



# TOWN OF HUDSON

## Planning Board



Timothy Malley, Chairman      Roger Coutu, Selectmen Liaison

12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-594-1142

### MINUTES/DECISIONS OF THE PLANNING BOARD

#### MEETING DATE: APRIL 28, 2021

In attendance = X	Alternate Seated = S	Partial Attendance = P	Excused Absence = E
Tim Malley Chair <input checked="" type="checkbox"/>	Ed Van der Veen Vice-Chair <input checked="" type="checkbox"/>	Elliott Veloso Secretary <input checked="" type="checkbox"/>	Jordan Ulery Member <input checked="" type="checkbox"/>
Dillon Dumont Member <input checked="" type="checkbox"/>	William Collins Member <input checked="" type="checkbox"/>	Victor Oates Alternate <input checked="" type="checkbox"/>	Leo Fauvel Alternate <input checked="" type="checkbox"/>
Roger Coutu Select. Rep. <input checked="" type="checkbox"/>	Marilyn McGrath Alt. Select Rep. <input type="checkbox"/>	Brian Groth Town Rep. <input checked="" type="checkbox"/>	

- I. CALL TO ORDER BY CHAIRPERSON AT 7:02 P.M.
- II. PLEDGE OF ALLEGIANCE
- III. ROLL CALL
- IV. MINUTES OF PREVIOUS MEETING(S)

- 24 March 21 Meeting Minutes – Decisions  
     Mr. Collins moved to accept the 24 March 21 Meeting Minutes (as written/amended).  
     Motion seconded by Mr. Ulery. All in favor – motion carried.
- 07 April 21 Meeting Minutes – Decisions  
     Mr. Collins moved to accept the 07 April 21 Meeting Minutes (as written/amended).  
     Motion seconded by Mr. Veloso. All in favor – motion carried.
- 14 April 21 Meeting Minutes – Decisions  
     Mr. Veloso moved to accept the 14 April 21 Meeting Minutes (as written/amended).  
     Motion seconded by Mr. Collins. All in favor – motion carried.

V. NEW BUSINESS

- A. 37 Webster Street Driveway Waiver  
WR# 01-21

37 Webster Street  
Map 173/Lot 052-001

Purpose of Plan: to widen the current driveway by nine (9) feet which encroaches three (3) feet into the fifteen (15) foot setback. Waiver acceptance & hearing.

Mr. Ulery stepped down @ 7:08 p.m.

Mr. Fauvel seated @ 7:08 p.m.

Public opened & closed @ 7:10 p.m.

Mr. Dumont moved to approve a waiver from §193-10.H regarding driveways in the side-yard setback, based on the Board's discussion, the testimony of the Applicant's representative, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

Motion seconded by Mr. Van der Veen. Motion carried 4/3/0. (Coutu, Collins, & Veloso)

Mr. Fauvel unseated & Mr. Ulery reseated @ 7:30 p.m.

- B. Derry Street 5-Lot Subdivision Plan  
SB# 04-21

29 Derry Street  
Map 174/Lot 077

Purpose of Plan: to depict the subdivision of Lot 174/Lot 077 into five (5) residential lots. Application acceptance & hearing.

Mr. Dumont stepped down @ 7:30 p.m.

Mr. Fauvel seated @ 7:30 p.m.

Mr. Ulery moved to defer SB# 04-21 "Derry Street 5-Lot Subdivision", to date certain, May 12, 2021, in accordance with the applicant's request.

Motion seconded by Mr. Van der Veen.

Mr. Fauvel unseated & Mr. Dumont reseated @ 7:32 p.m.

VI. OLD BUSINESS

- A. American Tower Site Plan & Conditional Use Permit  
SP# 01-21 & CUP# 02-21

143 Dracut Road  
Map 259/Lot 011

Purpose of Plan: to propose a 155-foot camouflaged "monopine" tower with T-Mobile antennas, associated 48'x48' fenced ground area for carrier equipment with access from Dracut Road over existing paved driveway to proposed crushed stone driveway to the locked entrance gate and underground utilities. Application Acceptance & Hearing.

Mr. Veloso moved to approve the Commercial Wireless Telecommunication Facility Conditional Use Permit & Site Plan application titled: American Tower, Hudson 3 NH; prepared by ATC Tower Services, 3500 Regency Parkway Suite 100, Cary, NC 27518; prepared for: American Towers, LLC, 10 Presidential Way, Woburn, MA 01801 and Rosa C. Chan and Tom W. Chan and Joshua M. Willet and Kristine C. Willet, 143 Dracut Rd., Hudson, NH 03051' consisting of 17 sheets, with project notes 1-5 on Sheet G-001, additional general notes on Sheet G-002 and Sheet V-201; dated November 9, 2020, last revised March 24, 2021; subject to, and revised per, the following stipulations:

1. All stipulations of approval shall be incorporated into the Development Agreement, which shall be recorded at the HCRD, together with the Plan.
2. Prior to the issuance of a final certificate of occupancy, a L.L.S. certified "As-Built" plan shall be provided to the Town of Hudson Land Use Division confirming that the site conforms to the Plan.
3. This approval shall replace any previously approved site plans and development agreements.
4. Subject to final review by the Town's peer review engineering consultant.
5. Subject to final administrative review by Town Planner and Town Engineer.
6. The proposed development shall be subject to a new driveway permit, with which the applicant shall provide a drainage report demonstrating that it meets "pre vs. post" conditions to the satisfaction of the Town Engineer.
7. The applicant shall schedule a pre-construction meeting with the Town Engineer prior to applying for a building permit.
8. The Applicant, as well as all future assigns to the subject wireless tower, shall provide access to the tower for Town emergency service communications needs.
9. The Applicant, as well as all future assigns to the subject wireless tower, shall provide access for co-location as availability provides.
10. A note shall be added to the plan stating that the development will comply with MS4 requirements.
11. Proposed easements shall be favorably reviewed by Town Counsel.
12. The applicant shall provide the town with a bond in accordance with §334-97 and in the amount recommended by the Town Engineer, \$30,000.
13. Construction activities involving the approved plan shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No exterior construction activities shall occur on Sunday.
14. If a back-up generator is installed, on site testing of same will only occur Monday through Friday only, between the hours of 7:00 A.M and 5:00 P.M.

15. The final plan set shall include the planting plan, Sheet C-104, revised as of April 23, 2021 that shows additional landscaped screening along the northern property boundary.

16. A note shall be added to Sheet C-104 stating that all plantings shall be subject to a two (2) year monitoring period to ensure their establishment and require replacement if necessary.

Motion seconded by Mr. Coutu. All in favor – motion carried.

VII. ADJOURNMENT

Motion to adjourn by Mr. Collins. Seconded by Mr. Coutu. All in favor – motion carried 7/0/0.

Meeting adjourned at 7:42 p.m.

\_\_\_\_\_  
Elliott Veloso, Secretary

***These minutes are in draft form and have not yet been approved by the Planning Board.***

***Note: Planning Board minutes are not a transcript. For full details on public input comments, please view the meeting on HCTV (Hudson Community Television).***

# **EL TORO CIGARS & LOUNGE**

SITE PLAN APPLICATION #05-21

## **STAFF REPORT**

May 12, 2021

**SITE:** 29 Lowell Road; Map 190 Lot 024-000

**ZONING:** Business (B)

**PURPOSE OF PLANS:** Proposed cigar shop and lounge in an existing commercial building.

**PLANS UNDER REVIEW:** Existing Conditions & Proposed Parking Lot Layout Map, 190 Lot 24, 29 Lowell Road Hudson, New Hampshire; prepared by Promised Land Survey, LLC, PO Box 447, Derry, New Hampshire 03038; prepared for El Toro Cigars & Lounge, 98 Lowell Road, Hudson, NH 03051; consisting of 1 sheet, with notes 1-6 on Sheet 1; dated November 25, 2020.

### **ATTACHMENTS:**

- A. Application & Narrative
- B. Cigar Bar Liquor License application
- C. Department Comments

### **APPLICATION TRACKING:**

- April 7, 2021 – Application received.
- May 12, 2021 – Public hearing scheduled.

### **COMMENTS & RECOMMENDATIONS:**

#### **BACKGROUND**

The Applicant (Neetal Shah, operator of El Toro Cigar) is currently operating a retail cigar shop at this location, formerly Cheema's Market and other convenient store and market uses. The retail use of this property is determined as a pre-existing, permitted use although on a pre-existing non-conforming lot.

The Applicant is before the Board seeking permission to serve liquor to its members under a Cigar Bar Liquor license that is issued by the State Liquor Commission. This license is specifically designed for cigar lounges and limits the amount of alcohol that may be sold (See **Attachment B**). At least 60% of gross revenues must be from the sale of cigars or cigar related products. Not included in these revenues are vaporizers, hookahs, alcohol or other merchandise.

It is Staff's understanding that the Applicant wishes to have the ability to serve a limited menu of spirits to his members while they smoke cigars in the lounge. Further, it is Staff's understanding

that the Applicant does not intend to serve the general public as an ordinary bar would operate. See **Attachment A**.

Last, while the second story of this building formerly contained two residential units, this use was determined as abandoned. The Applicant has indicated their intent to use the second story as storage and/or office use as an ancillary use to the retail shop & lounge.

These details are important as the Board considers the capacity of the site, particularly as it relates to parking. The Applicant has filed waiver requests to support a parking model that varies from the prescription of the regulations.

**WAIVERS REQUESTED**

The applicant is requesting waivers for § 275-8:C(2) – Parking Calculations and § 275-8(C)2.1. It is Staff’s understanding that the Applicant intended to present to the Board that the applicable parking requirement would be as provided under subsection 1 – Private Club or Lodge (1 space per four members). With a capacity for 30 members (not to be confused with seating capacity), this imputes a parking count of 7.5 or 8 spaces. If considered strictly a retail operation, the number of spaces required would be 11.5 or 12 for the approximately 2,300 sf of retail use. Blending the two uses as a hybrid results in a parking count of 10, which is provided in the existing conditions.

The proposed accessory use, the Cigar Bar Liquor License, is uncommon and unique to Hudson. This site, which is currently only permitted generally as retail, is challenging for most uses given the parking and circulation characteristics, which may explain why it has been unoccupied. This use, a retail operation with low traffic, and a membership based club might be one of the few uses that can successfully operate in this pre-existing condition. The Engineering Department expressed their concerns in **Attachment C**.

**DRAFT MOTIONS**

**ACCEPT the site plan application:**

I move to accept the site plan application for El Toro Cigars & Lounge at 29 Lowell Road; Map 190 Lot 024-000.

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

**To GRANT a waiver - Number of Parking Spaces:**

I move to grant a waiver from §275-8(C)(2) regarding parking requirements, based on the Board’s discussion, the testimony of the Applicant’s representative, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

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

**To GRANT a waiver - Parking Space Dimensions:**

I move to grant a waiver from §275-8(C)(4) regarding parking space dimensions, to allow for 9’x18’ spaces, based on the Board’s discussion and the testimony of the Applicant.

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

**CONTINUE the public hearing to a date certain:**

I move to continue the public hearing for the site plan application for El Toro Cigars & Lounge at 29 Lowell Road; Map 190 Lot 024-000 to date certain, \_\_\_\_\_, 2021.

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

**APPROVE the site plan application:**

I move to approve the Site Plan Application for a change of use for 29 Lowell Road, Map 190 Lot 24 to permit a Cigar Bar Liquor License as depicted in the application and on the plan entitled: Existing Conditions & Proposed Parking Lot Layout Map, 190 Lot 24, 29 Lowell Road Hudson, New Hampshire; prepared by Promised Land Survey, LLC, PO Box 447, Derry, New Hampshire 03038; prepared for El Toro Cigars & Lounge, 98 Lowell Road, Hudson, NH 03051; consisting of 1 sheet, with notes 1-6 on Sheet 1; dated November 25, 2020; subject to, and revised per, the following stipulations:

1. All stipulations of approval shall be incorporated into the Notice of Decision, which shall be recorded at the HCRD.
2. This decision hereby approves the addition of an accessory use to permit a Cigar Bar Liquor License for members of the Applicant’s private club.
3. An ADA accessible parking space shall be added to the plan.
4. Construction activities involving the subject lot shall be limited to the hours between 7:00 A.M. and 7:00 P.M. No exterior construction activities shall be allowed on Sundays.
5. Hours of refuse removal shall be exclusive to the hours between 7:00 A.M. and 7:30 P.M., Monday through Saturday only.

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

**Attachment:**

This is the one of the oldest building in Hudson still standing since 1935. It's been a gas station, general store, restaurant, butcher's shop in past and most recent development is for cigar lounge. Being old building the space is limited for the parking as compare to the new building in surrounding location. There is no available land for required parking spots really needed as per the Land Use Regulation for the business. But then we as a business would not occupy that many spots as we have very limited number of regular patrons who comes and goes and keep the parking spots available all the time. Previously we were located across the street for more than 3 years successfully running without using 10 spot parking for our requirement. This building had been abandoned for the past decade and I assumed the responsibility for the restoration and upkeep of the property moving forward. My business is the retail of selling quality cigars and allowing those that wish to enjoy them a safe space to do so. With this in mind 10 spaces is more than ample for the use that I am trying to satisfy. People who purchase need a place to enjoy the products (especially in the colder months) and 10 spaces are more than ample parking at one time for cliental.



**SITE PLAN APPLICATION**

Date of Application: April 09, 2021 Tax Map #: 190 Lot #: 24

Site Address: 29 Lowell Road

Name of Project: El Toro Cigar & Lounge

Zoning District: Business General SP#: \_\_\_\_\_  
(For Town Use Only)

Z.B.A. Action: \_\_\_\_\_

**PROPERTY OWNER:**

Name: Farhat M & Ishrat Cheema

Address: 562 Cambridge St

Address: Allston, MA 02134

Telephone # \_\_\_\_\_

Email: \_\_\_\_\_

**DEVELOPER:**

El Toro Cigar & Lounge

Neetal Shah

29 Lowell Rd, Hudson NH 03051.

info@eltorocigar.com

(978) 761-2962

**PROJECT ENGINEER:**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone # \_\_\_\_\_

Email: \_\_\_\_\_

**SURVEYOR:**

Promised Land Survey, LLC

PO Box 447

Derry, NH 03038

tap@promisedlandsurvey.com

(603) 432-2112

**PURPOSE OF PLAN:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**(For Town Use Only)**

Routing Date: \_\_\_\_\_ Deadline Date: \_\_\_\_\_ Meeting Date: \_\_\_\_\_

\_\_\_\_\_ I have no comments \_\_\_\_\_ I have comments (attach to form)

\_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_  
(Initials)

Department: \_\_\_\_\_

Zoning: \_\_\_ Engineering: \_\_\_ Assessor: \_\_\_ Police: \_\_\_ Fire: \_\_\_ DPW: \_\_\_ Consultant: \_\_\_

**SITE DATA SHEET**

PLAN NAME: Existing Conditions & Proposed Parking Lot Layout

PLAN TYPE: SITE PLAN

LEGAL DESCRIPTION: MAP 190 LOT 24

DATE: February 03, 2021

Location by Street: 29 Lowell Road

Zoning: Business

Proposed Land Use: Retail and lounge

Existing Use: Retail/grocery

Surrounding Land Use(s): Various Business, & residential

Number of Lots Occupied: 1

Existing Area Covered by Building: Existing

Existing Buildings to be removed: N/A

Proposed Area Covered by Building: Existing

Open Space Proposed: N/A

Open Space Required: N/A

Total Area: S.F.: 9,227 Acres: 0.212

Area in Wetland: N/A Area Steep Slopes:           

Required Lot Size: 30,000 sq. ft.

Existing Frontage: 208.25'

Required Frontage: 150'

Building Setbacks:	<u>Required*</u>	<u>Proposed</u>
Front:	<u>50'</u>	<u>Existing</u>
Side:	<u>15'</u>	<u>Existing</u>
Rear:	<u>15'</u>	<u>Existing</u>

**SITE DATA SHEET**

(Continued)

Flood Zone Reference: See FEMA note on plan

Width of Driveways: Existing

Number of Curb Cuts: Existing

Proposed Parking Spaces: 10

Required Parking Spaces: 14

Basis of Required Parking (Use): Retail

Dates/Case #/Description/Stipulations  
of ZBA, Conservation Commission,  
NH Wetlands Board Actions:  
(Attach stipulations on separate sheet)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Waiver Requests

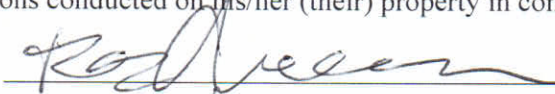
<i>Town Code Reference:</i>	<i>Regulation Description:</i>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

<b>(For Town Use Only)</b>	
Data Sheets Checked By: _____	Date: _____

**SITE PLAN APPLICATION AUTHORIZATION**

I hereby apply for *Site Plan* Review and acknowledge I will comply with all of the Ordinances of the Town of Hudson, New Hampshire State Laws, as well as any stipulations of the Planning Board, in development and construction of this project. I understand that if any of the items listed under the *Site Plan* specifications or application form are incomplete, the application will be considered rejected.

Pursuant to RSA 674:1-IV, the owner(s) by the filing of this application as indicated above, hereby given permission for any member of the Hudson Planning Board, the Town Planner, the Town Engineer, and such agents or employees of the Town or other persons as the Planning Board may authorize, to enter upon the property which is the subject of this application at all reasonable times for the purpose of such examinations, surveys, tests and inspections as may be appropriate. The owner(s) release(s) any claim to or right he/she (they) may now or hereafter possess against any of the above individuals as a result of any examinations, surveys, tests and/or inspections conducted on his/her (their) property in connection with this applications.

Signature of Owner:  Date: 07/07/2021

Print Name of Owner: Robert A. Cheever

- ❖ If other than an individual, indicate name of organization and its principal owner, partners, or corporate officers.

Signature of Developer: \_\_\_\_\_ Date: \_\_\_\_\_

Print Name of Developer: \_\_\_\_\_

- ❖ The developer/individual in charge must have control over all project work and be available to the Code Enforcement Officer/Building Inspector during the construction phase of the project. The individual in charge of the project must notify the Code Enforcement Officer/Building Inspector within two (2) working days of any change.

**WAIVER REQUEST FORM**

Name of Subdivision/Site Plan: \_\_\_\_\_

Street Address: 29 Lowell Road

I Farhat M & Ishrat Cheema hereby request that the Planning Board  
waive the requirements of item 275-8.C (2), 275-8.L of the Hudson Land Use Regulations  
in reference to a plan presented by Promised Land Survey, LLC

note

\_\_\_\_\_ (name of surveyor and engineer) dated April 09, 2021 for  
property tax map(s) 190 and lot(s) 24 in the Town of Hudson, NH.

As the aforementioned applicant, I, herein, acknowledge that this waiver is requested in accordance with the provisions set forth in RSA 674:36, II (n), i.e., without the Planning Board granting said waiver, it would pose an unnecessary hardship upon me (the applicant), and the granting of this waiver would not be contrary to the spirit and intent of the Land Use Regulations.

