

HUDSON LOGISTICS CENTER
SITE PLAN APPLICATION #04-20
SUBDIVISION APPLICATION #11-20
CONDITIONAL USE PERMIT APPLICATION #02-20
STAFF REPORT FOR MAY 27, 2020

NOTE: This staff report is the first of several that will be issued prior to each public hearing. This first report focuses on the general characteristics of the proposal. Future staff reports will contain more detail as review and comment by the Planning Board, Town staff and peer-review consultants progresses.

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

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

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

PLANS UNDER REVIEW: Hudson Logistics Center; dated April 21, 2020; consisting of 166 sheets and notes on Sheet CS002, and organized as follows:

Civil	<i>Sub-total: 102</i>
Site (CS Series – includes cover sheet, sheet index, and general notes & legend sheet)	37
Survey	7
Grading & Drainage (CG Series)	26
Utilities (CU Series)	18
Soil Erosion & Sediment Control (CE Series)	14
Landscape	<i>Sub-total: 47</i>
Lighting (LL Series)	24
Planting (LP Series)	23
Architecture	17
TOTAL	166

Plans prepared by:

Project Engineer:

Langan Engineering & Environmental
Services, Inc.
888 Boylston St.
Boston, MA 02116

Surveyor:

Hayner/Swanson, Inc.
3 Congress St.
Nashua, NH 03062

Wetlands & Natural Resources:

Gove Environmental Services,
8 Continental Drive Bldg. 2, Unit H,
Exeter, NH 03833

Architect:

Ware Malcomb
4683 Chabot Dr. #300
Pleasanton, CA 94588

Prepared for:

Hillwood Enterprises, L.P
5050 W. Tilghman St., Suite 435
Allentown, PA 18104

ATTACHMENTS:

- A. Written comments received by the Planning Department by May 19, 2020, 10:00 AM.
- B. Preliminary Comments from the Town Engineer.
- C. Noise Study.

APPLICATION TRACKING:

- April 21, 2020 – Application received.
- May 19, 2020 – Revised plans per NHDES received.
- May 19, 2020 – Noise Study received.
- May 27, 2020 – Public hearing scheduled.

COMMENTS:

OVERVIEW

This proposal comprises three applications: subdivision, conditional use permit and site plan (listed in order of discussion below)

The subdivision plan seeks to: dedicate a new road; to consolidate and adjust lot lines of four (4) lots; and then to relocate/subdivide to create three (3) developable parcels described in the application as Lots A, B and C.

Table 1 - Lot Characteristics

Lot	Lot Size (min. 2 acres)	Open space (min. 40%)	Frontage (min. 200')
A	161.8 acres	64%	2,015'
B	97.0 acres	50%	205'
C	108.6 acres	69%	1,932'

The site plan application proposes: three (3) buildings with associated parking, loading and circulation; potential emergency boat access to the Merrimack River; and a potential recreational trail. The buildings are described in accordance with the lot description as A, B and C.

Table 2 - Building Characteristics

Building	Size (square feet)	Height (max. 50')
A	1,079,700 sf	45' 9"
B	1,001,700 sf	50'
C	522,000 sf	50'

The conditional use permit application is a requirement for both the subdivision and site plan applications as both propose impacts to wetlands and wetland buffers. This application will also be reviewed by the Conservation Commission. Furthermore, wetland impacts are being evaluated at the State-level by the Department of Environmental Services.

Please read the applicant's Project Narrative in the beginning of the application for further overview of the proposal.

ZONING

The proposal complies with the Zoning Ordinance. In 2017 Town voters approved a zoning amendment to increase the building height limit for these parcels to 50-feet in order to permit high bay industrial facilities. Distribution facilities were approved as a permitted use in the G-1 zone by town vote in 2001.

MASTER PLAN & ECONOMIC DEVELOPMENT

These parcels were previously identified as opportunities for economic development by the Town's Master Plan and the Hudson Economic Development Assessment written by the Nashua Regional Planning Commission (NRPC). This includes expanding the non-residential tax base, diversification of the tax base, and increasing the number of jobs within the town.

Staff made the applicant aware of the results of the public outreach process of Fall 2019. In response, the applicant is proposing a riverfront recreation/path area.

FISCAL IMPACT

The applicant is preparing a fiscal impact study per staff request. This project would have impacts on town departments and facilities. Staff anticipates the applicant to propose impact mitigation measures during the review process.

TOWN DEPARTMENT AND PEER REVIEW

Both the Peer Review Consultants and Town's Technical Review Committee (TRC) are still processing their review. Review comments will be available prior to the next public hearing. The TRC includes the following departments: Assessing, Engineering, Fire, Planning, Police, Public Works and Zoning, and will continue to meet throughout the review process to provide input to the Planning Board.

Preliminary comments from the Engineering Department are found in Attachment B.

The Peer Review Consultant team consists of the following:

Engineering (civil, regulatory, noise): Fuss & O'Neill, Inc., Manchester, NH.

Traffic: Vanasse Hangen Brustlin, Inc., Bedford, NH

Fiscal: Applied Economic Research, Inc., Laconia, NH

WRITTEN COMMENTS

Attachment A contains the written comments and questions from the public received by the Planning Department through May 19, 2020. Residents of the neighborhood consisting of Fairway Drive, Eagle Drive, Par Lane, Muldoon Drive and Birdie Lane have thoroughly expressed their concerns over the impact this proposal would have on their quality of life and property values. Please read Attachment A, but the following are most often cited topics:

1. Noise – Upon staff request, the applicant produced a noise study (Attachment C) that demonstrates the effect of their proposed berm and sound wall, proposes the use of specialized back-up beacons. This study is under review.
2. Air - Upon staff request, the applicant is preparing an air quality study related to the emissions of diesel engines and other equipment.
3. Traffic – The traffic study and plan is currently under review by the Town's consultant (VHB) and NH DOT.
4. Visual – A site walk and comparable site visit is recommended to better understand visual impacts.
5. Environmental – This project is currently under review by NH DES and will be reviewed by the Hudson Conservation Commission.
6. Economic Impact – This proposal would be a generator of tax revenue and employment, and may also have a positive impact on local businesses associated with employment centers.

SITE VISIT & COMPARABLE FACILITIES

It is recommended that the Planning Board conduct a site walk, which can be done in coordination with the Conservation Committee. Additionally, it is recommended that the Board visit Pettengill Road in Londonderry. This area was developed as a logistics center with tenants including FedEx, UPS and FW Webb. The FW Webb building appears to be approximately 700,000 square feet.

OTHER REVIEWS

This proposal is concurrently being reviewed by New Hampshire Department of Transportation and Department of Environmental Services. It is also subject to review by the Army Corps of Engineers.

WAIVER REQUESTS

The applicant seeks three waivers, two under site plan application and one under the subdivision application.

1. §276-6 Table 1 – Fees. Due to the amount of the application fee (over \$220,000), the applicant is requesting to pay the fee in three (3) installments, the first of which has been submitted.
2. §275-8.C.4 – Parking Space Dimension. The applicant is requesting the Board to permit them to use 9’x18’ parking spaces instead of 10’x20’.
3. §289-18.B.2 – Cul-de-Sac Length. The applicant is requesting to build a Subdivision Road measuring 2,760 feet, where the regulations limit cul-de-sac length to 1,000 feet. This is regulation is generally for fire safety.

RECOMMENDATIONS:

Staff recommends the following actions:

1. Take jurisdiction over this application by voting to accept the application,
2. Conduct the first public hearing on this application at the May 27, 2020 meeting,
3. Make a determination on the applicant’s waiver requests, and
4. Schedule a site walk and visit to F.W. Webb facility in Londonderry.
5. Discuss meeting schedule, potential for topic-specific meetings (ex: a meeting dedicated to traffic issues).

Date Received	Name	Address
4/30/2020	Joseph DiPilato	12 Eagle Dr
4/30/2020	James Crowley	4 Fairway Dr
4/30/2020	Bruce Thibault	6 Fairway Dr
5/1/2020	Michael Moran	
5/6/2020	Craig Proulx	6 Eagle Dr
5/6/2020	Christopher Thatcher	15 Parkhurst Dr
5/6/2020	Scott Wade	1 Fairway Dr
5/7/2020	Greg & Lindsay Benson	13 Par Ln
5/8/2020	Colleen Vurgaropoulos	5 Muldoon Dr
5/8/2020	Jeanne Murray	2 Cedar St
5/11/2020	David Dillavou Sr.	7 Colson Rd
5/11/2020	Paul Groleau	18 Fairway Dr
5/13/2020	Fred Croninger	9 Crestwood Dr
5/14/2020	Paul Groleau	Fairway Dr
5/15/2020	James Dobens	4 Eagle Dr
5/17/2020	Paul & Debbie Arrington	5 Eagle Dr
5/17/2020	Brian Covey	9 Shelley Dr
5/17/2020	Kathleen Leary	8 Par Ln
5/17/2020	Suellen E. Seabury	50 Pelham Rd
5/17/2020	Tim Monk	13 Fairway Dr
5/18/2020	Steven & Kathleen Martinek	4 Birdie Ln
5/18/2020	Ralph & Karen Nevin	3 Eagle Dr
5/18/2020	Cynthia P. Joyce	23 Chalifoux Rd
5/18/2020	Missoum Moumene & Fethia Medjahed	7 Steele Rd
5/18/2020	Michael & Susan Ruby	7 Eagle Dr
5/18/2020	Patricia Reichard	23 Par Ln
5/18/2020	Jason Cook	9 Par Ln
5/18/2020	Joanne Walsh & Robert Marquis	2 Eagle Dr
5/18/2020	Mustansir & Rita Banatwala	
5/18/2020	Gene Porter	77 Concord St Nashua
5/18/2020	Phillip G. & Angela Volk	15 Fairway Dr
5/18/2020	Bill & Martha Marsch	3 Fairway Dr
5/18/2020	Bruce & Katie Thibault	6 Fairway Dr
5/18/2020	Dean & Kathleen Sakati	11 Fairway Dr
5/18/2020	Scott & Jennifer Tatten	8 Muldoon Dr
5/18/2020	Chris Mulligan	5 Fairway Dr
5/18/2020	Rob Chesler	14 Fairway Dr
5/19/2020	Peter Marioles	11 Par Ln
5/19/2020	Brian & Crystal Rondeau	3 Birdie Ln
5/19/2020	Jerome Bento	7 Muldoon Dr
5/19/2020	Sean McAllister	16 Chalifoux Rd
5/19/2020	Laura Fontaine	8 Eagle Dr
5/19/2020	Samantha & John King	21 Fairway Dr

Dipilato

I implore you all to read the attached document in its entirety regarding the potential health and safety impacts to the town of Hudson NH and neighboring towns in NH and MA in relation to the Hudson Logistics Center Proposal.

A short excerpt:

“

The concentration and proximity of diesel trucks and the warehousing facilities that service them threatens the health of people living and working near busy roads and logistics facilities. The trucks and trains that carry freight to be warehoused (and trucks idling engines at or near warehouse sites) pollute by emitting small toxic particles called particulate matter (PM) into the air. These particles are of varying size and toxicity— from PM10 (dust and soot of 10 microns or less in size, that can irritate the throat and lungs); PM2.5 (particles of 2.5 microns or less in size that are considered dangerous; and ultrafine particles (less than .01 microns in size) from fuel combustion, especially trucks and motor vehicles. Particulate emissions from diesel vehicles and equipment contribute to health problems that include cardiovascular problems, cancer, asthma, decreased lung function and capacity, reproductive health problems, and premature death.

Beyond health threats from the transportation of freight, warehouses are also associated with negative impacts on residents' quality of life. Residents often feel a sense that they are losing their community to encroachment by warehouses and kept in the dark about what is being stored in facilities near their homes. Trucks servicing the facilities park and idle on public streets, sometimes using streets as “staging areas” because a warehouse property is over capacity or does not provide adequate on-site parking. There are also safety concerns as residents share roads not originally designed for heavy vehicles with lines of trucks. Warehouse centers also deprive local communities of land that could be used for future green space, schools and public buildings, and new residential, retail, and commercial centers.

“

All cited sources available for reference.

<https://envhealthcenters.usc.edu/wp-content/uploads/2016/11/Storing-Harm.pdf>

I strongly urge each of you to do everything within your power to influence the right decisions to be made for the American citizens and families who will be greatly impacted if this proposal is allowed to go through.

Please consider how you would respond if this center was proposed to be installed directly next to your home. I have 3 young girls, a 6 year old, a 4 year old, and a 7 month old who love spending free time out doors in what is now mere feet away from the proposed logistics center.

Also see the attached images which were all taken only a handful of feet away from the location of the proposed center in the wetlands area in limit brook that are shared with the property.

I am not opposed to distribution centers, but they very obviously shouldn't be installed by families and neighborhoods for simple moral, ethical, health and safety reasons.

Thank you for doing the right thing for the people of New Hampshire and the United States.

I also wish for these comments be read publicly in addition to previous comments at the public meetings regarding the proposal of the Hudson logistics Center.

I approve of the sharing and forwarding of this email to any and all parties who may be concerned.

Thank you

--

Joe

Dubowik, Brooke

From: Hudson New Hampshire via Hudson New Hampshire <noreply@hudsonnh.gov>
Sent: Thursday, April 30, 2020 2:24 PM
To: Groth, Brian
Subject: Form submission from: Contact a Board or Committee

Submitted on: Thursday, April 30, 2020 - 2:24pm

Submitted by:

Joseph DiPilato

603-556-8305

joe.dipilato@gmail.com

Question/Comments Submitted:

I wish to formally oppose the building of the 'Hudson Logistics Center' by Hillwood. (Currently the Green Meadow Golf Club property.) This development will have a significant negative impact on the property value of housing and Hudson NH citizens near the proposed new development.

This would also have multiple negative financial and quality of life impacts to nearby citizens of Hudson NH (especially properties immediately adjacent to the proposed development) including:

- * Significant decrease in property value
- * Significant increase in noise pollution
- * Significant increase in visual pollution
- * Significant decrease in privacy

This development should not be permitted to proceed without completely and sufficiently addressing each of these issue including:

- * Significantly adjusting the proximity of roads and building to adjacent properties
- * Providing sufficient installations of natural visual barriers (such as trees or bushes) between roads and buildings and adjacent properties to offset both audio and visual pollution.
- * Provide sufficient financial compensation to adjacent home properties to offset all direct cause in decreased property value and quality of life.

CAUTION!!

This email came from outside of the organization. Do not click links/open attachments if the source is unknown or unexpected.

Dubowik, Brooke

From: Joe DiPilato <joe.dipilato@gmail.com>
Sent: Wednesday, May 6, 2020 9:03 AM
To: Groth, Brian; Planning; info@hudsonlogisticscenter.com; ~BoS
Subject: Hudson Logistics Center Proposal

It has come to my attention that there will be a special meeting on May 20th regarding the Hudson Logistics Center Proposal.

I wish to formally provide comments regarding this proposal to be read aloud at the May 20th meeting.

In the long run, this center may have a financial benefit to the town of Hudson at the expense of quality of life, and property value impacts to the people in the south end of Hudson.

I don't think it will come as a surprise to anyone that this center will carry along with it a considerable perception of decreased property values within the local area of southern Hudson, for one very obvious reason, No one wants to live near a 363 loading dock distribution center. This is a stark difference from the current state with hundreds of acres of a beautifully managed golf course.

There are considerable concerns that should be addressed (if giving back to the community will be a realistic goal):

- * Air pollution and foul smells should be addressed
- * Noise pollution that is not addressed by creating a sufficient enough buffer and screen for residential neighborhoods on Fairway Drive and Eagle Drive. Increased tree development from the original proposal should be made to be less of a nuisance for surrounding residential neighborhoods.
- * Visual pollution in the form of large industrial buildings being visible from residential roads and backyards. The height of buffers and screens should be sufficiently heightened to ensure that these adjacent residential neighborhoods don't see huge buildings and trucks from their yards.
- * Significant decrease in property value for adjacent residential neighborhoods if any of the above concerns are not sufficiently addressed (beyond the current proposal).
- * Significant decrease in the perception that southern Hudson is a good place to live. Particularly due to increased truck traffic.
- * Impacts to nearby wetlands areas leading to a decrease in local and rare wetland wildlife. There is a concern that the proposed distance from wetlands will negatively impact the wildlife due to proximity of noise and runoff.

If this logistic center proposal moves forward, serious consideration should be made to benefit the people in the south end of Hudson, as this has little impact for residents north of Circumferential Highway.

Additionally, residents of southern Hudson are as far away from Benson's Park as they are from Exit 34 in Massachusetts.

As such, there is a concern that any benefits to the town of Hudson may disproportionately benefit northern residence at the expense of southern residents, leading to greater segregation in neighborhoods and land valuations which may deepen over time.

Beautification and community focused projects targeted for the communities south of Circumferential Highway should be seriously considered such as:

- * Community / Family park development - Perhaps donated by the Hudson Logistics Center to mend negative community perception.

Together we can make a difference to cause a real positive impact in giving back to the local southern Hudson community.

Thank you

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Dubowik, Brooke

From: Joe DiPilato <joe.dipilato@gmail.com>
Sent: Wednesday, May 6, 2020 9:19 AM
To: Groth, Brian
Subject: Re: Hudson Logistics Center Proposal

Yes please.

Joe

On Wed, May 6, 2020 at 9:17 AM Groth, Brian <bgroth@hudsonnh.gov> wrote:

>

> Mr. DiPilato,

>

> Thank you for your input, I have filed it into the record. Would you like this to be read at the meeting instead of the input you previously provided? The meeting date will be finalized soon.

>

> Brian

>

>

> Brian Groth, AICP

> Town Planner

>

> Town of Hudson, NH

> 12 School Street

> Hudson, NH 03051

> Phone: (603) 886-6008

> Fax: (603) 594-1142

> bgroth@hudsonnh.gov

>

>

>

>

> -----Original Message-----

> From: Joe DiPilato [mailto:joe.dipilato@gmail.com]

> Sent: Wednesday, May 6, 2020 9:03 AM

> To: Groth, Brian <bgroth@hudsonnh.gov>; Planning <planning@hudsonnh.gov>; info@hudsonlogisticscenter.com; ~BoS <BOS@hudsonnh.gov>

> Subject: Hudson Logistics Center Proposal

>

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Dubowik, Brooke

From: Hudson New Hampshire via Hudson New Hampshire <noreply@hudsonnh.gov>
Sent: Thursday, April 30, 2020 7:31 PM
To: Groth, Brian
Subject: Form submission from: Contact a Board or Committee

Submitted on: Thursday, April 30, 2020 - 7:31pm

Submitted by:

James Crowley

603-886-3441

jkcrowleynh@comcast.net

Question/Comments Submitted:

Has the Hudson Logistics Center been added to any Planning Board agenda yet? If not how will I be best informed when it does?

How will the public be able to view the proposed Site Plan documents and engineering plans? Will this all be on a web site for public view during the pandemic?

Will this proposal require a Regional review of its impact on communities surrounding Hudson as the previous attempt to develop the Green Meadows property did?

Will the Planning Board require engineering proof that sound and light attenuation can be achieved with a landscape only 200 foot buffer as part of its review? Nearby Walmart provided a 40 foot high earth berm with wooden fence on top for light and sound attenuation for the abutting residential subdivision. It appears the proposed development will be a 24 hour 7 days a week more intensive operation, with noise and light requiring a more robust buffering design than general landscaping subject to seasonal deterioration.

I would like to propose the above and other questions at the proper time to the Planning Board for their consideration. I greatly appreciate the Planning Board taking every opportunity that's practical during the pandemic to keep the community informed.

James A Crowley
4 Fairway Drive
Hudson, NH 03051

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Dubowik, Brooke

From: jkcrowleynh <jkcrowleynh@comcast.net>
Sent: Saturday, May 2, 2020 7:15 PM
To: Groth, Brian; jkcrowleynh@comcast.net
Subject: RE: Hudson Planning Board

You have my permission to add my email address to the planning board update list. Also you have my permission to add my comments to the public input record.

Sent from my Samsung Galaxy smartphone.

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

From: "Groth, Brian" <bgroth@hudsonnh.gov>
Date: 4/30/20 8:03 PM (GMT-05:00)
To: jkcrowleynh@comcast.net
Subject: Hudson Planning Board

Hi Mr. Crowley,

Thank you for your comments and questions. I assure you they all will be addressed. Quick response- noise, light and air studies will be required; I believe it to be likely that the project is declared to have a regional impact.

Regarding your other questions, we received the application last week and plan on making all information on the project easily accessible on the Town's website. The pandemic is of course another layer of challenge but we will have this information posted ASAP. We are working to schedule the first public hearing for this proposal and will have the details in the very near future.

If you'd like, I can add your email address to the planning board update email list. Please let me know if I have your permission to do so. It is my goal to keep our community as well-informed as possible.

Lastly, I will add your comments to the the public input record unless that is against your wishes.

Thank you again for your comments and questions.

Sincerely,
Brian

Brian Groth, AICP
Town Planner

Hudson, NH
603-886-6008
*sent from my phone

On Apr 30, 2020, at 7:31 PM, Hudson New Hampshire via Hudson New Hampshire
<noreply@hudsonnh.gov> wrote:

Submitted on: Thursday, April 30, 2020 - 7:31pm

Submitted by:

James Crowley

603-886-3441

jkcrowleynh@comcast.net

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James A Crowley
4 Fairway Drive
Hudson, NH 03051

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Dubowik, Brooke

From: Hudson New Hampshire via Hudson New Hampshire <noreply@hudsonnh.gov>
Sent: Sunday, May 17, 2020 5:57 AM
To: Groth, Brian
Subject: Form submission from: Contact a Board or Committee

Submitted on: Sunday, May 17, 2020 - 5:57am

Submitted by:

James Crowley

603-886-3441

jkcrowleynh@comcast.net

Question/Comments Submitted:

My comment or question relates to the availability of Hudson Logistics Center documents, applications and plan drawings for public review. As a result of the pandemic the Hudson Town Hall has restricted the public from entering it. Therefore, access to any detailed information is almost nonexistent. The applicants' website only has summary promotional information. I would like to publicly thank Town Planner Brian Groth though for increasing project transparency by generating a DVD for me with pdf files relating to Wetlands Conditional Use CU# 02-20. However, still unavailable to anyone in pdf format are Subdivision and Site Plan documents, applications, plan drawing etc. The CU#02-20 is only a small segment of all project drawings. The Planning Department would be over whelmed by the public if this is the only available method to distribute detailed project information.

Therefore, would the Planning Board request the Applicant to place all project related documents, applications, plan drawings, etc. in pdf file format on the internet for public review. This should be done in an expedient manner. It is my understanding that within 55 days after the May 27, 2020 meeting the Planning Board is required to approve or deny the project unless the Applicant grants an extension to that time period. How can the public be expected to make informed comments in that time period if we do not have immediate and full access to detail and basic information relevant to the Hudson Logistics Center proposed project? The Planning Board will have to consider many issues concerning this project., dissemination of information and project transparency is one that should be addressed immediately.

You have my permission to add my comments to the public input record for Hudson Logistics Center.

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Dubowik, Brooke

From: Hudson New Hampshire via Hudson New Hampshire <noreply@hudsonnh.gov>
Sent: Monday, May 18, 2020 2:14 PM
To: Groth, Brian
Subject: Form submission from: Contact a Board or Committee

Submitted on: Monday, May 18, 2020 - 2:14pm

Submitted by:

James Crowley

603-886-3441

jkcrowleynh@comcast.net

Question/Comments Submitted:

Site Plan review comment concerning Hudson Logistics Center Hours of Construction and Operation . Would the Planning Board please place a limit on hours note on the Site Plan(s) for construction and daily hours of operation for the Hudson Logistics Center development as a condition of approval? HTC-276-H would apply.

The location of mega warehousing operations similar to Hudson Logistics Center are preferably constructed in rural low density residential areas. In low density residential rural areas a 24/7 and 365 days a year operation (other than traffic) would hopefully not impact a significantly high number of community residents where the development is approved to be built and operate.

The proposed Hudson Logistics Center directly abuts high density residential areas. The Hudson Planning Board is charged with finding a balance between landowner development rights and its impact on the surrounding community. There must be other areas available where a 24/7 operation would have less impacts such as those noted in HTC 276-6 H. If the Developer insists on the Hudson location they must be aware that it will come with restrictions to minimize its impact on the community. As a resident I would prefer an 8 hour 5 day a week operation and the developer 24/7 365 day operation. During the coming Site review meetings please add a restriction note to the approved plans specifying a balance in operating hours. A restriction note on reasonable and allowable construction hours also would be appreciated.

Please include these comments / letter in the Planning Board member's packets for the meeting on May 27th.

Thank You

James Crowley

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Dubowik, Brooke

From: Tessa Kurman Ali <tessa@montagnecom.com>
Sent: Monday, May 4, 2020 3:43 PM
To: Groth, Brian
Subject: FW: Green Meadow Golf Course

Tessa Kurman Ali
Montagne Communications
Office: 603.644.3200 x16
Mobile: 603.475.5526
tessa@montagnecom.com

From: bthibault@ups.com <bthibault@ups.com>
Sent: Thursday, April 30, 2020 3:20 PM
To: info@hudsonlogisticscenter.com
Cc: planning@hudsonnh.gov; msptofbi@yahoo.com; william.cole.7.ctr@us.af.mil
Subject: Green Meadow Golf Course

Good Afternoon

My name is Bruce Thibault and I am very concerned with this development plan. I am a resident of Hudson and live very close to the proposed site. I am struggling with the method this development proposal was communicated to the community and specifically to the families that abut the proposed site. The development of 2.5 million square feet of logistics space will cause damage to our neighborhood. Tractor trailers, vehicles, added traffic, trailer shifters that will be utilized in the yards of these buildings will diminish our property values and increase noise. The other issue I have, is having a closed door planning meeting, during the covid crisis. This will impede or hinder the ability of us voicing our concerns. I would like to know specifically what will be done for the residents of Fairway drive and Eagle Drive who will bear the brunt of this proposed development.

Bruce Thibault
Hudson NH 03051

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Dubowik, Brooke

From: Hudson New Hampshire via Hudson New Hampshire <noreply@hudsonnh.gov>
Sent: Friday, May 1, 2020 10:12 AM
To: Groth, Brian
Subject: Form submission from: Contact a Board or Committee

Submitted on: Friday, May 1, 2020 - 10:11am

Submitted by:

Michael Moran

5087287512

M_R_Moran@comcast.net

Question/Comments Submitted:

Are there any public meetings scheduled as yet for the Green Meadows golf course property development?
Thank you.

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May 6, 2020

Brian Groth
Town Planner
12 School Street
Hudson, NH 03051

RE: Green Meadows Proposed Development

Brian,

My name is Craig Proulx. My wife and I live over on 6 Eagle Drive. We are both very shocked to be just learning of the proposed new development via social media. Like many of our neighbors, we fell in love with the neighborhood. We were drawn to the fact that it was such a nice quiet, and friendly neighborhood. We often sit out on our back deck at night looking out into the beautiful green of the golf course. We watch and listen to the many animals that live and thrive off that piece of land. While we are both not golfers ourselves, it is wonderful to hear the laughter and enjoyment of friends, couples, and co-workers on a nice warm spring or summer day or evening. From learning about the new proposed development, it seems that missing these things are going to be the least of our worries.

Some of our concerns:

The mere size of these buildings and their proposed usage is our biggest concern. It should be no surprise that as distribution centers that are intended to operate 24 hours a day, there will be significant noise, traffic and environmental impacts. The items below are a general outline of the things that concern many of our neighbors that abut this property. While I am sure you are going to hear a lot of the same reasons why the people in the neighborhoods bordering Green Meadows are concerned about this development I feel it is important for everyone's perspective to be heard.

Emissions

The negative impacts on air quality from the 300 plus tractor trailer and box trucks is alarming. We have a 5 year old and a newborn coming this month, and it is very concerning to know about the amounts of trucks that will be entering and exiting this property. It does not seem that there will be any break from the smells of diesel engines running. This might be different if we were talking about a couple of dozen trucks entering and leaving the property a day, but it has been stated by the developer that there could be over 300 trucks a day. Also being a facility that operates 24 hours a day makes it worse. Besides the many adults who live in this neighborhood, some that may have already pre-existing conditions such as asthma, can you imagine what this volume of emissions could do to the healthy lungs of a developing child? We are not alone in this either. There are many families with young children in this neighborhood, especially those that are direct abutters to the land.

Site Lighting, Visual Concerns and Sound

Being in the construction business, I am well aware of the quantity of site lighting that is needed for structures like this. Besides exterior building mounted lighting that will be needed for security, there will be a lot of parking lot pole lighting. While I am aware that there are strict guidelines in the civil

design and approval as it relates to residential neighborhoods, there is no hiding the fact that these lights will be visible from our backyards. It has been mentioned that a 200 foot buffer will be created between the abutters and the development. The current master plan does not indicate this. Will this buffer be from our property lines to the buildings, or will it be from our property lines to the start of any parking area, roadway or green space? What will this buffer consist of? I would like to point out that unless 40 foot, fully mature trees are transplanted, any attempt for new growth is going to take time to establish. It could be 10-20 years before we have adequate blockage to act as any sort of barrier between us and the proposed property. Will this proposed barrier help reduce sound? Between engines, forklifts, and backup alarms, these are not sounds we want to welcome to our neighborhood.

Traffic

My understanding is that there will direct access to this property off the highway. As many of my neighbors have pointed out, we deserve to see some sort of traffic study on this. Between construction vehicles, and employees once these facilities are operational, I do not believe that there will be minimal traffic impacts to the roadways surrounding this property. I am also aware that there is a paper street just two houses down from my house. As a neighborhood, we need assurance that this will not be used to continue Muldoon through to this property. We also need to see more specific roadway plans, as the current master plan does not show much for roads the enter and leave the property.

Wildlife

As someone who thoroughly enjoys the outdoors, and has been a hunter throughout his life, I have a special respect for the wildlife that surrounds the Green Meadows property. Besides the environmental impacts directly to these animals, they are going to be forced into our neighborhoods causing both concern for both their safety and the safety of our children who play in backyards of these houses. We have seen everything from coyote, fox, rabbits, and deer. These animals have lived in harmony with us since we have lived here. Now, they are going to be forced to find another habitat to live in as well as try to find other sources of food. Are there any plans on creating environmental programs to deal with this issue? I do not see space set aside for these animals on the master plan.

Property Values

Like many of my fellow neighbors, we have invested tens of thousands (some have invested hundreds of thousands) on the improvement of our homes. If the permits for this property go through there is no doubt going to be an impact on our home values. This is going to likely cause many people to rethink how much they want to invest in their home. It is going to negatively impact anyone who

decides to sell their home. Anyone perspective home buyer looking at one of the homes in this neighborhood are likely going to have the same concerns as I have listed above. Has there been any consideration given to this? It is possible that if this project was not as big, and there was more buffer between the abutters and the proposed development, that there would be less impacts on our property values? These are very important things to consider.

