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**To:** Brian Groth/Town of Hudson

**From:** John D Plante

**Info:** Brian Kutz/Hillwood  
John Smolak/Smolak & Vaughn  
Nate Kirschner/Langan

**Date:** Novemeber 30, 2020

**Re:** **Response to Supplemental Public Comments - Traffic  
Hudson Logistic Center  
Hudson, New Hampshire  
Langan Project No.: 151010101**

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On behalf of Hillwood Enterprises, L.P. ("Hillwood"), the following are the Applicant's responses to the supplemental public comments related to traffic matters concerning the proposed Hudson Logistics Center ("HLC") received in an email from Brian Groth to Brian Kutz on November 20, 2020. Accordingly, below please find each numbered comment followed by our response which follows under each question as **Response**.

1. The developer stated these facilities are somewhat of a new concept for Amazon. Where is the closest comparable property for them?

**Response: These facilities are not new types of facilities for their role in the supply chain. What is new about these facilities is the configuration of the building operations. As Amazon has stated, these facilities continually evolve their operations to meet the needs of their customers and improve operations and safety. These facilities will operate similarly to other similar facilities filling their specific roles.**

2. If approved, will the traffic "improvements" outlined by the developer be required to be completed in their entirety prior to Amazon beginning operations

**Response: That is what is intended: to have the roadway improvements, meant to mitigate the impact of anticipated traffic on the roadway network, constructed by the developer prior to operations of the Amazon facilities.**

3. The single right turn lane under yield off the sagamore heading south on Lowell rd was not addressed last night. Why are we adding multiple turning lanes at intersections heading back to the highway leaving the proposed facility but not addressing the impact of trucks and vehicles coming to the facility from the most efficient route (the highway) as highlighted last night?

**Response: The proposed development impact and proposed roadway improvements are detailed in the traffic impact study (TIS). The additional Lowell Road northbound left-turn lane has been added to address the increase in volumes making that movement, from the development. This is needed because of the conflicting volume of the**

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***southbound traffic and not reducing the green time for that movement. The Sagamore Bridge Road right-turn movement does not have a similar conflicting flow issue. Simply, right-turns are more efficient than left-turns.***

4. Regarding Traffic Study discussions at the intersection of Lowell, Dracut and River Roads. The developer's representative during reviewing their analysis of this intersection (and I paraphrase) allowed for "future development of additional sites" in this area. Interpreting this that they see development potential I bring two questions.

Is the developer in active discussions with property owners to further expand the logistics complex?

***Response: No***

Was this factored into the traffic study?

***Response: Other than known pending (approved of under application) development that would impact the study area, potential future developments are not appropriate to include in this study or the responsibility of the developer.***

5. From my limited understanding of traffic analysis, the general guidebook used by the NHDOT for traffic study is referred to the Green Book and is available freely on-line. While many hundreds of pages in length, it does provide guidance in many instances when performing the long term analysis, a 20 year period is recommended. Why did the developer deviate from a 20 year analysis and instead perform this on a ten year period.

***Response: The NHDOT requires both 'opening year' and 'horizon year' periods to be analyzed. The opening year could be 2022 and the horizon year requested was 10 years beyond the opening year.***

6. Regarding Comments from the representatives of Mercury Systems: They mentioned a temporary road being built through the Sam's Club access point. I can't recall seeing this in any of the packages provided and may have overlooked it.

***Response: the temporary road refers to the temporary detour of Mercury Systems traffic thru the developments access roads for the short period needed to construct the new Green Meadow Drive and new access drive to the Mercury Systems parking lots.***

7. Temporary development certainly should be part of the conversation. Does this planned temporary road traverse any wetlands? Shouldn't it, as well as the proposed round about in the document package (which does impact wetlands) been brought up at the Conservation Committee meeting earlier this week?

***Response: As this temporary access is through roadway already included in the proposed design, there no additional wetlands impact is proposed.***

8. They were not mentioned in that meeting and I understand that the round about is not the best solution and maybe taken off the table.