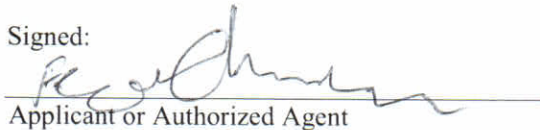
Hardship reason(s) for granting this waiver (if additional space is needed please attach the appropriate documentation hereto):

- See Attachment -  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Reason(s) for granting this waiver, relative to not being contrary to the spirit and intent of the Land Use Regulations: (if additional space is needed please attach the appropriate documentation hereto):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signed:

  
\_\_\_\_\_  
Applicant or Authorized Agent



**NEW HAMPSHIRE LIQUOR COMMISSION**  
 Please submit form to:  
 NHLC, 50 Storrs Street, Concord, NH 03301  
 603-271-3521  
*License & Fee required before operating*

FOR NHLC USE ONLY

License Type: Cigar Bar	
RSA: 178:20-a	
Liq Rule: 705.37	
From	To
License Fee:	

**LICENSE TYPE WORKSHEET**  
**CIGAR BAR**

Business Name		Trade Name	
Name of Primary Contact for Applicant			

**THE FOLLOWING DOCUMENTS ARE REQUIRED TO BE SUBMITTED PRIOR TO A LICENSE BEING ISSUED:**

1. WARRANTY DEED OR LEASE AGREEMENT
2. TOWN OR CITY APPROVAL
3. PERMIT OF ASSEMBLY
4. HEALTH/FOOD SERVICE LICENSE (IF APPLICABLE)
5. DIAGRAM - DESCRIPTION OF AREA INTENDED TO BE UTILIZED FOR THE SALE OF BEVERAGES, TOBACCO PRODUCTS, FORTIFIED WINES AND/OR TABLE WINES

**PLEASE COMPLETE THE FOLLOWING INFORMATION:**

1. The seating capacity of the cigar smoking area is .
2. The sales of cigars and cigar related products of the establishment for the 12 months prior to this filing were \$ . The alcohol sales were \$ . *(For renewal applications only).*

**ACKNOWLEDGEMENTS (initial after each)**

1. Acknowledge that 60% or more of quarterly gross revenue shall be from the sale of cigars or cigar related products.  (initial)
2. Acknowledge that the applicant has and shall maintain a working humidor on the premise.  (initial)
3. Acknowledge that no cigarette smoking or food service shall be allowed on premises.  (initial)
4. Acknowledge that only alcohol sold by the business shall be allowed on the premises.  (initial)
5. Acknowledge that public toilet facilities meeting the requirements of RSA 143-A are available for use by patrons.  (initial)
6. Acknowledge that all applicants for employment at a cigar bar shall be presented with a written notice that states that working in a cigar bar has serious and permanent negative health effects, including, but not limited to, an increased risk of cancer and heart disease, and that no level of exposure to second-hand smoke is safe.  (initial)

**Dubowik, Brooke**

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**From:** Dhima, Elvis  
**Sent:** Friday, April 16, 2021 5:24 PM  
**To:** Dubowik, Brooke; Bianchi, Dave; Buttrick, Bruce; Buxton, Robert; Caleb Chang; Forrence, Jess; Groth, Brian; Michaud, Jim  
**Subject:** RE: SP#05-21 EL TORO CIGAR & LOUNGE

Brooke / Brian

Below are my comments

1. From the plan and aerial imagery, it is not clear how a passenger will open the door when parked on space 1-4, taking in consideration the retaining wall and chaining fence is adjacent to these parking spaces
2. Applicant is not showing a handicap van space, one is minimum requirement
3. One way vehicle movement appears unrealistic, with parking space 9 in place.
4. It is unclear how a vehicle parked on 4 can get out if a vehicle is parked on space 3 and 5.

Thanks

E

Elvis Dhima P.E.  
Town Engineer  
12 School Street  
Hudson, NH 03051  
Phone: (603) 886-6008  
Sent from my iPad



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**From:** Dubowik, Brooke <bdubowik@hudsonnh.gov>  
**Sent:** Friday, April 16, 2021 11:11 AM  
**To:** Bianchi, Dave <dbianchi@hudsonnh.gov>; Buttrick, Bruce <bbuttrick@hudsonnh.gov>; Buxton, Robert <RBuxton@hudsonnh.gov>; Caleb Chang <calebc@nashuarpc.org>; Dhima, Elvis <edhima@hudsonnh.gov>; Forrence, Jess <jforrence@hudsonnh.gov>; Groth, Brian <bgroth@hudsonnh.gov>; Michaud, Jim <jmichaud@hudsonnh.gov>  
**Subject:** SP#05-21 EL TORO CIGAR & LOUNGE

Good morning,  
Attached is a sign off for a Site Plan @ 29 Lowell Road.  
Please return no later than April 30, 2021.  
Thank you,

**Brooke Dubowik**

**NOTES**

- 1) THE PURPOSE OF THIS PLAN IS TO DEPICT THE EXISTING BOUNDARY AND SITE CONDITIONS AS WELL AS PROPOSED PARKING LOT IMPROVEMENTS OF TAX MAP 190, LOT 24, LOCATED AT 29 LOWELL ROAD IN HUDSON, NEW HAMPSHIRE.
- 2) THIS PLAN IS BASED ON FIELD CONDITIONS AND RECORD EVIDENCE LAST OBSERVED BY PROMISED LAND SURVEY, LLC IN AUGUST OF 2020.
- 3) THIS PARCEL IS SERVICED BY PUBLIC WATER, GAS, AND SEWER UTILITIES.
- 4) THIS PLAN IS INTENDED TO BE AT THE DEPICTED SCALE WHEN PLOTTED ON 22x34 (ANSI D) SIZED PAPER.
- 5) ALL DISTANCES, UNLESS OTHERWISE INDICATED, ARE BASED ON US SURVEY FEET HORIZONTAL DISTANCES.
- 6) ALL ZONING INFORMATION SHALL BE VERIFIED PRIOR TO ANY BUILDING OR CONSTRUCTION ACTIVITY.

**FEMA**

THIS PARCEL OF LAND (MAP 190, LOT 24) DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA AS INTERPOLATED FROM THE FEMA FLOOD INSURANCE RATE MAP (FIRM) FOR HILLSBOROUGH COUNTY, NEW HAMPSHIRE (ALL JURISDICTIONS) #3301100518D, HAVING AN EFFECTIVE DATE OF SEPTEMBER 25, 2009.

**DATUM**

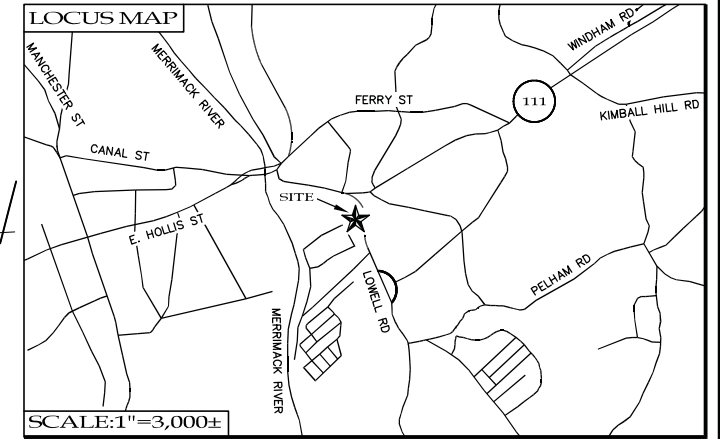
HORIZONTAL: NAD83-2011 (PER LEICA POST-PROCESSED GPS)  
 VERTICAL: NAVD88 - GEOD12A (PER LEICA POST-PROCESSED GPS)

**ZONING**

B (BUSINESS ZONING DISTRICT) MINIMUM:  
 AREA: 30,000 Sq. Ft. (W/ TOWN WATER & SEWER)  
 FRONTAGE: 150'  
 SETBACKS:  
 FRONT - 50'  
 SIDE - 15'  
 REAR - 15'

**PLANS OF REFERENCE**

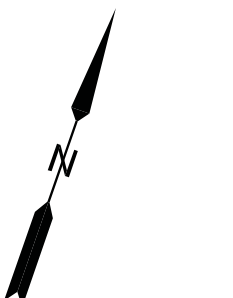
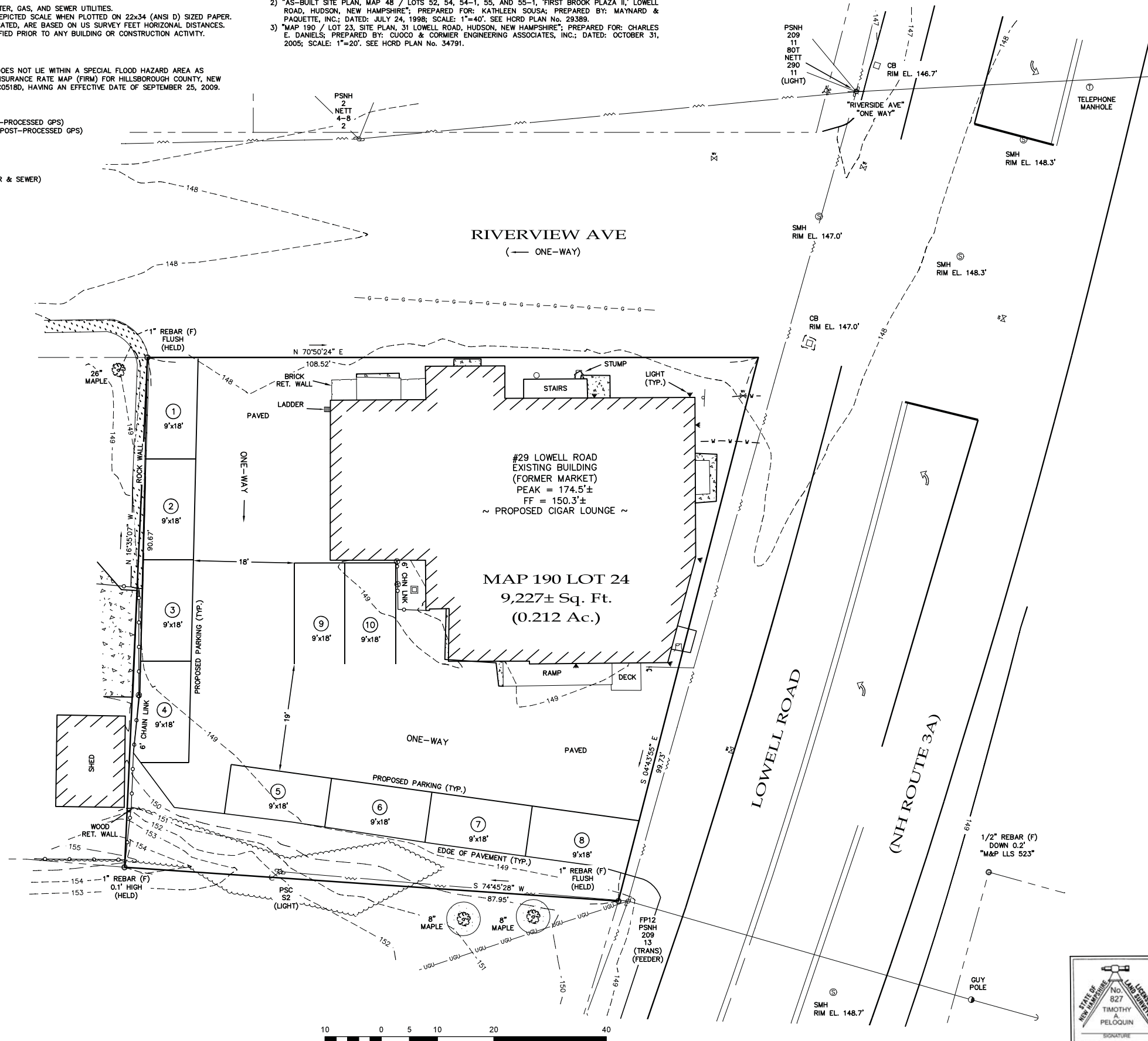
- 1) "CONSOLIDATION AND SUBDIVISION OF LAND OF CAROL L. & GLORIA J. CHARETTE, LOCATED AT 29 LOWELL RD. & RIVERSIDE AVE., HUDSON, N.H."; PREPARED BY: YOUNG, CAMPBELL, & CATE, INC.; DATED: OCT., 1981; SUPERCEDES HCRD PLAN No. 14256. SEE HILLSBOROUGH COUNTY REGISTRY OF DEEDS (HCRD) PLAN No. 14434.
- 2) "AS-BUILT SITE PLAN, MAP 48 / LOTS 52, 54, 54-1, 55, AND 55-1, 'FIRST BROOK PLAZA II', LOWELL ROAD, HUDSON, NEW HAMPSHIRE"; PREPARED FOR: KATHLEEN SOUSA; PREPARED BY: MAYNARD & PAQUETTE, INC.; DATED: JULY 24, 1998; SCALE: 1"=40'. SEE HCRD PLAN No. 29389.
- 3) "MAP 190 / LOT 23, SITE PLAN, 31 LOWELL ROAD, HUDSON, NEW HAMPSHIRE"; PREPARED FOR: CHARLES E. DANIELS; PREPARED BY: CUOCO & CORMIER ENGINEERING ASSOCIATES, INC.; DATED: OCTOBER 31, 2005; SCALE: 1"=20'. SEE HCRD PLAN No. 34791.



SCALE: 1"=3,000±

**LEGEND**

- BOUND
- CATCH BASIN
- ⊕ DRAIN MANHOLE
- ⊖ ELECTRIC METER
- ⊗ GAS GATE
- ⊕ GUYWIRE
- ⊕ HVAC UNIT
- ⊕ HYDRANT
- IRON PIPE/REBAR
- ⊕ LIGHT
- ⊕ LIGHT POST
- ⊕ MAILBOX/PAPER BOX
- ⊕ SEWER MANHOLE
- ⊕ SIGN
- ⊕ STUMP
- ⊕ TREE - CONIFEROUS
- ⊕ TREE - DECIDUOUS
- ⊕ UTILITY POLE
- CONTOUR MAJOR
- CONTOUR MINOR
- CURBING
- DRAINAGE LINE
- EDGE OF PAVEMENT
- GAS LINE
- OVERHEAD ELECTRIC
- RETAINING WALL
- SEWER LINE
- TREE LINE
- ▨ BUILDING
- ▨ CONCRETE
- ▨ LANDSCAPING



APPROVED BY THE TOWN OF HUDSON, NH  
 PLANNING BOARD ON: \_\_\_\_\_  
 CERTIFIED BY: \_\_\_\_\_  
 CHAIRMAN \_\_\_\_\_ DATE \_\_\_\_\_  
 SECRETARY \_\_\_\_\_ DATE \_\_\_\_\_

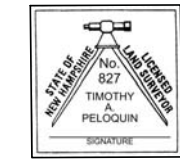
LAND OWNER OF RECORD  
 FARHAT & ISHRAT CHEEMA  
 562 CAMBRIDGE ST.  
 ALLSTON, MA 02134  
 HILLSBOROUGH COUNTY REGISTRY OF DEEDS BOOK 7623 / PAGE 1339

EXISTING CONDITIONS &  
 PROPOSED PARKING LOT LAYOUT  
 MAP 190 LOT 24  
 29 LOWELL ROAD  
 HUDSON, NEW HAMPSHIRE  
 FEBRUARY 03, 2021  
 PREPARED FOR: EL TORO CIGARS & LOUNGE  
 98 LOWELL ROAD  
 HUDSON, NH 03051  
 SCALE: 1"=10' SHEET 1 OF 1

PREPARED BY:  
  
**Promised Land Survey, LLC**  
 PO Box 447  
 Derry, New Hampshire 03038  
 Tel: (603) 432-2112  
 www.PromisedLandSurvey.com  
 •Land Surveying •Mapping •Planning •Permitting •Layout

REVISIONS			
NO.	DATE	DESCRIPTION	BY
1	03/02/2021	ADDED LOCUS AND LEGEND; GENERAL CLEANUP	BJW

N:\Carlson\2020\2917\DWG\d2917s1-TAP-101-02-03-2021.dwg





# **FOREST MEADOWS SUBDIVISION**

## **SUBDIVISION APPLICATION SB#03-21 CUP#03-21**

At this time, the application is not complete. Accordingly, the applicant has requested a deferral.

### **DRAFT MOTION:**

I move to defer SB #03-21 and CUP #03-21 “Forest Meadows Subdivision”, to date certain, May 26, 2021 in accordance with the applicant’s request.

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

# **29 DERRY STREET SUBDIVISION**

## **SUBDIVISION APPLICATION SB#04-21**

### **STAFF REPORT**

April 28, 2021

**SITE:** 29 Derry Street; Map 174, Lot 077

**ZONING:** Town Residential (TR)

**PURPOSE OF PLANS:** To subdivide 29 Derry Street into 5 lots.

**PLANS UNDER REVIEW:** Subdivision Plan Prepared for Dumont Realty & Development, LLC (Tax Map 174 Lot 77) 29 Derry Street, Hudson, NH; prepared by S&H Land Services LLC, 141 Londonderry Turnpike, Hooksett, NH 03106; Boudreau Land Surveying P.L.L.C., 2 Beatrice Lane, Newmarket, NH 03857; prepared for Dumont Realty & Development, LLC, 29 Derry Street, Hudson, NH; consisting of 2 sheets, with notes 1-10 on Sheet 2; dated April 2, 2021.

#### **ATTACHMENTS**

- A. CAP Fee Worksheet

#### **APPLICATION TRACKING:**

- April 5, 2021 – Subdivision Application received.
- April 28, 2021 – Meeting scheduled, deferred to May 12, 2021.
- May 12, 2021 – Meeting scheduled.

#### **COMMENTS & RECOMMENDATIONS:**

##### BACKGROUND

A large one-family house with an attached barn-like garage currently occupies Lot 77. Unfortunately, the structure is beyond repair.

This application proposes to demolish the existing house and subdivide the Lot 77 into 5 lots: Lot 77 (subdivided), Lot 77-1, Lot 77-2, Lot 77-3, and Lot 77-4. The lots will front onto Haverhill Street with the exception Lot 77, which will front Derry Street.

##### ENGINEERING ITEMS

1. **Driveways:** The Engineering Department previously made requests for sight distances, plan and profile for the potential driveways, which the Applicant has since submitted to the Town Engineer's satisfaction.
2. **Stormwater Management:** This application presents a redevelopment project which invoked new requirements from the Town's new (as of 2020) Stormwater requirements. Since the initial submittal, the Applicant has revised the plans to conform to the se requirements, and to the satisfaction of the Town Engineer.
3. **Underground Utilities Requirements (§ 276-13):**

All electric, telephone, television and other communication lines shall be provided by underground wiring.

Lots that abut existing easement or public-rights-of-way where overhead electric or telephone distribution supply lines and service connections have previously been installed may be supplied from those overhead lines, but the service connections from the utilities' overhead lines shall be installed underground.

Since the original submittal, the Applicant has satisfactorily addressed the Town Engineer's comments related to utilities with one exception. The final plans should show underground power connections. Also, it is recommended that the guy wire that bisects Lots 77-2 and 77-3 be relocated to minimize intrusion, by relocating either the guy wire pole or the guy wire itself.

4. Typos

- a. Correct the spelling of "Site Distances" for the Sight Distances Table on Sheet 2.
- b. Add missing legend description for the large, filled circle symbol on Sheet 2.