Town Benefits

How is the Town of Hudson going to benefit from this development? Is there going to be significant roadway improvements? What does the tax revenue look like? Does the town feel that this will significantly lead to more economic development and open more avenues for things such as improvements to our schools? The developer has stated that these facilities will open out many opportunities for jobs. Based on what I have seen first-hand with respect distribution type facilities, jobs are depleting every year due to advances in technology, specifically automation. I do not believe these are long term jobs. I also do not think they are going to be high paying jobs. I think the job benefit part of this needs to be looked at more closely.

Conclusion

In conclusion I ask you as a town official to consider the above talking points. Imagine if your backyard bordered this property? How would you feel? As a residents, we need to see some better details to able to weigh the pros and cons of such a development. I also ask that any meetings that are held regarding this development be postponed until after the stay at home order has been lifted. I appreciate your time and am very thankful that you have read this letter.

Sincerely,



Craig and Courtney Proulx

6 Eagle Drive

Hudson, NH 03051

Dubowik, Brooke

From: Christopher Thatcher <clthatch@gmail.com>
Sent: Wednesday, May 6, 2020 1:56 PM
To: Groth, Brian
Subject: Re: Hudson Logistics Center

Apologies no the one I sent the a couple days ago said the following:

Are there submitted building plans and site proposals available online which the public can read and see for this?

This is bad for Hudson. The location should be turned into a public green space with sports fields and a boat launch. I'm also confused as to why they are utilizing pictures of Benson's Park on their website, are funds being made available for Benson's from this? Or are they simply hoping people will see pictures of Benson's Park and think this is a great idea?

Chris

On Wed, May 6, 2020 at 1:48 PM Groth, Brian <bgroth@hudsonnh.gov> wrote:

Thanks Chris, is what I see below what was in your email from a couple days ago? That's the one I didn't receive. No worries about the tone!

From: Christopher Thatcher [<mailto:clthatch@gmail.com>]
Sent: Wednesday, May 6, 2020 11:08 AM
To: Groth, Brian <bgroth@hudsonnh.gov>; Planning <planning@hudsonnh.gov>
Subject: Re: Hudson Logistics Center

Dear Brian, thank you for this email. I did send two emails, one a couple days ago when I found about this project (apologies for the tone I was very annoyed), and one today. here is what I just sent.

I'm writing again to implore the board to postpone meetings and discussions regarding this project until an adequate public forum may be had. This project and the impact it will have on the town, community and region is to significant to push through without proper and adequate public input. Online forums are insufficient.

I would also implore the board to reconsider this project and the impact it will have. Please consider what is in the best interest of our town and not what is in the best interest of big business. There is more to our town than tax money. Please consider something which would benefit the community as a whole,

such as a public park with sports fields, paths, a boat launch and community gardens. Something which the future generations will benefit from.

I would add that my family and I feel very strongly about this. We moved from Nashua to get away from over development, inadequate space and noise and high home prices. We were fortunate that at the time we purchased the housing market was low. We loved the small town feel of Hudson, the access to farms and the open space, yet close enough to stores that it was not a hassle or inconvenience. It feels that lately there has been such a push for development everywhere including Hudson. New gas stations, new malls (I miss Pano's...) etc.. I fear that this project is very short sighted and the claims of the benefit to the community are limited and over-exaggerated at best, as it is in many instances like this. Are there plans to put solar panels on the top of these buildings? At least that would help benefit the community a little...In my experience companies like this want buildings like this because building new is cheaper than renovated. But this company will make millions on this project, why can't they spend a little extra to purchase some of the many vacant commercial properties in Nashua and build there?

I also think it is disgusting that the company building this is trying to play on the emotions of the town by posting pictures of Benson's Park on there website.

There is more to this town than increasing the tax base and helping the interests of Amazon and big business. I strongly feel that the interests of the town and indeed the whole area would be better assisted by the building of a public park with sports fields, paths, a boat launch and community gardens. Something which the future generations will benefit from.

I cannot attend this meeting in either forum as I our kids are home and I must help them, another reason to perhaps consider waiting until people can properly attend meetings. But again, I would implore the board and town to really dig deep and consider this project.

Sincerely,

Chris Thatcher

15 Parhurst Dr.

On Wed, May 6, 2020 at 10:44 AM Groth, Brian <bgroth@hudsonnh.gov> wrote:

Hi Chris,

Did you already write to planning@hudsonnh.gov? If you did, please send again as I did not receive it.

The Planning Board is working on scheduling and the logistics of the public hearing for this project. We are working on having multiple ways for people to participate, both physically present with proper distancing, and remotely by telephone (live during the meeting). We are also accepting written comment of course. Our goal is to ensure community input within a thorough and thoughtful review process. I'd also add that the Planning Board and myself, are certainly considering the impacts of this project and potential community benefits.

I appreciate your time and input. And if I missed a previous email from you, please re-send.

Regards,

Brian

Brian Groth, AICP

Town Planner

Town of Hudson, NH

12 School Street

Hudson, NH 03051

Phone: (603) 886-6008

Fax: (603) 594-1142

bgroth@hudsonnh.gov

From: Christopher Thatcher [mailto:clthatch@gmail.com]

Sent: Wednesday, May 6, 2020 10:36 AM

To: Planning <planning@hudsonnh.gov>

Subject: Hudson Logistics Center

I'm writing again to implore the board to postpone meetings and discussions regarding this project until an adequate public forum may be had. This project and the impact it will have on the town, community and region is to significant to push through without proper and adequate public input. Online forums are insufficient.

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Brian

Brian Groth, AICP

Town Planner

Town of Hudson, NH

12 School Street

Hudson, NH 03051

Phone: (603) 886-6008

Fax: (603) 594-1142

bgroth@hudsonnh.gov

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Dubowik, Brooke

From: Christopher Thatcher <clthatch@gmail.com>
Sent: Monday, May 11, 2020 1:57 PM
To: Malizia, Steve
Cc: Groth, Brian; Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara; Planning; info@hudsonlogisticscenter.com; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov; governorsununu@nh.gov; info@maggiehassan.com; info@jeannshaheen.org; info@kusterforcongress.com; Kimberly Rice
Subject: Hudson NH Logistics & Distribution Center

My name is Chris Thatcher. I am writing in regards to the Hudson Logistics Center Project that is proposed to be developed on the property currently known as Green Meadow Golf Course in Hudson, NH.

My family and I moved to Hudson from Nashua to get away from over development, inadequate space, noise and high home prices. We were fortunate that at the time we purchased our home, the housing market was low, allowing us to afford a home with great neighbors in a safe and beautiful neighborhood. We loved the small town feel of Hudson, the access to farms, the community and the open space, yet close enough to stores that it was not a hassle or inconvenience. However, lately there has been such a push for development everywhere including Hudson. New gas stations, new malls (I miss Pano's...) etc. I fear that this project is not only very short sighted, but another step in the demise of Hudson as the type of small-town, open space community which is so desirable to many people.

I would also implore the board to reconsider the Logistics and Distribution project and the impact it will have, not just on the community but the environment. Please consider what is in the best interest of our town and not what is in the best interest of big business and money. There is more to this town than increasing the tax base and helping the interests of Amazon (let's not kid ourselves, we know who is going to utilize this facility) and big business. The claims of the benefit to the community are limited and over-exaggerated at best, as it is in many instances like this. These are indirect jobs, there is no promise of people moving to Hudson and these will most likely be low paying hourly jobs which will only benefit the big business. Moreover, consider the extra strain on emergency services and maintenance of the roads and utilities, and the possible tax benefits quickly shrink.

Please consider something which would benefit the community, such as a public park with sports fields, paths, a boat launch and community gardens. Something which the future generations will benefit from. The town could easily lease out the club house location to be renovated or rebuilt and bring in something like a brew pub, negotiate to bring in a Common Man Restaurant or a La Belle Winery Restaurant. This desirable location business would be very good and with a public park surrounding it, it would bring in a lot of extra people. The land already has the paths from the golf course so minimal costs associated with that aspect would also help. You could also build a small complex which could house an ice cream shop and a restaurant instead to draw more business.

While Hudson does have Benson Park, and it is a beautiful and historical part of Hudson, and we love going there, the town would greatly benefit from another park. Benson's often gets very crowded and has limited parking. Building a public park at the golf course would increase business in Hudson and raise home values in a positive manner while also creating a positive image for the town. I also think it is disgusting that the company building this is trying to play on the emotions of the town by posting pictures of Benson's Park on their website.

Consider also the idea that this could be used as a fair ground, used for fairs, festivals, events etc. not just for Hudson but all the area.

Please think long term and not short term. Let's not make the same mistakes and missed opportunities as other towns around us to maintain and not lose our open green space.

In my experience companies like this want buildings like this because building new is cheaper than renovating. But this company will make millions on this project, why can't they spend a little extra to purchase some of the many vacant commercial properties in Nashua and build there? There are lots of other places for this monstrosity to be built.

I would also implore and ask that any meetings be postponed until after the stay at home order is lifted and public meetings may be attended by everyone who wishes. This is too important and has too much of an impact on our community to push through without proper review and input.

I am also including the pre-written letter recommended by the Hudson Alliance for Responsible Development below, as I agree with much of what it says.

Although there are legitimate economic benefits (jobs, tax revenue etc) explained in the proposal of this giant enterprise, there are also significant and numerous consequences for our town if our leaders permit this project to move forward. The essential question, do the benefits outweigh the consequences?

One last comment; Just because something CAN be done does not mean it SHOULD be done.

Letter from the Hudson Alliance for Responsible Development:

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

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

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

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

Lastly, our state has asked its residents to stay home during the COVID-19 pandemic. The Town of Hudson has planned a meeting taking place at the Community Center on May 27th to discuss this proposal and there will be an opportunity for the public to share their thoughts. Our Governor has modified the Stay At Home Order to be in effect until May 31st. The timing of when this is happening is unfortunate and disappointing. This would be the largest development that Hudson has ever seen. And yet, many of us are continuing to take every precaution possible to protect the most vulnerable in our communities and families from COVID-19. For that reason, this meeting is not essential and should not be an exception to the stay at home order.

I implore your office to take immediate action to contact the Town of Hudson Administrator and demand that he re-schedule the meeting until after the stay at home order has been lifted. I also ask that you also express concern over the timing of this proposal, encouraging the Town of Hudson decision makers to take time to properly conduct due diligence on a project of this magnitude and consequence.

Sincerely,

Chris & Rebekah Thatcher
15 Parkhurst Drive, Hudson NH.

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May 6, 2020

Brian Groth
Town Planner
12 School Street
Hudson, NH 03051

RE: Green Meadows Proposed Development

Brian,

My name is Scott Wade and for the last twenty years, I have owned 1 Fairway Drive here in Hudson. I have invested well over \$150,000 in improving my home with the intention of this being my forever home until I retire and wish to spend the winters in a warmer climate. However, my plan has always been wanting to keep this beautiful home. That changed recently. This new proposed plan to build a massive distribution center right in my backyard has me rethinking my plans.

I have several concerns:

Quality of life

Sound and Sight

First and foremost, this will be a quality of life issue. Today, as I look out my backyard, I can hear the faint noise of cars on the highway. Frankly, the birds make more noise than the cars off in the distance. When the golf course is open, you can hear the chatter of players but nothing like what could be coming. A year or so from now we will hear the constant, unrelenting sounds of trucks coming and going, their backup alarms going off as they approach a loading dock, doors opening, and closing, cars, and forklifts all day and night. It has been mentioned that there would be upwards of 300 trucks every single day.

Before any of that occurs are the many months of actual construction, we would need to live through. Thousands of people, cars, trucks, construction vehicles every day. The constant noise from all of it. Will there be blasting? We are the Granite State after all. What kind of issues will blasting cause? Do we run the risk of having our foundations or inground pools cracked? I'm not sure if anyone has well water but if they do and that gets ruined, that could be a disaster for that home.

Once this construction is complete, there will be three buildings totaling approximately 2.6 million square feet. Two of the three will be 1 million square feet each. Simple math says that's 1000 feet wide and 1000 feet long. Eclipsing most any building around here. Close would be the Pheasant Lane Mall in Nashua that is just less than a million square feet. In a Union Leader article entitled "Green Meadow golf course could face bulldozer in Hudson" on May 2, 2020, Justin Dunn, Hillwood's vice president of development said, "...the proposed buildings would be 40 to 45 feet high." (Lessard, 2020)¹

Try to imagine going from the peace and quiet of a golf course to a year or so from now living next to an industrial complex with a massive, bustling, four-story building in your backyard. It's unconscionable.

Air Pollution

This should be on everyone's mind when it comes to this project as it will be here now and forever unless every car and truck becomes an electric vehicle. For now, the tractor-trailers are diesel-fueled. With nearly 300 of them coming and going from this property, air pollution will become much worse. Would these vehicles, as they are being loaded and unloaded, continue to idle? Doing so would just allow them to continue to emit harmful elements into the air. From the New Hampshire Department of Environmental Services Environmental Fact Sheet (ARD-44, 2014) they state:

"Diesel emissions adversely affect the environment by interfering with climate, the physiology of plants, animal species and entire ecosystems, as well as human property in the form of agricultural crops and man-made structures.... From a public health point of view, diesel emissions can aggravate or lead to heart and lung disease, cancer, asthma, and other health problems." (New Hampshire Department of Environmental Services, 2014)²

From this same document, they list the various pollutants emitted from diesel engines (Carbon monoxide (CO), Carbon dioxide (CO₂), and Particulate emissions (PM) among others.

"In 2012, the International Agency for Research on Cancer (IARC), part of the World Health Organization (WHO), revised the classification of diesel engines exhaust to Group 1 (definite) carcinogen for humans, based on sufficient evidence that exposure is associated with an increased risk for lung cancer" (New Hampshire Department of Environmental Services, 2014)³

In another publication: Storing Harm: The Health and Community Impacts of Goods Movement Warehousing and Logistics by THE Impact Project Policy Brief Series in January 2012 the following is stated:

"Particulate emissions from diesel vehicles and equipment contribute to health problems that include cardiovascular problems, cancer, asthma, decreased lung function and capacity, reproductive health problems, and premature death." (THE Impact Project Policy Brief Series, 2012)⁴

The emissions that one tractor-trailer emits is an issue but 300 of them? Just the sheer volume of them will be a disaster to the air we breathe Adding some trees and bushes to help mitigate sight and sound issues just isn't enough. Something will need to be done to reduce the pollution this facility will cause and the potentially harmful health issues it could create. This issue will affect us all.

Traffic

The developer mentions that traffic will be limited to just trucks coming on going off of the highway at exit 2 and then two right-hand turns and they will be off the main roads and into their development. But where are all of the workers to build and then actually work at the facilities coming from? Will they all use the highway? Or will they clog up Lowell Road, River Road, Dracut Road, and Wason? This is thousands of people coming to the development. They won't all come off the highway.

I'm sure, as we all do, these trucks and extra cars will need to get gas or diesel. The nearest place for gasoline is at Sam's Club on Lowell Road but membership is required to get gasoline there and there is no diesel offered. The next place for both would be Haffner's. Further up Lowell Road, across from Market Basket. Doing so does not take all of this extra traffic off the main roads. It makes it much worse.

More personal to me is the paper street I live next to. A piece of land between myself and my neighbor at 2 Eagle Drive. This land could be used to extend Muldoon Street into the golf course. Does the developer have any intention of asking for that be opened up to their traffic? I cannot imagine what that would do to our neighborhood. Hundreds of cars could access that to enter or leave the complex and into our neighborhood. This would be a disaster and it shouldn't be allowed. Not even for an emergency access road. I have experience with that as I owned a commercial property that was next to one in Nashua and people would ram the gate, drive around it, and over our property just to access Tinker Road.

Property Values

I can't help but see the destruction of home values. Today I looked at Zillow.com just to see what they think my home is worth. They have it at \$495,000. For tax purposes, the town has me at \$432,000. As I said, I have invested well over \$150,000 into improvements in my home. How many tens of thousands of dollars per home do we need to lose in value due to this monstrosity to justify the low paying jobs and effects on the environment it will create? Dozens of families will be affected. Many of my neighbors, myself included, are wondering if after this is built will they ever be able to sell their homes at a price that isn't severely discounted due to having this facility behind us or in our neighborhood.

In a study of Atlanta area commercial development (industrial, office and retail) by Associate Professor Jonathan A. Wiley, Ph.D. from Georgia University in April 2015 he found the following:

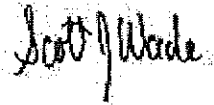
1. Sites targeted for new industrial development exists in neighborhoods where values are relatively lower and already experiencing a downward trend in advance of the project completion. (My comment: This wasn't true for Hudson before to Covid-19) (Jonathan A. Wiley, 2015)⁵
2. Industrial is one of the least desirable land uses...a localized contraction in house prices appears during the predevelopment period... (Jonathan A. Wiley, 2015)⁶
3. At the .5-mile radius, property values are lower by 5 percent, compared to 3.5 percent at the .75-mile radius and 2.5 percent for the 1-mile radius. The downward trend that begins in the predevelopment period is most acute for the properties closest to the development site. (Jonathan A. Wiley, 2015)⁷

This project will affect all that surrounds it and for miles away.

Conclusion

While I'm all for business and creating jobs, doing so at the expense of your residents' quality of life is a mistake. The pollution both environmental and sound is not worth the extra tax dollars this property would generate. Please do not allow this project to move forward.

Sincerely,



Scott J. Wade

I have some other random thoughts/questions about this project:

- How will this project affect the wildlife that lives on the golf course?
- Has the developer ever built one of these massive centers so close to an existing residential neighborhood? If so, where? What was the effect on those property values? What was the decibel noise increase? Did they measure air pollution before and after the construction? Is any of it verifiable?
- What would be the acceptable level of noise for this type of facility? What does the town ordinances say for such things?
- How will they control all of the dust that will be kicked up during construction?

Works Cited

- Jonathan A. Wiley, P. (2015). *The Impact of Commercial Development on Surrounding Residential Property Values*. Retrieved from <https://www.gamls.com/images/jonwiley.pdf>
- Lessard, R. (2020, May 2). Green Meadow golf course could face bulldozer in Hudson. *Union Leader*. Retrieved from https://www.unionleader.com/news/business/green-meadow-golf-course-could-face-bulldozer-in-hudson/article_9fa3311d-adc2-5643-9768-6adc6d7890fe.html?block_id=853108
- New Hampshire Department of Environmental Services. (2014). *Environmental Fact Sheet: Diesel Vehicles and Equipment: Environmental and Public Health Impacts*. Concord. Retrieved from <https://www.des.nh.gov/organization/commissioner/pip/factsheets/ard/documents/ard-44.pdf>

THE Impact Project Policy Brief Series. (2012). *Storing Harm: The Health and Community Impacts of Goods Movement Warehousing and Logistics*. Retrieved from <https://envhealthcenters.usc.edu/wp-content/uploads/2016/11/Storing-Harm.pdf>

Other works of interest:

Distribution Centers and Nearby Neighborhoods

<https://sites.google.com/view/distributioncenters/home?pli=1&authuser=1>

What Amazon Does to Poor Cities, The Atlantic

<https://www.theatlantic.com/business/archive/2018/02/amazon-warehouses-poor-cities/552020/>

Dubowik, Brooke

From: Lindsay Benson <lindsayabenson@gmail.com>
Sent: Thursday, May 7, 2020 8:38 AM
To: Planning
Subject: Hudson Logistics Center - Letter for Public Input 5/20 Meeting

Hello,

I am writing in regards to the proposed Hudson Logistics Center that would be developed on the current property known as Green Meadow Golf Course in Hudson, NH. I would like this to be submitted as public input for the May 20th hearing.

I'll start on a positive note with the proposed benefits of having this giant enterprise in our town: It would create tax revenue for the town and create jobs.

Please allow me to also express my concerns. I live in the neighborhood that abuts Green Meadow golf course. While we understand the motivation for the landowners to sell and that this land is zoned for commercial development, building three distribution warehouses that takes up 2.5 million square feet of space feels excessive, dangerous, and irresponsible.

The Hudson Logistics webpage states that there will be 150-200 tractor trailers and 35-50 box trucks traveling to and from the center every day. There are about 20 homes on Fairway and Eagle Drive with no separation between their backyards and the Green Meadow property; you can see the golf course very clearly from their backyards. They, as well as our entire neighborhood will be flooded with noise and sight pollution from this 24/7 operation. The developer has claimed they will build some sort of buffer to help with this, but the fact is that some shrubs and a few trees will not help. I encourage any decision makers and leaders of our town who will be sharing their opinion on this matter to please drive through our neighborhood to see for themselves. Real solutions to this obvious problem should be demanded from the developer.

I'm also concerned with the emissions from the trucks and tractor trailers and how that will impact our air quality. According to the United States Environmental Protection Agency, "air pollution emitted from transportation contributes to smog, and to poor air quality, which has negative impacts on the health and welfare of citizens. Pollutants that contribute to poor air quality include particulate matter (PM), nitrogen oxides (NOx), and volatile organic compounds (VOCs)...The transportation sector also contributes to emissions of air toxics, which are compounds that are known or suspected to cause cancer or other serious health and environmental effects. Examples of mobile source air toxics include benzene, formaldehyde, and diesel particulate matter." Given this information, one can see how irresponsible and dangerous it is to develop a 2.5 million square foot distribution facility with hundreds of tractor trailers and dozens of box trucks travelling in and out and idling in the backyards of our homes where our children live and play.

This project also impacts wetlands. Back in 2007, when a different development was proposed, there were 10-12 areas that needed to be granted a wetlands special exemption. There was a proposed interchange system to and from the Sagamore Bridge that crossed over a wetland area and some of the proposed parking lots were within wetland buffer areas as well. This previous development would have taken a phased approach over 10-15 years, the first phase including a 1.1 million SF of retail space, cinema, restaurants, an ice skating

rink, and a riverfront park. The second phase eventually would have brought the total to 2 million square feet of mixed used purpose. This current proposal is 2.5 million square feet of JUST distribution warehouse buildings and parking lots. As such, I'm assuming this project will have even MORE of an impact on wetlands. I ask the Conservation Committee to please share their findings and studies on how this development would impact wetlands with the public.

The final concern that I will mention in my letter today is traffic. I've lived here for 8 years and over and over again town leadership and residents all agree that traffic is the biggest challenge that Hudson faces. This proposed development will only make it worse. Hillwood has claimed they recently completed a traffic study to evaluate the impact that the Hudson Logistics Center may have on roadways. I'd like to know WHEN that traffic study was done, because if it was done during the time frame of the stay at home order during this Global Pandemic, I request that they do this study again when traffic gets back to a relatively more normal flow. They have also stated they would work with the town to "optimize the signal timing at four intersections." I'd love to hear from our town leaders as to whether they really believe that the solutions they've proposed to ease traffic that would actually help considering the increased flow of trucks, trailers, and the employees coming to and from the center. When the trailers and trucks need fuel, will they drive through the traffic light at the Sagamore bridge and go to Haffner's, causing even more traffic congestion there on top of what already exists? This also doesn't just impact traffic coming to and from the Sagamore Bridge. Dracut Road, Pelham Road, River/Frost Road. Many roads will all be impacted by the increase in traffic, causing more air and sound pollution and congestion for Hudson neighborhoods and residents.

My understanding is that there will be a special meeting taking place at the Community Center on May 20th to discuss this proposal and give the opportunity to the public to share their thoughts. The timing of when this is happening is unfortunate and disappointing. Many of us are continuing to take every precaution possible to protect the most vulnerable in our communities and families from Covid-19. For those who are not willing to attend this meeting, I hope that they will write to town leaders, the planning and zoning boards, the conservation committee, and state representatives to share their thoughts on the proposed Hudson Logistics Center.

Thank you,
Lindsay Benson
13 Par Lane
617-895-6627

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Dubowik, Brooke

From: Lindsay Benson <lindsayabenson@gmail.com>
Sent: Thursday, May 7, 2020 3:40 PM
To: Dhima, Elvis
Cc: Dubowik, Brooke; Groth, Brian; Stickney, Doreena
Subject: Re: Submitted on: Thursday, May 7, 2020 - 3:09pm

Hi Elvis,

Thank you for your response. Brian and I have been in touch. I meant for this message to be sent to the conservation committee through the online form. My understanding is that they will be reviewing the plans as well in regards to potential wetlands impact so I wanted to share my thoughts with them as well.

If you could forward to them that would be great.

Thank you,
Lindsay

On Thu, May 7, 2020 at 3:14 PM Dhima, Elvis <edhima@hudsonnh.gov> wrote:

Lindsay

We have received your comment and the Town Planner will take it from here

Thank you

E

Elvis Dhima, P.E.

Town Engineer

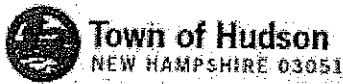
Town of Hudson, NH

12 School Street

Hudson, NH 03051

Phone: (603) 886-6008

Mobile: (603) 318-8286



Submitted on: Thursday, May 7, 2020 - 3:09pm

Submitted by:

Lindsay Benson

6178956627

lindsayabenson@gmail.com

Question/Comments Submitted:

I am writing in regards to the proposed Hudson Logistics Center that would be developed on the current property known as Green Meadow golf course in Hudson, NH. I would like this to be submitted as public input for the May 20th hearing.

I'll start on a positive note with the proposed benefits of having this giant enterprise in our town: It would create tax revenue for the town and create jobs.

Now, please allow me to express my concerns. I live in the neighborhood that abuts Green Meadow golf course. While we understand the motivation for the landowners to sell and that this land is zoned for commercial development, building three distribution warehouses that takes up 2.5 million square feet of space feels excessive, dangerous, and irresponsible.

The Hudson Logistics webpage states that there will be 150-200 tractor trailers and 35-50 box trucks traveling to and from the center every day. There are about 20 homes on Fairway and Eagle Drive with no separation between their backyards and the Green Meadow property; you can see the golf course very clearly from their backyards. They, as well as our entire neighborhood will be flooded with noise and sight pollution from this 24/7 operation. The developer has claimed they will build some sort of buffer to help with this, but the fact is that some shrubs and a few trees will not help. I encourage any decision makers and leaders of our town who will be sharing their opinion on this matter to please drive through our neighborhood to see for themselves. Real solutions to this obvious problem should be demanded from the developer.

I'm also concerned with the emissions from the trucks and tractor trailers and how that will impact our air quality. According to the United States Environmental Protection Agency, "air pollution emitted from transportation contributes to smog, and to poor air quality, which has negative impacts on the health and welfare of citizens. Pollutants that contribute to poor air quality include particulate matter (PM), nitrogen oxides (NOx), and volatile organic compounds (VOCs)...The transportation sector also contributes to emissions of air toxics, which are compounds that are known or suspected to cause cancer or other serious health and environmental effects. Examples of mobile source air toxics include benzene, formaldehyde, and diesel particulate matter." Given this information, one can see how irresponsible and dangerous it is to develop a 2.5 million square foot distribution facility with hundreds of tractor trailers and dozens of box trucks travelling in and out and idling in the backyards of our homes where our children live and play.

This project also impacts wetlands. Back in 2007, when a different development was proposed, there were 10-12 areas that needed to be granted a wetlands special exemption. There was a proposed interchange system to and from the Sagamore Bridge that crossed over a wetland area and some of the proposed parking lots were within wetland buffer areas as well. This previous development would have taken a phased approach over 10-15 years, the first phase including a 1.1 million SF of retail space, cinema, restaurants, an ice skating rink, and a riverfront park. The second phase eventually would have brought the total to 2 million square feet of mixed used purpose. This current proposal is 2.5 million square feet of JUST distribution warehouse buildings and parking lots. As such, I'm assuming this project will have even MORE of an impact on wetlands. I would appreciate the Conservation Committee sharing with residents their, opinions, findings and studies on how this development would impact wetlands as well as the animal population that lives on this land. I have to imagine it would be their hope to lobby for a different usage of this beautiful riverfront property.

The final concern that I will mention in my letter today is traffic. I've lived here for 8 years and over and over again town leadership and residents all agree that traffic is the biggest challenge that Hudson faces. This proposed development will only make it worse. Hillwood has claimed they recently completed a traffic study to evaluate the impact that the Hudson Logistics Center may have on roadways. I'd like to know WHEN that traffic study was done, because if it was done during the time frame of the stay at home order during this Global Pandemic, I request that they do this study again when traffic gets back to a relatively more normal flow. They have also stated they would work with the town to "optimize the signal timing at four intersections." I'd love to hear from our town leaders as to whether they really believe that the solutions they've proposed to ease traffic would actually help considering the increased flow of trucks, trailers, and the employees coming to and from the center. When the trailers and trucks need fuel, will they drive through the traffic light at the Sagamore bridge and go to Haffner's, causing even more traffic congestion there on top of what already exists? This also doesn't just impact traffic coming to and from the Sagamore Bridge. Dracut Road, Pelham Road, River/Frost Road. Many roads will all be impacted by the increase in traffic, causing more air and sound pollution and congestion for Hudson neighborhoods and residents.

My understanding is that there will be a special meeting taking place at the Community Center on May 20th to discuss this proposal and give the opportunity to the public to share their thoughts. The timing of when this is happening is unfortunate and disappointing. Many of us are continuing to take every precaution possible to protect the most vulnerable in our communities and families from Covid-19. For those who are not willing to attend this meeting, I hope that they will write to town leaders, the planning and zoning boards, the conservation committee, and state representatives to share their thoughts on the proposed Hudson Logistics Center.

Thank you,
Lindsay Benson
13 Par Lane
617-895-6627

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Brian –

I am writing in regard to the proposed Hudson Logistics Center at Green Meadow. I am also requesting this letter be included in the packet for town leadership and participants to consume for the public hearing on May 27th in addition to being on public record.

Let me start by urging the planning board and leadership involved to not succumb to the pressure and requests by Hillwood to fast track this proposal. Yes, we are amidst a global pandemic, but I couldn't disagree more with their rationale. After reading some commentary in the Nashua Telegraph this weekend, I am concerned by some of the remarks provided by Hillwood. It was stated that "this is exactly what the community needs" and that "It's coming together at the right time" I respectfully disagree. In addition, it was mentioned that productive conversations were being had with abutters. While not a direct abutter I can confirm with almost complete certainty this is not the case. In fact, I sent in some very simple questions regarding the proposed buffer and truck count that are clearly stated and outlined on the plan/proposal provided to the town and was told by a Hillwood representative that they did not have all the answers to my questions. I would not consider that productive.

To my understanding this is the largest project Hudson has ever encountered. I trust in Hudson to do due diligence and make sure that the plan if approved has the best interest of the residents, the greatest good in mind and that proper time and consideration will be taken.

I would like to bring up a few of my concerns. I live in the neighborhood that abuts the golf course. I do not want this in my "backyard" as proposed. The plan is excessive and seems irresponsible in its current proposed state. The proposed 200 foot buffer between Fairway drive abutters and the facilities is not enough. I hope something can be done as 200 feet of screening will not help these neighbors preserve the tranquility that this wonderful neighborhood currently provides to its residents. I am sure site walks have been conducted but if not, I would encourage that, as many of my neighbors on Fairway have very limited woodline already to the course.

I would like to see these buildings moved on the property. Have other plans been presented to the town? Why can't they be closer to the Sagamore bridge? Hillwood states that they will preserve 230 of the site's 374 acres. At first glance according to the plan this will be more frontage facing the Merrimack river. Why not Fairway drive?