***Response: The proposed offsite improvements were presented in detail in the presentation. The on-site traffic circle will be reduced and shifted to minimize wetlands impacts.***

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9. When the Langan rep was talking about the seasonal effect, was he saying that would last 14 days or 40 days? It was hard to discern for me.

**Response: The shopping season peak period is similar to any retail business and is generally 14 non-sequential days.**

11. With the seasonal effect (holiday shopping), did Langan take into account the increased traffic that would be going to Walmart or Sam's Club in their projections?

**Response: Yes, the shopping peak season considered actual volumes relating to the existing businesses in the area.**

12. If Walmart Blvd is going to be an entrance/exit to the development, I'm curious but not that worried, how would that affect traffic trying to leave McDonald's and Sam's Club? It's quite adventurous at times trying to leave McDonald's with cars coming from Lowell Road heading towards Sam's Club and those leaving Sam's. Will there be a line of trucks waiting to turn left onto Lowell Road so customers leaving McDonald's can't go left themselves onto Walmart Blvd?

**Response: As indicated, the truck activity for the HLC will be spread out throughout the entire day, with a limited number of trucks accessing and leaving the site at any one time, particularly during the peak hours.**

13. When traveling over the Sagamore Bridge to head south on Lowell Road, there is only one right turn lane. Does that need to be addressed given the amount of additional traffic that would be heading towards the logistics center?

**Response: The exclusive right-turn lane into WalMart Boulevard and along Lowell Road to the intersection with the proposed Green Meadow Drive addresses the mitigation of the increase in traffic volumes. This is detailed in the TIS.**

14. The Sagamore can get backed up. Especially if there is an accident. How would that be dealt with if trucks are coming to make their deliveries but can't get there because of the traffic situation? There have been a couple of occasions the traffic is at a standstill because of a serious accident.

**Response: The roadway network will operate as it does today for the existing truck traffic for businesses in the area.**

15. Langan showed very little traffic coming from Dracut Road. Yet, in the afternoon the traffic is so bad heading to it they want to try to fix it. At one point, they said that traffic coming from Dracut Road to Lowell Road would be employees. Are they saying the only traffic they were measuring is for employee traffic on Dracut Road? I'm sure they are not so I'm not understanding that comment.

**Response: That was not presented. The traffic volumes and distribution from the development are detailed in the TIS. The NHDOT has approved these volumes and the distribution model.**

16. This is more of a statement than a question but the Langan rep commented on the size of this project using a comparison that has been used (2x of the Pheasant Lane Mall). He said it's

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not nearly as big but he was talking about traffic. The 2x comparison is about the physical size of the development, not traffic. Would Hillwood/Amazon be willing to enter discussions with the state to build and pay for a ramp directly into the property off of the Sagamore bridge road?

**Response: That is not part of the application nor necessary to mitigate the development's projected traffic generation.**

17. Since it was brought up but not an HLC project, when will the extra lane be built in front of the new strip mall (Jersey Mike's, etc.)?

**Response: This is pending town project.**

18. For all of the traffic mitigations Hillwood is proposing, how long would all of that take to be built? Will that be done before the logistics center goes live?

**Response: the proposed improvements to mitigate the impacts from the development will be completed prior to Amazon opening for operation.**

19. Could the third building become a last-mile delivery facility? If so, would any of these proposed mitigations work?

**Response: Building C is not a last-mile delivery station. That type of a facility would be a different land use and could possibly require different improvements**

20. Did any of the traffic projections include something for the third building?

**Response: As detailed in the presentation and the TIS, Building C traffic volumes were included in the TIS analysis.**

21. What happens if the traffic to and from the facility is greater than what they are projecting? Would there be any conditions to limit the amount of traffic to what they are saying? There are places around the country that were told the traffic would be one thing but it is far greater and now those towns are in gridlock with Amazon vehicles and some are suing Amazon. Hudson should avoid both situations (excessive traffic over and above what has been repeatedly told the town and lawsuits if they don't). It's also hard to believe that for 15 years the traffic from the HLC will never increase or increase in a meaningful way.

**Response: Hillwood has agreed to conduct a post opening trip generation study to confirm the volumes from the development.**

Thank you for providing the Hillwood Team with the opportunity to respond to these public comments filed with the Planning Board.