**DRAFT MOTIONS:**

**ACCEPT the subdivision application:**

I move to accept the subdivision plan for 29 Derry Street, Map 174, Lot 077.

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

*[If the Board needs more information, move to **defer** the application and indicate why]*

**CONTINUE the public hearing to a date certain:**

I move to continue the public hearing for the subdivision application for 29 Derry Street, Map 174, Lot 077, to date certain, \_\_\_\_\_, 2021.

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

*[If the Board needs more time to deliberate, move to **continue** the hearing]*

**APPROVE the subdivision plan application:**

I move to approve the subdivision application for Subdivision Plan Prepared for Dumont Realty & Development, LLC (Tax Map 174 Lot 77) 29 Derry Street, Hudson, NH; prepared by S&H Land Services LLC, 141 Londonderry Turnpike, Hooksett, NH 03106; Boudreau Land Surveying P.L.L.C., 2 Beatrice Lane, Newmarket, NH 03857; prepared for Dumont Realty & Development, LLC, 29 Derry Street, Hudson, NH; consisting of 2 sheets, with notes 1-10 on Sheet 2; dated April 2, 2021, last revised May 3, 2021; subject to, and revised per, the following stipulations:

1. All stipulations of approval shall be incorporated into the Development Agreement, which shall be recorded at the HCRD, together with the Plan.
2. A cost allocation procedure (CAP) amount of \$5,880 per single-family residential unit, shall be paid prior to the issuance of a Certificate of Occupancy for the new house lot.
3. All monumentation shall be set or bonded for prior to the Planning Board endorsing the Plan-of-Record.
4. Based upon the Town Engineer's recommendations, the Stormwater Management and Erosion Control Plan (SMECP) is hereby approved as the Project complies with Chapter 290, and the property owner of record shall record at the Registry of Deeds documentation sufficient to provide notice to all persons that may acquire any property that the property is subject to the requirements and responsibilities described within the approved SMECP, including the operation and maintenance requirements and all BMPs.
5. Approval of this plan shall be subject to final administrative review by the Engineering Department and Planning Department, including correction of the typos as noted by Staff.
6. Construction activities involving the proposed undeveloped lots shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No exterior construction activities shall occur on Sunday.

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



# TOWN OF HUDSON

## Planning Board



Timothy Malley, Chairman

Roger Coutu, Selectmen Liaison

12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-594-1142

### CAP FEE WORKSHEET - 2021

Date: 05-06-21 Zone # 1 Map/Lot: 174-077-000  
29 Derry Street

Project Name: Derry Street 5-Lot Subdivision

Proposed ITE Use #1: Single Family Residential

Proposed Building Area (square footage): N/A S.F.

#### CAP FEES: (ONE CHECK NEEDED)

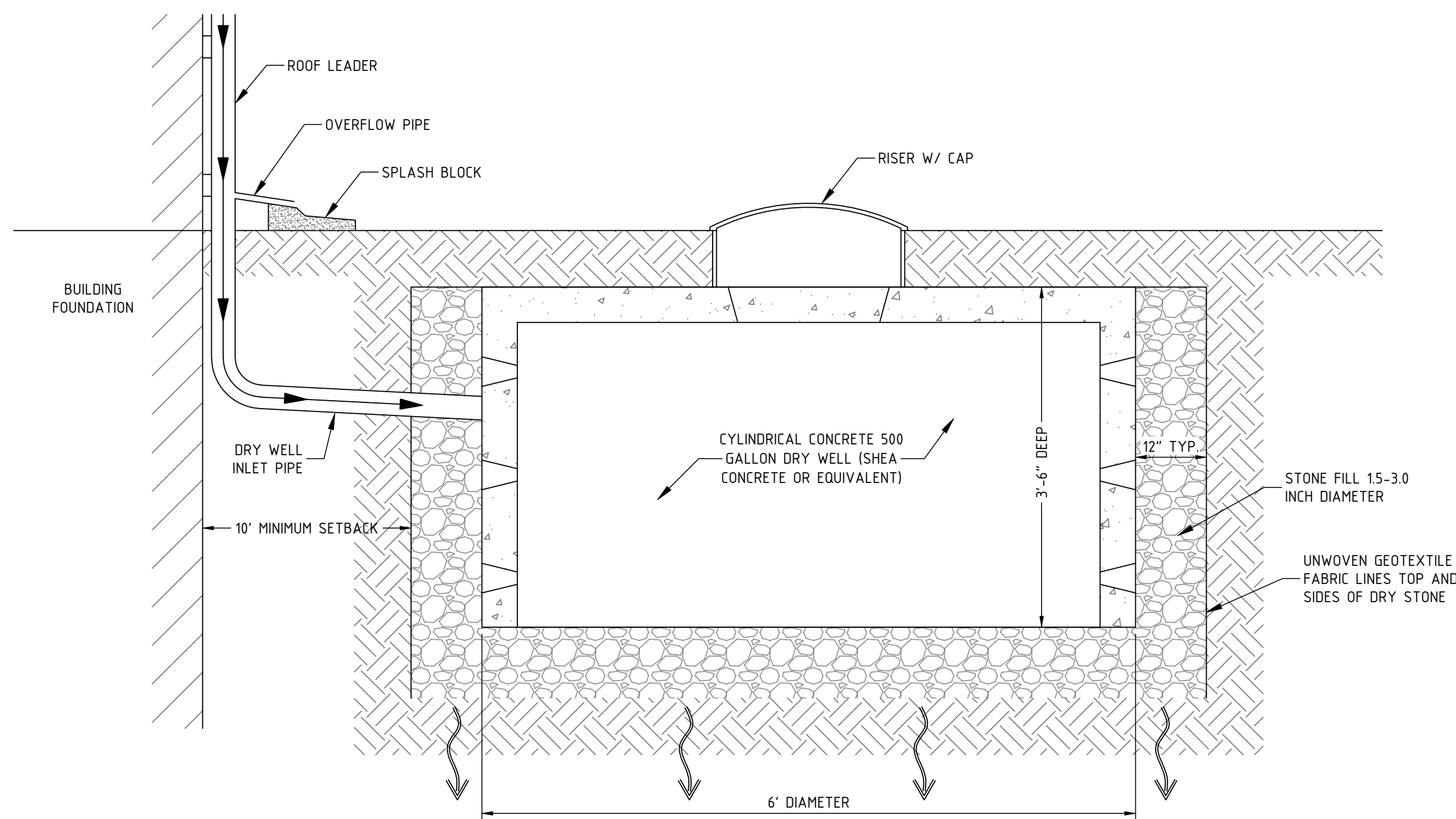
1.	(Bank 09) 2070-701	Traffic Improve	\$ <u>1,902.00</u>
2.	(Bank 09) 2050-182	Recreation	\$ <u>400.00</u>
3.	(Bank 09) 2080-051	School	\$ <u>3,578.00</u>
		<b>Total CAP Fee</b>	\$ <u>5,880.00</u>

Check should be made payable to the Town of Hudson.

Thank you,

Brooke Dubowik

Planning Administrative Aide



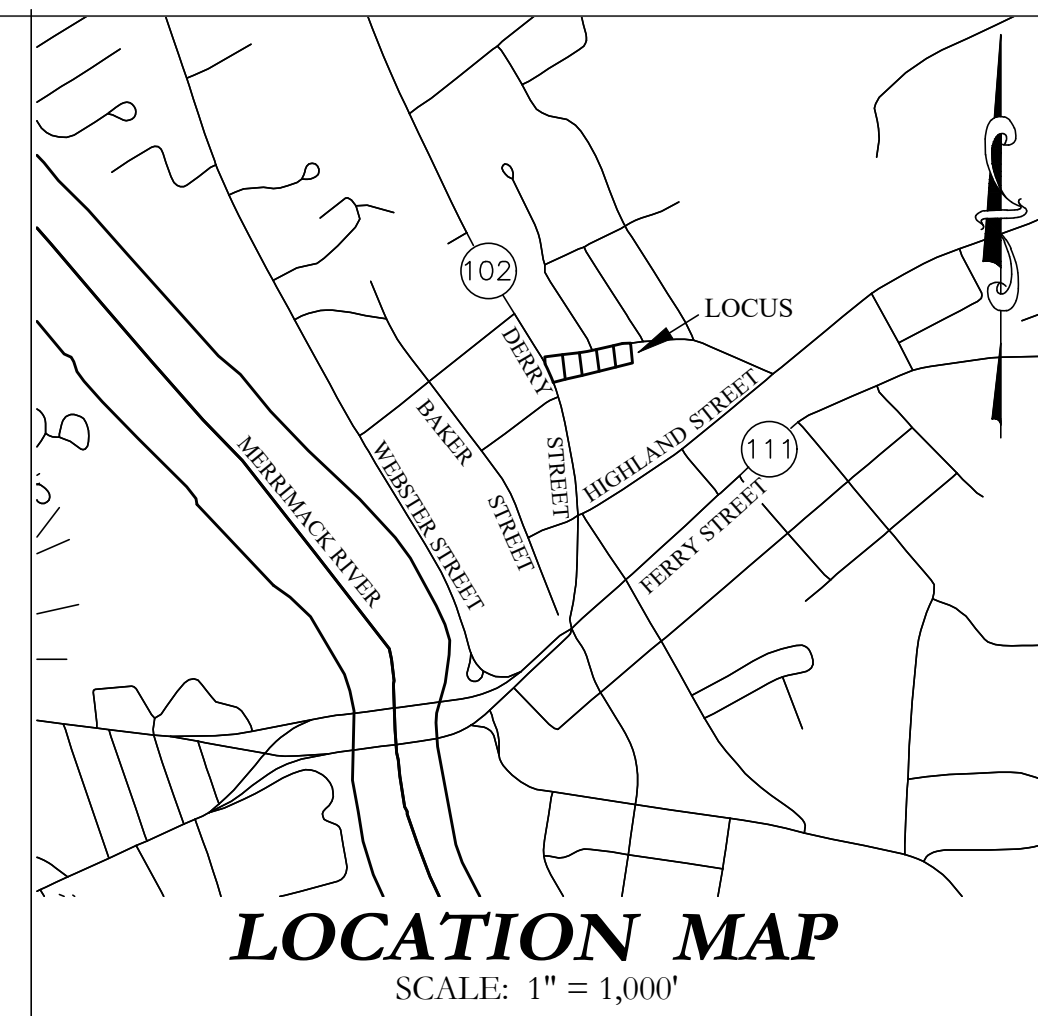
**DRY WELL SECTION**  
NTS

**CONSTRUCTION SEQUENCING AND GENERAL NOTES:**

- SCHEDULE A PRE-CONSTRUCTION MEETING WITH CITY OFFICIALS, OWNER, AND CONTRACTORS IF REQUIRED BY THE CONDITIONS OF APPROVAL PRIOR TO BEGINNING CONSTRUCTION.
- CONTACT DIG-SAFE, INDIVIDUAL UTILITIES, AND CITY DEPARTMENTS TO GET ALL UTILITIES MARKED PRIOR TO START OF CONSTRUCTION.
- INSTALL PERIMETER CONTROLS PRIOR TO ALL EARTHMOVING WORK.
- CLEAR/GRUB ONLY WITHIN THE LIMITS OF GRADING AS SHOWN ON THE PLANS. REMOVE ORGANICS ONLY FROM THOSE AREAS THAT CAN BE WORKED AND STABILIZED WITHIN 45 DAYS OF REMOVAL.
- THE DEVELOPMENT WILL BE CONSTRUCTED 1-2 LOTS AT A TIME. THE DISTURBANCE WILL BE MINIMIZED TO ONLY THAT AREA REQUIRED FOR CONSTRUCTION ON A SINGLE LOT.
- A MINIMUM 30' STONE CONSTRUCTION ENTRANCE SHALL BE INSTALLED ON EACH LOT.
- STUMPS SHALL BE DISPOSED OFFSITE.
- LOAM AND OTHER MATERIAL SHALL BE STOCKPILED ONSITE IN THE AREAS SHOWN. IF STOCKPILES REMAIN IN PLACE FOR MORE THAN 30 DAYS THEY SHALL BE STABILIZED WITH MULCH.
- INSPECT, MAINTAIN, AND IF NECESSARY, REPAIR ALL EROSION AND SEDIMENT CONTROL MEASURES AS STATED IN EROSION CONTROL NOTES ON THIS SHEET.
- REMOVE ALL TEMPORARY EROSION CONTROL MEASURES ONCE INITIAL GROWTH IS ESTABLISHED.
- ALL DISTURBED AREAS SHALL RECEIVE A MINIMUM OF 4" OF LOAM.
- ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED WITHIN 5 DAYS OF FINAL GRADING.
- NO FUEL SHALL BE STORED ON SITE DURING CONSTRUCTION.
- DURING CONSTRUCTION DUST SHALL BE PREVENTED FROM BECOMING A SAFETY OR HEALTH HAZARD BY THE IMPLEMENTATION OF ACCEPTED CONTROL METHODS SUCH AS WATERING.
- ALL CONSTRUCTION MATERIALS THAT ARE SPILLED OR DEPOSITED ON THE PUBLIC ROADWAYS SHALL BE REMOVED BY THE CONTRACTOR.
- DO NOT BEGIN CONSTRUCTION UNTIL ALL LOCAL, STATE, AND FEDERAL PERMITS HAVE BEEN APPLIED FOR AND RECEIVED.
- THE GENERAL CONTRACTOR IS RESPONSIBLE TO VERIFY ALL DIMENSIONS, ELEVATIONS, AND CONDITIONS AT THE SITE. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE DESIGN ENGINEER BEFORE PROCEEDING WITH THE AFFECTED PART OF THE WORK.
- ADEQUATE TEMPORARY SOLID WASTE AND SANITARY WASTE DISPOSAL FACILITIES SHALL BE MAINTAINED ON SITE DURING CONSTRUCTION.
- DISTURBED AREAS THAT REMAIN IDLE OVER THE WINTER PERIOD FROM OCTOBER 15 TO MAY 15 SHALL EMPLOY WINTER STABILIZATION MEASURES AS DESCRIBED IN COLD WEATHER SITE STABILIZATION.

**COLD WEATHER SITE STABILIZATION**

- TO ADEQUATELY PROTECT WATER QUALITY DURING COLD WEATHER AND DURING SPRING RUNOFF, THE ADDITIONAL STABILIZATION TECHNIQUES SPECIFIED IN THIS SECTION SHALL BE EMPLOYED DURING THE PERIOD FROM OCTOBER 15 THROUGH MAY 1.
- SUBJECT TO (C), BELOW, THE AREA OF EXPOSED, UNSTABILIZED SOIL SHALL BE:
  - LIMITED TO ONE ACRE, AND
  - PROTECTED AGAINST EROSION BY THE METHODS DESCRIBED IN THIS SECTION PRIOR TO ANY THAW OR SPRING MELT EVENT.
- THE ALLOWABLE AREA OF EXPOSED SOIL MAY BE INCREASED IF A WINTER CONSTRUCTION PLAN IS DEVELOPED BY A QUALIFIED ENGINEER OR A CPESC SPECIALIST AND SUBMITTED TO THE DEPARTMENT FOR APPROVAL AS A REQUEST TO WAIVE THE ONE-ACRE LIMIT.
- SUBJECT TO (F) AND (G), BELOW, ALL PROPOSED VEGETATED AREAS HAVING A SLOPE OF LESS THAN 15% THAT DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15, OR THAT ARE DISTURBED AFTER OCTOBER 15, SHALL BE SEEDED AND COVERED WITH 3 TO 4 TONS OF HAY OR STRAW MULCH PER ACRE SECURED WITH ANCHORED NETTING OR TACKIFIER OR WITH AT LEAST 2 INCHES OF EROSION CONTROL MIX MEETING THE CRITERIA OF ENV-WQ 1506.05(B).
- SUBJECT TO (F) AND (G), BELOW, ALL PROPOSED VEGETATED AREAS HAVING A SLOPE OF 15% OR GREATER THAT DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15, OR THAT ARE DISTURBED AFTER OCTOBER 15, SHALL BE SEEDED AND COVERED WITH A PROPERLY INSTALLED AND ANCHORED EROSION CONTROL BLANKET OR WITH AT LEAST 4 INCHES OF EROSION CONTROL MIX MEETING THE CRITERIA OF ENV-WQ 1506.05(B).
- ANCHORED HAY MULCH OR EROSION CONTROL MIX THAT MEETS THE CRITERIA OF ENV-WQ 1506.05(B) SHALL NOT BE INSTALLED OVER SNOW GREATER THAN ONE INCH IN DEPTH.
- EROSION CONTROL BLANKETS SHALL NOT BE INSTALLED OVER SNOW GREATER THAN ONE INCH IN DEPTH OR ON FROZEN GROUND.
- ALL PROPOSED STABILIZATION IN ACCORDANCE WITH (D) OR (E), ABOVE, SHALL BE COMPLETED WITHIN A DAY OF ESTABLISHING THE GRADE THAT IS FINAL OR THAT OTHERWISE WILL EXIST FOR MORE THAN 5 DAYS.
- ALL DITCHES OR SWALES THAT DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15, OR THAT ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS, AS DETERMINED BY THE OWNER'S ENGINEERING CONSULTANT.
- AFTER OCTOBER 15, INCOMPLETE ROAD OR PARKING AREAS WHERE ACTIVE CONSTRUCTION OF THE ROAD OR PARKING AREA HAS STOPPED FOR THE WINTER SEASON SHALL BE PROTECTED WITH A MINIMUM 3-INCH LAYER OF BASE COURSE GRAVELS MEETING THE GRADATION REQUIREMENTS OF NHDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, 2016, TABLE 304-1, ITEM NO. 304.1, 304.2, OR 304.3, AVAILABLE AS NOTED IN APPENDIX B.