I am concerned with the proposed truck count. It seems low. How do 3 facilities with a combined 373 loading docks only yield approximately 150 -200 trailers and 50-75 box trucks per day. What about delivery vans?

Light, sound and air pollution are also concerns. Will these things be monitored ongoing if this site is developed? Diesel engines emit toxins that create serious health problems. Should we as residents just be expected to accept the health risk associated with this development? What will be done to protect our health and safety?

Lastly, I find it very unfortunate that we are about to conduct our first public hearing on what would be Hudson's largest development/project during this time. While I appreciate the ability to participate via phone, it's not the same. What is the actual capacity of the community center for this meeting based on social distancing guidelines? What happens if everyone that chooses to attend in person cannot enter the facility and participate? It is important for our town and its residents to show in numbers whether they are in support or against this proposal and for that reason I request this hearing be postponed until we receive guidance from Governor Sununu on the next phase of the stay at home order which is in effect until May 31, 2020.

Thank you.

Greg Benson
13 Par Lane
gregcbenson@gmail.com

From: rachels.mom2007@gmail.com [mailto:rachels.mom2007@gmail.com]

Sent: Friday, May 8, 2020 6:21 PM

To: Malizia, Steve <smalizia@hudsonnh.gov>

Subject: Save Hudson NH

May 8, 2020

Colleen Vurgaropulos

5 Muldoon Dr.

978-758-2717

To whom it may concern

I am writing in regards to the Hudson Logistics Center Project that is proposed to be developed on the property currently known as Green Meadow Golf Course in Hudson, NH.

Although there are legitimate economic benefits (jobs, tax revenue etc) explained in the proposal of this giant enterprise, there are also significant and numerous consequences for our town if our leaders permit this project to move forward. The essential question, do the benefits outweigh the consequences?

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

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

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

Thirdly, the impact on traffic will be significant. This proposed development can only make existing traffic congestion worse, to a scale that our town has never known.. Hillwood has claimed they did a traffic study to evaluate the impact that the Hudson Logistics Center may have on roadways. When exactly was this traffic study conducted? How accurate and reliable have past traffic studies, completed for other Hillwood projects, been? Are other Hillwood towns happy with the due diligence and planning by Hillwood? My own preliminary research tells me, no, towns are not satisfied with Hillwood projects and this should be a glaring concern for Hudson Town leaders. Lastly, our state has asked its residents to stay home during the Covid 19 pandemic. The Town of Hudson has planned a meeting taking place at the Community Center on May 27th to discuss this proposal and there will be an opportunity for the public to share their thoughts. Our Governor has modified the Stay At Home Order to be in effect until May 31st. The timing of when this is happening is unfortunate and disappointing. This would be the largest development that Hudson has ever seen. And yet, many of us are continuing to take every precaution possible to protect the most vulnerable in our communities and families from Covid-19. For that reason, this meeting is not essential and should not be an exception to the stay at home order.

I implore your office to take immediate action to contact the Town of Hudson Administrator and demand that he reschedule the meeting until after the stay at home order has been lifted. I also ask that you also express concern over the timing of this proposal, encouraging the TOWN of Hudson decision makers to take time to properly conduct due diligence on a project of this magnitude and consequence.

Sincerely,
Colleen Vurgaropulos

Sent from my iPhone

From: Jeanne Murray [mailto:jeannemurray1217@gmail.com]

Sent: Friday, May 8, 2020 5:43 PM

To: Malizia, Steve <smalizia@hudsonnh.gov>

Subject: Proposed Hudson Logistics Center

Dear Mr. Maliki's,

I am writing in regards to the Hudson Logistics Center Project that is proposed to be developed on the property currently known as Green Meadow Golf Course in Hudson NH.

Please consider the residents most immediately impacted as a result of this project. The proposal is asking for three enormous distribution warehouses that take up 2.5 million square feet of space. This is excessive, dangerous, and irresponsible. It would destroy these neighborhoods permanently, their property value and permanently put the health, safety and quality of life in jeopardy. The Hudson Logistics Center webpage (www.hudsonlogisticscenter.com) states that there will be 150-200 tractor trailers and 35-50 box trucks traveling to and from the center every day. There are about 20 homes on Fairway and Eagle Drive with no separation between their backyards and the Green Meadow property; you can see the golf course very clearly from their backyards. They, as well as our entire neighborhood will be flooded with noise and sight pollution from this 24/7 operation. And beyond the abutters, there are hundreds of homes and neighbors thickly settled in South Hudson. All would be adversely and permanently impacted by the enormous scale of this project. The developer has claimed they will build a "buffer" to help with this, but the fact is that some shrubs and a few trees will not help their cause and this is not an acceptable solution. Secondly, consider the environmental impact to air, water, and wildlife. The emissions from the trucks and tractor trailers will impact air quality. According to the United States Environmental Protection Agency, "air pollution emitted from transportation contributes to smog, and to poor air quality, which has negative impacts on the health and welfare of citizens. The transportation sector also contributes to emissions of air toxics, which are compounds that are known or suspected to cause cancer or other serious health and environmental effects. Examples of mobile source air toxics include benzene, formaldehyde, and diesel particulate matter." Given this information, one can see how irresponsible and dangerous it is to develop a 2.5 million square foot distribution facility with hundreds of tractor trailers and dozens of box trucks travelling in and out and idling in the backyards of our homes where our children live, play, and breathe. There are a significant amount of wetlands that will be impacted by this project and this project about the Merrimack River.. Back in 2007, when a different development was proposed, there were 10-12 areas that needed to be granted a wetlands special exemption. A proposed interchange system to and from the Sagamore Bridge that crossed over a wetland area and some of the proposed parking lots were within wetland buffer areas as well. This previous development would have taken a phased approach over 10-15 years, the first phase including a 1.1 million square feet of retail space, cinema, restaurants, an ice skating rink, and a riverfront park. The second phase would have in total brought the development to 2 million square feet of mixed used purpose. Let's fast forward to the current proposal, which is 2.5 million square feet entirely made up of distribution warehouse buildings and parking lots. As such, this project will certainly have an even greater impact on wetlands. The Merrimack River is one of our

region's greatest assets, this project will compromise the protection the natural wetlands have in buffering from pollutants.

Thirdly, the impact on traffic will be significant. This proposed development can only make existing traffic congestion worse, to a scale that our town has never known.. Hillwood has claimed they did a traffic study to evaluate the impact that the Hudson Logistics Center may have on roadways. When exactly was this traffic study conducted? How accurate and reliable have past traffic studies, completed for other Hillwood projects, been? Are other Hillwood towns happy with the due diligence and planning by Hillwood? My own preliminary research tells me, no, towns are not satisfied with Hillwood projects and this should be a glaring concern for Hudson Town leaders. Lastly, our state has asked its residents to stay home during the Covid 19 pandemic. The Town of Hudson has planned a meeting taking place at the Community Center on May 27th to discuss this proposal and there will be an opportunity for the public to share their thoughts. Our Governor has modified the Stay At Home Order to be in effect until May 31st. The timing of when this is happening is unfortunate and disappointing. This would be the largest development that Hudson has ever seen. And yet, many of us are continuing to take every precaution possible to protect the most vulnerable in our communities and families from Covid-19. For that reason, this meeting is not essential and should not be an exception to the stay at home order.

I implore your office to take immediate action to contact the Town of Hudson Administrator and demand that he reschedule the meeting until after the stay at home order has been lifted. I also ask that you also express concern over the timing of this proposal, encouraging the Town of Hudson decision makers to take time to properly conduct due diligence on a project of this magnitude and consequence.

Sincerely,

Jeanne and Donald Murray
2 Cedar St
Hudson NH, 03052

Sent from my iPhone

May 11th 2020

Dear to whom this is concerned

I am writing in regards to the Hudson Logistics Center Project that is proposed to be developed on the property currently known as Green Meadow Golf Course in Hudson, NH.

Although there are legitimate economic benefits (jobs, tax revenue etc) explained in the proposal of this giant enterprise, there are also significant and numerous consequences for our town if our leaders permit this project to move forward. The essential question, do the benefits outweigh the consequences?

The traffic impact will be a disaster, please I invite you to sit on the bridge or Lowell road in the am or late afternoon and sit in the traffic. you made a HUGE mistake letting the filthy GOODWILL company come into our town, there were only suppose to be up to 6 trailers at one time there, now its a trailer nightmare, noise, filth our south end is full of crime, trash, & homeless living in woods, YOU allowed this! Now lets add what I believe will be a 24/7 operation of AMAZON coming to our town taking away the best golf course we have, opening the door to not HUDSON but MA residents working in NH , just as all our Supermarkets, Walmart and Sams are flooded with now. At least a few years ago when a Casio was proposed , they offered a new entrance and exit that eased the traffic situation, this proposal offers nothing, you guys are all soft, if this is the inedible, make them add an off ramp, bridge or something, you will regret this in the long run.

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

Secondly, consider the environmental impact to air, water, and wildlife. The emissions from the trucks and tractor trailers will impact air quality. According to the United States Environmental Protection Agency, "air pollution emitted from transportation contributes to smog, and to poor air quality, which has negative impacts on the health and welfare of citizens. The transportation sector also contributes to emissions of air toxics, which are compounds that are known or suspected to cause cancer or other serious health and environmental effects. Examples of mobile source air toxics include benzene, formaldehyde, and diesel particulate matter." Given this information, one can see how irresponsible and dangerous it is to develop a 2.5 million square foot distribution facility with hundreds of tractor trailers and dozens of box trucks travelling in and out and idling in the backyards of our homes where our children live, play, and breathe. There are a significant amount of wetlands that will be impacted by this project and this project about the Merrimack River.. Back in 2007, when a different development was proposed, there were 10-12 areas that needed to be granted a wetlands special exemption. A proposed interchange system to and from the Sagamore Bridge that crossed over a wetland area and some of the proposed parking lots were within wetland buffer areas as well. This previous development would have taken a phased approach over 10-15 years, the first phase including a 1.1 million square feet of retail space, cinema, restaurants, an ice skating rink, and a riverfront park. The second phase would have in total brought the development to 2 million square feet of mixed used purpose. Let's fast forward to the current proposal, which is 2.5 million square feet entirely made up of distribution warehouse buildings and parking lots. As such, this project will certainly have an even greater impact on wetlands. The Merrimack River is one of our region's greatest assets, this project will compromise the protection the natural wetlands have in buffering from pollutants.

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

Lastly, our state has asked its residents to stay home during the Covid 19 pandemic. The Town of Hudson has planned a meeting taking place at the Community Center on May 27th to discuss this proposal and there will be an opportunity for the public to share their thoughts. Our Governor has modified

the Stay At Home Order to be in effect until May 31st. The timing of when this is happening is unfortunate and disappointing. This would be the largest development that Hudson has ever seen. And yet, many of us are continuing to take every precaution possible to protect the most vulnerable in our communities and families from Covid-19. For that reason, this meeting is not essential and should not be an exception to the stay at home order.

I implore your office to take immediate action to contact the Town of Hudson Administrator and demand that he reschedule the meeting until after the stay at home order has been lifted. I also ask that you also express concern over the timing of this proposal, encouraging the Town of Hudson decision makers to take time to properly conduct due diligence on a project of this magnitude and consequence.

Sincerely,

David Dillavou Sr.
7 Colson Road
Hudson, NH 03051
603.365.1777

Dubowik, Brooke

From: Dave <projectdave@yahoo.com>
Sent: Monday, May 11, 2020 7:45 AM
To: Malizia, Steve; Groth, Brian; Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara; Planning; info@hudsonlogisticscenter.com; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov; governorsununu@nh.gov
Subject: Hudson Logistics Center Project Concerns

May 11th 2020

Dear to whom this is concerned

I am writing in regards to the Hudson Logistics Center Project that is proposed to be developed on the property currently known as Green Meadow Golf Course in Hudson, NH.

Although there are legitimate economic benefits (jobs, tax revenue etc) explained in the proposal of this giant enterprise, there are also significant and numerous consequences for our town if our leaders permit this project to move forward. The essential question, do the benefits outweigh the consequences?

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Sincerely,
David Dillavou Sr.
7 Colson Road
Hudson, NH 03051
603.365.1777

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Green Meadow Golf Course Sale and Development

Hillwood Development Company, located in Texas is proposing to put a distribution center at the present location of the Green Meadow Golf Course.

They are proposing 3 buildings, totaling 2.6 million sq.ft. of warehouse space which is about three times the size of the Pheasant Lane Mall in Nashua.

Two of these buildings would back up to a residential neighborhood. This development contains 70-80, 3-4 bedroom homes with many young families with children

These 3 buildings will feature 363 loading docks with plans for 250 trucks per day loading and unloading 24 hours a day 7 days a week. The problems with this proposal are so numerous I will mention just a few.

*Noise-The noise generated by this type of round the clock operation would be unrelenting especially at night and weekends.

*Air pollution- The exhaust from 250 trucks per day being blown into surrounding neighborhoods especially with an Westerly wind (most prevalent direction) would be a huge health hazard since diesel exhaust has been classified by the Agency for Research on Cancer (IARC), part of the World Health Org (WHO) as a Group 1 (definite) carcinogen for humans, based on sufficient evidence that exposure is associated with an increased risk for lung cancer. In addition it has been known to cause heart, lung disease reproductive problems and premature death. Numerous health studies have also shown children exposed to particulates from heavy trucks have higher incidence of health problems including asthma.

*Traffic- Obviously traffic in the area would be affected but also damage to the roads especially the Sagamore Bridge with an added 250 truck trips back and forth per day (over 182,500 per year)

Below is a small sample of relevant on line information from
“Distribution Centers and Nearby Neighborhoods”

- “This type of project should never be close to homes’...citizen concerns ranged from traffic congestion and safety, noise and air and light pollution and setting an undesired precedent for the area...‘I don’t know where they would fuel’”
- “there is too much noise and pollution. They put in a wall but it didn’t stop it”
- “numerous health studies show children who live too close to heavy traffic and are exposed to a particulate from heavy trucks have a higher incidence of health problems including asthma”
- “as warehousing systems are getting more sophisticated and automated, the demand for jobs especially low-skilled jobs will be decreasing. The job creation benefits may not last long...warehousing jobs are not paid-well or secure in the long run...”
- “apart from air pollution, trucks also generate a high level of noise and disproportionately contribute to road damage”
- The Patriot Ledger in February 2019 reported about * *Amazons plans in Braintree Ma... “Amazon has apparently dropped its plans to open a (200,000 sq. ft.) ‘last mile’ distribution center”...One of the 68 conditions being proposed by the town was imposing certain requirements on the drivers. Amazons response was “that since the drivers are ‘independent contractors’ the conditions are beyond Amazon’s power to control”....

(**NOTE: Although Hillwood has not identified the anticipated tenants, if you look at their history they are closely aligned with Amazon.)

- “We are not anti-development but a large number of tractor trailers is a problem. The demographics favored by warehouse owners are distressed and depressed areas”
- “from a realtors standpoint it is devastating....Some of my neighbors have recently expressed if this goes through we will have to move, and I said, you guys, it is too late, your values are going down as we speak...”

The Attorney General of California, Xavier Becerra, filed a lawsuit against Hillwood Enterprizes L.P. (Hillwood) in Feb 2020 due to “ the developer has ignored months of warnings of the significant health risks to the residents of this area” And this is only a 650,000 sq.ft. warehouse!

Please don't think these problems are just a couple of neighborhoods abutting this property. The air pollution problem can travel much further distances depending on the weather and wind conditions. The fact that it is right on the Merrimack River, it will definitely effect the Nashua side. For example; Colliston Yard is a 55+ community of 79 condominiums directly across from one of the million square foot buildings. Noise ,light and air pollution caused by the diesel trucks will be a factor for them.

I wonder if Massachusetts Environmental Services will have some concerns on possible river contamination due to the particulates being emitted from the diesel truck emission a mile from their state line.

There are many other issues that will be discussed in the coming months. They sell these developments to the town based on many jobs and tax revenue. Do we know how much in taxes these buildings will generate. Warehouses are relatively inexpensive in comparison to other types of commercial or industrial buildings . Therefore I would guess they would provide less in taxes.

They claim 2500 jobs will be created once operational but then describe the jobs as direct and indirect meaning construction and material suppliers. Don't see many Hudson jobs there. All these jobs will go away after construction. So what's left ? Low paying warehouse jobs, which will be divided into daytime, nighttime and weekend positions? Are these the types of jobs Hudson should be pursuing?

Brian

I would like this added to my other inputs for the meeting on May 27.

Paul Groleau, Fairway Dr

Subject: GREEN MEADOW DEVELOPMENT

I AM SENDING THIS QUESTION RELATIVE TO THE EFFECT ON TRAFFIC AND BRIDGE/ROAD DAMAGE.

ACCORDING TO THE HUDSON LOGISTICS CENTER UNDER FACTS AND QUESTIONS IT STATES TRUCK TRAFFIC WOULD BE 150-200 TRACTOR TRAILERS AND 30-50 BOX TRUCKS BASED ON 24 HOURS PER DAY OF OPERATION.

THIS PROPOSAL IS CALLING FOR THREE BUILDINGS WITH 363 LOADING DOCKS

THE NUMBER OF TRUCKS VERSES THE NUMBER OF LOADING DOCKS DOES NOT SEEM REASONABLE.

IF YOU DO THE MATH 363 DOCKS X 24HRS PER DAY WOULD GIVE THEM 8712 HRS OF LOADING DOCK CAPACITY.

I DON'T KNOW THE AVERAGE TIME TO LOAD OR UNLOAD A TRUCK BUT I WOULD GUESS THAT WITH SHIPPING ON PALLETS AND LOADING/UNLOADING WITH FORKLIFTS A 2 HR PER TRUCK ESTIMATE WOULD BE VERY GENEROUS.

BASED ON THAT THE FULL DAILY CAPACITY WOULD BE 4300 TRUCKS PER DAY.

I AM NOT CONCLUDING THEY WOULD HANDLE THAT MANY TRUCKS BUT 250 IS ONLY 6% OF THEIR FULL CAPACITY.

MAKES ONE WONDER WHAT THE REAL NUMBER IS.MAYBE 500, MAYBE A 1000.

DON'T SEE HOW WE WOULD EVER KNOW THAT AND EVEN IF WE DID HOW COULD WE CONTROL IT.

IMAGINE 500 TRUCKS PER DAY,1000 TRIPS (IN THEN OUT) WOULD BE 365,000 ADDED TRIPS PER YEAR OVER THE ROADS AND SAGAMORE BRIDGE.

THIS DOESN'T EVEN COUNT THE 1865 PARKING SPACES THEY HAVE ESTIMATED FOR CARS.

DOES THEIR ESTIMATE OF TRAFFIC AND ROAD/BRIDGE DAMAGE PASS THE TEST OF REASONABLENESS.



See more...



Green Meadow golf course could face bulldozer in Hudson

HUDSON - Hillwood Investment Properties, a national developer of industrial

UNIONLEADER.COM

1 hr ago · 5 neighborhoods in General

Thank

Comment

1



Paul Groleau, Green Meadows Golf

Union leader article:

Amazing how they talk about everything but our major concerns.

Nothing about the noise and air pollution that we all will experience 24 hours a day 7 days a week.

They want to talk about minimum traffic effects which is a convenience issue, added jobs (2500) which include the construction jobs that go away during the first year, most of the balance of the jobs are not high paying high tech jobs but low paying warehouse jobs (which is all these monstrous buildings are) which I doubt will be attractive to most Hudson residents.

The noise and air pollution of 300 trucks using 363 loading docks 24/7 that are located within a couple hundred feet of our neighborhood is not a convenience issue but one of quality of life...The noise of trailer trucks backing into docks with their backup beeping alarms sounding the banging of the loading dock when the truck engages it, The process of loading and unloading these trucks by forklifts and last but not least, the bang that you get when the cabs back into trailers to engage them for transport. How does one sleep with these conditions?

Health issues that need to be addressed would be the constant diesel fume exhaust non stop being pumped into our neighborhood 24/7

The financial impact would be immeasurable. I would wonder not about a reduction in value but if we could even be able to sell a house this close to these noise generating, air polluting monstrosities.

To drop this thing in the middle of one of the nicest neighborhoods in Hudson filled with single family homes is unthinkable.

5 hr ago Thank Reply

Add a comment...

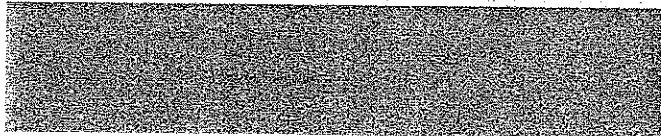


Lindsay Benson, Green Meadows Golf

More on proposed Green Meadow development

[http://web-extract.constantcontact.com/v1/social_annotation_v2?](http://web-extract.constantcontact.com/v1/social_annotation_v2?ermalink_uri=https%3A%2F%2Fmyemail.constantcontact.com%2FNew-Potential-)

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1 hr ago • 5 neighborhoods in General

👍 Thank

💬 Comment ▾

👤 1 🗨️



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Union leader article

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5 hr ago Thank Reply

Add a comment



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More on proposed Green Meadow development

http://web-extract.constantcontact.com/v1/social_annotation_v2?emailink_uri=https%3A%2F%2Fmyemail.constantcontact.com%3FNew-Potential-

Fred H. Croninger, III
9 Crestwood Drive, Hudson, New Hampshire 03051
(603) 305-5028 fhcroninger@msn.com

RECEIVED

MAY 13 2020

TOWN OF HUDSON
PLANNING DEPARTMENT

May 4, 2020
Town of Hudson Planning Board
12 School Street
Hudson New Hampshire 03051

Dear Planning Board Members, Selectmen and Selectwomen:

As a long-time resident of Hudson, I am writing to express my heartfelt opposition to reclassifying Green Meadow as industrial property in order for the land to be sold for the purpose of constructing and operating a distribution center in south Hudson.

Clearing the way for the construction of a large distribution center will, I'm sure, produce new jobs in the Hudson area. Whether those jobs will be occupied by Hudson residents or by commuters from Massachusetts or other cities and towns in New Hampshire is anybody's guess.

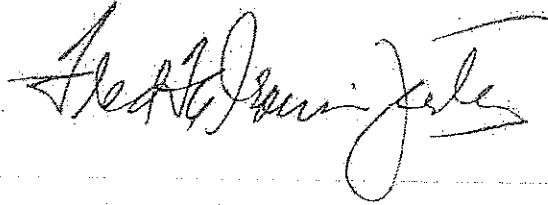
What is more certain is that the non-stop operation of a large distribution center, including the constant movement of large trucks to and from the center, will have a major detrimental impact on the quality of life for many of the town's residents, contribute to traffic congestion in the area, and accelerate the wear and tear on our town roads. I'm no real estate expert, but I would hazard a guess that those sorts of changes would also have a significant adverse impact on residential property values over a fairly wide area of the town.

The Green Meadow golf courses are a Hudson landmark. In fact, I moved to south Hudson twenty years ago in order to be close to Green Meadow, with the thought that even well into my golden years I would be able to find my way to the golf course. Not that I am a senior, I am heartbroken that this great resource could disappear in the near future. And as best I can tell, many of the golfers who show up on a regular basis to play golf at Green Meadow are seniors as well, all as excited as I am to be able to take advantage of a special recreational resource that Hudson offers today.

It's true, golf is "just a game." But, done right, it is probably one of the few safe avenues for sports recreation in an environment where COVID-19 promises to be a concern for some time to come.

I am firmly against any permitting that allows for the destruction of the Green Meadow golf courses and the elimination of one of Hudson's few remaining riverside greenspaces.

Sincerely,

A handwritten signature in cursive script, appearing to read "Fred H. Green". The signature is written in dark ink and is positioned below the word "Sincerely,".

Dubowik, Brooke

From: pgrol@aol.com
Sent: Thursday, May 14, 2020 9:30 AM
To: Groth, Brian; victoria.sheehan@dot.nh.gov; robert.scott@des.nh.gov
Subject: Fwd: : GREEN MEADOW DEVELOPMENT

Brian
I would like this added to my other inputs for the meeting on May 27.
Paul Groleau, Fairway Dr

Subject: GREEN MEADOW DEVELOPMENT

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Dubowik, Brooke

From: Dobens, James <dobens.jm@pg.com>
Sent: Friday, May 15, 2020 3:15 PM
To: Planning
Subject: Green Meadow Project

Planning Board,

Hi. This is Jim Dobens at 4 Eagle Drive. I abut the project being proposed for Green Meadow and am quite concerned about the scope of this project, proximity to residential areas, and impact to our environment and frankly way of life in Hudson. I fully understand the desire for the Friel company to sell their land and the town to have it developed for tax revenues. I do believe a smart and well planned development is doable. However, the scope of this project with the size of this facility is being downplayed by the developers. I work for Procter & Gamble and we have logistical sites all across the country that I deal with and visit. They do have significant impact and I urge this town to review closely and make decisions that make sense for all.

Here are my key callouts should this project move forward that need addressing:

1. **Buffer:** A 200ft buffer to residential areas of a project this large does not make sense. There needs to be at least 1200ft and in that buffer zone a berm that rises 30ft and lined with trees. The buffer zone can include walking paths for the neighborhoods and serve as a refuge for wildlife and preserve our wetlands.
2. **Facility Entrance/Exit:** This should be located right off the Sagamore bridge. Create a new intersection there. Lowell Road cannot handle this type of traffic and the pollution that comes with hundreds of trucks will be significant. This logistical/distribution business needs to be located right off the primary roads to route 3 and not on Lowell Road.
3. **Buildings:** These buildings are massive. Make no mistake about that. They should be located closer to the Sagamore Bridge and Sam's club side. There is plenty of room to do that. The loading and Unloading doors should face the Sagamore Bridge Road side and river side not residential sides. Plus the extensive lighting that will be located on the exterior of the buildings will be significant and needs to be addressed. Again I will reference the buffer needed.
4. **Operational Hours:** There needs to be significant thought about time of operations. Sound carries at night and I do not think anybody wants to hear idling trucks, truck operations, and the beep beep beep of back up all night long.
5. **Environment/Wildlife:** This project will clearly impact our air quality, traffic, wetlands, wildlife, town services, and general quality of life. We all see the traffic issues in town now, just think what this will add.

I would appreciate these concerns be reviewed and would love to know your thoughts. I plan on being active throughout this process so that there is an quality and acceptable decision made for the town and importantly for its citizens. I have background on projects like this and have been to many distribution sites. Do not underestimate the impact this project will have. I believe some of this can be done but not the total project as being laid out as it is.

Thank you for your consideration and know I can be reached at:

Cell – 603.493.6676

Email – Dobens.jm@pg.com

Regards

Jim Dobens

4 Eagle Drive

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Dubowik, Brooke

From: Dobens, James <dobens.jm@pg.com>
Sent: Friday, May 15, 2020 5:02 PM
To: Groth, Brian
Subject: RE: Concerns about Distribution Project

Brian,
Thank you for the response. This is a major project and I am not sure the town understands the full impact. I understand the need for business development to generate town revenue but something like this needs to be reviewed and planned. I have been a resident in town for 40 years, I was the first Emergency Preparedness Manager for Hudson, and coached the Legion baseball program for 10 years. I have a vested interest in the wellbeing of this town. It is a great place to live and we cannot let the quality of life fall by the wayside. Again this project is a major impact and it needs to be confined to an area of that land.

If there is anything I can do or help with I will make myself available.

Regards
Jim

From: Groth, Brian [mailto:bgroth@hudsonnh.gov]
Sent: Friday, May 15, 2020 3:14 PM
To: Dobens, James <dobens.jm@pg.com>
Cc: Dobens, Marie <MADlyMaine@AOL.com>
Subject: RE: Concerns about Distribution Project

Hi Jim,

Thank you for your letter. I will include it in the meeting materials for the Planning Board. I appreciate your thoughtful and knowledgeable input. My job is to provide the Planning Board with objective information during the review process. That said, I believe you hit the nail on the head with your 5 points as they are all factors that will be considered during review by town staff and our peer-review consultants. Plans commonly get revised during the review process in response to comments by the public and the Planning Board.

I have also attached a copy of the May 27th meeting agenda with instructions for public comment. We will be providing the opportunity to provide comment both physically and remotely. Additionally, we accept written comments to be added to the record. Your letter falls into this category, but you are of course welcome to comment via the other methods as well.

Again, your time and input is sincerely appreciated.

Brian

Brian Groth, AICP
Town Planner

Town of Hudson, NH
12 School Street
Hudson, NH 03051
Phone: (603) 886-6008
Fax: (603) 594-1142

bgroth@hudsonnh.gov

From: Dobens, James [<mailto:dobens.jm@pg.com>]
Sent: Friday, May 15, 2020 2:56 PM
To: Groth, Brian <bgroth@hudsonnh.gov>
Cc: Dobens, James <dobens.jm@pg.com>; Dobens, Marie <MADlyMaine@AOL.com>
Subject: Concerns about Distribution Project

Brian,

Hi. This is Jim Dobens at 4 Eagle Drive. I abut the project being proposed for Green Meadow and am quite concerned about the scope of this project, proximity to residential areas, and impact to our environment and frankly way of life in Hudson. I fully understand the desire for the Friel company to sell their land and the town to have it developed for tax revenues. I do believe a smart and well planned development is doable. However, the scope of this project with the size of this facility is being downplayed by the developers. I work for Procter & Gamble and we have logistical sites all across the country that I deal with and visit. They do have significant impact and I urge this town to review closely and make decisions that make sense for all.

Here are my key callouts should this project move forward that need addressing:

1. **Buffer:** A 200ft buffer to residential areas of a project this large does not make sense. There needs to be at least 1200ft and in that buffer zone a berm that rises 30ft and lined with trees. The buffer zone can include walking paths for the neighborhoods and serve as a refuge for wildlife and preserve our wetlands.
2. **Facility Entrance/Exit:** This should be located right off the Sagamore bridge. Create a new intersection there. Lowell Road cannot handle this type of traffic and the pollution that comes with hundreds of trucks will be significant. This logistical/distribution business needs to be located right off the primary roads to route 3 and not on Lowell Road.
3. **Buildings:** These buildings are massive. Make no mistake about that. They should be located closer to the Sagamore Bridge and Sam's club side. There is plenty of room to do that. The loading and Unloading doors should face the Sagamore Bridge Road side and river side not residential sides. Plus the extensive lighting that will be located on the exterior of the buildings will be significant and needs to be addressed. Again I will reference the buffer needed.
4. **Operational Hours:** There needs to be significant thought about time of operations. Sound carries at night and I do not think anybody wants to hear idling trucks, truck operations, and the beep beep beep of back up all night long.
5. **Environment/Wildlife:** This project will clearly impact our air quality, traffic, wetlands, wildlife, town services, and general quality of life. We all see the traffic issues in town now, just think what this will add.

