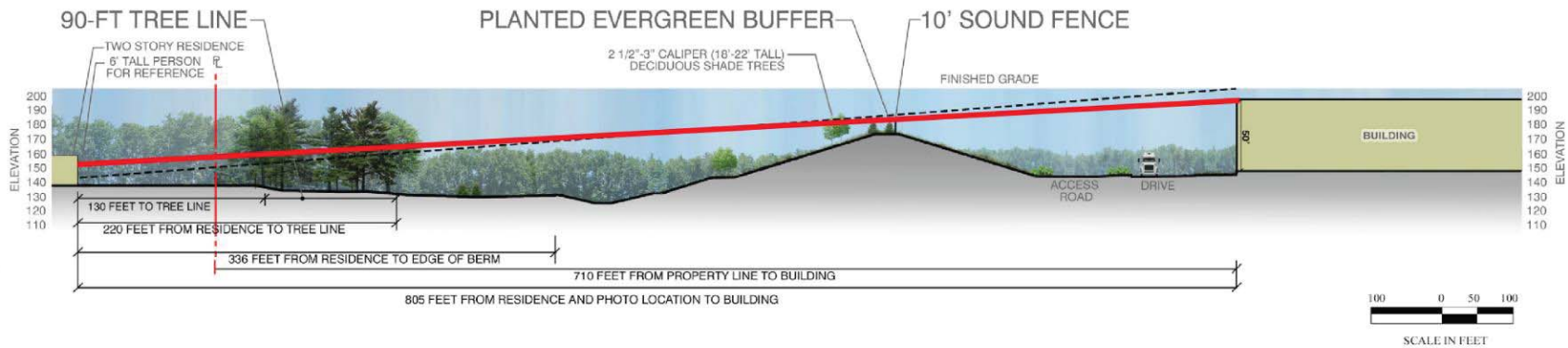
13 Fairway Drive – 2nd Floor View



SIGHT LINE STUDY

HILLWOOD 64

19 Fairway Drive – 2nd Floor View



SIGHT LINE STUDY

HILLWOOD 72

The Way Forward

- Request that the Town of Hudson hire an independent engineering firm to produce accurate line of sight drawings
 - This presentation contains conceptual drawings not produced by a professional engineering firm or architect
- Produce drawings for EVERY property on Eagle Drive and Fairway Drive INCLUDING Fall and Winter Views (include non abutting properties also)
- Present ACCURATE findings to abutters prior to presentation at Planning Board Meeting
- Developer should meet with abutters to work on a viable Berm that will protect the abutters from sound, noise and visual impacts
- Planning Board should review and hold the developer to the standard of the NH DOT Noise Barrier Program which:
 - **Requires that the views of impacted residents be considered when reaching decisions on the reasonableness of an abatement measures**

Hudson NH Residents Asking for Complete Information

Based on Hillwood/Amazon Development
Jan 27, 2020 Planning Board Presentation
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