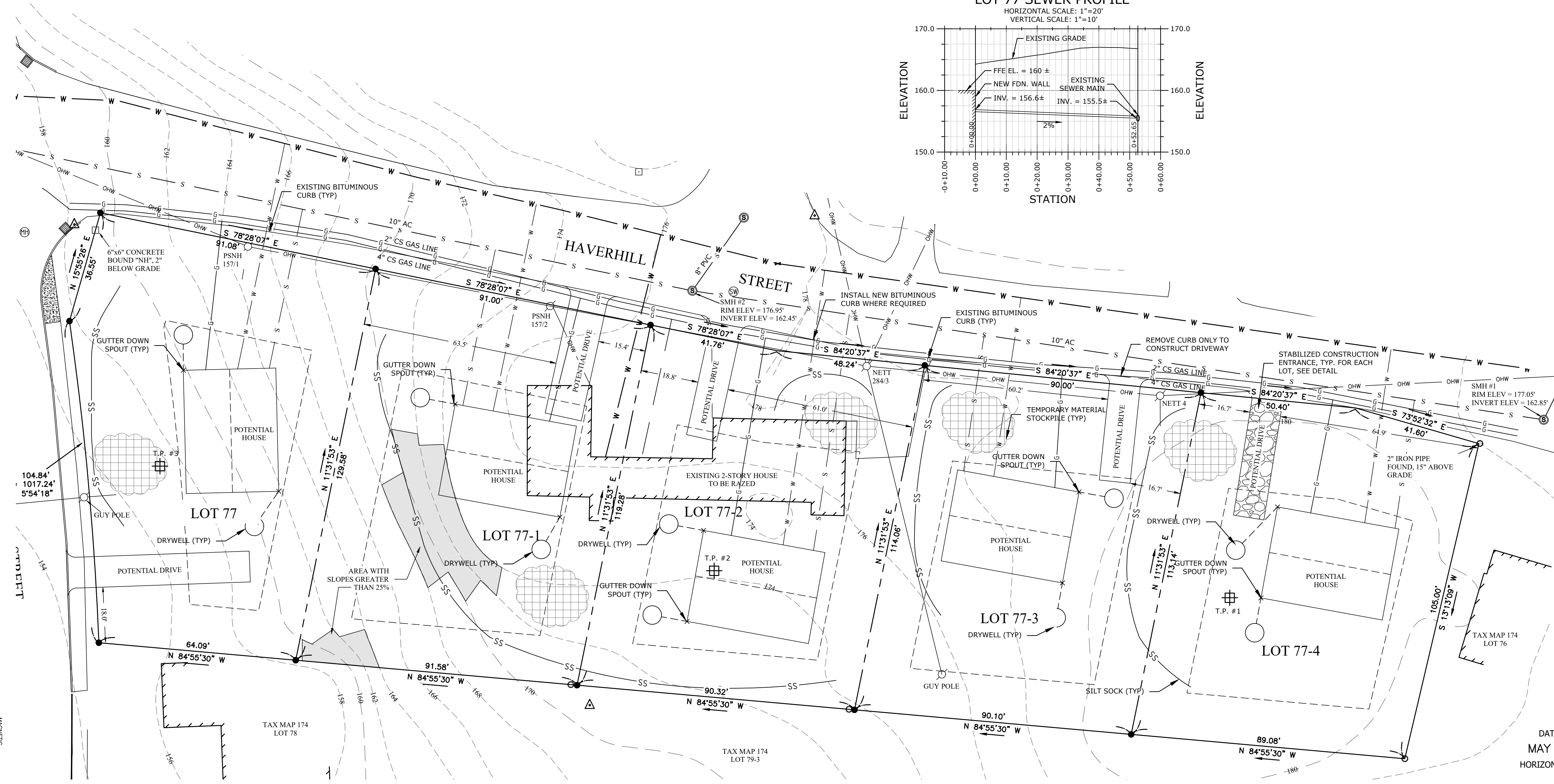
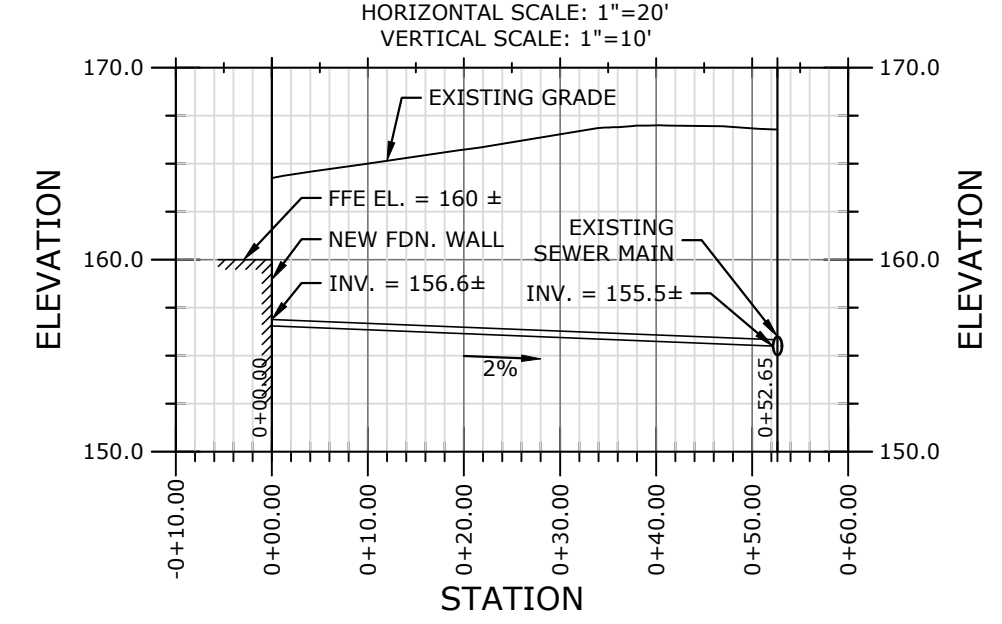


**LOCATION MAP**  
SCALE: 1" = 1,000'

**TEST PIT DATA:**

TEST PIT #1	TEST PIT #2	TEST PIT #3
0-6" TOPSOIL, FINE SANDY LOAM GRANULAR, LOOSE (7.5 YR 3/2)	0-6" TOPSOIL, FINE SANDY LOAM GRANULAR, LOOSE (7.5 YR 3/2)	0-10" TOPSOIL, FINE SANDY LOAM GRANULAR, LOOSE (7.5 YR 3/2)
6-18" LOAMY FINE SAND GRANULAR, LOOSE (10 YR 5/8)	6-18" LOAMY FINE SAND GRANULAR, LOOSE (10 YR 5/8)	10-24" LOAMY FINE SAND GRANULAR, LOOSE (10 YR 5/6)
18-72" COARSE SAND, SINGLE GRAIN LOOSE (2.5 YR 6/4)	18-72" COARSE SAND, SINGLE GRAIN LOOSE (2.5 YR 6/4)	24-32" LOAMY FINE SAND GRANULAR, LOOSE (2.5 YR 5/4)
NO ESHWT TO DEPTH	NO ESHWT TO DEPTH	32-42" COARSE SAND, SINGLE GRAIN LOOSE (2.5 YR 6/6)
		42"- FINE SANDY LOAM (2.5 YR 5/3)
		ESHWT - 50"

**LOT 77 SEWER PROFILE**



**DUMONT REALTY & DEVELOPMENT, LLC.**  
SUBDIVISION PLAN  
HUDSON, NEW HAMPSHIRE  
DRAINAGE AND EROSION CONTROL PLAN

NO.	DATE	REVISION DESCRIPTION	ENG	DWG

DATE OF PRINT: MAY 06 2021  
HORIZONS ENGINEERING

DATE: 5/6/21 PROJECT #: 21551  
 ENG'D BY: AWS/MJS DRAWN BY: AWS  
 CHECK'D BY: MJS ARCHIVE #: H-  
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**PRELIMINARY NOT FOR CONSTRUCTION**

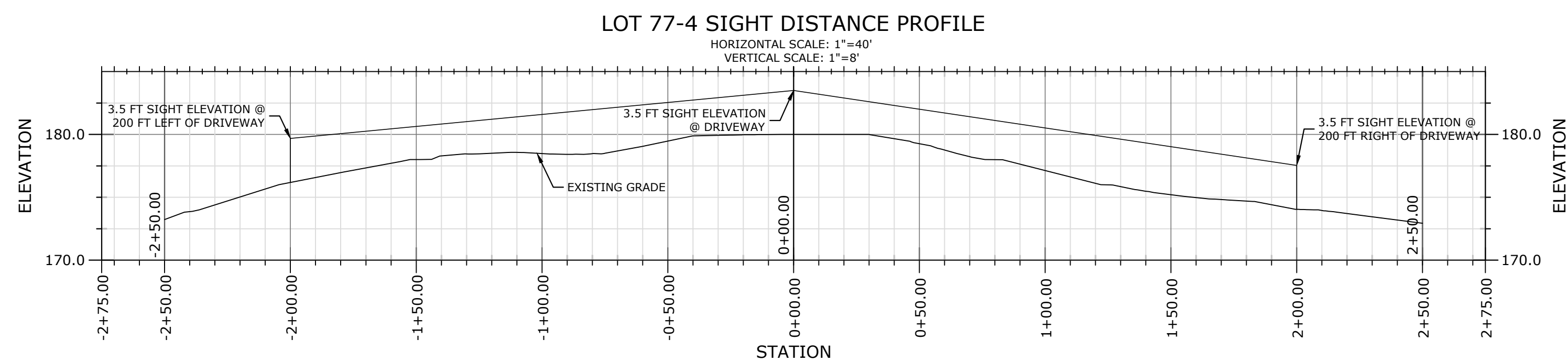
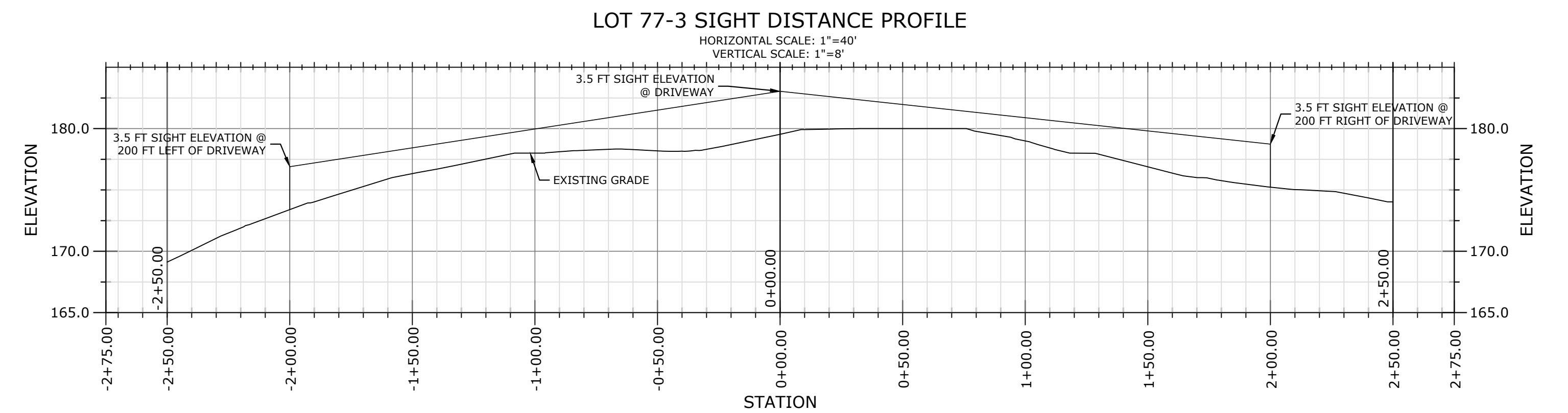
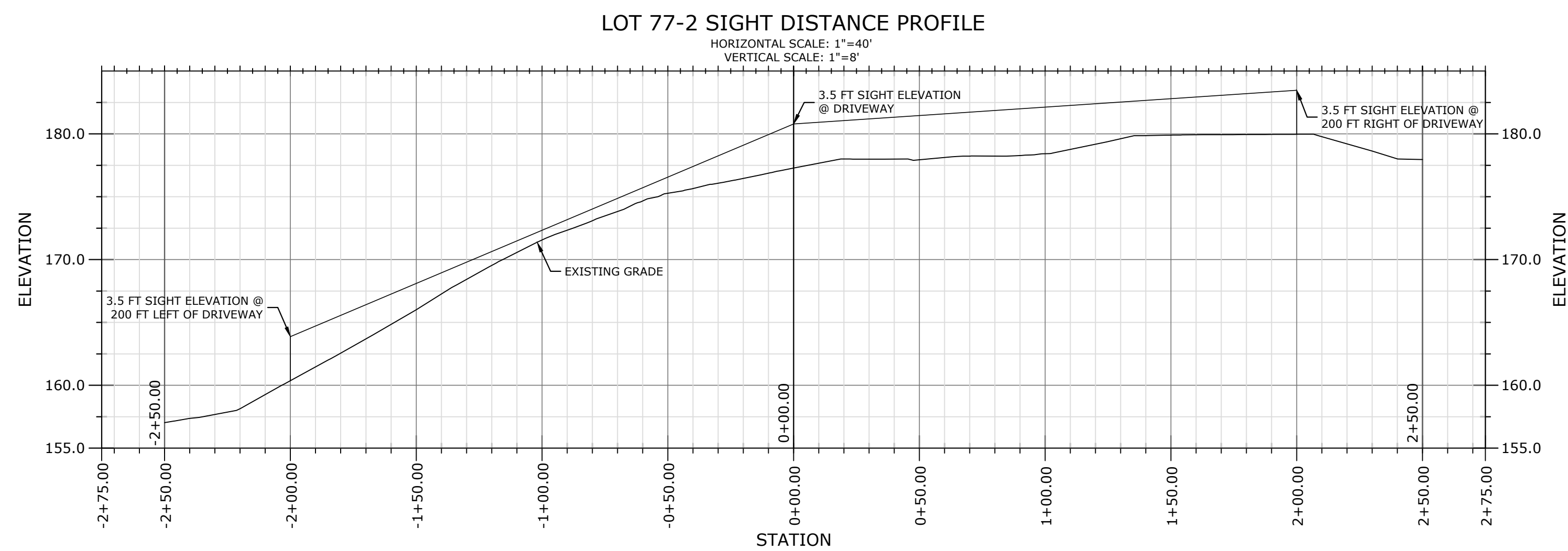
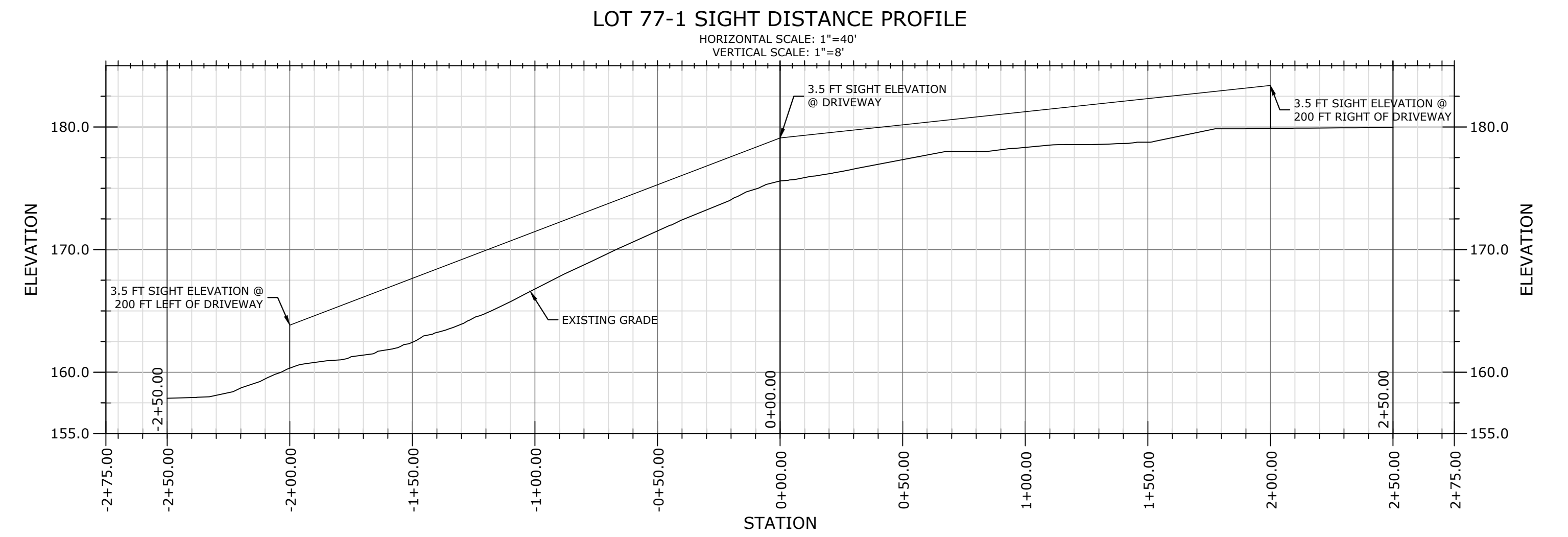
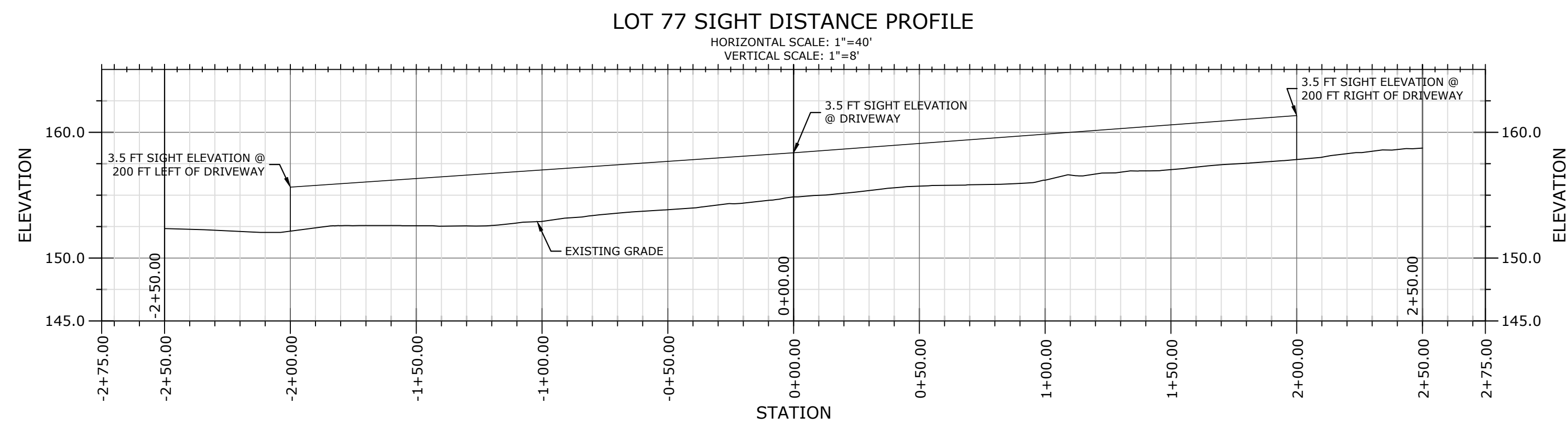


Table 3-2. Stopping Sight Distance on Grades

Design Speed (mph)	U.S. Customary					Metric					
	Stopping Sight Distance (ft)					Stopping Sight Distance (m)					
	Downgrades	2%	6%	9%	Upgrades	Downgrades	2%	6%	9%	Upgrades	
15	80	87	95	75	74	73	20	20	20	19	18
20	114	120	126	109	107	104	30	32	35	31	30
25	158	165	173	147	143	140	40	50	55	45	44
30	205	215	227	200	194	179	50	66	70	74	61
35	257	271	287	237	229	222	60	87	92	97	80
40	315	333	354	289	278	269	70	110	116	124	97
45	378	400	427	344	331	320	80	136	144	154	123
50	446	474	507	405	388	375	90	164	174	187	141
55	520	553	593	467	450	433	100	194	207	223	174
60	598	636	686	538	515	495	110	227	243	262	203
65	682	728	785	612	584	565	120	263	281	304	234
70	771	825	891	690	658	631	130	302	323	350	267
75	866	927	1003	772	736	704	140	341	367	398	302
80	965	1035	1121	859	817	782	150	381	412	448	341
85	1070	1149	1244	950	902	862	160	421	456	496	381

On nearly all roads and streets, the grade is traversed by traffic in both directions of travel, but the sight distance at any point on the highway generally is different in each direction, particularly on straight roads in rolling terrain. As a general rule, the sight distance available on downgrades is larger than on upgrades, more or less automatically providing the appropriate corrections for grade. This may explain why some designers do not adjust stopping sight distance because of grade. Exceptions are one-way roadways or streets, or on divided highways with independent profiles. For these separate roadways, adjustments for grade may be needed.