I would appreciate these concerns be reviewed and would love to know your thoughts. I plan on being active throughout this process so that there is an quality and acceptable decision made for the town and importantly for its citizens. I have background on projects like this and have been to many distribution sites. Do not underestimate the impact this project will have. I believe some of this can be done but not the total project as being laid out as it is. Thank you for your consideration and know I can be reached at:

Cell – 603.493.6676

Email – Dobens.jm@pg.com

Regards

Jim Dobens

4 Eagle Drive

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Dubowik, Brooke

From: PAUL ARRINGTON <pddarrington@comcast.net>
Sent: Monday, May 18, 2020 9:20 AM
To: ~BoS; Groth, Brian; info@hudsonlogisticscenter.com; Planning;
victoria.sheehan@dot.nh.gov
Subject: Development of Green Meadows Golf Course.. Info for May 27th Meeting

May 17,2020

Paul and Debbie Arrington
5 Eagle Drive
Hudson NH 03051

We are writing to you regarding the proposed development of Green Meadows Golf Course.

I request that this letter be included in the information packet for the Towns May 27th Meeting to discuss this topic.

Our home of 22 years faces the Golf Course We are very upset at the idea of such big industry going right across the street.
Our neighborhood is very quiet being tucked in between BAE and the golf course.. one way in and one way out.

If these plans move forward our concerns are the noise level and if any restrictions are in place as far as time of day trucks may enter and leave. Noise carries.. we hear the band practice at the far end of the Pheasant Lane Mall and we sometimes hear the traffic on the bridge.
Having this so close is unimaginable and very unfair to us who bought our houses here.

The congested traffic.. Lowell road can not take anymore cars... i understand you wish to build an exit off of the Sagamore Bridge however what about the traffic and employees coming from the east? I also worry about a small plot of land between Eagle and Fairway... that the town owns and would that ever be opened up as some type of road or access way?

Even if a barrier is built that will not stop the noise or the dangerous emissions.
I work in the trucking industry and see loud noisy smelly trucks all day long and the last thing i want to deal with when i come home is more trucks and the smell of exhaust.

There are other parcels of land in Hudson. If the town feels we need bring industry and jobs to the area why not build on them first. Is there justification that only this parcel of land fits the needs of the companies who wish to work out of our town of Hudson?

This neighborhood is very special and personal to all who live here... we have invested our time, money and raised or are raising our children here. The idea of such a hug

project to be right next us is very unfair and we beg you to please not move forward with it.

Best regards

Paul and Debbie Arrington

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Dubowik, Brooke

From: Malizia, Steve
Sent: Monday, May 18, 2020 8:09 AM
To: Groth, Brian
Subject: FW: Amazon facility

FYI

From: evil_catheter [mailto:footballwrestling210@gmail.com]
Sent: Sunday, May 17, 2020 8:30 PM
To: Malizia, Steve <smalizia@hudsonnh.gov>
Subject: Amazon facility

05/17/20
Brian Covey
9 Shelley dr.
(603) 718-8672

Dear Steve Malizia,

I am writing in regards to the Hudson Logistics Center Project that is proposed to be developed on the property currently known as Green Meadow Golf Course in Hudson, NH.

Although there are legitimate economic benefits (jobs, tax revenue etc) explained in the proposal of this giant enterprise, there are also significant and numerous consequences for our town if our leaders permit this project to move forward. The essential question, do the benefits outweigh the consequences?

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

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

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

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

Lastly, our state has asked its residents to stay home during the Covid 19 pandemic. The Town of Hudson has planned a meeting taking place at the Community Center on May 27th to discuss this proposal and there will be an opportunity for the public to share their thoughts. Our Governor has modified the Stay At Home Order to be in effect until May 31st. The timing of when this is happening is unfortunate and disappointing. This would be the largest development that Hudson has ever seen. And yet, many of us are continuing to take every precaution possible to protect the most vulnerable in our communities and families from Covid-19. For that reason, this meeting is not essential and should not be an exception to the stay at home order.

I implore your office to take immediate action to contact the Town of Hudson Administrator and demand that he reschedule the meeting until after the stay at home order has been lifted. I also ask that you also express concern over the timing of this proposal, encouraging the TOWN of Hudson decision makers to take time to properly conduct due diligence on a project of this magnitude and consequence.

Sincerely,

Brian Covey

Sent from my iPhone

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TO: Hudson Planning Board

FROM: Kathleen Leary

RE: Green Meadow Development

DATE: May 17, 2020

I wish to have this letter made a part of the May 27, 2020 Planning Board meeting information packet.

My name is Kathleen A. Leary and I reside at 8 Par Lane, Hudson, NH 03051. I have lived at this address since August 1988. I am writing to express my concerns about this project. I will briefly state my concerns since I do hope to attend the meeting as well.

SIZE OF OPERATION/LOCATION OF BUILDINGS: The sheer size of the operation is staggering given the size of each of the three buildings. The buildings appear to be located very close to Fairway and Eagle Drives, with the truck bays facing the neighborhood. Having upwards of 200 trucks a day, all day long, will be a huge impact on traffic, road wear and tear and other consumer/residential traffic on Lowell Road and the Sagamore Bridge. With buildings this size, maybe the developer should be required to install solar panels to generate electric power to provide electricity back to the residential neighbors and the Town at no charge?

NOISE: A 24/7 operation with about 200 trucks a day backing up (and beeping) will negatively impact the Green Meadows and other adjacent residential areas. Often, diesel trucks run continuously, especially in winter. Refrigerated trucks must run non-stop.

POLLUTION: Having 200 trucks per day in and out of the site, plus the time they sit there for unloading/loading with their engines often running continuously will generate pollution and smells which will impact the neighborhoods and even the site itself. How is the developer planning to offset this carbon emissions load? What methods and technologies will be used to handle truck and plant emissions?

Studies have shown that pollution from diesel fumes is harmful to one's health, especially those people with underlying respiratory problems. The fumes have also been shown to be carcinogenic. Are the developer and/or the Town of Hudson prepared to address these problems and possible future lawsuits from Hudson residents who become ill?

TRAFFIC: The sheer number of trucks plus employee traffic will definitely have a negative impact on traffic on Lowell Road; the intersections with Sam's Club/Wal-Mart; the Rena Road/Mercury Corporation intersection; roads south of the project heading into Dracut and Tyngsborough, MA; the Lowell Road/Sagamore Bridge intersection and the Bridge itself. If traffic studies have been done, when and where were they done/time of day and what were the

results? The amount of traffic will cause extreme wear and tear of the roads. Who is paying for future paving and maintenance, etc?

It appears that the entrance and exit roads are both off Lowell Road rather than off the Sagamore Bridge exit ramp. Lowell Road, north and south, is already a mess. How will it be able to handle this additional traffic, especially so many trucks? It will impact all of south Hudson as well as Dracut and Tyngsborough. Have those towns and their residents been notified of the hearing? Even people driving from north of the Sagamore Bridge/Lowell Road intersection will be impacted as they drive to Wal-Mart, Sam's Club and other points south.

SEWER AND WATER: The impact of 2500 employees and truck drivers will have a huge impact on existing sewer and water lines and capacity.

LIGHTS: A 24/7 operations means facility, parking lot and truck lights will be glaring 24/7.

JOBS: The project claims it will generate upwards of 2500 jobs. How many of these jobs are short-term construction or other jobs? How many are part-time or full-time? What is the ratio of part-time to full-time jobs? How long will they last? What is the pay rate of these jobs? How many jobs will actually go to Hudson-area residents versus company managers or other employees who move here with the company? How many of these jobs include truck drivers who may already be employed by someone else? How many of these distribution jobs will remain done by actual people versus being converted to automated robots, etc., at a future date?

WETLANDS MITIGATION: What is the amount of wetlands being disturbed that will need to be mitigated? What is the plan to mitigate these wetlands?

BUFFERS: What are the plans to buffer the site from the neighborhoods? What materials/type? Size, length and height? Are they continuous with no gaps? Will they be maintained and how?

These are just some of the numerous issues which will need to be addressed and addressed soon.

A final comment on the timing of the plan. The company seems to be claiming they are doing us a favor by providing this project during this time of uncertainty due to the Covid 19 crisis. However, given the uncertainty it makes it a problematic time for the Town of Hudson to be dealing with a project of this magnitude, especially since it is not the only construction project in town at this time. Plus, the timing this project gives the appearance that the developer is trying to rush this through during a Covid 19 pandemic with stay-at-home recommendations and fears of many people not wanting to appear at town meetings.

Sincerely,

Kathleen A. Leary

8 Par Lane
Hudson, NH 03051

Suellen E. Seabury
50 Pelham Road
Hudson, NH 03051

May 17, 2020

Hudson Planning Board
Town of Hudson
12 School Street
Hudson, NH 03051

Re: Green Meadow Development

Dear Chairperson and Members of the Board:

I have watched, with interest, the latest proposal for development on the Green Meadow property and have followed the comments of various residents in the several town Facebook pages regarding the project. Having served as a member of the Planning Board from 1993 to 2010, I was a witness to several former proposals for this parcel and was able to hear input from citizens, and state and local officials regarding the development of this site.

I am in favor of the current proposal as depicted in the most recent conceptual plan that is before the Board. The concerns about the previous projects centered mostly upon traffic, noise and increased burdens on our town services. The current plan has addressed many of those earlier concerns. I am pleased to see the large area of open space that is in the front of the project so as to protect the adjacent neighborhood and would encourage the Board to continue to work with those residents relative to their concerns about noise and lights, particularly at nighttime. The buildings, as depicted on the site plan, appear to be well maintained and, as attractive as a warehouse can be made to be. I am happy to see the bulk of the development towards the rear of the parcel and far from the neighborhood.

In previous incarnations of this plan, the Board has requested the following which I would hope would be part of your discussion with the developer: 1) passive recreation (walking trails); 2) an access road for the Town Fire Department to be able to access the Merrimack River; and, 3) improvements to intersection of Lowell Road/Circumferential Highway to accommodate increased truck and vehicular traffic. Other considerations that I would ask for is for donations from the developer for improvements and maintenance of Benson's Park. My major concern is the drainage on the site, particularly whereas the parking areas are located behind the buildings and in proximity to the river. As I recall, there are several areas of wetlands on the parcel that flow to the river. I would request that the Board seek individual consultation with a certified wetlands/conservation expert to ensure that the drainage proposed on the site is adequate and will neither contaminate the river nor create erosion at the rear of the site.

I support this proposal for this site. Out of all of the previous plans, this is the one that I believe is the most favorable. The benefits include increased employment opportunities and tax revenue for the Town and it is the plan that will have the least unfavorable impacts to the Town in the form of burdens on local services, schools and utilities.

If there are any concerns or questions regarding this letter, I can be reached at suellenseaburylaw@outlook.com.

Very truly yours,

Suellen E. Seabury

Dubowik, Brooke

From: Tim Monk <tamonk@ucdavis.edu>
Sent: Sunday, May 17, 2020 2:17 PM
To: Groth, Brian
Subject: Hudson Logistics Center Process

Brian,

I directly about the Green Meadows Golf Club and write concerning the proposed Hudson Logistics Center. As I imagine you are quite busy fielding many questions related to this project, I have thus far refrained from adding to your workload, instead waiting with great interest to see what additional information would become available. However, because I have no knowledge of any definite details and it is less than two weeks before the Planning Board meeting, I find I must query you now. These questions are process related and I plan to submit written comments to the Planning Board separately.

- 1) What is the deadline for written comment? Your announcement states "10am the Tuesday prior to the meeting". I interpret this to mean 10am on the 26th. However, several neighbors read this to mean the 19th. Can you clarify?
- 2) Under what basis would the Planning Board approve, reject, or demand modification to the proposal? My understanding of the situation is essentially that the Planning Board's approval is perfunctory and any rejection without a solid reason could be challenged legally, is this correct?
- 3) The Planning Board is empowered to require impact fees, for example to offset the cost of road improvements to handle increased traffic, correct?
- 4) What is the timeline for the approval process? It seems we only have a simple graphic and few bits of information until the actual plan is presented to the Planning Board. Is the community afforded an additional hearing at a later date in order to provide more informed feedback? At what point does the Board make its determination?

I look forward to your response.

Regards,
Tim Monk

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Dubowik, Brooke

From: Tim Monk <tamonk@ucdavis.edu>
Sent: Monday, May 18, 2020 11:26 PM
To: Groth, Brian
Subject: Hudson Logistics Center Process

Brian,

Thank you for the quick answers. I do not think that my previous questions would be very useful to include in the Planning Board packet. However, I have the following questions about the proposal itself that I would like included in the packet. I'd also like to be called to comment during the hearing. My phone number is 617-459-0187.

- 1) I'm concerned about light pollution, both general sky glow and line-of-sight impacts, as my home abuts the Green Meadow Golf Club.
 - a) Is the lighting plan designed to keep the night sky dark?
 - b) Will the proposed berm be in place at the start of construction to shield neighbors from construction activity?
 - c) Since trees often shed foliage in the winter and leave gaps year round, a solid barrier is necessary to adequately block the significant lighting in this project. As some of the residences here have bedroom windows which are effectively as high as 30 feet off the ground, possibly more depending on local topography, the height of the proposed berm needs to be at least 40 feet to block the lighting from coming directly into our homes from 50 ft high buildings, assuming the berm is equidistant between the buildings and our residences and the buildings are at equal elevation. It probably needs to be higher to be safe. I see places in the plans where the berm is only 13 ft high (southwest corner of building).

- 2) I have a sump pump below my basement that already works hard through parts of the year and I worry that changes in water flow will flood my basement and others'. When over 2.5 million sq. feet of buildings and even more area for parking lots and roads are installed, where will all the rain and snow go?

- 3) While a large amount of the lot has been allocated to wetlands and buffer zones (230 out of 374 acres according to Hillwood), almost none of that area is adjacent to the abutting residences. Why can't the buildings be further away to better isolate us from light pollution, noise pollution, and air pollution? Furthermore, the plan indicates that they will cut down a line of full-grown trees running parallel to Fairway Dr. which would help screen the buildings. Why do this when it will take decades to regrow trees of this height?

- 4) Do we already have recent valid data on traffic in the area? Covid-19 has made it impossible to do this now or anytime in the near future. I normally commute on Lowell Road daily and see traffic get backed up during commute hours as it is. Even with some enhancements, I don't see how Lowell Road can handle the additional traffic from a facility of this size, including 842 truck stalls and 1845 parking spaces.

Regards,
Tim Monk
13 Fairway Dr.

On Mon, May 18, 2020 at 12:38 PM Groth, Brian <bgroth@hudsonnh.gov> wrote:

Hi Tim,

First off, thank you for your time, input and interest. Please note that I field the Planning Board email questions as well, so you do not need to re-send. This communication can be included in the Planning Board packet if you would like. Please let me know.

1. I should clarify that statement. As you interpreted correctly, written comments need to be in the Tuesday the week prior to the meeting so it may be included in Planning Board packets. Comments received after this deadline will still be part of the public record, and will be received by the Board, just not in their meeting packets.
2. There is no quick answer to this question. An approval or rejection both require legal standing. Modifications are common during the Planning Board review process. In fact, most plans are revised to some degree as a result of the review process.
3. Yes. We have an impact fee system in place. The exact fee owed by this proposal is subject to review by our multi-disciplinary team of peer-review consultants – which includes Fuss & O'Neill for engineering out of Manchester, NH (several disciplines within that), VHB out of Bedford, NH for traffic, and Applied Economic Research out of Laconia, NH for fiscal impact.
4. The timeline you may have seen is the developer's goal. Our goal is a process of integrity, thorough review, and community participation. It is an iterative process in which the applicant responds to feedback from the Board and the community – which takes time. There will be more than one public hearing at which people may provide comment. The schedule of this will likely be discussed at the first hearing on May 27th. The Board makes its determination once they feel they have received enough information to do so. I cannot predict nor guarantee how many meetings this might take but I anticipate several public meetings, a site walk with the Board, and tours of similar facilities with the Board.

I hope this helps answer your questions. We are working on an FAQ for the town's website and I find your email helpful in identifying some of the answers people are looking for. For the May 27th meeting we have several options of participation. We will have a physical location following CDC guidelines. Those who do not want to be in public can sign up to be called on by phone, which will be audible to the meeting. Written comments are also accepted as described above.

Brian

Brian Groth, AICP

Town Planner

Town of Hudson, NH

12 School Street

Hudson, NH 03051

Phone: (603) 886-6008

Fax: (603) 594-1142

bgroth@hudsonnh.gov

From: Tim Monk [mailto:tamonk@ucdavis.edu]

Sent: Sunday, May 17, 2020 2:17 PM

To: Groth, Brian <bgroth@hudsonnh.gov>

Subject: Hudson Logistics Center Process

Brian,

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Regards,

Tim Monk

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Dubowik, Brooke

From: Kathleen Martinek <kmmartinek@msn.com>
Sent: Saturday, May 16, 2020 10:04 PM
To: ~BoS; Groth, Brian; Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov
Subject: Hudson Logistics Project / Green Meadows Proposed Development

From: Kathleen Martinek and Steven Martinek
Sent: Saturday, May 16, 2020 9:34 PM

Subject: Re: Hudson Logistic Center

Date: May 16, 2020

From:

Steven J and Kathleen M Martinek
4 Birdie Lane
Hudson, NH. 03051

To whom it may concern:

Please add this document to the information packet for the Planning Board Meeting on May 27.

As residents and home owners near the Greenmeadows Golf course, we are sending this document expressing our concerns about the new development being proposed on the golf course property. Listed below:

- The massive size of this development is a great concern and the building locations
- The buildings should be positioned closer to Sagamore Bridge not residential areas
- The Entrance and Exits should be near the Sagamore bridge road intersections
- The Operational Hours should be restricted to 7 am to 11 pm
- The 24 hours a day operation will mean constant noise, traffic, and light issues
- The impact on air quality from 300 plus trucks running diesel engines emissions is alarming
- The increase in traffic flow will greatly impact the already inadequate surrounding roads
- The wildlife and wetlands will be impacted if not eliminated from this area
- The suggested 200 ft. buffer is totally inadequate from any residential properties
- The impact on town water, sewer, police and fire personnel and equipment is unknown
- The impact all of the above facts will negatively impact the home property values in the area
- The current culture and general quality of life for Hudson Residents will be diminished

We would appreciate that the above listed concerns be reviewed and treated with deep concern for all parties involved both for the town and its residents future life styles. Thank you.

Sincerely,

Steve and Kathy Martinek
4 Birdie Lane
Hudson, NH 03051

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Dubowik, Brooke

From: Karen Nevin <karen.c.nevin@gmail.com>
Sent: Monday, May 18, 2020 5:00 PM
To: Groth, Brian
Subject: Alternative suggestions for the property at Green Meadow Golf Course

Brian,

Our names are Ralph and Karen Nevin and we live at 3 Eagle Drive just across the street from the 3rd hole on the Prairie.

We have several concerns regarding the proposed project at Green Meadow Golf Course.

First and foremost is the size and scope of the two and half million square feet of 24/7 trucking operations. We have seen projects like this elsewhere but they are typically out in the country off the highway and not in the middle of residential neighborhoods. What makes a company like this decide to put such a project in the middle of a residential area? With all of the traffic, noise, congestion, ultra bright parking lot lights, trucks revving their engines, applying their brakes, and the constant beeping of them backing into the hundreds of docks. What will become of our peaceful quality of life for which we bought our home? We know that the Town of Hudson would like to collect the property taxes and the Friel family would like to harvest the gains on the sale of the property but at what cost to the many Green Meadow Estate Homeowners that are within a mile of this project? Looking at Hillwoods other projects through out the United States we find they are located in the country near very few residential properties of which are mostly farm houses. With thousands of acres around those properties and only several hundred thousand square feet in size. Hillwood should think more about building a great residential project like their projects in Texas and Wyoming with 100 or 150 multi acre high end home and amenities at \$600,000 to \$1 million each for a total of \$60-\$150 million dollars. This would benefit Hillwood with another successful project, the Friels with the sale for a good future, the Town of Hudson with additional \$60-\$150 MILLION tax basis and the neighborhoods near by with secure home values and a low impact on our infrastructure.

The following is a list of some of our concerns:

- Tractor Trailer Fueling / Maintenance - Tractor trailer trucks always have maintenance issues (oil and gas leaks) which will end up getting into the soil causing pollution issues. How will this impact contamination especially since it is so close to the Merrimack River? Has there been a study on this?
- Buffer - not the proposed 200 ft but a reasonable 1,200 ft buffer to include a 30 ft. natural berm with trees that will help preserve wetlands and wildlife that we are used to, help shelter us from the industrial buildings, the intense lighting and noise that comes with an industrial trucking facility.
- Entrance/Exit to Facility - These should be located right off the Sagamore Bridge for the 250-300 trucks and the 2500 employees to use the highway instead of our local roads. This still brings a concern of pollution that we will now have to deal with. Has there been a study on how this will impact Hudson residents on a daily basis?
- Building Locations - If this project moves forward the buildings need to be as close to the bridge and the river not the neighborhood homes. Lighting is another huge factor with a massive project like this. Lights will be everywhere on the buildings and throughout the parking lots. This will significantly impact us for sure. A massive buffer will help but not totally resolve this problem.
- Hours of Operation - With a project as large as this the hours of operation need to be addressed. Sound carries. There needs to be strict hours of operation without exception. This again will significantly

impact the residents 7 days a week. The overnight noise will keep us and our children up at night and will degradate our quality of life. Sounds we are used to will go from silence and hearing the birds tweeting to idling trucks, brakes squealing and back up alarms beeping all hours of the day and night. This is not why we and other owners bought their homes in Green Meadow Estates.

- Environmental and Wildlife - Air quality is very important to us. This is why we have made our home here and now with a project like this we have a potential to lose that quality of life. Has there been a study on how a large industrial project such as this impact the environment and wildlife? There are wetlands on this property. Has there been a study on any endangered species?

Thank you for including this in the information packet for the meeting on May 27th. Karen mentioned that she has spoken with you and you have added her to the call list for the meeting on the 27th.

Karen can be reached at 603-759-2564 (cell).

Thank you for your consideration.

Regards,
Ralph and Karen Nevin
3 Eagle Drive
karen.c.nevin@gmail.com
603-759-2564 (cell)

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Dubowik, Brooke

From: Cynthia Joyce <cjoyceknits@live.com>
Sent: Monday, May 18, 2020 9:55 AM
To: Planning; ~BoS; Groth, Brian; info@hudsonlogisticscenter.com; Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov
Cc: SCOTT WADE
Subject: Diminished Quality of Life with development of Hudson Golf Course

Dear Planning Board Members:

NOTE: Please include my email below in the information packet that the Planning Board will be reviewing at the May 27th meeting.

Hello,

I am a neighbor of the Green Meadows Golf Club property and learned last week of its sale to Hillwood Investment Properties and of Hillwood's intention to build a massive logistics distribution facility on the property.

My husband and I have resided on Chalifoux Road ever since we were married almost 27 years ago; we love our home and the neighborhood setting in which we live. After learning of the Golf Club's sale and intended future development, my happiness has been replaced with heightened anxiety, worrying and wondering what our quality of life will be during construction and once the massive logistics distribution facility is operational. I feel like our life is in limbo now. We always envisioned our residence on Chalifoux Road as our forever home but now question it because of this behemoth proposal. Do we plant fruit trees and enhance our property's landscape as planned for this year or skip it...are these efforts worth our sweat equity? Do we proceed with home renovations as planned for this year or skip it as there's no value-add once our property value drops with the industrial buildings in operation? At what price, meaning human toll, will the drudgery of seeing more disgusting litter along Hudson's roads, breathing more pollution, spending more time in traffic and standing in longer lines at Market Basket, Walmart, Rite-Aid, Sams Club, etc. make this project worth it to us as Hudson locals? Due to the building of the logistics distribution facility, a proposed means of compensation for our resulting diminished quality of life would be to substantially lower and then grandfather our property taxes for as long as we live here. Negative stress, such as added traffic congestion and air, sight & sound pollution, takes its toll on the human body. Our Chalifoux community is Main Street America ... what toll will 'paving paradise to put in a parking lot' have on our family life and quality of living? Imagine yourself living in our predicament, how would you feel? With the added negative stressors, how will the Town of Hudson take care of its current residents living in the quiet Chalifoux community?

Sincerely,
Cynthia P. Joyce
23 Chalifoux Road
Hudson, NH

Sent from my iPhone

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Dubowik, Brooke

From: Malizia, Steve
Sent: Monday, May 18, 2020 4:11 PM
To: Groth, Brian
Subject: Fwd: Concerns on the proposal to build warehoused in our Neighborhood

Just passing this along

Steve

Sent from my iPhone

Begin forwarded message:

From: Missoum Moumene <mmoumene1@gmail.com>
Date: May 18, 2020 at 4:08:51 PM EDT
To: "Malizia, Steve" <smalizia@hudsonnh.gov>
Subject: Concerns on the proposal to build warehoused in our Neighborhood

From: Missoum Moumene & Fethia F. Medjahed
7 Steele Rd, Hudson NH 03051

To: Steve Malizia, Hudson Town Administrator

Dear Mr. Malizia,

We retired and chosen this neighbor for our kids aged 4 and 5 years old to grow up in, go to school, and set roots. We already invested enough in our residence to make it safe and comfortable for our kids.

To build warehouses in our kids neighborhood, is sending us a message to pack and move, as this is not your kids neighbor or town.

We beg Hudson Town to not allow this proposal go forward for the sake of our kids' neighborhood and town.

Thank you,
Missoum Moumene & Fethia F. Medjahed
mmoumene1@gmail.com
8577637985

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</style="font-size:10pt;>

May 18, 2020

Brian Groth
Town Planner
12 School Street
Hudson, NH 03051

RE: Green Meadows Proposed Development

Brian,

My name is Mike Ruby. My wife, Susan, and I live at 7 Eagle Dr and we just recently heard about the plans for a proposed new development of a distribution center to be built on the grounds of the Green Meadows Golf Course. As I'm sure you have heard from our neighbors, we have some concerns about this development.

I have a degree in Biology Education with an emphasis on Environmental Science. From the beginning of my studies I have been aware of the importance of "green space" to the environment of our planet. When we moved to Hudson in 2017 I was happy to see that both the town of Hudson and the entire state of New Hampshire were both very aware of the necessity of green space. Both the town and the state deserve praise for their insistence of taking environmental consequences into account when planning for development of construction projects.

With the current state of global climate change that is occurring across the planet, I feel that now is a bad time to be taking away any green space. The Earth needs all the help it can get right now and taking away acres of photosynthesis producing trees, grass and other plants and replacing them with buildings and asphalt parking lots that only serve to attract the sunlight and re-emit it as heat into the atmosphere is not ecologically responsible. From the beginning of my studies, the phrase "Think Globally, Act Locally" has been an important one in my life. To lose even one square foot of green space, much less the amount that is being discussed in this proposal, would be detrimental to the overall health of the planet.

If this COVID-19 pandemic has taught us anything, it is that what is good for the people and what is good for the economy don't have to be at odds with one another. Just as there will be creative ways for reopening the economy without risking the lives of citizens there can be creative ways to improve the economy of the region without destroying green space. All over the area there are large buildings with parking lots that are already paved that are sitting empty looking for new tenants or new buyers. Many of these sites could be better suited for a distribution center than the golf course site without loss of additional trees and grass. I'm also sure that there are many better developments that could occur on the golf course site that would be more ecologically advantageous while also being of economic benefit to both the city of Hudson and to the current owners of the land.

On a more personal front, Susan and I were thrilled when we found Hudson. The people here are warm and caring, the neighbors we have met are fantastic people and the town itself is a wonderful place to

live. Our neighborhood is quiet and peaceful. Since we moved in we have remodeled our kitchen, replaced our deck with a stone patio, added more patio space around our pool, remodeled the finished part of our basement and are in the planning phase of remodeling our master bathroom. In all of these projects we have used local contractors thereby adding to the economy of the Hudson area. While we have been here only a short time, many of our neighbors have been here for years and even decades. If this development is allowed to proceed, it is my hope that the Hudson Planning Commission will show as much consideration to the residents who have been here for years as they do to the new developers who are wanting to come into the area.

Here is my take on some of the concerns that I hope the planning board takes into consideration:

- 1) How will residents be protected from the noise that will be produced by the distribution center? As we all know, the back-up warning beeps on box trucks and semis can be heard for long distances. Will these trucks be in use at all hours of the day and night? Will the buildings (and the trucks) be placed as far from residential areas as possible? Will adequate sound barriers be constructed?
- 2) How will the city deal with the increase of Carbon Monoxide and other air pollutants that will occur due to the increased use of trucks in the area as well as the loss of the air cleaning green plants that will occur?
- 3) What will happen to storm water if the lakes and streams currently on the golf course are lost? If there is no longer these retention ponds the water will have to go somewhere. Will the result be flooding of our yards or even our basements in the surrounding residential neighborhoods?
- 4) What will happen to the wildlife that currently resides on and around the golf course? Will these animals be forced to find new places to live and to eat. Will they be forced to venture into residential yards possibly endangering our children and/or pets?
- 5) What will be the economic effect on the Town of Hudson if the property values of the homes in the neighboring areas go down? Lower property values means lower property taxes paid to the Town of Hudson. Surely there would be better options for that property that would bring new revenue to the town without loss of revenue from lower property taxes for surrounding houses.
- 6) How will our roads be able to handle the increase in truck traffic that this development would bring? Not only will there be potential damage to the roads but the increased traffic will cause more traffic jams in the area. Also, there can be no connection between the new development and Muldoon Road for any reason, not construction or emergency or any other reason. The safety of the inhabitants, especially of the children who live in these neighborhoods, can not be put at risk.

In conclusion, it is my hope that the town officials take all concerns into consideration as they make a decision on this development. I realize that "ideal" usually doesn't last forever and towns are always looking for new revenue streams. I also realize that it is the right of an individual property owner to sell their property if they so choose. I do not fault the owners of the golf course for wanting to sell nor do I fault the Town of Hudson for looking for new sources of revenue. However, I do hope that the planners realize that the happiness and health and safety of their citizens is important to the town as well. Obviously, I would love to see the golf course stay as is, but if a development is to occur on the property I would hope that all concerns are looked at and agreements can be reached that are beneficial to both

the town and it's residents. I greatly appreciate your time and am thankful that you have read this letter. You do not have an easy job and I appreciate you taking the time to make Hudson the best town it can be.

Please include this letter in the planning board member's packets for the meeting on May 27th.

Sincerely,

Michael Ruby
Susan Ruby
7 Eagle Dr. Hudson, NH 03051
mrrubymichael@gmail.com

Dubowik, Brooke

From: Patricia Reichard <patssunflowers@gmail.com>
Sent: Monday, May 18, 2020 2:25 PM
To: Groth, Brian
Cc: ~BoS; info@hudsonlogisticcenter.com; Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov
Subject: Hudson Logistics Center
Attachments: IMG_20200518_140350412_2.jpg

May 18, 2020

Brian Groth

Town Planner

12 School Street

Hudson, NH 03051

RE: Proposed Hudson Logistics Center

Dear Mr. Groth,

I am a resident of the Town of Hudson that has concerns over the proposed Hudson Logistics Center.

On the Hudson Logistics Center website, under frequently asked questions, there is a question "How many trucks will travel to and from the Logistics Center each day?" and the answer is "Approximately 150 to 200 tractor trailers and 35 to 50 box trucks, commonly used by many companies to make deliveries, will travel to and from the Logistics Center each day...." Also on the website, under "About the Project", 363 loading docks are identified (~~98+135+130~~). Given that a tractor trailer can EASILY unload in 3 hours and that the developer is expecting his clients to run this 24 hours a day, each loading dock could EASILY accommodate 8 loadings/unloadings a day and the site be able to accommodate 2904 trucks (8 loads/day/dock x 363 docks) (assuming traffic was not a limiting factor). My point: **the proposed traffic is roughly a tenth of the capacity of the facility** --- and will we see this increase in the future? How do 363 loading docks match up with 200 tractor trailers and 24 hours a day? The numbers don't add up! Please make sure the town of Hudson is not being misled about the impact of this project.

Please make sure that when the noise impact, traffic impact, and pollution impact is assessed, that it is assessed based on **REAL NUMBERS** not those which are easier to get approval from a planning board.

Please consider:

Asking the developer if any hazardous material will be stored at this facility;

The effect on air quality as a result of trucks, vans, delivery cars, and passenger vehicles coming to this one area (based on REAL NUMBERS);

The effect of surface runoff into the Merrimack River;

The effect of traffic on the roadways;

The effect of safety as chunks of snow debris fly off the trucks;

The effect of sound pollution to the abutting neighborhoods;

The effect of light pollution to the abutting neighborhoods; and

The effect of property values to the impacted areas.

In the event that noise ordinances are violated, how would the Town of Hudson, enforce their own ordinances against such mega companies that would own or rent space at such a facility? Would not such mega companies be experts in stalling during legal proceedings should a noise violation be issued? As you know, the time to work out noise issues is before project approval.

Please find attached "Noise Level Estimate Chart" from <http://www.paging-solutions.com/charts/noiselevel.pdf>. This chart indicates the noise from a diesel engine is 90-94 decibels. Hudson's ordinance for evening sound level is 50 decibels. The Illinois Department of Transportation <https://idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Design-and-Environment/Environment/Highway%20Traffic%20Noise%20--%20Noise%20Fundamentals%2011215.pdf> states that sound lowers over 3 decibels for every doubling of distance over pavement. Therefore, the sound needs to lower at least 40 decibels (90-50) before it reaches the property line. $40/3$ is 13. 13 doublings of length are required as a sound buffer. Or over 16,000 feet are required to buffer the sound of just **one** diesel truck to meet the 50 decibel residential allowance. $(1+2+4+8+16+32+64+128+256+512+1024+2048+4096+8192)=16,383$ feet buffer are required as a buffer to lower the sound of **one** diesel truck to meet the 50 decibel residential ordinance. If the Town of Hudson doesn't require an appropriate setback at the beginning of this project, they will probably be unsuccessful in trying to get this facility to comply with sound ordinance complaints that could arise after construction.

Thank you for the thoughtful look you will give to these plans.

Please include this letter in the Planning Board member's packets for the meeting on May 27.

Sincerely,

Patricia Reichard

23 Par Lane

Hudson NH 03051

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May 18, 2020

Brian Groth
Town Planner
12 School Street
Hudson, NH 03051

RE: Green Meadows Proposed Development

Good afternoon Brian,

My name is Jason Cook, and my wife and I have lived here in Hudson for over 25 years. We love this town, both went to school throughout the system, and recently made the decision to purchase 9 Par Lane with the intention of it being the home we raise our two young children in.

The recent news of a proposed logistics center (planned to be the biggest one in New Hampshire) going onto the Green Meadow Golf Course is very disappointing to me and my family. This is not only because of the street we live on, but because it will negatively impact the town we have lived in almost all of our lives.

We have several concerns about this proposed logistics center:

This will increase traffic all throughout Hudson, not just the areas around Walmart and the highway. If a logistics center of this magnitude is put in and packages are to be delivered to neighboring towns, large trucks will not only be getting on and off of the highway; they will be driving up and down Lowell Road, 111, 102, and all of the roads in-between twenty four hours a day, seven days a week. Every Hudson resident knows that these roads are already full of traffic during peak hours, and it is very easy to see that this will significantly increase the traffic, making commutes even longer no matter where people live in in the town.

This will increase air pollution all throughout Hudson, not just the areas around Walmart and the highway. A center that has 200+ loading docks (with multiple trucks using each dock, each day, twenty four hours a day, seven days a week) will likely increase pollution to much of south Hudson. In addition to this, all of these trucks that will use Hudson as a byway to get to neighboring towns will be producing even more pollution as they drive back and forth throughout the entire town every day, twenty four hours a day, seven days a week.

This will cost all of Hudson residents money, not just the residents who live around Walmart and the highway. Proponents will say that this will help Hudson taxpayers, but we need to consider the impact this change to our town will have on us, financially. These trucks, using 200+ loading docks every single day, twenty four hours a day, seven days a week will have an impact on our roads that we, Hudson residents, will need to pay for in our taxes. Everyone in Hudson will need to pay for this, not just those of us who live in the southern part of Hudson. And this will be forever.

Conclusion

While I understand this project is being considered by some because of the ideas on the surface, it quickly becomes apparent a project like this will have an overall negative impact on all of Hudson. If this project is approved and the logistics center is built, there is no turning back. It will have a permanent

negative impact on the town of Hudson and all of us who live here (not just the residents who live around Walmart and the highway).

Please do not allow this project to move forward.

Please include this letter in the Planning Board member's packets for the meeting on May 27th.

Sincerely,

Jason Cook

9 Par Lane

Resident of Hudson for over 25 years

Dubowik, Brooke

From: Joanne Walsh <jemgal1@hotmail.com>
Sent: Monday, May 18, 2020 5:12 PM
To: bgroth@hudsonnh.go
Cc: ~BoS; info@hudsonlogisticcenter.com; Planning; robert.scott@des.nh.gov; victoria.sheehan@dotnh.gov
Subject: Hudson Logistics Center

Brian,

My name is Joanne Walsh and I reside at 2 Eagle Dr. with my husband Robert Marquis. As an abutter to the Green Meadows Golf Course, we have many concerns. I am sure my neighbors have addressed many of them already in their letters. I am not as eloquent or computer savvy as they. The buffer is a big issue. I have resided here for 40 yrs. and when we wanted to improve the property, it was all put on hold due to the last proposed project. We have now made several improvements, unbeknownst to us that this was in the offing. We are very concerned about the buffer, noise, light, traffic and environmental pollution. If wetlands are allowed to be filled/ diverted, where does that water go? in our basements? With construction, as we are the Granite State, Will there be blasting? Will we have cracked foundations, damage to in ground pools and the surrounding areas as well as other shifting/settling of the land around it? There are myriad issues that I know my neighbors have addressed and we agree with them. We are also concerned about the paper road that has been there for over 40 yrs. Will it be developed?

Will traffic go through there legally as emergency vehicles or illegally if able? Quality of life will be greatly impacted, not only for this neighborhood but others in the south end of Hudson including other businesses. This proposed project will forever change the face of Hudson not just one neighborhood.

Respectfully,

Joanne Walsh & Robert Marquis

Please include this in the information packet
for review

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DATE

Brian Groth
Town Planner
12 School Street
Hudson, NH 03051

RE: Green Meadows Proposed Development

Brian,

My name is Mustansir Banatwala. My wife and I are very shocked to be just learning of the proposed new development via social media. Like many of our neighbors, we fell in love with the neighborhood. We were drawn to the fact that it was such a nice quiet, and friendly neighborhood without through traffic. We often sit out on our back deck at night looking out into the beautiful greenery and enjoy the tranquility. We watch and listen to the many animals that live and thrive off the land and river in the area. After learning about the new proposed development, it seems that missing these things are going to be the least of our worries.

Some of our concerns:

The mere size of these buildings and their proposed usage is our biggest concern. It should be no surprise that distribution centers that are intended to operate 24 hours a day, 7 days a week will bring significant noise, traffic and environmental impacts to the area. The items below are a general outline of the things that concern many of our neighbors that live near and/or abut this property. While I am sure you are going to hear a lot of the same reasons why the people in the neighborhoods bordering Green Meadows are concerned about this development, I feel it is important for everyone's perspective to be heard.

Emissions:

The negative impacts on air quality from the 300 plus tractor trailer and box trucks is alarming. We are very concerned to know about the amounts of trucks that will be entering and exiting this property. It does not seem that there will be any break from the smells of diesel engines running. This might be different if we were talking about a couple of dozen trucks entering and leaving the property a day, but it has been stated by the developer that there could be over 300 trucks a day. Also being a facility that operates 24 hours a day makes it worse. Besides the many adults who live in this neighborhood, some may have or already have pre-existing conditions such as asthma. Can you imagine what this volume of emissions could do to the healthy lungs of a developing child? There are many families with young children in this neighborhood, and some direct abutters to this project.

Site Lighting, Visual Concerns and Sound:

Knowing a bit about the construction business, I am well aware of the quantity of site lighting that is needed for structures like this. Besides exterior building mounted lighting that will be needed for security, there will be a lot of parking lot pole lighting. There are strict guidelines in the civil

design and approval as it relates to residential neighborhoods, there is no hiding the fact that these lights will be visible from our backyards. It has been mentioned that a 200 foot buffer will be created between the abutters and the development. The current master plan does not indicate this. Will this buffer be from the property lines to the buildings, or will it be from abutters property lines to the start of any parking area, roadway or green space? What will this buffer consist of? I would like to point out that unless 40 foot, fully mature trees are transplanted, any attempt for new growth is going to take time to establish. It could be 10-20 years before we have adequate blockage to act as any sort of barrier between us and the proposed property. That is a long time for families to suffer. Will this proposed barrier help reduce sound? Between engines, forklifts, and backup alarms, these are not sounds we want to welcome to our neighborhood. Please remember how sound travels across water and think about how far these sounds will carry up and down the river. A sound coming from land to water is amplified so by default it travels much farther. The master plan does not indicate any barrier between the structures or parking lots where moving trucks will be running to the water. The river needs protection from the noise and polluted air.

Traffic

We are concerned about truck traffic in addition to the existing car traffic. Without direct access to the highway, trucks and cars need to travel from the property out Rena Ave to Lowell Rd. Then they may go left or right to access the highway. There is no way to control which way they go and both ways encounter existing traffic lights. The early description stated the majority of vehicles will go left, through the two sets of lights and left onto the Sagamore Bridge. Tractor trailer trucks will easily over occupy the distance between these intersections and turning right is through high residential areas. The traffic plan needs to be on the table and approved before any development begins. Please share the existing traffic studies and the anticipated impact. Between construction vehicles, and employees once these facilities are operational, I do not believe that there will be minimal traffic impacts to the roadways surrounding this property. I am also aware that there is a paper street at the end of Muldoon. As a neighborhood, we need assurance that this will not be used to continue Muldoon through to this property, not even an emergency access. We also need more specific roadway plans, as the current master plan does not show much for roads that enter and leave the property.

Wildlife

As someone who thoroughly enjoys the outdoors, I have a special respect for the wildlife that surrounds the Green Meadows property. Besides the environmental impacts directly to these animals, they are going to be forced into our neighborhoods causing concern for both their safety and the safety of our children who play in the backyards of these houses. We have seen everything from coyotes, fox, rabbits, woodchucks and deer. These animals have lived in harmony with us since we have lived here. Now, they are going to be forced to find another habitat to live in as well as try to find other sources of food. Are there any plans on creating environmental programs to deal with this issue? I do not see space set aside for these animals on the master plan.

Property Values

Like many of my fellow neighbors, we have invested tens of thousands (some have invested hundreds of thousands) on the improvement of our homes. If the permits for this property go through there is no doubt going to be an impact on our home values. This is going to cause many people to rethink how much they want to invest in their home. It is going to negatively impact anyone who

decides to sell their home. Any prospective home buyer looking at one of the homes in this neighborhood is likely going to have the same concerns as I have listed above. Has there been any consideration given to this? It is possible that if this project was not as big, and there was more buffer between the abutters and the proposed development, that there would be less impacts on our property values? These are very important things to consider.

Town Benefits

How is the Town of Hudson going to benefit from this development? Is there going to be significant roadway improvements? Who is paying for these roadway improvements. We need this to be settled before any development is granted. We never got the soccer fields the town claimed were being built by Stop N Shop before they built and then departed.

What does the tax revenue look like? (especially if contrasted to something else that could go in its place, that would be better suited to the long term vision of the Town of Hudson – assuming we do not want to turn the south end of Hudson into a industrial zone which in turn would essentially kill schools and that in turn becomes a self-fulfilling prophecy of turning Hudson into an industrial town).

Does the town feel that this will significantly lead to more economic development and open more avenues for things such as improvements to our schools? And while we are on the subject of schools – what research/evidence do we have to counter the argument that due to this development going in and what will happen to the south end of Hudson due to traffic/noise/pollution/crime that the schools will actually NOT suffer because families with children in the school system would certainly not want to live in Hudson, which then will mean lower taxes (falling property value) – what is the worst case analysis on this and the bottom line to the Town of Hudson?

The developer has stated that these facilities will open up many opportunities for jobs. Based on what I have seen first-hand with respect distribution type facilities, jobs are depleting every year due to advances in technology, specifically automation. Robots are typically moving things around in warehouses. I do not believe these are long term jobs (unless of course the town of Hudson is getting some guaranteed minimum tax/benefit from the developer for decades to come). I also do not think they are going to be high paying jobs. I think the job benefit part of this needs to be looked at more closely.



Will the triggered decreased property values in the south end of Hudson outweigh a chunk of the tax revenues from the trucking facility. Hudson is a town that is fairly spread out so people may think this is an isolated area so the impact is low. However, this area is one of the major entrances to the town of Hudson so its look and feel will definitely impact the town. Do we want Hudson to be the trucking town?

Conclusion

In conclusion, I ask you as a town official to consider the above talking points. Imagine if your backyard bordered this property or you lived directly across the street from an abutter? How would you feel? As residents, we need to see some better details to be able to weigh the pros and cons of such a development. Evidence of analysis of revenue, population growth effects, impact of Hudson's attractiveness to new families should be made available. Going forward with this development is a BIG STEP (in my opinion towards the negative) and appropriate due diligence of its impact on all aspects to the town of Hudson is a MUST. Also ask that any meetings that are held regarding this development be postponed until after the stay at home order has been lifted. I appreciate your time and am very thankful that you have read this letter.

Please include this letter in the Planning Board member's packets for the meeting on May 27th.
NOTE: If you do not include the above your letter may be in the town records but not necessarily seen by the planning board. If you have already emailed your letter, you can go back to Brian Goth and amend your request.

Sincerely,

 
(Mustansir Banatwala, Rita Banatwala)
MAY/18/2020 18 May 2020

Some other random thoughts/questions about this project:

- How will this project affect the wildlife that lives on the golf course?
- Has the developer ever built one of these massive centers so close to an existing residential neighborhood? If so, where? What was the effect on those property values? What was the decibel noise increase? Did they measure air pollution before and after the construction? Is any of it verifiable?
- What would be the acceptable level of noise for this type of facility? What does the town ordinances say for such things?
- How will they control all of the dust that will be kicked up during construction?

Key Topics/Data if interested in adding to your letter – items highlighted are key:

Proposal: Distribution Facility:

- 3 Buildings totaling approx. 2.7 Million Sq Ft
- 250 to 350 doors
- 200 to 250 Trailers/Day
- 24/7 Hours of operations
- 200 Ft Buffer from residential properties
- Employees & their traffic (varying degrees on the number)

Interests: What everyone is trying to do:

- Town of Hudson wants Tax Revenues
- Friel Company to sell their land
- Hillwood to develop the site for business
- People in Area want "quality of life"

Discussion Focus:

1. Stop the Project
2. Mitigate the Project

Mitigation Points: 4 Identified areas with mitigation ideas

1. Buffer
 - a. 1000 ft buffer from end of residential properties
 - b. 30 ft high berm tree lined
 - c. Walking paths for neighborhoods with Wildlife protection/preservation
2. Entrance/Exit

- a. Sagamore Bridge road intersection for entrance and exit.
 - b. Business is designed for easy access to route 3
 - c. Lowell Road cannot handle this type traffic
3. Buildings:
- a. Positioned closer to Sagamore Bridge road
 - b. Loading and Unloading doors should be Sagamore Bridge side and river side
 - c. Locations of each building
 - d. Lighting needs to be adjusted away from residential
4. Operational Hours
- a. Restrict to 7am to 11pm

Other topics mentioned:

- 1. Emissions Testing
- 2. Idling Trucks
- 3. Light Pollution
- 4. Environmental Impact to wetlands and wildlife
- 5. Sewer Connections
- 6. Tax Abatements
- 7. Traffic

Gene Porter
77 Concord Street
Nashua, NH 03064
18 May 2020

To: The Hudson Planning Board

Re: Hudson Logistics Center Public Hearing Scheduled for May 27th

Greetings.

The Lower Merrimack River (LMR) has been “designated” by NH RSA 483 (River Management and Protection Program) for special attention due to its outstanding natural and cultural resources. This layer of added protection is provided on behalf of the NH DES by a Local Advisory Committee (LAC), a government instrumentality, which I chair.

The LMRLAC will meet on May 28 to review and formally comment to the DES on the Dredge and Fill permit application for the Hudson Logistics Center which deals primarily with wetlands issues. The Alteration of Terrain permit application that deals in more detail with stormwater management issues will be similarly reviewed when received. A copy of any LMRLAC comments will be provided to the Board.

The following observations are based on my preliminary review of the HLC Dredge and Fill permit application, for which I will seek formal LMRLAC comment on the 28th.

LMRLAC reviews of projects that are proposed within the specified quarter mile wide riverfront corridor generally focus on two main topics; 1. the stormwater management practices required by the NH Shoreline Water Quality Protection Act (SWQPA), and 2) the enhancement of public support for river protection actions through increased public access to the River, both boating access and shoreside recreational trails. These goals are documented in the Lower Merrimack River Corridor Management Plan

(https://www.nashuarpc.org/files/1513/9455/5637/LMR_CorridorManagementPlan_ch1-5.pdf) and elsewhere.

Environmental Protection

I note that the HLC Dredge and Fill permit application explicitly leaves the current 250’ natural shoreline zone undisturbed except for the removal of an existing irrigation system pumping station and fuel tank and the limited incursion of two infiltration basins at the upstream and downstream ends of the project. This attention to the protection of the vulnerable shoreland is very welcome.

Stormwater management is expected to be addressed primarily in the forthcoming Alteration of Terrain permit application. The LMRLAC generally relies on the DES staff to calculate the adequacy of the proposed sizing of the infiltration basins, a detailed procedure that is beyond the capability of the LMRLAC's volunteers. However I note that such assessments are usually based on historical precipitation records, whereas current scientific analysis (http://www.nashuariverwatershed.org/images/pdf/Vallee_ClimateTalk_10-29-19.pdf) expects significantly greater long term storm frequency and intensity than has historically been the case. This leads me to suggest that the HLC infiltration basins be "supersized." Less expensive now than later?

Additionally, I expect that the LMRLAC will seek to ensure that the AOT permit application envisions requiring that winter street treatment be applied by Certified Green SnoPro contractors, and that full consideration has been given to the use of porous pavement and rain gardens in the employee parking areas, and green roofs on the new buildings.

Public Access

Recreational Trail I note the applicant's intent to provide a shoreside recreational trail at some time in the future. However, the Town of Hudson could greatly strengthen the likelihood of this highly desirable visual access amenity actually being provided if the Planning Board were to make the deeding of a public access shoreside trail easement to the Hudson Conservation Commission a condition of approval of the application, and require its construction by the applicant as part of the project as partial mitigation for the loss of wetlands.

Boating Access. This project offers a badly needed opportunity to construct a modern public access boat launch on this 15 mile stretch of navigable scenic river that was identified by the State Public Waters Access Advisory Board (PWAAB) (on which I represent power boat interests) as having the highest priority for a new ramp of any water body in the state. The fact that the City of Nashua is renovating a modest ramp on the west side of the River does little to meet the needs of the large population east of the River for a modern boat launch facility. Increased public use of, and enthusiasm for, the River is essential for increased public support of protection measures – well beyond the abilities of volunteer Conservation Commissions, Planning Boards, and Local Advisory Committees.

To that end, I recommend that the Planning Board require that the HLC application be amended to provide for the construction of a modern public boat ramp as mitigation for the loss of wetlands, rather than proffering a \$700,000 cash payment to the State Aquatic Resources Mitigation Fund. The appropriate location of such a public ramp has been identified in the applicant's proposal as a site for a future emergency ramp at the unencumbered

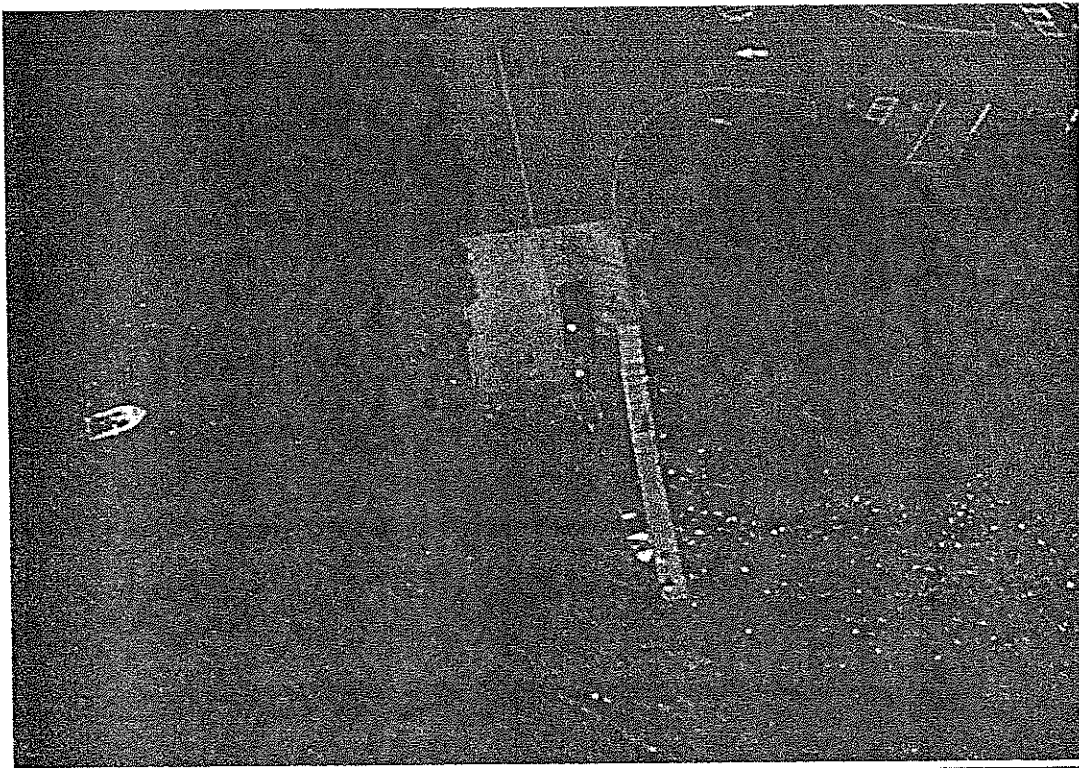
southwest corner of the project property. To that end It would be appropriate to establish a deeded 10-15 acre public access easement with associated public street access from the Steele Rd extension south of the buildings on the currently proposed project road.

Such an addition to the project plan at this early stage need not disturb the bulk of the effort and could be pursued in parallel without delaying the main effort. Ramp design and construction information is available at

<http://www.sobaus.org/publications/publications1.html>

as recommended by the Public Waters Access office of the NH Fish and Game Department.

Similar mitigation funding reportedly supported new public boat access facilities on the Ashuelot, Ossipee, Contoocook, and Winnepesaukee Rivers. The Bourke Brothers ramp eleven miles downriver in Lowell MA may be a useful model.



Rourke Brothers Boat Ramp, Lowell, MA

Traffic

Finally, although not within the purview of the LMRLAC or the PWAAB, as a concerned citizen I note that the applicant appears to value protection of some of the small artificial wetlands created for the golf course over the adverse impact of the planned major increase in truck traffic on Lowell Road.

The Lowell Road intersection has long been cited by the NRPC transportation corridor assessment as heavily congested. Two years ago average daily Lowell Road traffic at this location was measured as having been increasing at over 3% per year, which suggests it is now well over 40,000 vehicles per day. Should funding be provided for the planned "Hudson Boulevard" that would connect the Sagamore Bridge to Rt 111, traffic would increase even further.

I believe the public interest would be well served if the Planning Board were to require the applicant to reverse his proposal not to install an exit ramp into the HLC project from the eastbound lane as it leaves the Sagamore Bridge. Such an exit ramp would reduce the new heavy truck traffic at the already congested Lowell Road intersection by half, thereby limiting the increase in congestion and reducing air pollution in the area.

I look forward to participating remotely in the Board's review of this proposal on the 27.th

GP Porter

Gene Porter

Chair, LMRLAC

Member PWAAB

May 18, 2020

Members of the Hudson, New Hampshire Planning Board

Regarding the May 27, 2020 Public Hearing - Hudson Logistics Center

Please include this letter in the Planning Board Members' packets for the meeting scheduled May 27, 2020.

Planning Board Members,

Having lived in town for 14 years I am familiar with the traffic issues here. Lowell road and its collector roads have become very congested, especially during rush hour. Beneficial work is being done to alleviate some pressure with the on ramp to the Sagamore Bridge. With the recent defeat of the Circumferential highway however, what affect will this logistics center have? I respect the right of the property owner to sell, and do not know the identity of the tenant(s), but many municipalities have made this decision. We can learn from them and hopefully not regret ours.

For example, the cited article below quotes three of the five members of the planning Board from Milford, Massachusetts as having regretted their decision to allow Amazon to occupy a 164,000 sqft warehouse in town. They lament that the tax and employment benefits are not offset by the damage that is being done to the town and its people by the associated traffic, which has only been getting worse in its 3.5 years in existence.

From the article: [Milford approves more parking for Amazon vans, the company's third lot in town, Alison Bosma, Milford Daily News, August 20, 2019](#)

“To me, the intersection is busy enough with commuters, if you will, now we throw a private entity into the mix. We have 480 vans from this side, you have, I don't know, 600 from the other side... To me, the site initially that was approved, it was never designed for 1,000 vehicles like this.”

Patrick Kennelly - Planning Board Member, Milford Mass

“ Mainini went so far as to say he wouldn't have approved the original Amazon warehouse on Industrial Drive “knowing what I know about Amazon.”

Marble Mainini III – Planning Board Member, Milford Mass

Concerning subsequent, additional parking lots acquired by Amazon-

“We had to. They followed a site plan, they followed the zoning bylaws, we had to approve it,” he said. “We're bound by the zoning bylaws.”

Marble Mainini III – Planning Board Member, Milford Mass

Due to the magnitude of this project and the range of its impacts, it must be vetted completely and appropriately.

“All the traffic analysis says is ‘it works,’” Calagione said. “As a board, it’s difficult to make a decision that says ‘we don’t think it will (work) but we can’t prove that, so ... we’re not going to allow this to happen.’ That becomes a court case that you lose.”

Joseph A. Calagione – Chairman, Planning Board, Milford Mass

I have many questions and concerns, but will limit these to traffic:

1. What is the estimated increase at the onset, and what increases are expected in the future?
2. What changes are going to be necessary to enable traffic to flow? Who deems them sufficient?
3. How will increases in the future be handled and who will be responsible for them?
4. How accurate is the traffic estimate? Are there any substantiating reports from other parties?
5. Does the town plan to seek results of other towns/municipalities undertaking a similar experience?
6. How can the effect of the thousands of additional jobs/commutes be integrated into a cohesive flow?

Many thanks.

Phillip G. Volk

15 Fairway Drive

Hudson, NH 03051

pgvolk@gmail.com

Dubowik, Brooke

From: Angela Volk <angvolk@gmail.com>
Sent: Tuesday, May 19, 2020 7:52 AM
To: Groth, Brian
Subject: Hudson Logistics Center

Hi, Brian.

My name is Angela Volk and I own a house on 15 Fairway Drive that directly abuts the proposed development. While I completely understand the desire of the Friel Family to sell this property, I am concerned about the ways it will impact my neighborhood and the town as a whole. I will try to keep my questions and comments as concise as possible.

- The buffer of 200 ft to the residential area, also known as my backyard, is inadequate according to some sources I've read. The recommendation seems to be a 1000-1500 ft buffer as the air pollution from the trucks is reduced by 80% at that distance. Even 20% is more than we should have to live with in my opinion. This is a very personal concern of mine since I have a child with several immune/allergy related health issues and asthma is one of them. We wouldn't allow a company to poison our water and we shouldn't let them poison the air either. Can the town request an environmental study on the impact on the health of local residents? I've looked at these distribution centers in other parts of the country and they aren't typically located so close to low density residential zones. I thank the board for their careful consideration of appropriate measures to protect the health of nearby neighborhoods.

Here are a couple of my sources regarding the impact on air quality/health:

<https://ww3.arb.ca.gov/ch/handbook.pdf>

<https://envhealthcenters.usc.edu/wp-content/uploads/2016/11/Storing-Harm.pdf>

-My other concern is the amount of traffic that will be generated by the logistics center. An article in the Union Leader dated 5/3/20 states that "the project would create an estimated 2,500 direct and indirect construction-related jobs, and anywhere between 1,000 to 4,000 longterm jobs at the facilities once the buildings are done." Will we be informed who the tenants will be before the approval of the project? There would be a big difference between distribution center employees that work on premises and Amazon employees who would presumably use the roads in town for deliveries. I love the service that Amazon provides and I would love to see good jobs come to Hudson, but at what cost? I've read several accounts of towns unhappy with the traffic, bad driving, and accidents. This is a huge project for Hudson and I hope the board will take their time in considering the full impact the traffic could have on our quality of life.

Here is a report about problems with (Amazon) distribution centers. Milford, MA has had several issues that are still unresolved:

"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.

"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."

https://www.wcvb.com/article/amazon-trucks-creating-traffic-headache-in-milfordmassachusetts-town-officials-say/31008010?fbclid=IwAR1MDaF4_gP8g-bUxPXPJ1mUGPXYg2xol08xqsfCBuwGe1xkQqn3NZiEsSY

-Lastly, I would like to express my concern in the following areas:

-noise and light pollution-the golf course is a G-1 zone which allows for this but it should not encroach on our residential zone. I could never have imagined when I bought my house that that the beautiful land just off my backyard would be used for warehouses with hundreds of tractor trailers. I imagined the land would be used in a way that would take advantage of the location on the river-a shopping center or condo development, etc.

-wildlife- What can be done to minimize the impact on the wildlife? We have more animals here on a daily basis than we did 14 yrs ago when we bought the house. Wild turkeys, cottontails, fisher cats, foxes, coyotes, and deer are regularly spotted on the golf course. Red tailed and Cooper's hawks hunt there every day and even a great blue heron has been seen walking along the tree line.

-appearance- Can we make sure there is a berm or sufficient greenery to help preserve the value of the homes abutting the golf course? This is a beautiful, well-maintained neighborhood where pride of ownership is evident. I would like to see as much as possible done to protect the investments of residents.