**SIGHT DISTANCE NOTES:**

- SIGHT DISTANCE WAS CALCULATED USING TABLE 3-2 (STOPPING SIGHT DISTANCE ON GRADES) FOUND IN AASHTO'S "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS 2018 EDITION" AS REQUIRED BY HTC-193-10(E)
- ALL DRIVEWAYS HAVE A MINIMUM 250' SIGHT DISTANCE IN EITHER DIRECTION.
- NO DRIVEWAYS ARE TO EXCEED 10% SLOPE.

**horizons Engineering**  
MAINE • VERMONT • NEW HAMPSHIRE

**DUMONT REALTY & DEVELOPMENT, LLC.**  
SUBDIVISION PLAN  
HUDSON, NEW HAMPSHIRE

**SITE DISTANCE PROFILES**

NO.	DATE	REVISION DESCRIPTION	ENG	DWG

DATE OF PRINT: MAY 06 2021  
HORIZONS ENGINEERING

DATE: 5/6/21  
PROJECT #: 21551

ENG'ND BY: AWS/MJS  
DRAWN BY: AWS

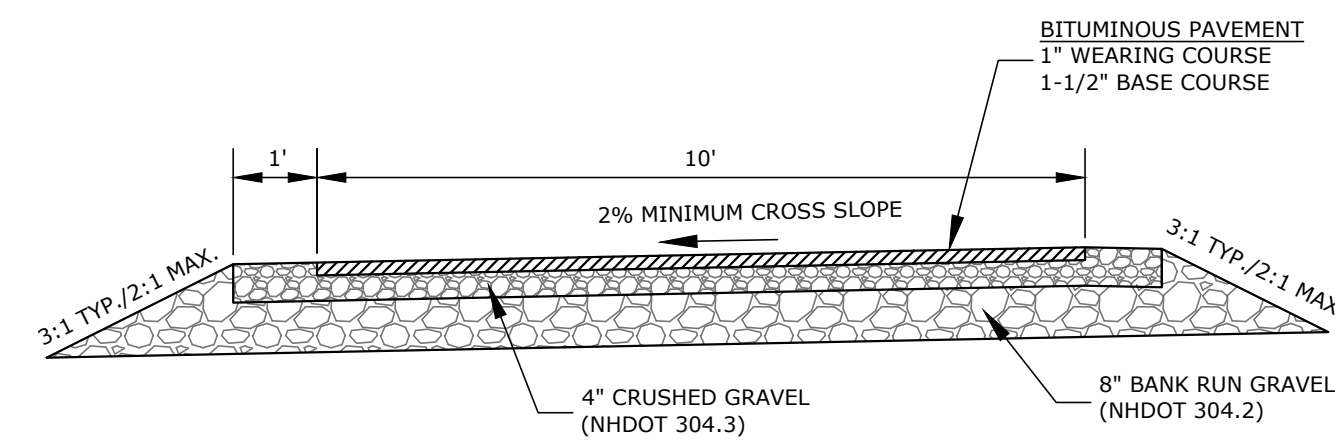
CHECK'D BY: MJS  
ARCHIVE #: H-\_\_\_

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MICHAEL J. SIEVERT  
No. 8397  
LICENSED PROFESSIONAL ENGINEER  
STATE OF NEW HAMPSHIRE

PRELIMINARY  
NOT FOR CONSTRUCTION

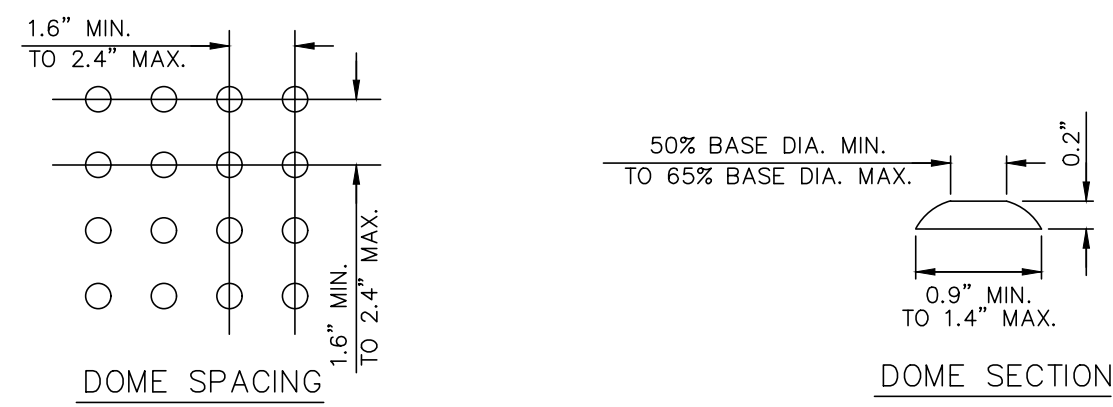
C102



**TYPICAL DRIVEWAY CROSS-SECTION**  
SCALE: N.T.S.

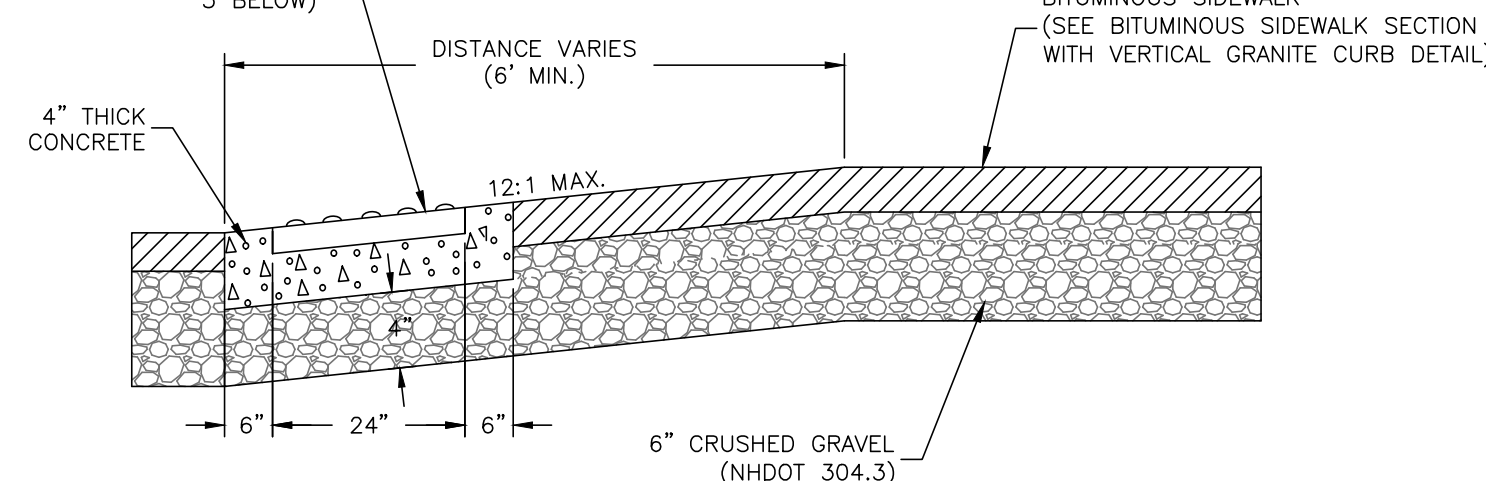
**NOTES:**

1. DRIVEWAY CONSTRUCTION TO MEET TOWN OF HUDSON REQUIREMENTS.
2. A DRIVEWAY PERMIT IS REQUIRED PRIOR TO CONSTRUCTION.
3. IF A DRIVEWAY WILL CROSS A SIDEWALK, REFER TO THE TIPDOWN AND DETECTABLE MAT WARNING DETAIL FOR ADA CONSTRUCTION REQUIREMENTS.
4. DRIVEWAY SLOPES SHALL NOT EXCEED 10%.



24\"/>

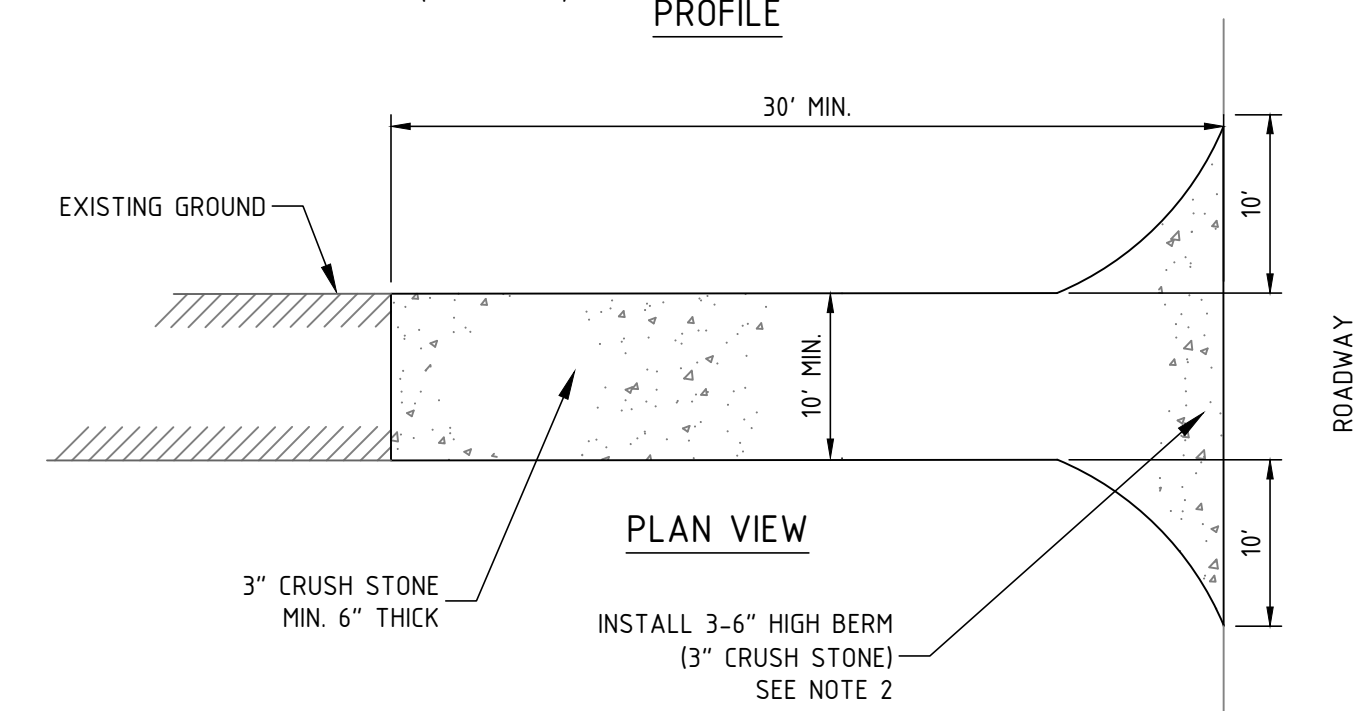
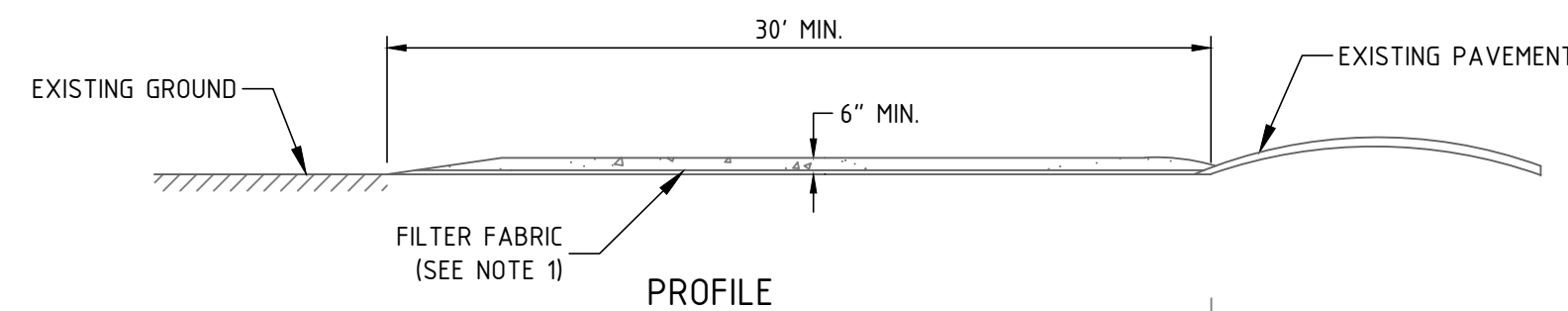
24\"/>



**TIP DOWN & DETECTABLE WARNING MAT DETAIL**  
N.T.S.

**NOTES:**

1. MAXIMUM CROSS SLOPE OF SIDEWALK TO BE 2%.
2. CONCRETE TO BE 4,000 PSF.
3. REFER TO MANUFACTURER'S SPECIFICATIONS FOR INSTALLATION OF DETECTABLE WARNING MATS.



**NOTES:**

1. GRADE AND COMPACT ACCESS ROAD ENTRANCE AS NECESSARY. PLACE FILTER FABRIC AND 6\"/>
2. PROVIDE NECESSARY SWALES OR DIVERSIONS TO MINIMIZE DIRECT FLOW OF WATER ONTO STONE AREA.
3. CONSTRUCTION ENTRANCE SHALL BE MAINTAINED AS NECESSARY TO REMOVE SILT FROM TIRES PRIOR TO ENTERING PUBLIC ROADS. A SMALL SWALE SHALL BE CONSTRUCTED ON THE DOWN GRADIENT SIDE TO TRAP ANY SILT WASHED FROM THE STONE ENTRANCE.

**STABILIZED CONSTRUCTION ENTRANCE DETAIL**  
N.T.S.

**SEWER NOTES:**  
PER THE REQUIREMENTS OF "STANDARDS OF DESIGN AND CONSTRUCTION FOR SEWERAGE AND WASTEWATER TREATMENT FACILITIES."

**GRAVITY SEWER CONSTRUCTION MATERIALS (Env-Wq 704.05)**

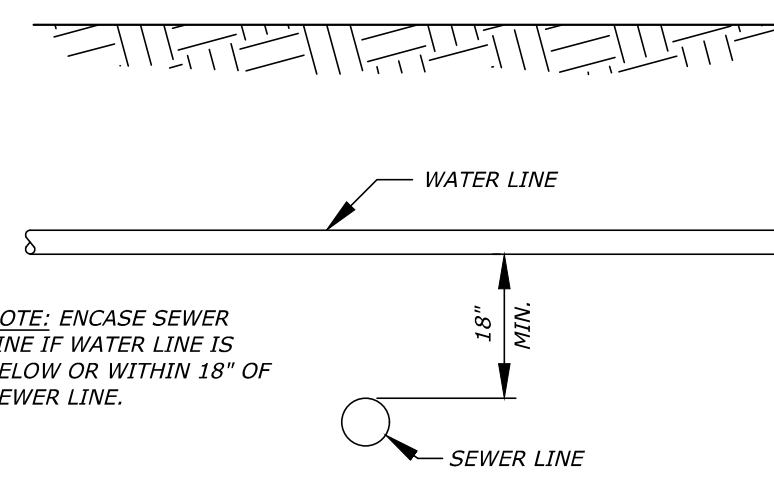
- (C) PLASTIC GRAVITY SEWER PIPE AND FITTINGS SHALL BE 8 INCH PVC SDR 35 SEWER PIPE (EXCEPT SEWER SERVICE SHALL BE 6\"/>
- (D) PLASTIC SEWER PIPE SHALL HAVE A PIPE STIFFNESS RATING OF AT LEAST 46 PSI AT 5 PERCENT PIPE DIAMETER DEFLECTION, AS MEASURED IN ACCORDANCE WITH ASTM D2412-02 DURING MANUFACTURE.
- (E) JOINT SEALS FOR PVC PIPE SHALL BE OIL RESISTANT COMPRESSION RINGS OF ELASTOMERIC MATERIAL CONFORMING TO ASTM D3212-96(c)(2003) AND SHALL BE PUSH-ON, BELL AND SPIGOT TYPE.

**GRAVITY SEWER PIPE TESTING REQUIREMENTS (Env-Wq 704.06)**

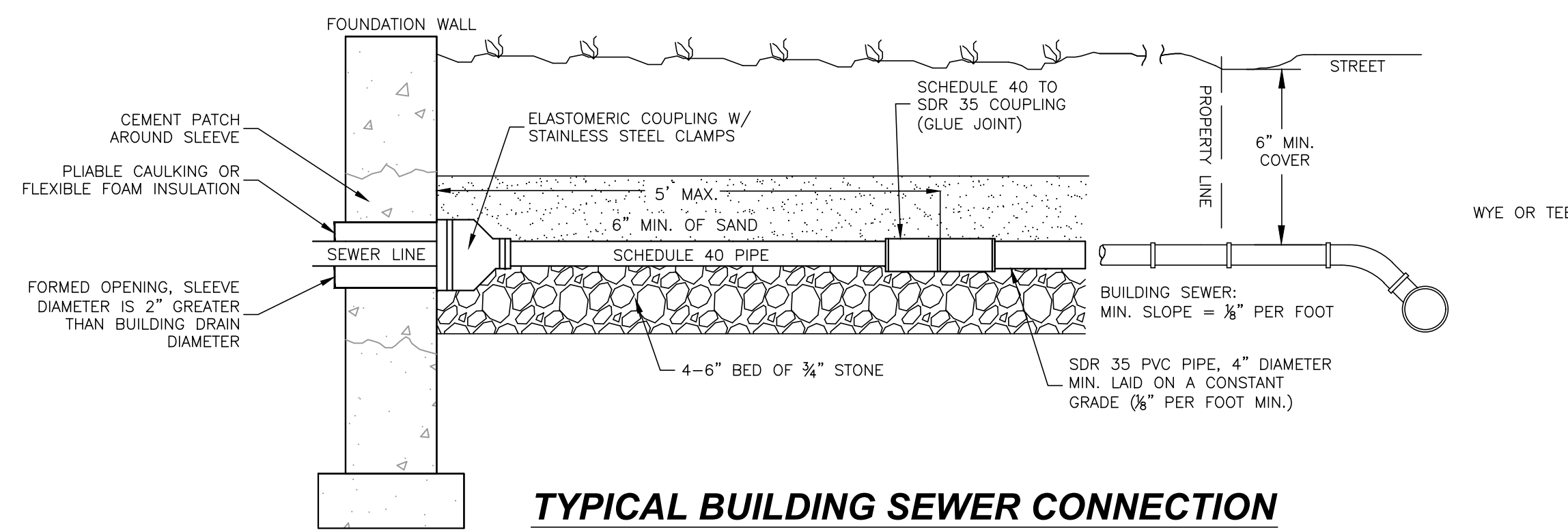
- (A) ALL NEW SEWERS SHALL BE TESTED FOR WATER TIGHTNESS BY THE USE OF LOW-PRESSURE AIR TESTS.
- (B) LOW-PRESSURE AIR TESTING SHALL BE IN CONFORMANCE WITH:
  - (1) ASTM F1417-92(2005) "STANDARD TEST METHOD FOR INSTALLATION ACCEPTANCE OF PLASTIC GRAVITY SEWER LINES USING LOW-PRESSURE AIR"; OR
  - (2) UNI-BELL PVC PIPE ASSOCIATION UNI-B-6, "LOW-PRESSURE AIR TESTING OF INSTALLED SEWER PIPE" (1998).
- (C) ALL NEW GRAVITY SEWERS SHALL BE:
  - (1) CLEANED AND VISUALLY INSPECTED USING A LAMP TEST AND BY INTRODUCING WATER TO DETERMINE THAT THERE IS NO STANDING WATER IN THE SEWER AND;
  - (2) TRUE TO LINE AND GRADE FOLLOWING INSTALLATION AND PRIOR TO USE.
- (D) ALL PLASTIC SEWER PIPE SHALL BE VISUALLY INSPECTED AND DEFLECTION TESTED NOT LESS THAN 30 DAYS NOR MORE THAN 90 DAYS FOLLOWING INSTALLATION.
- (E) THE MAXIMUM ALLOWABLE DEFLECTION OF FLEXIBLE SEWER PIPE SHALL BE 0.9% PERCENT OF AVERAGE INSIDE DIAMETER. A RIGID BALL OR MANDREL WITH A DIAMETER OF AT LEAST 95% OF THE AVERAGE INSIDE PIPE DIAMETER SHALL BE USED FOR TESTING PIPE DEFLECTION. THE DEFLECTION TEST SHALL BE CONDUCTED WITHOUT MECHANICAL PULLING DEVICES.