Please include my letter in the Planning Board member packets for the May 27th meeting.

Thank you,

Angela Volk

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Dubowik, Brooke

From: MARTHA MARSCH <m_bfairway@comcast.net>
Sent: Monday, May 18, 2020 12:48 PM
To: Groth, Brian; ~BoS; Hudson Logistics Center; Planning; Robert Scott; Victoria Sheehan
Subject: RE: Abutter Notification for Proposed Hudson Logistics Center

Sorry. The message was sent before it was completed. Had a senior moment.

I was saying that everyone in Hudson will experience the impacts of the proposed project, but as an abutter to the site, my impacts will be much more intensive. I am very concerned about the noise, sight (buildings and lights), and pollution from the trucks. The proposal shows a 200 foot buffer lined with evergreen trees, but does not discuss the use of a berm that is in some of the plans. The trees may provide some visual separation, but will probably not be high enough to mask the buildings. The existing trees I have in my backyard do block out quite a bit of the view of the golf course, but they do not stop the sounds from the golfers.

Could you please consider including a berm like the one required behind our Hudson Walmart. I visited a couple who live behind Walmart and they took me into their back yard. I was surprised that I did not hear any noise coming from Walmart, nor did I see the store or smell any fumes from all the cars. I am not in favor of the proposal, but if it is approved, the berm would go a long way to preserving some quality of life for all residents living in the Green Meadows Neighborhood.

Bill and Martha Marsch
3 Fairway Drive
Hudson, NH 03051

On May 18, 2020 at 11:37 AM MARTHA MARSCH <m_bfairway@comcast.net> wrote:

Brian,

My name is Bill Marsch. My wife Martha and I have lived at 3 Fairway Drive in Hudson for 28 years. We are both retired now and have spent a great deal of time and money improving our property since we have no plans of moving. We enjoy living in Hudson and New Hampshire. However, I am deeply concerned that the massive warehouse and logistics center being proposed will have a very detrimental impact on the quality of life for the entire town of Hudson.

Everyone in town will experience the impacts of increased air pollution, noise and traffic.

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Dubowik, Brooke

From: katie roberts <msptofbi@yahoo.com>
Sent: Monday, May 18, 2020 11:41 AM
To: Groth, Brian
Cc: Katie Thibault; Bruce Thibault
Subject: Request this letter be added to the Planning Board meeting on 5-27-2020.

DATE : Monday May 18, 2020

Brian Groth
Town Planner
12 School Street
Hudson, NH 03051

RE: Green Meadows Proposed Development

Brian,

My name is Bruce Thibault. My wife and I are very shocked to be just learning of the proposed new development via social media. Like many of our neighbors, we fell in love with the neighborhood. We were drawn to the fact that it was such a nice quiet, and friendly neighborhood. We often sit out on our back deck at night looking out into the beautiful green of the golf course. We watch and listen to the many animals that live and thrive off that piece of land. While we are both not golfers ourselves, it is wonderful to hear the laughter and enjoyment of friends, couples, and co-workers on a nice warm spring or summer day or evening. From learning about the new proposed development, it seems that missing these things are going to be the least of our worries.

Some of our concerns:

The mere size of these buildings and their proposed usage is our biggest concern. It should be no surprise that distribution centers that are intended to operate 24 hours a day, there will be significant noise, traffic and environmental impacts. The items below are a general outline of the things that concern many of our neighbors that **live near and/or abut** this property. While I am sure you are going to hear a lot of the same reasons why the people in the neighborhoods bordering Green Meadows are concerned about this development I feel it is important for everyone's perspective to be heard.

Emissions:

The negative impacts on air quality from the 300 plus tractor trailer and box trucks is alarming. We have the two of us, and it is very concerning to know about the amounts of trucks that will be entering and exiting this property. It does not seem that there will be any break from the smells of diesel engines running. This might be different if we were talking about a couple of dozen trucks entering and leaving the property a day, but it has been stated by the developer that there could be over 300 trucks a day. Also being a facility that operates 24 hours a day makes it worse. Besides the many adults who live in this neighborhood, some may have or already have pre-existing conditions such as asthma, can you imagine what this volume of emissions could do to the healthy lungs of a developing child? There are many families with young children in this neighborhood, and some direct abutters to this project.

Site Lighting, Visual Concerns and Sound:

Knowing a bit about the construction business, I am well aware of the quantity of site lighting that is needed for structures like this. Besides exterior building mounted lighting that will be needed for security, there will be a lot of parking lot pole lighting. There are strict guidelines in the civil design and approval as it relates to residential neighborhoods, there is no hiding the fact that these lights will be visible from our backyards. It has been mentioned that a 200 foot buffer will be created between the abutters and the development. The current master plan does not indicate this. Will this buffer be from the property lines to the buildings, or will it be from abutters property lines to the start of any parking area, roadway or green space? What will this buffer consist of? I would like to point out that unless 40 foot, fully mature trees are transplanted, any attempt for new growth is going to take time to establish. It could be 10-20 years before we have adequate blockage to act as any sort of barrier between us and the proposed property. Will this proposed barrier help reduce sound? Between engines, forklifts, and backup alarms, these are not sounds we want to welcome to our neighborhood.

Traffic

My understanding is that there will direct access to this property off the highway. As many of my neighbors have pointed out, we deserve to see some sort of traffic study on this. Between construction vehicles, and employees once these facilities are operational, I do not believe that there will be minimal traffic impacts to the roadways surrounding this property. I am also aware that there is a paper street which is very close to our house. As a neighborhood, we need assurance that this will not be used to continue Muldoon through to this property. We also need to see more specific roadway plans, as the current master plan does not show much for roads that enter and leave the property.

Wildlife

As someone who thoroughly enjoys the outdoors, and has been a hunter throughout his life, I have a special respect for the wildlife that surrounds the Green Meadows property. Besides the environmental impacts directly to these animals, they are going to be forced into our neighborhoods causing both concern for both their safety and the safety of our children who play in backyards of these houses. We have seen everything from coyote, fox, rabbits, and deer. These animals have lived in harmony with us since we have lived here. Now, they are going to be forced to find another habitat to live in as well as try to find other sources of food. Are there any plans on creating environmental programs to deal with this issue? I do not see space set aside for these animals on the master plan.

Property Values

Like many of my fellow neighbors, we have invested tens of thousands (some have invested hundreds of thousands) on the improvement of our homes. If the permits for this property go through there is no doubt going to be an impact on our home values. This is going to likely cause many people to rethink how much they want to invest in their home. It is going to negatively impact anyone who decides to sell their home. Any perspective home buyer looking at one of the homes in this neighborhood are likely going to have the same concerns as I have listed above. Has there been any consideration given to this? It is possible that if this project was not as big, and there was more buffer between the abutters and the proposed development, that there would be less impacts on our property values? These are very important things to consider.

Town Benefits

How is the Town of Hudson going to benefit from this development? Is there going to be significant roadway improvements? What does the tax revenue look like? Does the town feel that this will significantly lead to more economic development and open more avenues for things such as improvements to our schools? The developer has stated that these facilities will open up many opportunities for jobs. Based on what I have seen first-hand with respect distribution type facilities, jobs are depleting every year due to advances in technology, specifically automation. I do not believe these are long term jobs. I also do not think they are going to be high paying jobs. I think the job benefit part of this needs to be looked at more closely.

Conclusion

In conclusion I ask you as a town official to consider the above talking points. Imagine if your backyard bordered this property or you lived directly across the street from an abutter? How would you feel? As a residents, we need to see some better details to able to weigh the pros and cons of such a development. I also

ask that any meetings that are held regarding this development be postponed until after the stay at home order has been lifted. I appreciate your time and am very thankful that you have read ~~this letter.~~

Please include this letter in the Planning Board member's packets for the meeting on May 27th.

Sincerely,

Bruce Thibault
6 Fairway Drive
Hudson, NH 03051

Sent from my iPhone

CAUTION!!

This email came from outside of the organization. Do not click links/open attachments if the source is unknown or unexpected.

May 18, 2020

Dear Planning Board,

RE: Questions related to the development of Green Meadow Golf Course

Please find below a list of questions pertaining to the proposal to industrialize Hudson's Green Meadow Golf Course:

- What are the plans to not increase the noise or light pollution, during the day as well as after 8PM and before 7AM (*complying with current zoning restrictions*)?
- What are the plans to not increase traffic, both from trucking resupplies and commuters to several new facilities?
 - Should the site-developers be required to build a separate on/ off-ramp onto exit 2? (*which is already at capacity*)
- As an abutter to this proposed colossal facility what is being done to eliminate 100% of the facility's sight
 - *Current proposal shows a meager height industrial-style berm (that does not breach line of site of the buildings) with what appears to be cheap evergreens in a line. In contrast, when this site was being look at as a lifestyle center, a high-end landscape designer designed a higher berm with multi-tier aesthetically pleasing landscaping*
- As an abutter, what is being done to eliminate noise, light, and sight from the project during construction, it appears the space behind our house (*11 Fairway Drive*) is a planned stockpile for industrial supplies and material.
- For the town of Hudson, how will the project compensate or accommodate the town for the lack of open space to recreate, increased traffic, increased noise and light pollution and an aesthetically unappealing first-site into Hudson from Exit 2
- Has the town of Hudson and the developer coordinated the impact on neighboring towns?
- What protections has the planning board contemplated in regards to the project not being completed, or going bankrupt?
 - *Had the life-style center plan in 2007 been executed it would have surely stalled under the weight of the financial crisis. This would be a colossal mess for the town to inherit*
- Why is the town giving away its interests in recreational open space, for what will be an aesthetically unappealing logistics center, at the gateway to the town.
 - *The golf club owners claim golf is not viable- as an abutter I see that the course is extremely busy, all the time. It is clearly against the interests of the town to enable the property owners to get a windfall from rezoning, to simply fulfill their desire to make a windfall profit.*
- Has the property zoning been changed to accommodate the project, and how has the Planning Board known of the project without notifying the public?

- *It appears there may have been some ordinance changes over the last 18 months recommended by the planning board to facilitate this project, but without the transparency to town residents*
- Is this facility proposed to be a 24/7 operation? If so, how does this conform to zoning?
- What are the results of water studies to the abutters with respect to spring run off? Throughout Spring, sump pumps are running constantly, what is the affect of the acreage being paved over and covered with mega warehouses?
- What is going to be stored in the warehouses? Are food stuffs allowed? If so, what is going to be done to control the rodent population but not contaminate the environment?
- What is the planned use of the access road that runs parallel to Fairway Drive to the river? Will it be in use 24/7? How will the sound be abated?
- We chose this neighborhood for the tranquility of its character, the river and the golf course are intrinsic to the fabric and contribute to the values of our homes, how will Hudson's residents be compensated for the drastic change in environment from rural tranquility to uncontrolled urban development?
- Have any actual or perceived conflicts of interest been disclosed for public record? Has the planning board or the town been asked to provide or offered any tax incentives or abatements for this project
- What is the plan to accommodate the many residents of the golf course who will now be homeless?
 - Rabbits, opossum, Fischer cats, deer, fox, coyotes, ground hogs, turkeys, woodpeckers, birds, etc? Where are all the field mice going to go?
 - Are there any provisions for migratory species? (it is an amazing sight seeing flocks of birds land and take off)

Sincerely,

S. Dean and Kathleen Sakati

11 Fairway Drive

Hudson, NH 03051

Dubowik, Brooke

From: Jennifer Tatten <jennifertatten@gmail.com>
Sent: Monday, May 18, 2020 8:19 PM
To: Planning; ~BoS; Groth, Brian
Subject: Green Meadow/ Hudson Logistics Center

To Our Hudson Town Leaders:

Our names are Scott and Jennifer Tatten, and we live at 8 Muldoon Drive in Hudson. This letter is regarding town plans for the Green Meadow Golf Course/ Logistics Center project, and we would appreciate its inclusion in the public record and as part of the packet that is sent out to planning board members prior to the May 27, 2020 meeting.

We are new to Hudson, and we found our forever home a year ago in May 2019. We are a family of six with a new baby coming this fall, and we gave tremendous thought to the towns and neighborhoods we were considering.

In light of the plans for the Green Meadow site, we have many questions and concerns. Our overarching question is to what extent can a corporation come into town and make huge changes that may impact a family's largest investment, their home? More specific questions and concerns involve the environment, and what running a 24/7 facility entails:

- Plant, animal, and water displacement
- Potential chemical hazards
- Pollution from snow and ice treatment and run off
- Noise pollution (Engines, traffic, back up alarms)
- Light pollution (Security lighting for parking lots and buildings)
- Traffic: Most information addresses the 3A connector and Northern access to this property, but what about the Southern route? The Massachusetts employees and trucks coming from the bridge in Tyngsboro?

These are issues that raise financial, quality of life, and safety worries for ourselves and other families in our neighborhood. Our fifteen year-old son has severe autism, and noise, lights, and increased traffic could be particularly consequential for him. We are certain other families with very young, elderly, or disabled loved ones feel similarly.

We moved to Hudson because it is a town where the people of the town are the focus—not large businesses. As this project is investigated and planned, we ask that you please keep this focus: People. Families, young and old. Homeowners. Those who are invested in our community and town in ways a huge corporation cannot be.

Thank you,

Scott and Jennifer Tatten

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Dubowik, Brooke

From: Chris Mulligan <pineglen3@gmail.com>
Sent: Monday, May 18, 2020 10:21 PM
To: ~BoS; Groth, Brian; Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov;
Chris Mulligan
Subject: HUDSON LOGISTICS CENTER, HUDSON NH
Attachments: Letter to Town Planner May 18 2020.docx

Please see attached letter regarding the development of the Green Meadows property in Hudson NH and the proposed Hudson Logistics Center.

Thank you.

Chris Mulligan

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May 18, 2020

Brian Groth
Town Planner
12 School Street
Hudson, NH 03051

RE: Green Meadows Proposed Development

Brian,

My name is Chris Mulligan. My wife Diane and I are very shocked to be just learning of the proposed new development via social media. We have been living in our home on Fairway Dr for over 27 years. Like many that live in this neighborhood we bought here because it was a quiet, peaceful, friendly neighborhood with one way in and out resulting in very little traffic and noise. We have invested a significant amount of money into our home so that we can enjoy our property both inside and out. Where our home abuts the golf course, we have been able to enjoy the sounds and sights of the wildlife that inhabit the course. It is quite nice to sit out in our backyard and not hear the sounds of traffic and industry. From learning about the new proposed development, it seems that missing these things are going to be the least of our worries.

Some of our concerns:

The size of these buildings, their proposed usage, and their proximity to our neighborhood is a huge concern of ours. Although this is being sold as a logistics center, it appears to us that it will be nothing more than the largest distribution/trucking center that this area has ever seen. I believe the proposal is for this facility to operate 24 hours a day, 7 days per week resulting in significant noise, traffic and environmental impacts. Some of my concerns are listed below.

With over 250-300 trailer trucks entering and exiting this facility on a daily basis the air quality will suffer dramatically from where it is currently. I would like to see air quality tests taken on the property line between Green Meadow and Fairway Dr right now and compare it to the air quality in and around a distribution facility of the size being proposed. The negative impacts on air quality in our neighborhood and our town could have a dramatic impact on the health of children and adults alike. It is likely that those with pre-existing conditions will have an increase in symptoms as well as those that currently healthy could develop a variety of respiratory illnesses. In addition to the health concerns, the sheer noise created by this number of trucks is unfathomable. Despite any noise abatement system that is put in place, those closest to this operation will still hear the ever constant noise of running engines, back up alarms, dock doors opening and closing, trailer cranks, grinding gears, braking systems just to name a few. At present we hear Home Depot in Nashua, the freight train that runs through Tyngsboro into Nashua, and the Spartan Band that practices at the Pheasant Lane Mall in the summer. Although these sounds are not overwhelming, a distribution center right next door will be far more impactful. The quality of life will certainly be reduced.

The amount of lighting that will be required for a project of this size is also concerning to me. I have been involved in some very large construction projects over the years in and around Boston and the number of lights that will be required for this operation will be significant and will create an aura for the whole area that surrounds it. Even if down lights and shielded lights are used the light pollution created

will be noticeable to all. This type of light pollution will not only have a negative impact on the quality of life but studies have shown light pollution to be a potential contributing factor in the development of some cancers. Although many may not think of something as simple as lights on and around the buildings and parking lots is significant, this should be looked at very carefully as lighting is just as large a concern as the number of trucks mentioned previously.

Traffic and use of local roadways is also a concern. The literature surrounding this project seems to downplay this suggesting that it is simply two right turns off of the Sagamore Bridge. It just so happens that that is already a pretty busy area and I would imagine that 250-300 trucks on daily basis will make those two intersections unnavigable at certain times of the day. We already have the traffic from BAE which at times makes it extremely difficult to get out of our neighborhood. With increased traffic from this facility by both the trucks and employees and am afraid to think what that will do to Lowell Rd. In addition to the volume of traffic, I would like to know the estimated cost to the town and State to repair and upkeep the local roads from the increase in Heavy trucking. With this type and volume of trucking the roads will require maintenance, repair, and replacement more often than what is currently expected or scheduled.

What will be the impact to current wildlife and wetlands, and what impact will there be to local homes as a result of any change to the wetlands. There is plenty of wildlife that currently inhabit the property. Has anyone done a study of what wildlife is currently on this land to be certain that no endangered species will be displaced? Are there any plans to relocate any of these animals? My fear would be that some of these animals, if not all, will start to flood into our neighborhood seeking a new home. This could create a dangerous situation for children and family pets, as well as prevent homeowners from utilizing their yards for their own enjoyment. The wetland issue is also a concern. I have seen projects where wetlands were shifted or by placing buildings and parking lots near wetlands changed the runoff and drainage in the area resulting in the flooding of nearby basements and yards. Many times this is not realized immediately but occurs over a period of time.

Like many of my fellow neighbors, we have invested tens of thousands (some have invested hundreds of thousands) on the improvement of our homes. If the permits for this property go through there is no doubt going to be an impact on our home values. This is going to likely cause many people to rethink how much they want to invest in their home. It is going to negatively impact anyone who decides to sell their home. Any perspective home buyer looking at one of the homes in this neighborhood are likely going to have the same concerns as I have listed above. Has there been any consideration given to this?

Last concern/questions I will mention for now would be was the zoning for this property always G1? If not when was it changed and why? It is simply difficult for me to understand that land that was a farm, gravel pit and a golf course with a residential neighborhood abutting it, could be developed into the behemoth that is being proposed negatively impacting the quality of life, and potentially the health, of so many Hudson.

I would ask you as a town official to consider the above talking points. Imagine if your backyard bordered this property or you lived directly across the street from an abutter? How would you feel? I appreciate your time and am very thankful that you have read this letter.

Please include this letter in the Planning Board member's packets for the meeting on May 27th.

Sincerely,

Chris Mulligan
5 Fairway Dr
Hudson NH 03051

Dubowik, Brooke

From: Rob C <rob613@gmail.com>
Sent: Monday, May 18, 2020 1:15 PM
To: Planning; Groth, Brian
Cc: Sheehan, Victoria; ~BoS; Rob 613
Subject: Hudson NH resident property owner comments on Logistic Center plans
Attachments: ToTownPlan-ReLogisticsCenter-2020.pdf

Dear Mr. Groth,

Please see my attached letter with comments on the Logistics Center plans. I live in the adjacent neighborhood. Please include my attached letter with the information packet (not necessarily this email cover letter). I would like to remotely attend all planning meetings and any other relevant public meeting. I do not have any cable TV service but I do have zoom and telephone. I am willing to give input during the meeting but will require some accommodations to do so.

As I will try to explain I have some optimism that my interests in recreation (river access, tennis courts) and multi-modal (eg bicycle) travel in the South end of town could be improved as part of whatever the Planning Board, the Board of Selectman, and the current and future land owners will choose, as well as an interest to see some improvements to congested car traffic on 3A in the vicinity (particularly at the funny angled Chalifoux to 3A intersection), as well as more direct access to the Sagamore Bridge.

I include a marked up image of the proposed site plan showing some simple suggestions for minor changes that I would request that I think might also mitigate concerns that I have heard from some of my neighbors which I share. Some of my own thoughts are probably different than I think you are likely to hear from other property owners in this and in the other abutting neighborhoods.

Some of my other matters of particular concern might be appropriate to discuss directly as part of whatever plans might soon get submitted with regard to the river walk and boat launch plans that are mentioned (to be coming under separate cover) in the long proposal document that I have reviewed.

Due to some unique circumstances that might be worthy of discussion in a non-public session, it is likely that in order for me to be properly understood that some accommodation or other extra efforts might be needed. Our past efforts to achieve my sharing input (which was very much appreciated by one of engineers at the NH Dept of Transportation) through the agency of having Town staff call that DOT engineer, ended up, I'm afraid, disenfranchising me from expressing my opinions effectively for a matter that was open to the public to contribute. I would like to avoid such a travesty from recurring.

There is still an opportunity for my same input and opinions to get utilized for mutual benefit to all participants as part of this Logistics Center. I would appreciate the opportunity for us to speak directly to see how best I can be of use and ensure that I will be heard and understood.

--Robert Chesler
Hudson NH
afternoons/evenings 401-648-7017

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Robert Chesler

14 Fairway Drive
Hudson, NH 03051

Brian Groth
Town Planner
2 School Street
Hudson NH 03051

Re: Hudson Logistics Center Proposed Development

Please include this letter with the information packet

Dear Mr. Groth,

This is Robert Chesler of 14 Fairway Drive. I have recently learned of a proposed Logistics Center. I've lived at this address for over 25 years. I am aware of one or two prior proposed developments on the golf course land. I am also aware of several amenities missing from this south end of town that a development might help alleviate. Like most of my neighbors I have concerns for the proximity of the current proposal and the likely reduction in the quality of life due to noise, lights, air quality, and traffic. Where my views might be more optimistic than what I think you will hear from my neighbors I wish to express by way of opportunities for improvements in traffic safety and recreation that I sincerely hope your office will keep in mind.

My property is not directly abutting the golf course, but it does collect a fair number of golf balls and at various times suffered from the noise of a particular gong that some golfers would use, sometimes repeatedly. I myself do not play golf. I enjoyed the multiple miniature golf locations in this area and across the river, and also value that there is a driving range accessible to the public. The sounds of early morning "rail" lawn mowers has never been too much of a noise irritation.

From what I have seen and heard from others regarding plans, concerns, and proposed mitigations for some of these concerns, I think that there should be a very significant set-back between the property lines of abutters and the start of any parking lots, roads, lights, and certainly any pavement that regular truck traffic will utilize, or on which air brakes will be set up. I don't think that 200 feet is anywhere large enough of a residential setback for this type of change to our area.

If the Town might be able to subdivide the golf course property and buy up enough land for both a river front esplanade park and a 500 foot buffer zone for town resident use only I think it would help protect the peace and quiet of the neighborhood and help reduce the lack of some amenities from our part of town.

The following handful of points are my own optimistic view of how a development in the golf course location could improve the quality of life for my family in this neighborhood, subject to any other mitigations of concerns that will be brought up:

Robert Chesler

14 Fairway Drive
Hudson, NH 03051

- 1) Would now be the time to pave at least a bicycle and walking path through the Muldoon paper street into the new development?
- 2) Would a Muldoon extension be a useful second emergency evacuation or construction alternate path for those few times that either a problem from across the river or construction along the Chalifoux Road culverts have necessitated these things, typically through the BAE site at the end of Chalifoux? What can be done, and what has been Hudson's experiences for such limited access streets elsewhere so that it is not used for through traffic? However, it could also serve to increase road safety where Chalifoux Road meets River Road, I find this to be a very unsafe intersection, particularly as traffic has increased.

I wouldn't at all mind having an option to get to route 3A North by way of any new roads that would have a traffic light controlled intersection with 3A. Conversely, the current and any future traffic light controls between Chalifoux and Sagamore Bridge seem to cause tremendous unnecessary delays, particularly with what seems to be preferential timing and lack of proper anticipation / detection, coupled with discourteous or even unsafe operation of vehicles coming out of Walmart on Walmart Blvd that make a right turn on red and immediately cut over several lanes to get to the bridge despite northbound 3A traffic with the right of way and a green light to continue toward Wason Road.

- 3) Would it be possible to develop bicycle access from our neighborhood that does not require any travel on route 3A to connect to the bicycle path that crosses the Sagamore Bridge? For example if there were any way to pave a road that goes under the bridge at the river bank with access to both the Eastbound and Westbound right lanes, without having to travel through the Executive Drive industrial zone, this would be a wonderful addition for recreation and practical benefits.

Perhaps such a road would also be of use to the trucks entering the new Logistics Center from the bridge, or leaving the Logistics Center for the bridge, without the trucks having to enter route 3A at all? If there is not sufficient space under the bridge at the river bank, or if it would require too tight a ramp turn for trucks, is there perhaps any other partially planned roadway in the area that has been "storing dirt" for decades, part of the Circumferential Highway, that could connect with the Sagamore Bridge road between 3A and the river?

Robert Chesler

14 Fairway Drive
Hudson, NH 03051

Please note that bicycle and moped access across the Sagamore Bridge is permitted but not very practical. It has been my opinion, as discussed with the NH DOT, that opening up access from 3A to the bicycle path at the current Emergency Vehicles Only passage way would help alleviate some problems. If this were done in concert with adding a cross walk all the way across 3A as well as across any 2-lane ramp work from 3A South onto the Sagamore Bridge, a bicyclist or a moped operator on 3A North could more easily get to the Sagamore Bridge from the far right lane or shoulder, and depending on their choice, and any bike path restrictions, cross the Sagamore Bridge using the Westbound right lane, right shoulder, or the bicycle path.

- 4) Small boat access to the river would be very nice. Not just an emergency use boat ramp for fire department use, but recreational use. If for some reason motor boat trailer launching would be out of character, at least canoe or row boat launching would be wonderful to have.
- 5) It may be a niche market, but since the indoor tennis courts went away before Walmart's construction, there are no tennis courts in the southern part of town. Perhaps along a new Town Park or recreation area there would be opportunity to build a few tennis courts? The noise, openness, and low usage, I think would be commensurate with what is in this area for all these years of golf.

For me, walking or bicycling access from my neighborhood to such amenities as tennis or a waterfront esplanade would be a tremendous advantage.

Regardless, I suspect that any large industrial development will have an immediate and lasting reduction in property values in my neighborhood. I hope that there would be an across the board tax assessment reduction as part of the plan approval process. Surely it is a drop in the bucket compared with all the tax revenue expected, and something that most property owners will very much dislike.

I am in favor of any requirement of even a 1000 foot buffer and 30 to 40 foot high berm to mitigate concerns.

While I am personally in favor of pedestrian, bicycle, and even local resident car access to any new roads, I would be against increased traffic through the neighborhood or on Chalifoux Road.

And I would be very concerned for the personal and property safety of making our enclave more publicly accessible or even less obscure.

If a Town park or recreation trails will be opened up in the buffer and/or along the river I would not want to see it open to folks that are not Town residents, or encourage even more foot traffic through this neighborhood.

Robert Chesler

14 Fairway Drive
Hudson, NH 03051

I don't know that I should have any say in what other land owners do. I don't know that this would be the right time to bring back active farming or development of a new residential area of nearly identical character to my neighborhood.

I think that abutters in particular have a right to privacy to their back yards, and that the whole neighborhood should have its peace, quiet, safety (in air quality and low crime) that I am of course concerned will all be put at risk.

Being well aware of some of the negative aspects of route 3A traffic, lack of local access to natural resources, particularly the river, and easy safe travel by bicycle to points between my neighborhood and the Sagamore Bridge, and the complete lack of parks, and in particular the simple benefit of a tennis court anywhere in the South end of town, I am hopeful that there can be some relief to these concerns as part of whatever will come to happen.

I am particularly fond of the Lowell Esplanade along the river.

I remember when the Sam's Club parking lot brought in some traveling amusements and rides, and I enjoy seeing them brought in to the Lowell esplanade area, even though I have never visited it when in operation.

Past proposed plans are surely completely independent from anything currently being proposed.

When shopping was proposed, along with extension of the Lowell Commuter Line to Nashua, I felt that monorail or pedestrian bridge access that would somehow connect the new mall with the Pheasant Lane Mall and commuter parking could serve multiple benefits to reduce traffic congestion across the Sagamore Bridge and be part of long term improvements.

I don't think any casino would necessarily be right for this area.

The hotel / resort idea might have been a good idea, particularly if it created a waterfront park that would be available to Town residents.

What can the Town do, or require of any property developer, that would enhance the local benefit of local natural resources, and if anything reduce our current road traffic issues?

Sincerely,

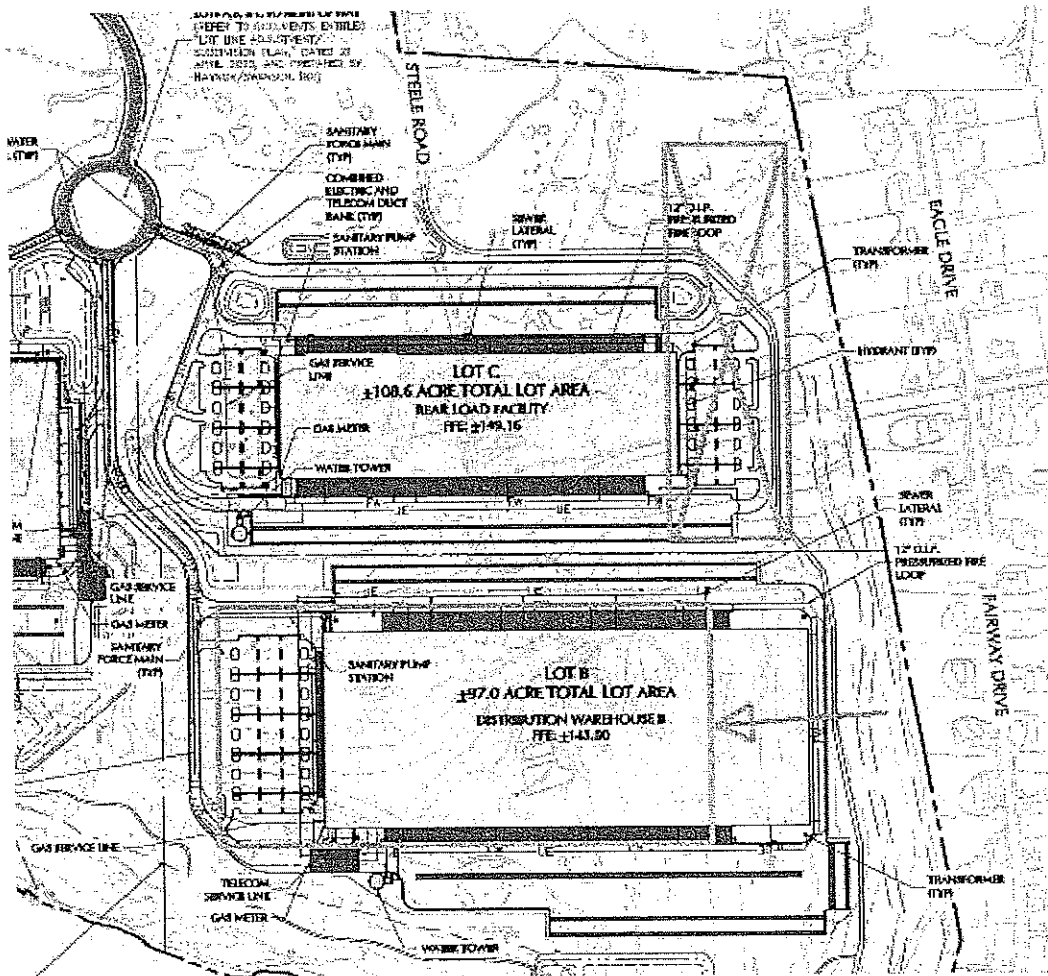
Robert Chesler

Robert Chesler

14 Fairway Drive
Hudson, NH 03051

PS with no expertise, I have seen a 166 page PDF file of site plans for approval purposes. If I may, I think this plan would be improved, and less concern to the neighborhood, if the back access of building B were scrapped, as too noisy too close to the neighborhood, and that building C and its associated parking lot would be either shortened or moved North. The road from the rotary circle to the front of building C, as well as the road behind both building, could then be straightened, and a large buffer would be created between the buildings and the back yards of abutting residences. I have marked up part of page 71.

If only there is any way at all to connect a roadway that is between Sam's Club and this property directly to the Sagamore Bridge Roads, both directions, with some sort of underpass, I think that would alleviate many of the traffic concerns, except that the bridge roads themselves are already problematic.



Dubowik, Brooke

From: Peter Marioles <pmarioles@gmail.com>
Sent: Tuesday, May 19, 2020 12:28 AM
To: Planning
Subject: Hudson Logistics Center concerns

May 18, 2020

Brian Groth
Town Planner
12 School Street
Hudson, NH 03051

RE: Green Meadows Proposed Development

Hello Brian.

My name is Peter Marioles and I live on Par lane in the neighborhood adjacent to the proposed Green Meadows development site. My family and I are frankly stunned and upset to learn of this proposed new development via social media. It is devastating to even know this proposal is even being considered knowing the massive size and scale of the development which appears to be industrial. We moved into this neighborhood 9 years ago and like many of our neighbors, we fell in love with the neighborhood due to its many wonderful attributes. Beautiful property, forestry and gardens. Peaceful and tranquil with mother nature hosting much wild life for the community to live with. We watch and listen to the many animals that live and thrive from the Merrimack river and the property of green meadow golf course. We also took comfort in knowing that once we have raised our two children in this wonderful worry free neighborhood that our property value would appreciate at or above market value as it is a sought after neighborhood for these reasons. At that point we would sell to another fortunate family or live our retirement years out in harmony. That is all now in peril and placed in jeopardy if this proposal goes through and 3 gigantic distribution centers with all the fixings are built and swallow up the surrounding neighborhoods. Some of the issues of concern outlined below.

Size and scale:

The proposed Hudson Logistics Centers three buildings are the largest to be built in the town and neighboring towns by far at 2.7 million square feet. Probably in the state. I just read an article that it will dwarf the current largest building by square footage, the Walmart distribution center in Raymond which totals over 1.1ml SF. The largest of these buildings being 50ft high by 1500ft long and 600 feet wide with parking all around it for hundreds of vehicles of all kinds.. I can't even fathom having that in my back yard like some abutters will have. A complete quality of life 180 degree flip from great to horrible. It is my understanding that it will operate 24 hours a day 7 days a week. This all day all night operation of 250 to 300 large tractor trailers and other heavy vehicles will most definitely cause significant noise, traffic and environmental impacts.

Emissions/Health concerns

The negative impacts on air quality from the 300 plus tractor trailer and box trucks is alarming. Our family consists of two adults and two teenage children), and it is very concerning to know about the amounts of trucks that will be

entering and exiting this property. I am extremely concerned about the pollution and air toxins that will be created by these hundreds of diesel vehicles concentrated within this neighborhood. Studies have shown that diesel emissions contribute to a number of air pollution problems like climate change, ground level ozone, and acid rain. It is also classified as a carcinogen for humans which can cause lung cancer. What has Hillwood proposed for an environmental impact study? I'm sure some of the adults who live in this neighborhood may have pre-existing conditions such as asthma. Can you imagine what this volume of emissions could do to the healthy lungs of a developing child? I have witnessed many families move into this neighborhood over the past few years with young children in this neighborhood, and some direct abutters to this project.

Site Lighting, Visual Concerns and Sound:

Hillwood has proposed a 200' buffer zone from the property lines that abut. Based on their proposal they are claiming that this buffer zone inclusive of some "screening", trees, bushes, and other natural landscapes will be enough to "mitigate" these concerns. I find it absolutely implausible that 200 ft of buffer as they describe would significantly reduce the title issues of noise, site lighting, and visual issue of 50'Hx1500Lx660W buildings with parking and hundreds of vehicles all around it. My front yard from telephone poll to telephone poll is 150'. It is not nearly enough and I have read reports on impacts from warehouse and storage facilities of this size that recommend 1000' buffers with substantial sound barrier protection (sound deadening walls) and landscape (i.e 30'burms with semi mature trees). Like specifications should be the starting point to mitigate these concerns.

Traffic Congestion:

I can't see this being anything but a nightmare. Hillwood proposes private access roads in and out of the Sagamore bridge on the circumferential highway. Make the road going to Mercury systems public for their employees to access. That area is already pretty congested during prime travel times and the addition of hundreds of tractor trailers and heavy vehicles and employee vehicles is going to make it much worse. Much of Hudson's residents go on and off that road system daily to commute to work, scurry kids around for activities, and general town travel connecting north and south Hudson. Congestion will compare with larger cities than a suburban town. They claimed they did a traffic study on the impact to the town and will work with the town on "traffic signal timing" and install the private access ways as a remedy....again, I believe that is implausible due to the sheer volume of additional traffic all the time. I would also like to know how reliable the study is and who performed it and when. I would recommend reviewing some other projects Hillwood constructed with similar studies and indicate any discrepancies.

Wild Life:

There is much wild life that dwells on the grounds of the Green Meadow property along its wet lands and river banks and beautiful green course. Much of it spends some time in our yards, on our trees and on occasion crossing our streets. Obviously if this proposal went through, sadly an overwhelming number of them would be forced out of their habitat and possibly haphazardly into our property permanently or even worse destroyed. Turkeys, woodchucks, foxes, deer, coyotes, beavers, hawks, owls, would be threatened and deprived of their current safeguards within this woodland area. We see all of them during the year and live in harmony and respect of each other. Are their plans from Hillwood to address these wild life concerns.

Property values would suffer:

Is there any doubt in anyone's mind that home owners property values would suffer due to this massive industrial project. This should be of the utmost concern not just for the unfortunate homeowners within close proximity but everyone in town. Nobody would want these structures built in their neighborhoods and especially in their backyards. If this project was to be built I would say with a high degree of confidence that homeowners property values in the immediate neighborhoods would go down 10 to 25 percent. Abutters, especially on Eagle drive and Fairway Dr. may not even be able to sell their property without drastically discounting. Imagine being someone that just recently bought the past few years, on the incline of prices! As I indicated before, the "golf streets" neighborhood is a sought after one that I

have personally seen many young families come into with the intention of raising their families and nest for the long term, 20-30 years due to the existing wonderful conditions and quality of life..

In closing my profound position on this proposal to build the Hudson Logistics Center is not to approve. It's just too massive of a project for the area. The sheer size and scope of everything about it is jaw dropping to put into a residential area. The Green Meadow property may be commercially zoned but it is the furthest thing from a 380 acre commercial property in reality. The proposed Hudson Logistic Center is the commercial antithesis of what the current property is and has been for 60+ years. Although it may have tax benefits for the town and would provide many jobs in the area I think the benefits are outweighed by the consequences. Hillwood seems pretty vague with creation of "thousands of good paying jobs". They claim 2500 direct and indirect jobs. I think I would want the direct number to be clearer and what defines a good paying job. I would also say that once they get approved as time goes on the massive companies that will occupy these facilities (most likely Amazon or Walmart) would not honor these initial numbers and move to more automation and benefit reduction that is reported in much of the massive warehousing distribution industry. I respectfully implore that the planning board strongly considers the direct impact to the hundred or so homeowners quality of life that will be irreparably damaged the most by this gigantic project if approved.

Thank you for taking the time to read my concerns and comments regarding this building project proposal and giving it the attention it deserves for consideration with the planning board.

Please include this letter in the Planning Board member's packets for the meeting on May 27th.

Sincerely, Peter Marioles

--
Peter Marioles

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May 19, 2020

Brian Groth

Town Planner

12 School Street

Hudson, NH 03051

Re: Green Meadows Proposed Development

Dear Brian,

My husband and I currently live in the neighborhood that abuts Green Meadows at 3 Birdie Lane.

We recently became aware of a proposed Logistics Center to be built on the Green Meadows Golf Course. I have some concerns/questions regarding this proposed development of this land.

Sound Concerns:

Will the proposed barriers will this help reduce sound? Between engines, forklifts, back up alarms. This is extremely concerning to since this would be a 24/7 operation. Has Hillwood Development encountered this before when building next to residential homes?

Construction Concerns:

I was informed from our neighbors on Par Lane that they experienced new flooding in their basements when BAE was built. This occurred due to the disruption of underground streams. Currently I have not had any issues with flooding and do not have a sump pump.

I also have concerns with construction of this size I have heard of homes experiencing foundation issues. I also have an inground pool installed a few years ago with a large concrete pad around it. I worry about the potential damage to my property.

Traffic Concerns:

Clearly this project would significantly increase traffic to the surrounding area. I already find it difficult to safely exit my neighborhood. In addition, I do not think the single lane getting off of the Sagamore bridge would be sufficient for the number of trucks currently proposed. The current intersection between Walmart & Sam's Club is an area known for accidents.

I am also concerned regarding the potential increase of traffic inside our neighborhood if the emergency access road is installed and as a through way between this space and the Logistics Center. Because of the power lines we do see ATV and Dirt Bike activity.

Environmental Concerns:

How do they plan to manage snow removal? My concern is that there would be oil and antifreeze, salt. This would end up in these large snow piles and then seep into the river and unground streams, and into the wetlands behind my home.

As an asthmatic I am also concerned for the air quality with the emissions that will be released into the neighborhood. How is this managed in buildings of this nature?

I would also like to know if hazardous chemicals or a fueling station would be located on this site? I was told that the plans to show a hydrogen tank on the plans.

I am also concerned how this would disrupt the wildlife in this area. Moving from a very densely populated area to this home has been an absolute dream for us and part of that is being so closely connected with nature.

Please share this with the appropriated people.

Thank you for taking the time to read our concerns and helping to facilitate answers to our questions and concerns.

Brian & Crystal Rondeau

3 Birdie Lane

Hudson, NH 03051

5/19/2020

Brian Groth
Town Planner
12 School Street
Hudson, NH 03051

RE: Green Meadows Proposed Development

Brian,

My name is Jerome Bento with my wife Linda have owned 7 Muldoon Drive here in Hudson for the past 32 years.

We have several concerns:

Some of our concerns:

The mere size of these buildings and their proposed usage is our biggest concern. It should be no surprise that distribution centers that are intended to operate 24 hours a day, there will be significant noise, traffic and environmental impacts. The items below are a general outline of the things that concern many of our neighbors that **live near and/or abut** this property. While I am sure you are going to hear a lot of the same reasons why the people in the neighborhoods bordering Green Meadows are concerned about this development I feel it is important for everyone's perspective to be heard.

Emissions:

The negative impacts on air quality from the 300 plus tractor trailer and box trucks is alarming. It is concerning to know about the amounts of trucks that will be entering and exiting this property. It does not seem that there will be any break from the smells of diesel engines running. This might be different if we were talking about a couple of dozen trucks entering and leaving the property a day, but it has been stated by the developer that there could be over 300 trucks a day. Also being a facility that operates 24 hours a day makes it worse. Besides the many adults who live in this neighborhood, some may have or already have pre-existing conditions such as asthma, can you imagine what this volume of emissions could do to the healthy lungs of a developing child? There are many families with young children in this neighborhood, and some direct abutters to this project.

Site Lighting, Visual Concerns and Sound:

Besides exterior building mounted lighting that will be needed for security, there will be a lot of parking lot pole lighting. There are strict guidelines in the civil design and approval as it relates to residential neighborhoods, there is no hiding the fact that these lights will be visible from our backyards. It has been mentioned that a 200 foot buffer will be created between the abutters and the development. The current master plan does not indicate this. Will this buffer be from the property lines to the buildings, or will it be from abutters property lines to the start of any parking area, roadway or green space? What will this buffer consist of? I would like to point out that unless 40 foot, fully mature trees are transplanted, any attempt for new growth is going to take time to establish. It could be 10-20 years before we have adequate blockage to act as any sort of barrier between us and the proposed property. Will this proposed barrier help reduce sound? Between engines, forklifts, and backup alarms, these are not sounds we want to welcome to our neighborhood.

Traffic

My understanding is that there will direct access to this property off the highway. As many of my neighbors have pointed out, we deserve to see some sort of traffic study on this. Between construction vehicles, and employees once these facilities are operational, I do not believe that there will be minimal traffic impacts to the roadways surrounding this property. I am also aware that there is a paper street at the end of Muldoon . As a neighborhood, we need assurance that this will not be used to continue Muldoon through to this property. We also need to see more specific roadway plans, as the current master plan does not show much for roads that enter and leave the property.

Wildlife

As someone who thoroughly enjoys the outdoors, and has been a hunter throughout his life, I have a special respect for the wildlife that surrounds the Green Meadows property. Besides the environmental impacts directly to these animals, they are going to be forced into our neighborhoods causing both concern for both their safety and the safety of our children who play in backyards of these houses. We have seen everything from coyote, fox, rabbits, and deer. These animals have lived in harmony with us since we have lived here. Now, they are going to be forced to find another habitat to live in as well as try to find other sources of food. Are there any plans on creating environmental programs to deal with this issue? I do not see space set aside for these animals on the master plan.

Property Values

Like many of my fellow neighbors, we have invested tens of thousands (some have invested hundreds of thousands) on the improvement of our homes. If the permits for this property go through there is no doubt going to be an impact on our home values. This is going to likely cause many people to rethink how much they want to invest in their home. It is going to negatively impact anyone who decides to sell their home. Any perspective home buyer looking at one of the homes in this neighborhood are likely going to have the same concerns as I have listed above. Has there been any consideration given to this? It is possible that if this project was not as big, and there was more buffer between the abutters and the proposed development, that there would be less impacts on our property values? These are very important things to consider.

Town Benefits

How is the Town of Hudson going to benefit from this development? Is there going to be significant roadway improvements? What does the tax revenue look like? Does the town feel that this will significantly lead to more economic development and open more avenues for things such as improvements to our schools? Jerome Bento

Conclusion

In conclusion I ask you as a town official to consider the above talking points. Imagine if your backyard bordered this property or you lived directly across the street from an abutter? How would you feel? As residents, we need to see some better details to able to weigh the pros and cons of such a development. I also ask that any meetings that are held regarding this development be postponed until after the stay at home order has been lifted. I appreciate your time and am very thankful that you have read this letter.

Please include this letter in the Planning Board member's packets for the meeting on May 27th.

Sincerely,

Jerome J. Bento
Linda Bento
7 Muldoon Dr
Hudson, NH 03051

Sean McAllister

16 Chalifoux Rd
Hudson, NH 03051
603-809-1782

To: Brian Groth, Hudson Town Planner & Planning Board Members

Date: 5/19/2020

Subject: Hudson Logistics Center Impact Concerns

Brian et al,

I hope you and your families are well during these challenging times. The purpose of this letter is to articulate some of the grave concerns I and many of my neighbors have over the Hudson Logistics Center (HLC) proposal to be constructed on what is now the Green Meadow Golf Course. If this plan goes forward, it will forever change the character and integrity of the Town of Hudson which I have had the pleasure of calling home for the last 24 years. The massive scale of this operation is like nothing this town or even the state has ever seen. There will be so many impacts to our quality of life some of which are foreseeable, some of which aren't. With a simple search one can find publication after publication that describe the negative impacts that operations such as these have on local communities. It would be one thing if this proposal were in a region that was sparsely populated and had the infrastructure to handle it but Hudson has neither. Below is a summary list of concerns that I ask you and the planning board members consider when reviewing the HLC proposal. I request that this letter be included in the planning board member packets for the meeting on May 27th.

- Local area traffic impacts.
 - Traffic in South Hudson has significantly increased throughout the years to the point where there can be long lines of cars at the Walmart Blvd, Dracut and Wason Road intersections. At peak times traffic is already at a level that is excessive.
 - The addition of employee and distribution trucking will completely overwhelm the existing infrastructure. I know there is discussion over mitigating the increase by the "lane realignments and traffic signal optimization" but there is no way that alone will mitigate the impact.
 - If this plan is allowed to go forward, direct access to the Sagamore Bridge should be considered a firm requirement.
 - Their estimate of 300 trucks per day is very much underestimated. While this may be a realistic beginning estimate, as the center grows in usage, it has the capacity to handle a volume much higher than what is being stated. A tractor trailer can be fully loaded in less than ½ hr and a truck can swap trailers in even less time. Per the plan there are 365 loading docks and 842 trailer parking spots. With a 24/7 operation, choose any conservative math you like, it could easily amount to well over a thousand trucks a day. If it's truly 300 trucks a day they would only need one building.
 - Employee traffic. If it truly ends up being 2500 employees, this will be a massive increase in the number of vehicles on the surrounding roads. I have read that they did a traffic study. We need to understand when this study was performed. If it was done

during this pandemic, the volume of traffic is a fraction of what it normally is and it will provide misleading results.

- # of Jobs created
 - The estimate of 2500 jobs created is a gross overestimate. These facilities run with a fraction of that number without automation. With automation it will even be less.
 - NH typically has very low unemployment. Where will these employees come from? Likely neighboring states. Out of state employees do not improve Hudson's tax revenue.
- Muldoon Street
 - The property technically has access to Muldoon street through the "paper road" between two homes at the intersection of Eagle and Fairway
 - There is a significant concern that this could be turned into an access road to the property. This would serve to destroy our quiet neighborhood with constant traffic running through it.
 - Even if this was turned into an emergency exit, people would find this "back door" and start to use it regularly to avoid the traffic on the main roads that this facility will create.
 - The two homes the paper street runs between...their home lives would be destroyed having commercial traffic running through their property day and night.
- Property values
 - The HLC will without a doubt reduce the property values of our neighborhood. While to a lesser extent, all of South Hudson will likely be impacted and perhaps even North Hudson as well. It will no longer be known as a residential area with shopping nearby. It will become a residential region with the largest industrial complex in NH. People won't want to buy here and property values go down.
- Lack of Trucker Rest Areas
 - There are no trucker rest areas in the region
 - By law they can only drive 14 hrs/day and have to rest the remaining 10. Where will they go to do that? They will use this facility's parking lot. By law if they have a pet with them, (many do) they are allowed to let their trucks idle indefinitely to keep their AC or heat running.
 - Environmental/Biohazards: With no "facilities" truckers often relieve themselves using containers in the cab of their trucks. Guess where these containers wind up after they are used? Right outside their cab next to where they are parked.
- Fueling
 - Where will these trucks fuel? If they try to fuel at Haeffners and Irving they will completely overwhelm our only gas stations in South Hudson.
 - If they put a fueling station onsite, there no doubt will be environmental and safety concerns.
- Timing concerns
 - It appears they are moving fast. I'm concerned that because of this pandemic, many Hudson voices will not be heard.
- Environmental impacts
 - Too numerous to list, but I'm sure the planning board and conservation commission are more versed in this subject than I am.
- Noise pollution
 - Trucks idling 24/7 as mentioned above
 - Every time a truck backs into a spot, beep beep beep.... Given my proximity I won't hear it but abutters certainly will.

In the planning board's review and deliberation of this proposal, I request that these factors be considered. I love this town and my neighborhood and would like to see our tax base increase as much as anyone. However, in my and many others opinion the cost to our community is not worth it.

I'd like to thank you for taking the time to read this letter and hope that I have helped add some perspective for the planning board's review of this proposal.

Sean McAllister

May 19, 2020

Brian Groth
Town Planner
12 School Street
Hudson, NH 03051

RE: Green Meadows Proposed Development

Dear Brian,

My name is Laura Fontaine. I am very shocked to be just learning of the proposed new development via the Gove Environmental letter I received. It was a real downer for my already isolated Mother's Day. My husband and I moved into this neighborhood expecting to start and raise a family in a quiet friendly location. We were drawn to the fact that nature surrounded the location and so many people enjoy the outdoors right in their own yards. The first year we lived in the house there was a Red-tailed hawk nest in our yard. What a sight it was on Thanksgiving morning to see both baby and Mom land in our backyard. We have had two children, added food gardens, and set up a fire pit for outdoor enjoyment of our yard. My children spend countless hours watching the birds, squirrels, chipmunks, ground hog (named fatty) and rabbits right out their back window. Last year alone we had a rabbit burrow with three kits in our backyard, robins born in our front bush and collected a monarch caterpillar to watch it become a butterfly. Countless nights over the past years we listen to the local Great Horned Owl and the peepers. I was able to sit in our back room and show my husband, a Hudson native, fireflies something he never experienced in Fox Hollow growing up. Just this past weekend there were ducks fly in and I have been able to point out the Great Blue Heron as its flown out of the wetlands in the neighborhood. We have pointed out the beaver dam to our daughter age 4 and explained how the wetland ecosystem works. We watch and listen to the many animals that live and thrive off that piece of land.

I, as well as, our neighbors have several concerns with the proposed layout and use of the property abutting our yard.

Some of my concerns:

Construction zone:

During the first year of development there will be noise that cannot be mitigated as the berm will need to be put in and planted before it will be a useful barrier. During this time, the outdoor space of my house will become completely unusable. Not only will there be large noisy construction vehicles, there will be emissions that may make the backyard smell horrible. I am concerned that the squirrels, birds, and other animals that my children enjoy watching will not want to come out for their usual feeding and breeding.

Quiet hours will need to be put in place for the construction company extending from 8 or 9pm until 7am. My children are in bed by 7 and lately the sounds of loud motorcycles on Rt 3A has been keeping my daughter up until 8 or 9 pm interrupting her much needed sleep for proper growth and development not to mention all around general household sanity. If construction starts before my children's normal waking time of 6-6:30 I am again worried that the noise will wake them early especially on weekends when we hope that she catches up on her sleep. I am lucky enough to work a part time job allowing for my children to be home during the week and this type of work will interrupt their napping schedule.

I know that there will be great care to make sure that during this construction process excess byproducts and run off don't make it into either the river or the wetlands but this a concern for the

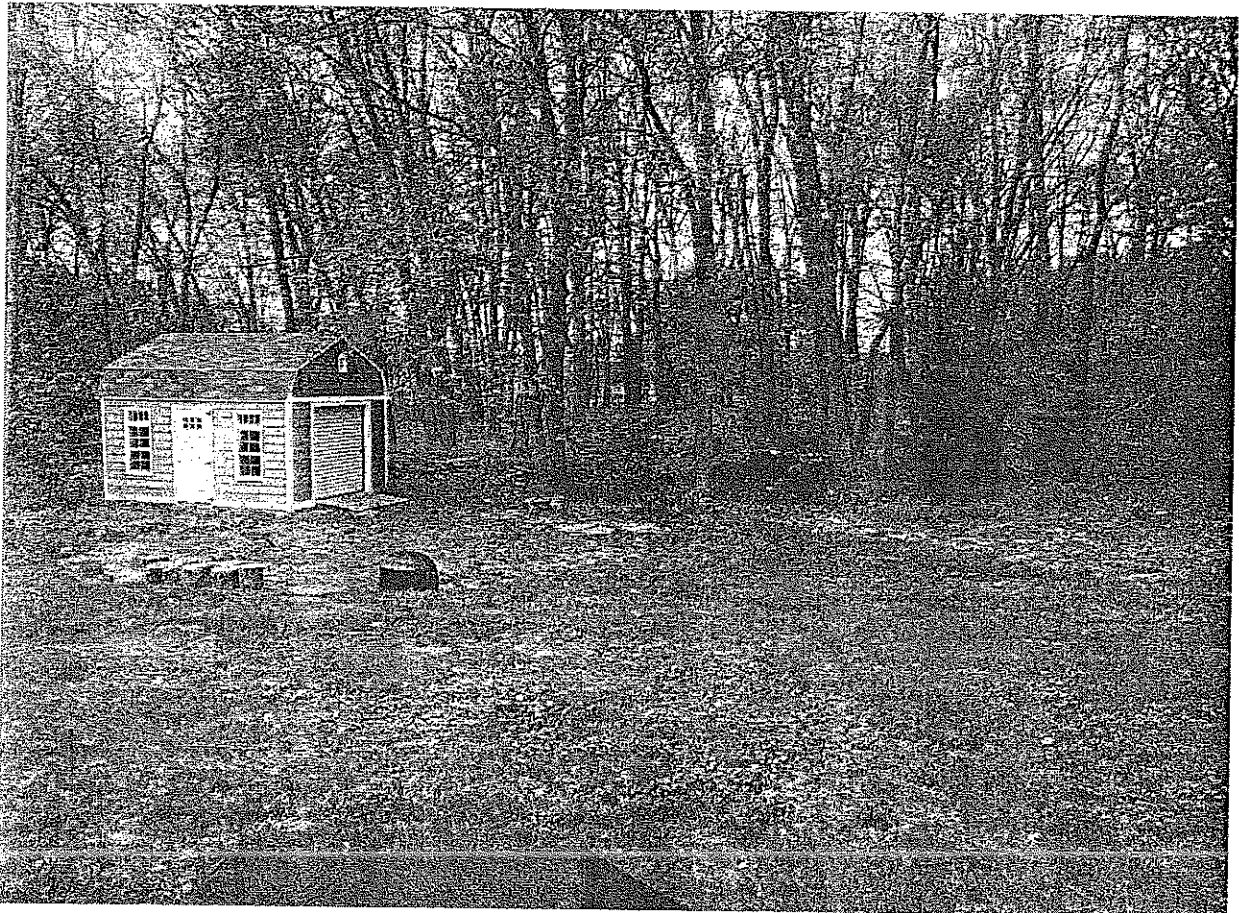
short duration of the proposed project. I want to ensure that this construction company does everything properly.

Site Lighting, Visual Concerns:

For a facility such as these to function, exterior building mounted lighting will be needed for security, as well as, a lot of parking lot pole lighting. There are strict guidelines in the civil design and approval as it relates to residential neighborhoods, there is no hiding the fact that these lights will be visible from our backyards. Night lighting can also disrupt hunting for predator and food scrounging for prey animals in the area. I have reviewed again the current plans and with no berm the lights on the building will allow me to see directly from my back windows at a building. With the required lighting on the building, I will be able to see the building 24 hours a day.

Beyond the light pollution, 40-45 ft buildings will be hard to hide from sight from the Sagamore bridge, 3a and my backyard.

Here is the current view when I do my dishes. I cannot imagine that a 30 foot high berm with 40-45ft high buildings behind it will be as lovely.

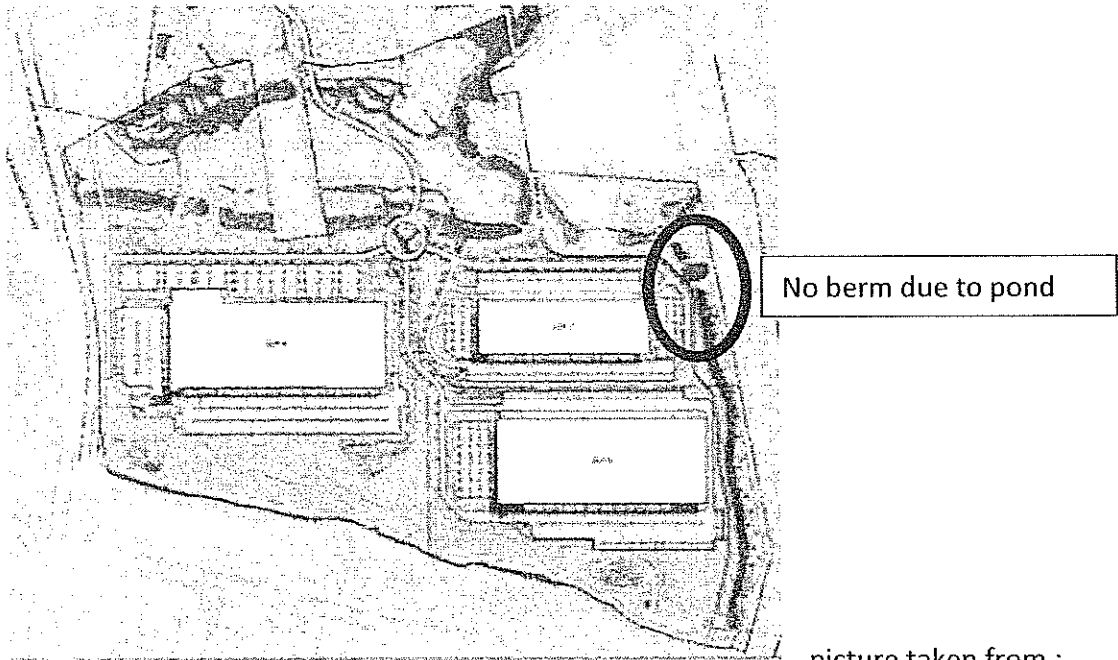


Sounds

Just like the construction period, noise a huge concern. Currently evenings are quiet and being outside is a peaceful place. With the addition of several hundred trucks of varying size I will be unable to enjoy the outdoor space that my property currently affords me. I appreciate being far enough way from the Sagamore bridge along with all the hills and established trees to help mitigate any noise. Again even with all the mature trees because of the necessary clear cutting

at the base of the powerlines and proximity, the noises from 3A can be rather loud when large trucks or loud motorcycles are going down the road.

After reviewing the site plans, there is only a 200 foot buffer with a berm will be created between the abutters and the development. In the plans I reviewed, due to the wetlands at the edge of the property the last 3-4 houses on Eagle drive will not have a berm just a 200 foot buffer. Please see attachment I. Just on the edge of that buffer will be a road and the loading docks for warehouse C. Even the beautified picture on the town website (see below) shows a gap in the berm at the pond that is at the end of my property. This mean that there will be no noise or sight protection. This buffer zone needs to be widened to accommodate extension if this berm for the entire length of the property line. I request that a larger buffer zone 500-1000 ft be required with at least a 30 ft high berm that is fully landscaped with mature vegetation.



picture taken from :

<https://www.hudsonnh.gov/bc-pb/page/hudson-logistics-center-proposal>

Quiet hours for these facilities must be mandated. I am not opposed to 2nd and 3rd shift work as long as it is done inside the facilities and I cannot hear the goings on. Trucks cannot be pulling in, starting up and rolling out at all hours of the night. Again, with children in this neighborhood, their sleep schedules are a necessity to consider. Numerous studies have been done on the ability for students to concentrate and learn based on the amount and quality of their sleep. 8pm to 7am quiet house should be maintained for a site that will be this close to housing developments.