**PROTECTION OF WATER SUPPLIES (Env-Wq 704.19)**

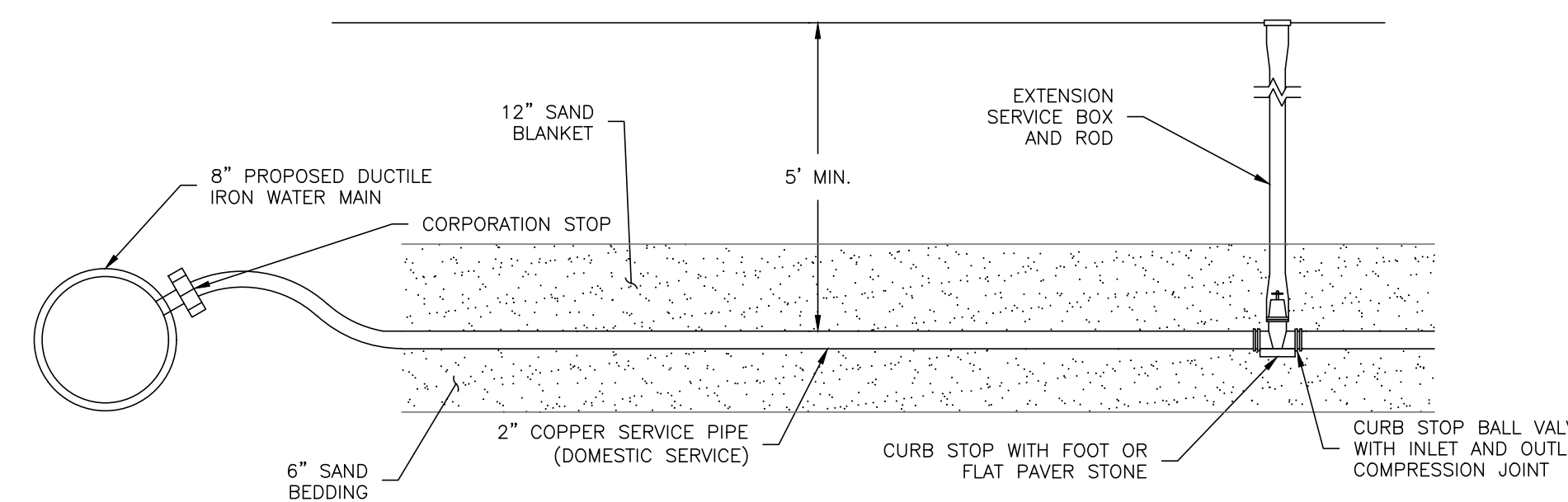
- (C) SEWERS SHALL BE LOCATED AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAIN.
- (D) A DEVIATION FROM THE SEPARATION REQUIREMENTS OF (A) ABOVE SHALL BE ALLOWED WHERE NECESSARY TO AVOID CONFLICT WITH SUBSURFACE STRUCTURES, UTILITY CHAMBERS, AND BUILDING FOUNDATIONS, PROVIDED THAT THE SEWER IS CONSTRUCTED IN ACCORDANCE WITH THE FORCE MAIN CONSTRUCTION REQUIREMENTS SPECIFIED IN Env-Wq 704.08.
- (E) WHENEVER SEWERS MUST CROSS WATER MAINS, THE SEWER SHALL BE CONSTRUCTED AS FOLLOWS:
  - (1) VERTICAL SEPARATION OF THE SEWER AND WATER MAIN SHALL BE NOT LESS THAN 18 INCHES, WITH WATER ABOVE SEWER; AND
  - (2) SEWER PIPE JOINTS SHALL BE LOCATED AT LEAST 6 FEET HORIZONTALLY FROM THE WATER MAIN.



**WATER/SEWER CROSSING**  
N.T.S.



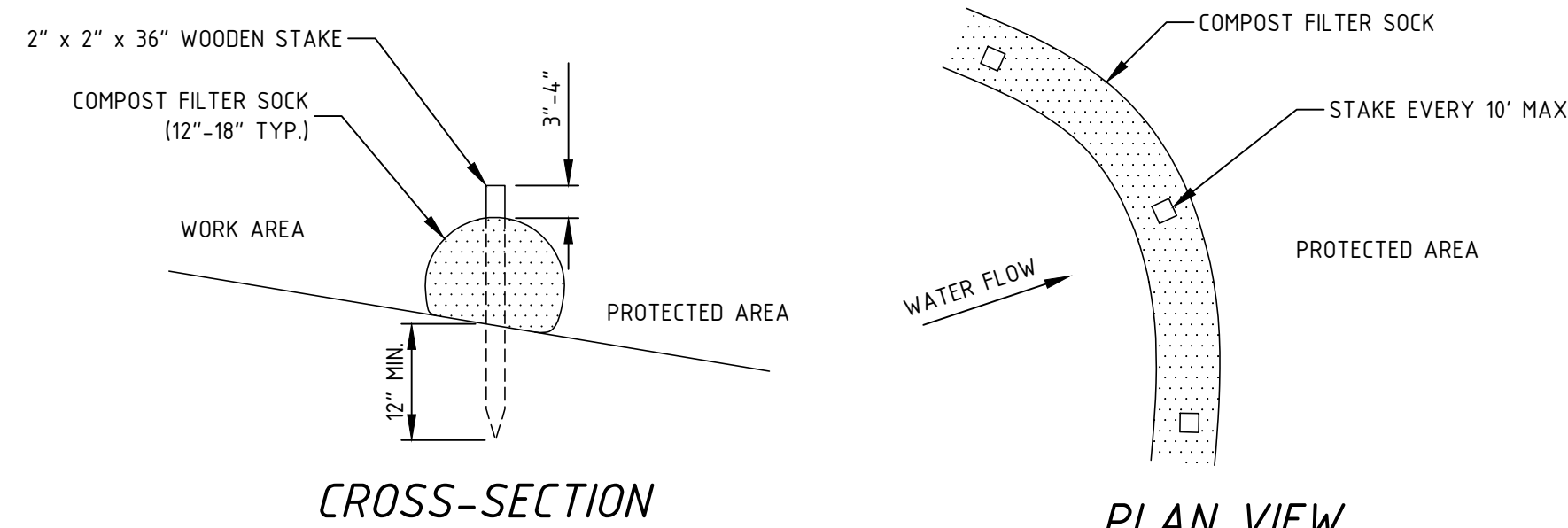
**TYPICAL BUILDING SEWER CONNECTION**  
N.T.S.



**TYPICAL WATER SERVICE CONNECTION**  
N.T.S.

**NOTES:**

1. COORDINATE ALL WORK WITH TOWN OF HUDSON.
2. ALL WORK TO BE IN ACCORDANCE WITH TOWN OF HUDSON SPECIFICATIONS.
3. ALL TAPS SHALL BE MADE AT 2 AND 10 O'CLOCK (APPROX.).
4. NO COUPLINGS SHALL BE ALLOWED IN ROADWAY WITHOUT PRIOR APPROVAL BY ENGINEER.



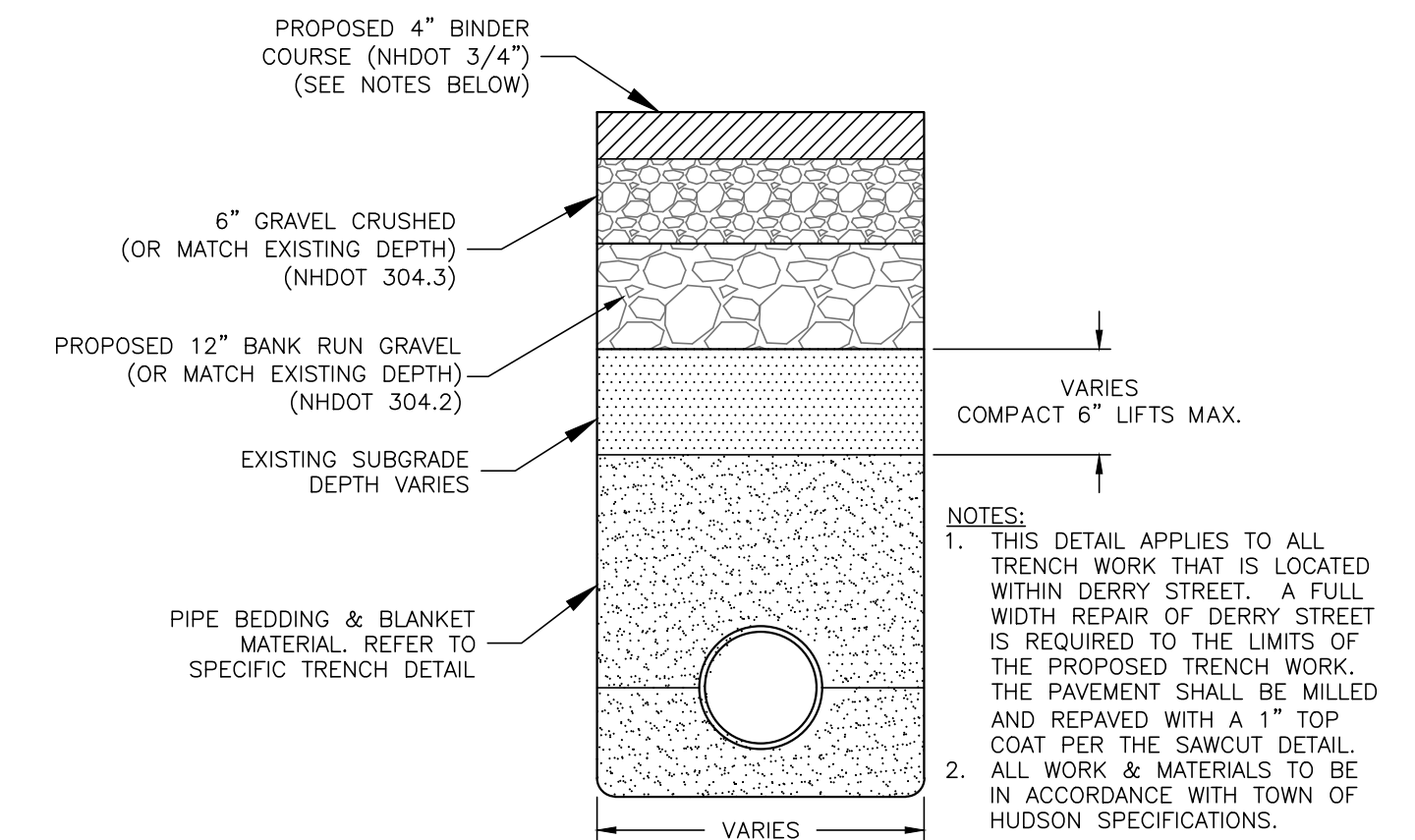
**CROSS-SECTION**

**PLAN VIEW**

**NOTES:**

1. ALL COMPOST MATERIAL TO MEET MANUFACTURER'S SPECIFICATIONS.
2. FILTER SOCKS SHOULD BE INSTALLED FOLLOWING EXISTING CONTOURS.

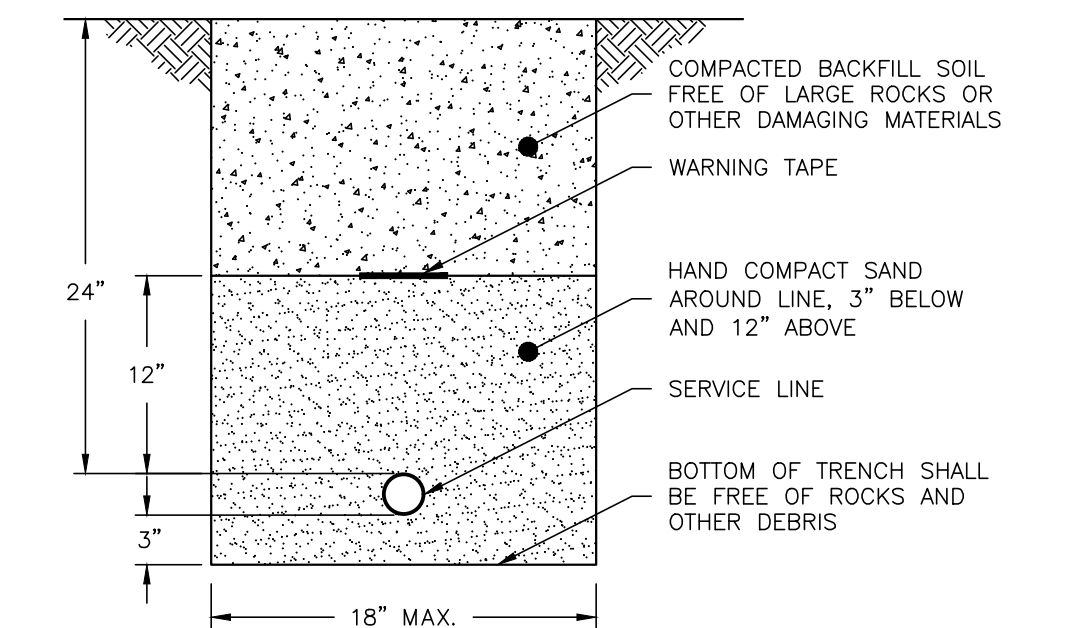
**COMPOST FILTER SOCK DETAIL**  
N.T.S.



**TEMPORARY DERRY STREET TRENCH RECONSTRUCTION DETAIL**  
N.T.S.

**NOTES:**

1. THIS DETAIL APPLIES TO ALL TRENCH WORK THAT IS LOCATED WITHIN DERRY STREET. A FULL WIDTH REPAIR OF DERRY STREET IS REQUIRED TO THE LIMITS OF THE PROPOSED TRENCH WORK. THE PAVEMENT SHALL BE MILLED AND REPAVED WITH A 1\"/>
2. ALL WORK & MATERIALS TO BE IN ACCORDANCE WITH TOWN OF HUDSON SPECIFICATIONS.



**GAS SERVICE TRENCH DETAIL**  
N.T.S.

**horizons Engineering**  
MAINE • VERMONT • NEW HAMPSHIRE

**DUMONT REALTY & DEVELOPMENT, LLC.**  
SUBDIVISION PLAN  
HUDSON, NEW HAMPSHIRE

**CONSTRUCTION DETAILS**

NO.	DATE	REVISION DESCRIPTION	ENG	DWG

DATE: 5/6/21 PROJECT #: 21551  
 ENG'D BY: AWS/MJS DRAWN BY: AWS  
 CHECK'D BY: MJS ARCHIVE #: H-  
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**PRELIMINARY NOT FOR CONSTRUCTION**

DATE OF PRINT  
MAY 06 2021  
HORIZONS ENGINEERING



## Dubowik, Brooke

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**From:** Xenophon Vurgaropoulos <xen.vurgaropoulos@gmail.com>  
**Sent:** Friday, April 30, 2021 5:31 PM  
**To:** Planning; ~BoS  
**Subject:** Hudson Logistic Center - Amazon, will they really be a "Good Neighbor"?

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

Good afternoon Hudson Planning Board and Board of Selectman,

Over the last year, we have heard from Hillwood Enterprises, Amazon, and Langan Engineering & Environmental on how great and successful this project will be, but there are many residents that feel their concerns are not being heard or are being rushed past.

I respectfully ask that the Planning Board and the Board of Selectman please review the Traffic Impact to Hudson with the "Common Sense" view rather than Computer Models and Promises from the Applicant. **(Remember all they want to do is make money regardless of the impact on our town.)**

Please do not rush the deliberation process, from the public perspective it appears that Hillwood is being very forceful and threatening (bullying) to the town during public meetings in order to try and make the Planning Board rush the decision.

Remember the Hudson Planning Board is the one in the position to dictate to them "The Applicant" when the deliberations will be completed regardless of how long the process takes. The Town does not owe them anything, they are the ones seeking permission to change the Hudson forever.

**The length of time the Planning Board takes does not mean the Town is now indebted or owes them approval for the project or any aspect of it.**

Whether the town approves or denies the project, the applicant should respect the deliberation process and stop trying to tell the Town how it is going to conduct business as they are the guest and the ones who are seeking approval for a project that will most likely make it into the record books.

The people of the town appreciate the hard work you are putting into this process, and we do know it a very hard and complicated project.

Thank you,  
Xen Vurgaropoulos

**Please review some of the issues below that other Amazon Facilities are experiencing even though they were following their "Expert" Peer Review Consultants and the "Promises" made by Amazon.**

**Northborough, Massachusetts is experiencing some serious issues with Accidents and Traffic, please look at this news article from Channel 5 WCVB dated April 26, 2021.**

## Northborough residents frustrated with truck traffic using local streets

240  
Shares



WCVB 5

Updated: 6:29 PM EDT Apr 26, 2021

Infinite Scroll Enabled



Ted Wayman  
Reporter



NORTHBOROUGH, Mass. —

Residents in the town of Northborough are expressing concerns about the frequency of large Amazon tractor-trailers passing through the small, neighborhood roads in the Worcester County community.

The Amazon facilities in Northborough encompass two buildings comprising approximately 600,000 square feet of warehouse space.

They welcomed the company and the 500 jobs it added in 2020.

In the past year, residents have documented how drivers for the retail giant often ignore rules to stay away from the town's high school on Bartlett Road.

Residents say jackknifed tractor-trailers have turned into road closures, school buses have been squeezed down roads, and some of the big trucks have run over parts of front lawns.

"I don't see fighting against (commercial properties), but asking them to be good neighbors is reasonable," resident Rachel Jackson says.

Amazon agreed to keep its trucks on the Interstate 495 end of Bartlett Road, but trucks often find themselves on the wrong side of the road.

The high school's track team is no longer allowed to run on the road due to the truck traffic.

The issue has been raised with the town administrator.

"One of the issues was a lack of signage, directing the trucks to the appropriate routes, and a lack of driver training," John Coderre says. "Those are two things we've worked on for the last month or two."

## Milford, Massachusetts admits that they are less than good neighbors.

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

**MILFORD, Mass.** — Many Amazon customers said they appreciate the ease and expedience of ordering from the online retail giant.

**But people who live in Milford would argue that living in a town with a distribution facility is an entirely different story because of the traffic congestion it is creating. "It's just consistent, backed up traffic. If we knew it was going to be like this, I don't think we would've allowed it in the town," said resident Michael Rooney.**

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

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

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

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

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

"You can imagine what happens when you have a small town police force," Buckley said. "It can be overwhelming to always be there, to always be at these intersections." The town's issues with Amazon have come up at meetings of the Board of Selectmen and in separate conversations with the company's representatives.

**"Typically, what they'll say is, 'Go talk with our contractors. Cite them if they're not driving properly,'" Buckley said.**

**"The benefit to taxes and revenue is far less than the (negative) impact that they're having on our community and quality of life."**

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

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

<https://www.milforddailynews.com/news/20200214/milford-turns-to-state-for-help-with-amazon-troubles>

## Milford turns to state for help with Amazon troubles



**TOPLINE:** Milford officials call ongoing conflict with Amazon executives “a David and Goliath-type situation,” and remain dissatisfied with the online retail company’s response to town criticism of the impact from their Industrial Drive warehouse and hundreds of delivery vehicles.

**A LITTLE BACKGROUND:** For months, residents have been reporting what several have characterized as dangerous behavior on the east side of town, from the drivers of cars, vans and tractor-trailers delivering packages for Amazon. Officials have publicly shamed the company, which has sent representatives to a couple of public meetings. At the beginning of January, the Board of Selectmen demanded information from the company on its operations in town, as well as an action plan to deal with the problems, and a community impact plan to help recoup what local police and building departments have spent or will need to spend to try to keep the drivers in check.

### **FOUR NEW DEVELOPMENTS:**

Milford turns to the state Legislature. Selectmen voted to ask their elected state representatives to file a bill requesting Amazon agree to community impact plans with any city or town with which the retail giant works. That directive is expected to appear on a Town Meeting warrant for a broader resident vote.

Not all Amazon parking got the town’s green light. In a unanimous vote, the Milford Planning Board “adamantly disagrees” with zoning opinion letters from lot owners regarding parking at three addresses in town. The board only approved one of those sites, Quarry Plaza on 196 East Main St., and called the others – at 300 Fortune Boulevard and 9 Industrial Road – zoning violations.

Officials take ride-alongs. Town officials and Amazon representatives conducted a pair of “ride-alongs,” in which they observed traffic on the east side of town together. Town Administrator Richard Villani called the rides “enlightening,” and said he saw fire lanes blocked and red lights ignored.

Amazon responds. An Amazon representative answered some of selectmen's questions, but board Chairman William Buckley said he felt the responses were incomplete and dismissive. Selectman William Kingkade Jr. called the representative's count of 268 "Amazon-branded vans" in town "cute," and wondered how many unbranded vans there are.

**CRUCIAL QUOTES FROM THE CHAIRMAN:**

**"It seems like now they're just throwing up their hands and leaving a very small police force the issue of dealing with all of the violations that Amazon drivers are displaying," Buckley said, adding that Amazon representatives told local police to cite vehicles violating traffic laws. "I keep saying it. Somebody's going to get hurt. I hope I'm wrong, but it's a matter of time."**

**"Through their contractors, they flaunt our planning process and bylaws with complete disregard for our residents," Buckley said. "This process is not by accident, but part of a corporate culture that's designed to shield them from responsibilities for terminals (parking lots) and drivers."**

**"We know there are many, many more than that," Buckley, responding to an Amazon representative's claim that there are 268 Amazon-branded vans registered and garaged in Milford.**

**The sole parking lot to get Planning Board approval was expected to give 500 parking spots to Amazon subcontractor vehicles, though that number also included personal cars of drivers.**

**TANGENT:** There are two more parking lots and a distribution facility on the horizon in Milford.

**Milford's Planning Board approved, reluctantly and with conditions,** a 400-plus-space parking lot north of the Interstate 495 ramps called Platinum Way, while another pair of lots off Beaver Street have started the permitting process. Read more about those projects here and here.

Last week, representatives for the new owners of a former glass bottle factory on National Street said the renovated property could very well become another distribution facility.

**Town officials appeared worried such a facility could bring truck traffic to a new part of town.**

## Dubowik, Brooke

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**From:** sunny10997@aol.com  
**Sent:** Sunday, May 2, 2021 3:50 PM  
**To:** Planning; BOSpublicInput  
**Subject:** Logistics center

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

All board members,

*Do we have the correct information about the timing of the approval of the Logistics center in that it could possibly be voted on May 5, 2021?*

*Why would this agenda item be considered before the appeal for the sewer allocation May 11 has been addressed ? Isn't that putting the cart before the horse? Our understanding was that all issues pertaining to this project would be resolved before rendering a final decision.*

*Up to this point you have all taken your time and examined, questioned, and sought clarification for your concerns, please continue with your diligence in the final stages of this project.*

*We deeply believe Hudson is not the best location for this potentially fourth largest project.*

*Thank you .*

*Peter and Dorene Krauss  
7 Jacqueline St  
Hudson, NH  
889-8746*

## Dubowik, Brooke

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**From:** Hudson New Hampshire <noreply@hudsonnh.gov>  
**Sent:** Sunday, May 2, 2021 4:41 PM  
**To:** Dubowik, Brooke  
**Subject:** Form submission from: Contact a Board or Committee

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

Thank you. Your submission has been received. Submitted on Sunday, May 2, 2021 - 4:40pm Form: Contact a Board or Committee Form ID: 42624 Submission ID: 21871 Your Contact Information

First Name RITA

Last Name BANATWALA

Phone Number

Email ritamrsb@gmail.com

Select the Board or Committee you would like to contact Planning Board

Question/Comments you'd like to share

Dear Planning Board,

As you continue to deliberate over the many facets of the proposed Hudson Logistics Center and its impact on the Hudson Community, please look into the potential noise levels again.

I request that you really consider the noise issues of the proposed Hudson Logistics Center. I may be wrong, but it seems as if they were glossed over. The sound study presented is inadequate. There has been no concern about the possible noise levels going towards the river and then amplified north and south over the water. In fact the noise meter was on the eastern end of the property where there are more trees, and a berm in the design to absorb some of the noise.

I did bring this up previously when the noise study was presented, but no further information or questions have been raised or answered in regard to possible noise levels.

Please request a more complete noise study, checking for noise levels in various directions from the site from various points of interest.

Thank you for all your time and efforts. This is a huge project and your time is valuable.

All the Best,  
Rita Banatwala  
Hudson Resident

## Dubowik, Brooke

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**From:** Hudson New Hampshire <noreply@hudsonnh.gov>  
**Sent:** Sunday, May 2, 2021 4:29 PM  
**To:** Dubowik, Brooke  
**Subject:** Form submission from: Contact a Board or Committee

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

Thank you. Your submission has been received. Submitted on Sunday, May 2, 2021 - 4:29pm Form: Contact a Board or Committee Form ID: 42624 Submission ID: 21861 Your Contact Information

First Name RITA

Last Name BANATWALA

Phone Number

Email ritamrsb@gmail.com

Select the Board or Committee you would like to contact Planning Board

Question/Comments you'd like to share

Hello Everyone,

I have been digging to understand what a non-sort distribution center really is. The applicatnt has been clear that the one building in the plan will only contain large, non-sort items. However, now I realize that large non-sort items are anything that does not fit into the sorting totes which are typically 18x24 inches. Therefore, a non-sort distribution center is a last mile facility for large items or odd items. This is what is proposed for the Hudson Logistics Center. The distribution may be in box trucks, not in the blue vans, but it is going to people's homes or businesses.

I gathered information and put the following article together. I hope it helps with your understanding.

What is a Non-Sort Distribution Center?

A non-sort distribution center is what is proposed for the buildings in Hudson, NH. We hear about robots retrieving items and transporting them to fulfill an on-line order. However, according to an essay by Mills Snell, "ONE DAY AT AMAZON: IN THE BELLY OF THE BEAUTIFUL BEAST", only items that fit in an 18x24 inch tote are sortable.

Therefore, many items ordered on-line come from a non-sort distribution center. These non-sort facilities tend to contain large or awkward items for shipping. They do not easily go on conveyor belts for sorting or fit into the order totes.

Workers pick the items for packing and shipping. The items may be large and heavy, as well as just oddball items. They include bulky items such as patio furniture, grills, strollers, outdoor equipment, rugs, bulk cleaning supplies, paper goods, pet food, and outdoor sports equipment: kayaks, fishing gear, skis. The items may be large and heavy, as well as just oddball or cumbersome items. All sorts of items that you may buy online.

Because of the size and weight of some of these items in a non-sort facility, the facility relies on Powered Industrial Equipment, which are machines similar to fork-lifts. Does this raise any noise and pollution issues?

Since many items sent from a non-sort facility involve delivery scheduling. Some facilities are becoming more versatile and are offering both shipment and customer pickup.



Now, after having a better idea about what a non-sort distribution center is like, more questions arise:  
Will toxic chemicals or highly flammable materials sit in the distribution center?  
What is the expected inventory turnover rate?  
Will a pickup facility exist in the future bringing an increase of customer traffic?

Resources:

ONE DAY AT AMAZON: IN THE BELLY OF THE BEAUTIFUL BEAST An essay by Mills Snell.

<https://www.permanentequity.com/writings/one-day-at-amazon>

Berkshire Grey 2020

[https://go.berkshiregrey.com/ecommerce-fulfillment.html?utm\\_campaign=fulfillment&utm\\_medium=paidsearch&utm\\_source=google&gclid=Cj0KCQjwse-DBhC7ARIsAI8YcWKpcQvffs\\_ZItOpNFNgfuzGg811IhWH4-6JcUa0avRI730OcNxu8IaAhnEALw\\_wcB](https://go.berkshiregrey.com/ecommerce-fulfillment.html?utm_campaign=fulfillment&utm_medium=paidsearch&utm_source=google&gclid=Cj0KCQjwse-DBhC7ARIsAI8YcWKpcQvffs_ZItOpNFNgfuzGg811IhWH4-6JcUa0avRI730OcNxu8IaAhnEALw_wcB)

Leadership in Global Supply Chain and Logistics Consulting

[https://www.mwpvl.com/html/amazon\\_com.html#:~:text=Non%2Dsortable%20fulfillment%20centers%20generally,conveyor%20belt%20for%20automated%20sortation.](https://www.mwpvl.com/html/amazon_com.html#:~:text=Non%2Dsortable%20fulfillment%20centers%20generally,conveyor%20belt%20for%20automated%20sortation.)

glassdoor.com

<https://www.glassdoor.com/Reviews/Employee-Review-Amazon-RVW4954790.htm>

okctalk.com

<https://www.okctalk.com/showthread.php?t=45881>

krem.com

<https://www.krem.com/article/news/local/amazon-fulfillment-center-opening-spokane-valley-2021/293-03a1f66e-d709-4c63-b803-a7f388212866>

The Inner Workings of Amazon Fulfillment Centers – Part 1, October 22, 2019 by Christoph Roser

<https://www.allaboutlean.com/amazon-fulfillment-1>

## Dubowik, Brooke

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**From:** Christopher Thatcher <clthatch@gmail.com>  
**Sent:** Monday, May 3, 2021 9:18 AM  
**To:** ~BoS; Planning  
**Subject:** NH Jobs

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

These jobs will not be NH jobs.

[https://manchesterunionleader-nh.newsmemory.com/?token=b6fd4ad2dcf50c5ea6d2f4dc5d551a7d\\_608eb16e\\_a7f4a1d&selDate=20210502&goTo=A01&artid=4&utm\\_source=emailMarketing&utm\\_medium=email&utm\\_campaign=email+stats](https://manchesterunionleader-nh.newsmemory.com/?token=b6fd4ad2dcf50c5ea6d2f4dc5d551a7d_608eb16e_a7f4a1d&selDate=20210502&goTo=A01&artid=4&utm_source=emailMarketing&utm_medium=email&utm_campaign=email+stats)

## **HIRING WOES GET WORSE Help wanted — everywhere NH companies say it's harder than ever to fill vacant jobs**

**By Michael Cousineau**

New Hampshire Union Leader

DURING THE “most challenging” time to find workers, Tim Baines has a secret weapon. When the Manchester restaurant owner is short on staff at one eatery, he can tap a second one he owns for help. A business partner, Bob Scribner, who owns two other city businesses — The Wild Rover Pub & Restaurant and Mc-Garvey’s Saloon — also shares staff.

“I’d say right now 12 to 13 people are wearing multiple hats between establishments,” said Baines, who owns Mint Bistro and co-owns Elm House of Pizza.

Having a pool of 100 workers among the four businesses is allowing the owners to consider providing more benefits, easier than if they were completely separate — and a good way to attract and retain employees.

“I do believe it would give us a competitive advantage,” Baines said.

Employers across industries are combating hiring woes they say are as difficult or worse than before the pandemic.

“The candidate pool shortage is something I’ve never seen in 20 years, not even in the most booming economy,” said Barry Roy, regional president of the Robert Half staffing agency, which has three New Hampshire offices.

The firm places professionals in finance, legal, human resources and tech positions.

Finding people for technology and manufacturing jobs is just as tough as before the pandemic, said Justin Gerwien, with staffing agency Aquinas Consulting. More employers are offering relocation bonuses to entice job seekers, he said.

Companies are “much more flexible in hybrid schedules,” Gerwien said in an interview during a recent virtual technology job fair organized by the New Hampshire Tech Alliance.

“People will have more flexibility.”

### **Working to find workers**

Flexibility will be key to winning over the hearts of many workers.

A national survey found that 87% of American workers who have been working remotely during the pandemic prefer to continue working remotely at least one day a week. Among all workers, 68% said a hybrid workplace model is ideal, according to a Prudential's Pulse of the American Worker Survey conducted in March.

Job openings are up statewide and unemployment is trending down.

There were nearly 500 more online ads for New Hampshire jobs in February and March than in the same timeframe in 2020, an increase of almost 2%, according to Burning Glass Technologies and New Hampshire Employment Security.

"I don't know anyone who isn't looking for workers right now," Gov. Chris Sununu told reporters recently.

Health care had the most openings, more than 5,000, but about 100 fewer than the previous year. Retail-type job openings were down almost 700 but still ranked second at about 3,150. Third-ranked manufacturing also saw 375 fewer job ads.

On the flip side, more ads could be found for positions in accommodation and food services, educational services and information fields.

The most sought-after employee type was registered nurses, with 1,200 advertised openings.

### **Hiring outlook cloudy**

Roy doesn't expect the hiring situation to improve much.

"I think we're going to continue to see more jobs than people available for those jobs," he said.

Salaries continue to rise for highly skilled positions, so companies need to offer competitive wages. Employers "really have to move a heck of a lot quicker" than normal, progressing through the interview process to making an offer, or they risk losing a worthy hire, he said.

The state's jobless rate spiked above 17% in April 2020 at the start of the pandemic. Last month, it was down to 3%, nearly matching the March 2020 mark.

About 11,840 fewer residents were working in March compared to the previous year — a combination of 2,340 more unemployed and 9,500 fewer people in the workforce. Some people are earning less money or working fewer hours than before the pandemic struck.

Jim Roche, president of the Business and Industry

Association of New Hampshire, recently wrote to the governor asking to reinstate a requirement that people collecting unemployment benefits search for work.

"Many BIA members in full hiring mode are frustrated over the lack of response to their postings for open positions," Roche wrote Sununu.

The governor later announced the return of the search-for-work requirement.

Starting May 23, Employment Security will resume requiring claim filers to conduct a weekly work search as a condition for being considered eligible for unemployment benefits.

"This requirement will include contacting hiring employers as well as conducting reemployment activities designed to prepare you for returning to work," the department's website stated.

People getting jobless benefits are receiving an extra \$300 a week in enhanced federal benefits through early September, for a maximum \$727 a week. The average weekly payment in March was \$577.26 in New Hampshire.

The state has scheduled 10 virtual job fairs during May to help unemployed Granite Staters find work. Those job fairs will be held before the work search requirement goes back into effect.

### **Tougher to fill openings**

Hanover-based Hypertherm, which employs 1,200 in the Hanover-Lebanon area, has about 100 job openings in New Hampshire, more than before the pandemic.

"It's greater now as demand for our products is exceptionally high and continuing to grow," said communications manager Michelle Avila.

Hiring is proving more difficult for the manufacturer of plasma and waterjet cutting systems and software.

"Definitely more challenging now due to the tightened labor pools created by increased employer demand and decrease in available talent supply looking for opportunity," Avila said.

But not everyone is struggling. GDS Associates, a consulting and engineering firm with an office in downtown Manchester, was looking for potential job hires at the virtual job fair to fill an opening for an energy efficiency engineer.

“We’re still receiving qualified responses,” said project coordinator Jennifer Thornton. “We’re not receiving responses written in crayon.”

### **Biggest job gains**

The occupations that added the most workers over the past year were professional, scientific and technical services, which gained 2,000 workers from March 2020 to last March.

“The prof/sci/tech services has been a growing sector and is a strength of our economy,” said Brian Gottlob, director of the state’s Economic and Labor Market Information Bureau.

“In addition, a high percentage of these jobs can be done remotely and thus did not suffer the kind of reductions associated with industries that require high levels of personal interactions and contact and that were most affected during the pandemic,” he said in an email.

Transportation and warehousing registered the second-highest gain, with 900 more jobs.

They “benefit from the acceleration of the trend toward online retailing during the pandemic that has required more delivery warehouse, logistics, shipping and delivery workers,” Gottlob said.

Hiring remains difficult for many restaurants.

Madear’s Southern Eatery & Bakery in Pembroke filled two openings in the same day recently after posting for workers a few months ago on Facebook, as well as advertising on Craigslist and Indeed.

Co-owner Robb Curry said part of the hiring difficulty might be a “generational thing.”

“It’s also the idea with stimulus and the unemployment extension, that does not help at all,” he said.

Servers are being paid \$10 an hour plus tips, which on any given day can raise their total hourly pay to between \$45 and \$65 an hour, often for a five-hour shift, he said.

The idea, Curry said, is “to get as close to a living wage as we can.”

It’s much harder, he said, to hire now than before the pandemic, when his restaurant operated in Manchester.

“People just don’t show up. We’ll set up an interview. They don’t show up for an interview. You offer the positions, and they don’t show up after,” Curry said, repeating what employers said before the pandemic.

Some of his employees quit to “protect” a second, better job because media coverage over the risks of eating indoors in a restaurant produced “a scarlet letter” for dining places, Curry said.

### **It’s still a process**

Not every job seeker is finding success right away.

Shen, a student who will graduate in May from Southern New Hampshire University with a master’s degree in information technology, hopes to land an IT job.

He already has sent more than 60 resumes, received 10 responses and secured one interview.

Potential employers at the job fair told him to email them his information.

“I’m trying to optimize my resume” during the job fair, said Shen, who didn’t want to give his last name.

“I’m willing to relocate anywhere in the U.S., but I prefer to stay in New Hampshire because there is no income tax in New Hampshire,” he said.

What’s Working, a series exploring solutions for New Hampshire’s workforce needs, is sponsored by the New Hampshire Solutions Journalism Lab at the Nackey S. Loeb School of Communications and is funded by Eversource, the New Hampshire Charitable Foundation, Dartmouth-Hitchcock Medical Center, the New Hampshire College & University Council, Northeast Delta Dental and the New Hampshire Coalition for Business and Education. Contact reporter Michael Cousineau at [mcousineau@unionleader.com](mailto:mcousineau@unionleader.com). To read stories in the series, visit [unionleader.com/whatsworking](http://unionleader.com/whatsworking).

## Dubowik, Brooke

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**From:** John Dubuc <johnnygd24@gmail.com>  
**Sent:** Tuesday, May 4, 2021 7:49 PM  
**To:** Planning; ~BoS; Groth, Brian; Malizia, Steve  
**Subject:** HLC Project  
**Attachments:** JDubuc\_BOS\_April27\_2021\_Comments\_Final.pdf

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

Good Evening All,

I have attached the information that I spoke about at the last Board of Selectmen meeting.

I am concerned that the decision to approve this project has already been made and any more discussion, decisions and compromises for the Hillwood\Amazon project will not address most of the concerns that I have brought up for the last year. I was discouraged leaving the last Planning Board meeting after hearing the approval of all of Hillwoods waivers that they asked for. There were two Planning Board members who disagreed with the waiver for a decreased amount of parking spots yet one of the members voted for it (even after disagreeing with it), this makes no sense to me.

I was also disappointed with the discussion of sidewalks and crossing lights to help residents safely cross Lowell Road which will undoubtedly undergo a widening to make room for the massive amount of traffic this project will bring. This discussion was shut down with concerns of interfering with the traffic study that did not account for any crossing lights. Why would you not force crossing lights and force a new traffic study to account for both the crossing lights and the sidewalks. Is Hudson more concerned about traffic than the safety of the public that will try to safely cross the new Lowell Road Superhighway?

The Sound wall was also tabled with a Planning Board member stating that all Hillwood needs to supply is Screening. This statement is so wrong, the Planning Board can require screening to block the buildings by stating that they believe that this is reasonable, do not let Hillwood tell you what is reasonable. You have the ability and the need to ensure the wall is built correctly to protect the abutters.

A Hudson's Staff Report provided by Brian Groth stated that "Both the applicant and project opponents have submitted testimony from Planning Consultants (John Krebs and Carol Ogilvie, respectively). These documents present competing opinions which staff recommends the Board assess during its deliberations." I have heard no discussion regarding these competing opinions. I would hope that each competing opinion will be discussed in detail. I also want to state that it cannot only be the developer that is correct 100% all of the time, this is my feeling with much of the discussion and votes that have been taken on this project.

Lastly, I have included in my letter information regarding the Riverview Project and Ramps leading into the project. The DOT agreed to approve the Ramps if the developer showed a benefit. We all know that ramps leading into the development would absolutely be a benefit to the Town and Residents. You have the right, the ability and the means to require these ramps. The Fall River Amazon project "PAID FOR" ramps that lead into and out of that project. Why is this good for Fall River but not for Hudson?

There are so many unanswered questions and concerns from your residents. Please keep working on this and do not rush this through. Hudson took more time discussing the Sam's Club Project than you have this project

when public comments closed. Even a month of discussion cannot go over all of the information that needs to be discussed in a project this size.

I am passionate about saving the Town that I love. As the Former Town Engineer Michael Gospoderek stated in 1991 regarding the Sam's Club Project "Can it be expected that a decision that could affect the Town of Hudson for the next fifty years be made in three weeks" We are not much further than those three weeks in this project decision making progress, I hope that next week is not the final decision. Mr. Gospoderek's words ring as true today as it did 20 years ago, a three-week decision to impact the town for over 50 years, please do not approve this project on May 5, 2021!

Thank you,  
John Dubuc

--  
John Dubuc

Good Evening Selectboard Members,

My name is John Dubuc and I live at 11 Eagle Drive.

I wanted to begin by stating it is difficult to keep speaking at these meeting and not being heard by some of you, nevertheless I know the importance of repeating how horrible this HLC project will be for the Town of Hudson and the Residents. From the traffic nightmare with trucks travelling our backroads, the unknown concentration of pollutants that will be floating over our neighborhoods, the unsightly Sound wall and Buildings that my neighbors will be looking at until they sell their homes for a probable loss and the change in the Character of the Town I raised my boys in.

My difficulty has been growing since the April 21 Planning Board meeting. I left that meeting feeling that the concerns of the residents never have any impact or make any changes to this project yet all of the requests and variances from Hillwood are voted on positively. Here a few examples:

There was discussion on a waiver for the amount of parking spaces for the facility. Two board members spoke against this waiver yet one of these members voted in favor of the waiver, why have regulations if they are not enforced?

There was little discussion of the Driveway Width or number of driveways. It seemed like just asking for the waiver was good enough.

The Berm/Sound Wall was discussed with good questions about raising the height of the sound wall. I was shocked when a planning board member stated that the developer only needed to add screening, how is this taking the concerns of the residents seriously. I want to thank some board members for speaking about the need to build a better wall but in the end I feel like the neighbors' concerns were dismissed. How does a board just grant less parking spots, a second driveway and a narrow driveway but can't add requirements to fix this under designed sound wall. The material of the sound wall was also discussed and the developer stated that wood is an appropriate material. The Sound Study clearly states "Appropriate materials of construction for the fence include acoustical metal panels, or other hybrid system specifically manufactured for the purpose." Wood is not an acoustical metal panel or hybrid system.

The Traffic Discussion was also shut down at the Planning Board meeting when there were still outstanding issues as pointed out by a few planning board members. The discussion about having crossing lights went nowhere because it

may interfere with the traffic study. Is Hudson more concerned with the flow of traffic than with residents crossing the Lowell Road Superhighway? Please look into the plans for the Riverplace Project, there were road improvements planned all the way to Town Hall and beyond. The DOT also would allow ramps directly into the project stating "Access off the Sagamore Bridge Road was feasible so long as the developer show a benefit". We know the developer does not want the ramps, they told this to Mr. Coutu. Hudson needs to require ramps for this project. The DOT does not tell the Town what to require for a project, you need to require ramps and tell both the DOT and Hillwood that this is necessary for approval. Fall River has a ramp leading directly in and out of their Amazon Facility that the developer paid for. Why is it good for Fall River and not good for Hudson?

A Hudson's Staff Report stated that "Both the applicant and project opponents have submitted testimony from Planning Consultants. These documents present competing opinions which staff recommends the Board assess during its deliberations." I have heard no discussion regarding these competing opinions. I would hope that each competing opinion will be discussed in detail. I also want to state that the developer cannot be correct 100% of the time, this is how it appears with much of the discussion and votes that have been taken.

Property values were discussed and there was discussion on how could anyone know what impacts property values. Common sense will tell us all that this massive industrial complex will impact the property values on most of the properties surrounding the HLC. You could never enforce this Ordinance if you use the logic, I just stated, we have an ordinance that needs to be enforced and this item was never resolved with a current peer review.

I want to briefly comment on the Sewer Vote that you should reverse tonight. I have three points that are clear and using common sense would allow you to fix this mistake:

1. The HLC project is not in the sewer district
2. The HLC project is not essential for public health, safety and welfare for the town of Hudson. It will never be.
3. Hillwood and Amazon were well aware from the start of this project that this property is outside of the sewer district and should not have access to the sewer. Their plans should have included a septic system design from the beginning and can now include it to provide septic to the development



This project is ripping at the fabric of our town I know that our Boards and residents are trying to do the right thing Hudson. I can tell you that every big project does not do this to a Town, The Riverplace project had a team that came to my neighborhood to work on a berm solution that would benefit both the project and more importantly the residents. I have not seen this interaction with this development. They have not tried to unite the Town.

When we bring up concerns instead of engaging with the residents, we are told that this meets the minimum standard or is reasonable. I hope you understand why the residents are frustrated and vocal, it's our right to be involved in this process. I am not a silent minority that is lurking in the shadows. I have been coming to these meetings for a year alongside many concerned residents and all of you sitting on these boards. I have concerns, have been asking questions that are many times ignored, brushed aside and told that I am wrong by this development. I am on your side, I am with my Selectboard and Town Officials. I am not the enemy but sometimes I am made to feel that way. A great project would unite Hudson but the HLC is dividing us and we need to fix this! A great project team would work with the residents, I have not seen this and I have even witnessed the developer being snappy with board members when difficult questions are not answered to the board members liking.

I want to thank all of you for the opportunity to speak tonight. I hope that I have made a difference and you can see all of the issues that are still outstanding with the HLC. As the Former Town Engineer Michael Gospoderek stated in 1991 regarding the Sam's Club Project "Can it be expected that a decision that could affect the Town of Hudson for the next fifty years be made in three weeks" We are not much further than those three weeks in this project decision making progress, I hope that next week is not the final decision. Mr. Gospoderek's words ring as true today as it did 20 years ago, a three-week decision to impact the town for over 50 years is too fast!

Thank you all again.

## Dubowik, Brooke

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**From:** Rita <ritamrsb@gmail.com>  
**Sent:** Tuesday, May 4, 2021 9:32 PM  
**To:** Planning  
**Subject:** Fwd: Form submission from: Contact a Board or Committee

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

Hello,

For my own understanding, please let me know why my letters to the planning board are not included in the planning board's packet. I thought the deadline was on Tuesday and these were submitted on Sunday via the website.

Thank you,

Rita

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

**From:** Hudson New Hampshire <[noreply@hudsonnh.gov](mailto:noreply@hudsonnh.gov)>  
**Date:** Sun, May 2, 2021 at 4:40 PM  
**Subject:** Form submission from: Contact a Board or Committee  
**To:** <[ritamrsb@gmail.com](mailto:ritamrsb@gmail.com)>

Thank you for contacting us. Your submission has been sent to the members of the Planning Board.

## Dubowik, Brooke

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**From:** Xenophon Vurgaropoulos <xen.vurgaropoulos@gmail.com>  
**Sent:** Tuesday, May 4, 2021 4:36 PM  
**To:** Planning; ~BoS; BOSpublicInput  
**Subject:** Re: Hudson Logistic Center - Amazon, will they really be a "Good Neighbor"?

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

Good afternoon Hudson Planning Board and Hudson Board of Selectman,

I have just reviewed the Packets for both the upcoming Planning Board (5/6) and the Board of Selectman (5/11) meetings and I did not see my attached email that was sent on 4/30/21 included.

I respectfully request that my public comments please be included in upcoming meeting packets.

Thank you,  
Xen Vurgaropoulos  
5 Muldoon St, Hudson, NH 03051

On Fri, Apr 30, 2021 at 5:30 PM Xenophon Vurgaropoulos <[xen.vurgaropoulos@gmail.com](mailto:xen.vurgaropoulos@gmail.com)> wrote:  
Good afternoon Hudson Planning Board and Board of Selectman,

Over the last year, we have heard from Hillwood Enterprises, Amazon, and Langan Engineering & Environmental on how great and successful this project will be, but there are many residents that feel their concerns are not being heard or are being rushed past.

I respectfully ask that the Planning Board and the Board of Selectman please review the Traffic Impact to Hudson with the "Common Sense" view rather than Computer Models and Promises from the Applicant.  
**(Remember all they want to do is make money regardless of the impact on our town.)**

Please do not rush the deliberation process, from the public perspective it appears that Hillwood is being very forceful and threatening (bullying) to the town during public meetings in order to try and make the Planning Board rush the decision.

Remember the Hudson Planning Board is the one in the position to dictate to them "The Applicant" when the deliberations will be completed regardless of how long the process takes.  
The Town does not owe them anything, they are the ones seeking permission to change the Hudson forever.

**The length of time the Planning Board takes does not mean the Town is now indebted or owes them approval for the project or any aspect of it.**

Whether the town approves or denies the project, the applicant should respect the deliberation process and stop trying to tell the Town how it is going to conduct business as they are the guest and the ones who are seeking approval for a project that will most likely make it into the record books.

The people of the town appreciate the hard work you are putting into this process, and we do know it a very hard and complicated project.

Thank you,  
Xen Vurgaropulos

**Please review some of the issues below that other Amazon Facilities are experiencing even though they were following their "Expert" Peer Review Consultants and the "Promises" made by Amazon.**

**Northborough, Massachusetts is experiencing some serious issues with Accidents and Traffic, please look at this news article from Channel 5 WCVB dated April 26, 2021.**

<https://www.wcvb.com/article/northborough-massachusetts-frustrated-with-truck-traffic-using-local-streets/36256788>

## Northborough residents frustrated with truck traffic using local streets

240  
Shares



WCVB 5

Updated: 6:29 PM EDT Apr 26, 2021

Infinite Scroll Enabled

 **Ted Wayman**  
Reporter



**NORTHBOROUGH, Mass. —**

Residents in the town of Northborough are expressing concerns about the frequency of large Amazon tractor-trailers passing through the small, neighborhood roads in the Worcester County community.

The Amazon facilities in Northborough encompass two buildings comprising approximately 600,000 square feet of warehouse space.

They welcomed the company and the 500 jobs it added in 2020.

In the past year, residents have documented how drivers for the retail giant often ignore rules to stay away from the town's high school on Bartlett Road.

Residents say jackknifed tractor-trailers have turned into road closures, school buses have been squeezed down roads, and some of the big trucks have run over parts of front lawns.

"I don't see fighting against (commercial properties), but asking them to be good neighbors is reasonable," resident Rachel Jackson says.

Amazon agreed to keep its trucks on the Interstate 495 end of Bartlett Road, but trucks often find themselves on the wrong side of the road.

The high school's track team is no longer allowed to run on the road due to the truck traffic.

The issue has been raised with the town administrator.

"One of the issues was a lack of signage, directing the trucks to the appropriate routes, and a lack of driver training," John Coderre says. "Those are two things we've worked on for the last month or two."

## **Milford, Massachusetts admits that they are less than good neighbors.**

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

**MILFORD, Mass.** — Many Amazon customers said they appreciate the ease and expedience of ordering from the online retail giant.

**But people who live in Milford would argue that living in a town with a distribution facility is an entirely different story because of the traffic congestion it is creating. "It's just consistent, backed up traffic. If we knew it was going to be like this, I don't think we would've allowed it in the town," said resident Michael Rooney.**

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

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

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

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

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

**"You can imagine what happens when you have a small town police force," Buckley said. "It can be overwhelming to always be there, to always be at these intersections."** The town's issues with Amazon have come up at meetings of the Board of Selectmen and in separate conversations with the company's representatives.

**"Typically, what they'll say is, 'Go talk with our contractors. Cite them if they're not driving properly,'" Buckley said.**

**"The benefit to taxes and revenue is far less than the (negative) impact that they're having on our community and quality of life."**

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

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

<https://www.milforddailynews.com/news/20200214/milford-turns-to-state-for-help-with-amazon-troubles>

## Milford turns to state for help with Amazon troubles



**TOPLINE:** Milford officials call ongoing conflict with Amazon executives “a David and Goliath-type situation,” and remain dissatisfied with the online retail company’s response to town criticism of the impact from their Industrial Drive warehouse and hundreds of delivery vehicles.

**A LITTLE BACKGROUND:** For months, residents have been reporting what several have characterized as dangerous behavior on the east side of town, from the drivers of cars, vans and tractor-trailers delivering packages for Amazon. Officials have publicly shamed the company, which has sent representatives to a couple of public meetings. At the beginning of January, the Board of Selectmen demanded information from the company on its operations in town, as well as an action plan to deal with the problems, and a community impact plan to help recoup what local police and building departments have spent or will need to spend to try to keep the drivers in check.

### **FOUR NEW DEVELOPMENTS:**

Milford turns to the state Legislature. Selectmen voted to ask their elected state representatives to file a bill requesting Amazon agree to community impact plans with any city or town with which the retail giant works. That directive is expected to appear on a Town Meeting warrant for a broader resident vote.

Not all Amazon parking got the town’s green light. In a unanimous vote, the Milford Planning Board “adamantly disagrees” with zoning opinion letters from lot owners regarding parking at three addresses in town. The board only approved one of those sites, Quarry Plaza on 196 East Main St., and called the others – at 300 Fortune Boulevard and 9 Industrial Road – zoning violations.

Officials take ride-alongs. Town officials and Amazon representatives conducted a pair of “ride-alongs,” in which they observed traffic on the east side of town together. Town Administrator Richard Villani called the rides “enlightening,” and said he saw fire lanes blocked and red lights ignored.

Amazon responds. An Amazon representative answered some of selectmen's questions, but board Chairman William Buckley said he felt the responses were incomplete and dismissive. Selectman William Kingkade Jr. called the representative's count of 268 "Amazon-branded vans" in town "cute," and wondered how many unbranded vans there are.

**CRUCIAL QUOTES FROM THE CHAIRMAN:**

**"It seems like now they're just throwing up their hands and leaving a very small police force the issue of dealing with all of the violations that Amazon drivers are displaying," Buckley said, adding that Amazon representatives told local police to cite vehicles violating traffic laws. "I keep saying it. Somebody's going to get hurt. I hope I'm wrong, but it's a matter of time."**

**"Through their contractors, they flaunt our planning process and bylaws with complete disregard for our residents," Buckley said. "This process is not by accident, but part of a corporate culture that's designed to shield them from responsibilities for terminals (parking lots) and drivers."**

**"We know there are many, many more than that," Buckley, responding to an Amazon representative's claim that there are 268 Amazon-branded vans registered and garaged in Milford.**

**The sole parking lot to get Planning Board approval was expected to give 500 parking spots to Amazon subcontractor vehicles, though that number also included personal cars of drivers.**

**TANGENT:** There are two more parking lots and a distribution facility on the horizon in Milford.

**Milford's Planning Board approved, reluctantly and with conditions,** a 400-plus-space parking lot north of the Interstate 495 ramps called Platinum Way, while another pair of lots off Beaver Street have started the permitting process. Read more about those projects [here](#) and [here](#).

Last week, representatives for the new owners of a former glass bottle factory on National Street said the renovated property could very well become another distribution facility.

**Town officials appeared worried such a facility could bring truck traffic to a new part of town.**

## Dubowik, Brooke

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**From:** Hudson New Hampshire <noreply@hudsonnh.gov>  
**Sent:** Wednesday, May 5, 2021 10:06 AM  
**To:** Dubowik, Brooke  
**Subject:** Form submission from: Contact a Board or Committee

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

Thank you. Your submission has been received. Submitted on Wednesday, May 5, 2021 - 10:05am Form:  
Contact a Board or Committee Form ID: 42624 Submission ID: 22071 Your Contact Information

First Name James

Last Name Doyle

Phone Number

Email bogeyjim30@comcast.net

Select the Board or Committee you would like to contact Planning Board

Question/Comments you'd like to share

Good Morning,

I've contacted you previously on the matter of the proposed Hudson Logistics Center. This is my one final attempt to implore you to NOT approve this project. This proposal is just not the right fit for our small town. In the 15 years that we have lived in Hudson we have watched the traffic from our area (near Hannaford) to the Sagamore bridge go from bad to horrible. If this project is approved I cannot imagine the irreversible nightmare that will be created on that corridor.

PLEASE consider the quality of life in our town and not just the tax \$\$\$ the project might provide. Thank you.