Emissions

I have concerns regarding the negative impacts on air quality from the 300 plus tractor trailer and box trucks. A noise barrier can be put in but the smells of diesel engines running cannot not be mitigated. How will this affect the health of my family and our ability to use our outdoor space. Everyone loves the smell of diesel fuel with their 4th of July barbeque.

Traffic

The Sagamore bridge is already filled with vehicles during rush hour(s) both morning and evening. Numerous accidents happen both getting on and getting off. This type of warehouse

will add primarily large trucks into an already tough situation. As well 3A is not equipped to handle extra traffic that will occur on it for people to avoid the use of the Sagamore bridge. How is the town proposing to deal with the extra traffic on the roads? Have assessments been done for the traffic flow and light cycle timing to accommodate the extra tractor trailer traffic? Extra road maintenance will need to be done and plowing in the winter will need to be better than in the past few years.

Wildlife

As I have mentioned we have been able to introduce our children to numerous wild animals and allow them to experience nature in their own yard. With this type of project coming in, it is uncertain what types of animals will remain. I do not want to have to pack my children in the car and drive them over to Nashua to have them enjoy the nature. Currently it is a great neighborhood for taking quiet walks and enjoying the sights and sounds of the animals around us. Mines Falls will have to be the place I take my children for long quiet walks or short bike rides that are peaceful. I understand the company will have to purchase wetlands offsets somewhere else in the state. I am sick of companies needing to purchase wetlands somewhere else in the state. I want them to remain local so I don't have to drive to see them and continue to pollute the roads and air in the state.

I do not know that I will enjoy a walk along the river on the property if there are active warehouse activities going on in the background. Only the few employees of the properties may get any benefit from the proposed river walk.

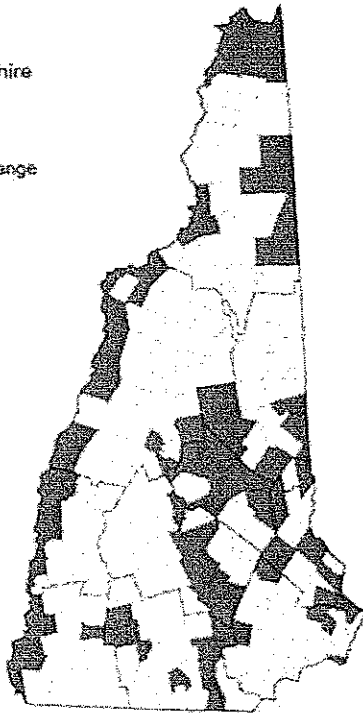
There are 60 acres of warehouse and they are looking to directly impact 3 acres of wetland but indirectly affect all 39.9 acres of it. With only 65,00 sq ft. of this being for buildings and parking lots, can they potentially reduce the footprint of the warehouses the 1.5 acres to reduce their direct impact to the wetlands? That is only a 0.025% reduction in size of the warehouses. A reasonable request when irreplaceable wetlands are concerned. I understand that 1.5 acres need to put in the access roads will not be something that can change.

I noticed that the 50 foot buffer around wetlands have berms and roads running through them. Is this correct to be in compliance with the town zoning? Isn't the point of the 50 noninterference zone to keep development 50 feet away so that it will not interfere with the wetlands?

New Hampshire has worked very hard to clean up the Merrimack river so that animals like the bald eagle could start to use the river as a feeding ground again. As seen by this map from the NH fish and game website Bald Eagles are currently in Nashua, that does not mean that they are not using Hudson for feeding grounds. If there is runoff that affects the habitat in the Merrimack could this potentially impact them? One large chemical spill could have major impacts to the wetlands and the river.

Distribution of
BALD EAGLE
in New Hampshire

Current Range
Localized



Distribution Map

map taken from

<https://www.wildlife.state.nh.us/wildlife/profiles/wap/birds-baldeagle.pdf>

I have read the Gove Environmental Report and understand that they did not mention that any birds of prey utilize the golf course as feeding grounds. However, with the number of birds that can be seen in the area this the report does not tell the whole story. Just because they are not nesting on this site does not mean that they do not use it for food. As I have mentioned just a few short years ago we had a Red-tailed hawk nest on our property and we have a Great Horned Owl in the neighborhood.

Town Benefits

How much of the newly created revenue from these centers will go into annual roadway maintenance and extra town services? For companies such as these, the town will need to be prepared and have the equipment to deal with large hazardous waste spills, potential traffic issue, especially in the winter, with tractor trailer, warehouse injuries and even warehouse fires. Do we currently have the ability to deal with a large diesel spill along with any warehouse issues? I understand that we already have a large industrial development in town but no buildings of this magnitude. Will we actually see revenue for school projects and general town up-keep or will it go back into maintaining the area around and related to the new companies?

The houses on Bruce and Linda are on well water. The town also has an aquafer for our town water. What happens if the ground water is contaminated either during the construction of this facility or due to the run off from the tenants of this property? Has this been taken into consideration? Will the chain link fences proposed around run off areas really stop the runoff from the trucks or the melting snow in the spring? What real actions are being taken to make sure that cleaning chemicals from the facilities and oil and diesel are not leaching into the ground water table?

How will the building use of the town's water supply affect the community. I know that they mention in one of their sales pitches that they will use less water than other types of development. How do we assess this?

Not one of these plans, drawings or images include any green initiatives. Just by adding solar panels these buildings would do more for the community than just being the large smelly eyesores that they will be. Have we considered asking the developers to make these green buildings?

Tenants

Currently the project is to put up warehouses. Then those warehouses will either be bought or rented to other companies. How will the town regulate the types of companies that become tenants at these facilities? Are we comfortable with hazardous chemicals, explosives, and chemical carcinogens being warehoused in our town? What controls do we have over private property once the buildings are set up?

If a tenant such as Amazon comes in and wants to launch their drown shipping fleet out of one or all of these warehouses is the town prepared for this type of shipping? Not only that but their 24/7, 365 work mentality may lead to Thanksgiving Day trucking noises with my turkey dinner. Can we regulate the tenants to be closed for national holidays, 4th of July, Thanksgiving and Christmas? Can enforce that the tenants keep up on green initiatives?

Everyone is aware that warehouses of this size are no longer staffed by people but are operated primarily with an automated workforce. This means that the number of human jobs will not be nearly what they developers are claiming. Those numbers mainly come from the 1st year of construction jobs.

How do the neighbors make sure that the tenants follow the appropriate rules that are set up for them? We will be able to keep these companies respecting quiet hours even if we do set them? What is our recourse as neighbors if the companies that occupy the buildings do not care that there is a beautiful neighborhood next door?

What happens when the warehouses become vacant? If these warehouses become obsolete or no longer are attractive to companies do to the true nature of lack of infostructure for large shipping operations, what will we do? We all know the reality that Boston is more like a 2 hour drive and Manchester can be closer to 1 hour dependent on time of day. What is going to happen to the property? Do we want large empty buildings that will be a scare at the entry point to the town? Will the destruction of the wetlands and abutting neighborhood worth the short term revenues?

Conclusion

In conclusion I ask you as a town official to consider the above talking points. Please take into consideration that the people who moved into the abutting community moved in for a quiet neighborhood that appreciates nature. I appreciate your time and am very thankful that you have read this letter.

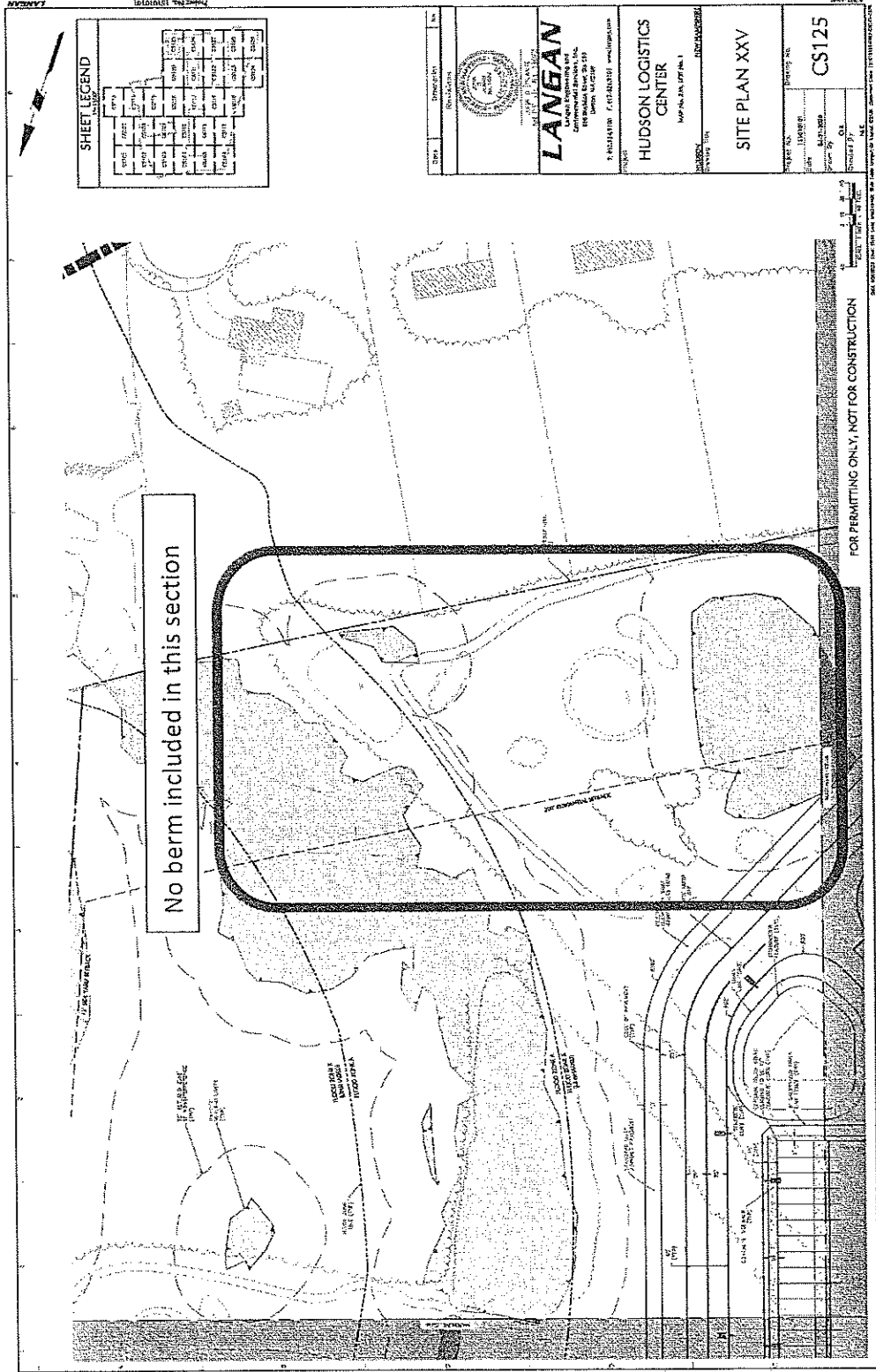
Please include this letter in the Planning Board member's packets for the meeting on May 27th.

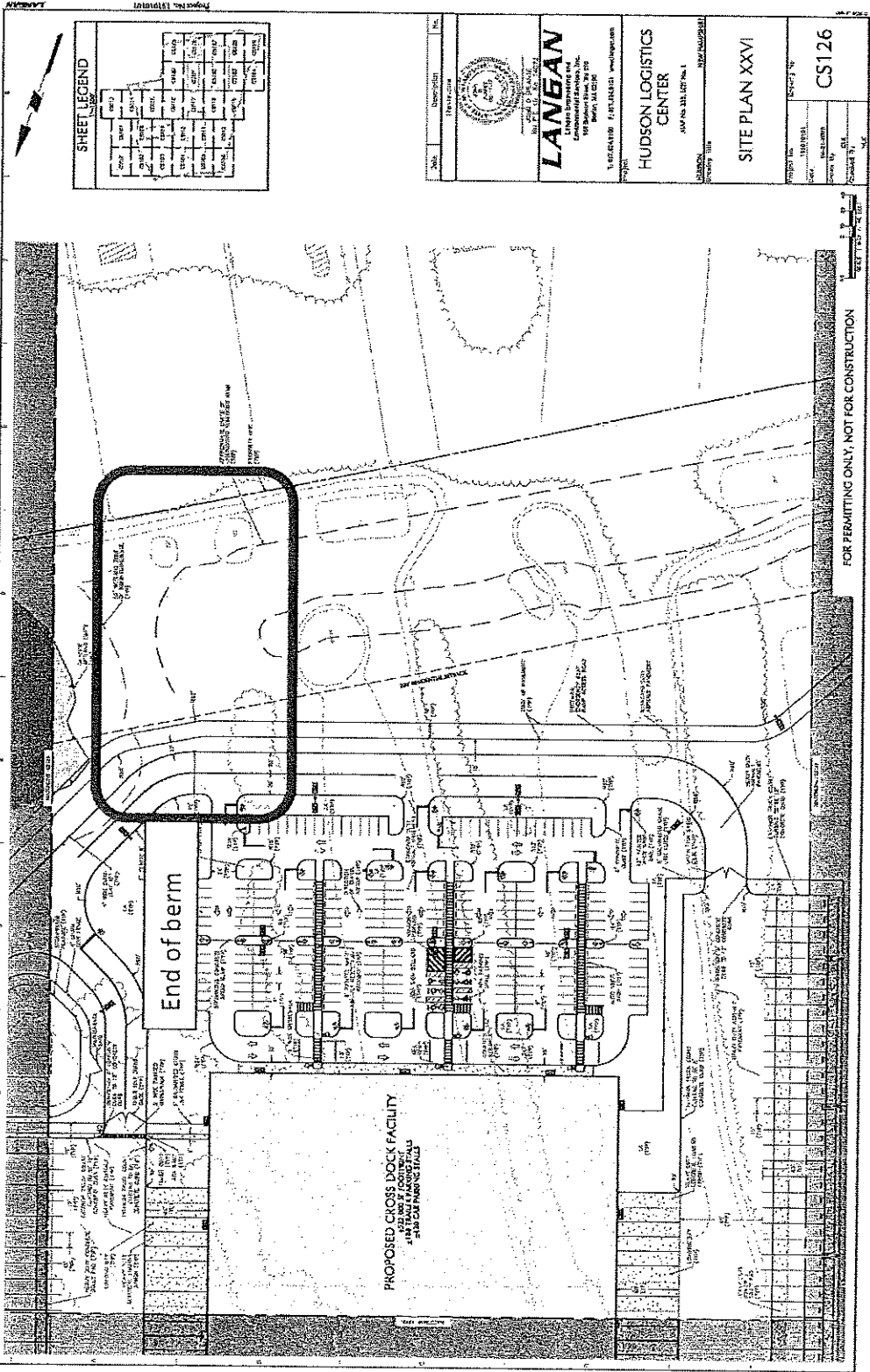
Sincerely,

Laura Fontaine

Appendix I: Pages from Hudson Logistics Center Site Plan & Wetlands Conditional Use Applications

Appendix I
 Pages from Hudson Logistics Center Site Plan & Wetlands Conditional Use Applications





SHEET LEGEND

NO.	DESCRIPTION	DATE	BY	CHECKED
1	PROPOSED	12/15/11	JL	ML
2	PROPOSED	12/15/11	JL	ML
3	PROPOSED	12/15/11	JL	ML
4	PROPOSED	12/15/11	JL	ML
5	PROPOSED	12/15/11	JL	ML
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50	PROPOSED	12/15/11	JL	ML

LANEAN
 LANEAN Engineering and
 Construction Services, Inc.
 10000 W. 10th Street
 Suite 1000
 Denver, CO 80202
 TEL: 303.440.1100 FAX: 303.440.1101
 www.lanean.com

HUDSON LOGISTICS CENTER
 10000 W. 10th Street
 Suite 1000
 Denver, CO 80202

SITE PLAN XXVI

PROJECT NO.	110000000
DATE	12/15/11
SCALE	AS SHOWN
DRAWN BY	JL
CHECKED BY	ML
PROJECT NAME	HUDSON LOGISTICS CENTER
SHEET NO.	CS126

Dubowik, Brooke

From: Samantha King <off2cambodia@gmail.com>
Sent: Monday, May 18, 2020 10:46 PM
To: Planning; Groth, Brian
Subject: New Distribution Center Hudson

Dear Mr Groth and Hudson Planning Board

First we would like to thank you for all of your hard work on behalf of the town. We are residents of 21 Fairway Dr, abutting the golf course. We purchased this property in 2016, with a view to renovating it to be handicapped accessible and suitable for my husband's needs as someone who suffers with a terrible neuromuscular disease. We spent a large sum of money renovating the interior, and also the entire landscape to be accessible to him. This is especially important to us now that he is completely disabled and housebound. The only thing we can really do is sit in the yard. We fear that the construction noise and pollution, followed by the constant passage of tractor trailers at the distribution center will spoil the yard for him. He is especially susceptible to air pollutants, and has extremely limited respiratory ability as it is. We are not in a position to sell or renovate yet another property and would not have the means.

If this project goes forward, we beg you consider our difficult circumstances and ensure that no trees are removed between our property and the new distribution center, and that everything possible is done to dampen the sound and prevent the drift of diesel fumes and other pollution into our residential area. Would it be possible to not allow loading and entry/exit of trucks on the side of the property that abuts the residential area?

We, as I am sure many others, chose this neighborhood hoping to find some peace and quiet next to the golf course; not expecting to be faced with construction noise and a 24/7 industrial area in our backyards.

Thank you for considering this letter

Samantha and John King

21 Fairway Drive Hudson

CAUTION!!

This email came from outside of the organization. Do not click links/open attachments if the source is unknown or unexpected.

Groth, Brian

From: Dhima, Elvis
Sent: Wednesday, May 20, 2020 11:03 AM
To: Dubowik, Brooke
Cc: Groth, Brian; Stickney, Doreena
Subject: Department Review - Hudson Logistics Center - Round 1
Attachments: Hudson 5-19-20.pdf

Brian

Please find below the first round of comments:

1. Applicant shall comply with the new Stormwater requirements
2. Applicant requires Alteration of Terrain permit approval.
3. Applicant requires Dredge and Fill permit approval.
4. Steele Road improvements and relocation shall require final approval by Engineering & Public Works Department prior to acceptance by Board of Selectmen as a public road.
5. Applicant shall require a water line extension, subject to Board of Selectmen approval.
6. Applicant shall require a sewer line extension, subject to Board of Selectmen approval. Currently the property is outside of the sewer district.
7. Applicant shall comply with the Engineering rules and construction requirements for road, sewer, water and drainage construction, subject to final approval by Engineering and Public Works Department.
8. All proposed sewer forcemain, including sections within proposed Right of Way shall remain private.
9. Applicant shall provide 12" minimum water main for the site and around each building, through a loop approach. Lowell and Walmart Boulevard and Lowell Road and Rena Ave will be the main access water points. This will provide domestic and fire protection redundancy for the site and will be subject to Town's water consultant review and recommendations to the Town Engineer.
10. Green Meadow Drive shall require final approval by Engineering & Public Works Department prior to acceptance by Board of Selectmen as a public road.
11. All the drainage components within the private property shall remain private.
12. All water mains and fire hydrants within private property shall remain responsibility of the property owner. All proposed mains within proposed right of way will be subject to town acceptance, subject to Engineering and Public works approval and Board of Selectmen acceptance.
13. Applicant shall provide a clear and overall plan that shows water and sewer utilities.
14. The emergency boat ramp shall be equipped with bypass bump outs every 500 feet.
15. Applicant shall provide funding for construction oversight by third parties, as needed by Engineering and Public Works Department.
16. Plans indicate a 20 foot tall sound barrier with a flat top, applicant shall provide access road to the top of the barrier for maintenance purposes.
17. Applicant shall provide upgrades to traffic controllers and detections, including software, to match current town infrastructure in place with fiber optic access to each location, (Sagamore Bridge & Lowell Road, Walmart Boulevard & Lowell Road and Rena Ave & Lowell Road)
18. Applicant shall provide parking spaces that could be used for future commuter rail parking.
19. Applicant shall provide information about offsite improvements related to Lowell Road and Sagamore Bridge, currently unavailable.

That's all I got for now

E



SITE SOUND EVALUATION AND CONTROL

**PROPOSED HUDSON LOGISTICS CENTER
Hudson, NH**

Prepared for: **Hillwood**
Prepared by: **Benjamin C. Mueller, P.E.**
Reviewed by: **Michael T. Conaway**
Date: **18 May 2020**
OAA File: **4228A**

1460 US Highway 9 North
Woodbridge, NJ 07095
Voice 973-731-7002
Fax 973-731-6680
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Suite 200

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INTRODUCTION

Ostergaard Acoustical Associates (OAA) was asked to assist with evaluation of potential sound emissions from a collection of warehouses planned for construction in Hudson, Hillsborough County, New Hampshire. Plans call for the development of a golf course located at the southwest corner of the intersection of Circumferential Highway and Lowell Road (New Hampshire Route 3A) to accommodate the development, which will be called the Hudson Logistics Center. The development includes three warehouse buildings located in the western and southern portions of the site. All proposed buildings will be surrounded by auto and trailer parking. Although each building is expected to have their own unique tenant and operating schedule, to be conservative the development was assumed to be active 24/7. Hence, there is an interest in evaluating the on-site noise radiated to existing residential receptors in the area.

The purpose of this sound study is to analyze future site sound emissions for comparison with applicable code limits and evaluate the potential for noise complaints. Each of the three buildings will contribute steady sound from rooftop HVAC equipment. Intermittent sound from truck and car¹ activity will also be created and will occur during the nighttime sleeping hours potentially affecting residential receptors.

Site sound emissions were evaluated against State and local noise codes as well as criteria recommended by OAA based on professional experience.

This report presents the findings.

Work by OAA was overseen by Benjamin C. Mueller, P.E., with assistance from OAA Staff Engineer Michael T. Conaway. The representative for Hillwood is Justin Dunn; the representative for the design team, Langan, is Nathan Kirschner.

¹ Note that throughout this report, the term “car” collectively refers to personal passenger vehicles including automobiles, vans, pick-ups, or SUVs. The term “truck” refers to heavy trucks, such as over-the-road or line-haul trucks.

SITE AND VICINITY

Figure 1 is an aerial image from Google Earth showing the site outlined in red. The site currently comprises a golf course in the G-1, General, zone. The golf course will be removed to accommodate the industrial development. Abutting the site to the north is Circumferential Highway with commercial and industrial uses beyond in the I, Industrial, zone. Several uses border the site to the east also in the G-1 zone, including a fast food restaurant, a bank, a manufacturing use, a golf driving range, and a small residential development. A Sam's Club is northeast of the site in the B, Business, zone. Beyond Lowell Road to the east are additional residences and commercial uses in the B and R-2, Residential 2, zones. South of the site is a residential development fronting on Fairway Drive in the R-1, Residential 1, and R-2 zones. The Merrimack River borders the site to the west with industrial uses beyond in Nashua.

The developable land available will be split up into three lots: Lot A, B, and C. Lot A is northernmost lot, and will accommodate a distribution facility centrally on the lot. This distribution facility contains truck docks along the north and west facades with outboard truck trailer parking. Personnel vehicle parking is allocated east of the building. Lot B is the southwestern lot, which will also accommodate a distribution facility. This distribution facility contains truck docks along the west and east façades of the building with a northern personnel parking lot. An access road is provided south of the building for trucks needing to traverse from the west trailer area to the east trailer area. Lot C is the southeastern lot; a centrally located building will accommodate truck docks along the west and east facades and personnel parking lots north and south of the building. All three buildings will be about 48 feet tall. At the center of the three lots, a cul-de-sac with access roads will be constructed to tie into Lowell Road. Access to the site will be provided via this newly constructed access road as well as a northern driveway that ties into Walmart Boulevard. Most of the eastern portion of the site will not be developed as this land is wetlands that cannot be disturbed. As part of the sound study, OAA worked with the design team to implement several sound mitigation features. An earthen berm is planned south of the Lots B and C to shield residences from on-site sound. In addition, a 15-foot sound wall is proposed between Lot C parking lots and residences to the south. These mitigation features will reduce industrial park sound emissions to meet code limits and minimize the potential for complaints.

Since site operations are assumed to be 24/7, the primary concern with sound emissions is achieving adequate quiet/meeting goals at night at residences. Maximum sound levels will likely be dominated by on-site truck activity, such as truck movements, coupling/decoupling, and air brakes. Other activities, such as back-up alarms, are lower in level but can sometimes cause complaints because of the tonal nature of the sound. This intermittent activity is the main focus of this study. It is also important to achieve adequate quiet at potential noise-sensitive receptors from rooftop HVAC equipment.

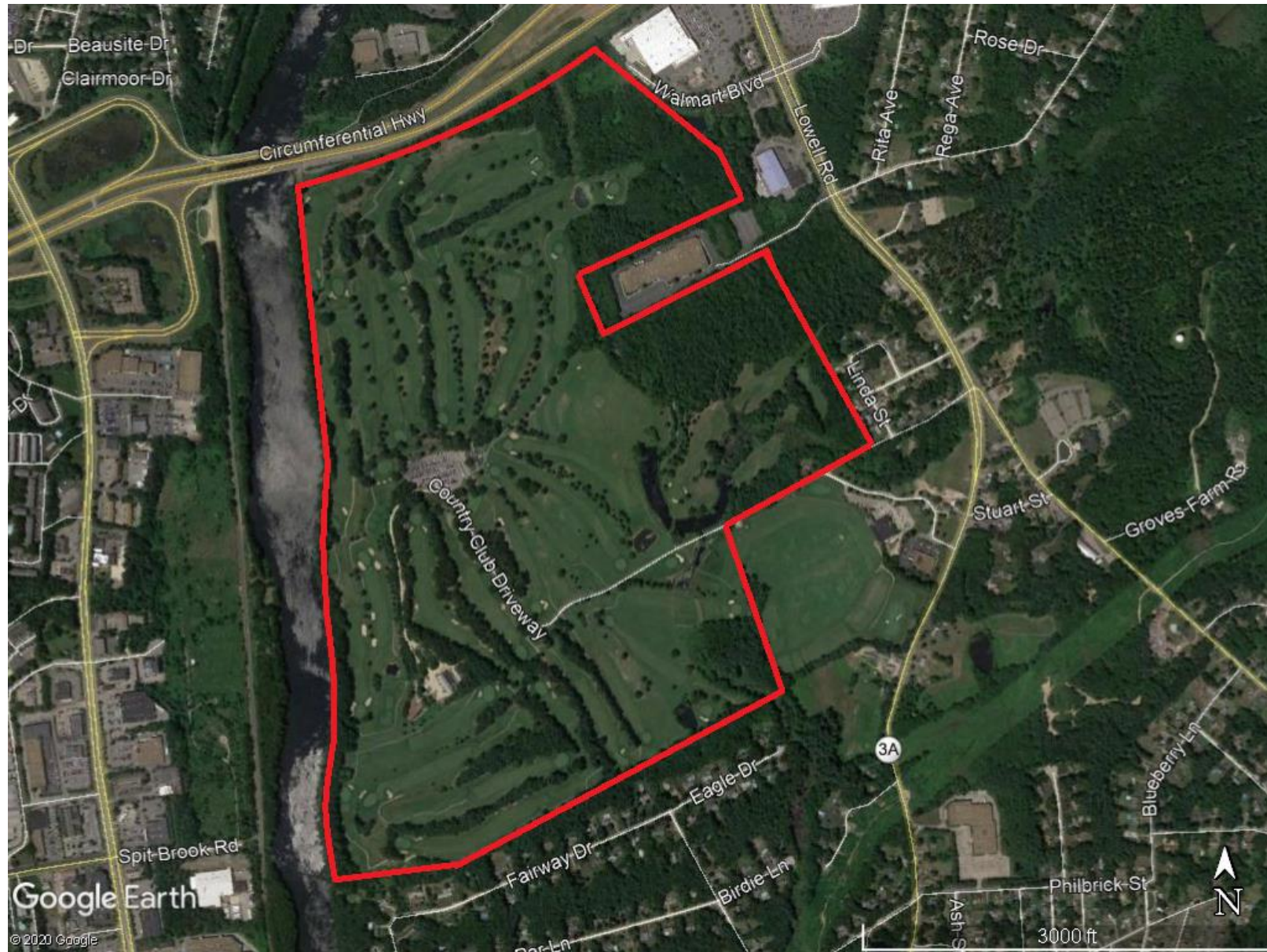


Figure 1 — Google Earth image showing proposed Hudson site and vicinity. The approximate site boundary is outlined in red.

REGULATIONS/GOALS

When developing a site of this type, it is appropriate to establish an acoustical goal. At minimum, the goal should be to comply with applicable noise code limits. Consideration should also be given to how sound from the facility will likely be received, especially by noise-sensitive receptors. Sound produced by logistics centers includes truck activity, such as idling, back-up alarms, and vehicle movement, as well as HVAC rooftop equipment. While there will also be cars arriving and departing the facility, sound produced by these is of a much lower magnitude than trucks and therefore is typically not an acoustical issue.

State, county, and local noise codes were reviewed. Hudson discusses noise in code Chapter 249: Noise. This code chapter provides various noise regulations for site sound emissions. The most applicable to this site is that site sound is limited to specific continuous average hourly levels at a receiving land use based on its zone or use. For a residential receptor, an average hourly level (L_{eq}) of 55 dB(A) must be met during the daytime and 50 dB(A) during the nighttime. Daytime is defined as between the hours of 0700 and 1800 hours on weekdays; nighttime is the complementary hours as well as all day on Saturday and Sunday. For commercial uses, the hourly average limit is 65 dB(A) during the day and 55 dB(A) at night; the industrial hourly average limit is 75 dB(A) all day. A later section of the code also states that no use shall increase the background level by 10 dB(A) during any time of day. This code chapter also requires that trucks over 10,000 pounds must not idle for more than 10 minutes when on a road next to a residential premise.

The State of New Hampshire does not provide any specific language that limits site sound emissions. However, the State requires that all motor vehicles are equipped with proper working mufflers to prevent noise in Section 266:59. No Hillsborough County code could be found.

Based on OAA's experience, the local limits are appropriate and meeting such limits at residential receptors will adequately minimize noise complaints. The metric of using hourly average levels allow sites to produce higher sound levels for short periods of time while still complying with the limit. To simplify things, OAA recommends that all site sound strive to not exceed maximum levels of 50 dB(A) at residences and 75 dB(A) at nearby industrial facilities. Meeting these maximum limits ensures compliance with average hourly code levels and reduces the chances for noise complaints.

EXPECTED SOUND EMISSIONS

Acoustical modelling software, specifically CadnaA, was used to create and analyze site sound emissions for the site. The model takes into account relevant parameters between the noise source and receptors of interest to predict how sound will propagate. In addition to distance attenuation, the model accounts for the effects of terrain, types of ground cover, shielding by structures, and reflections from buildings. In the model, buildings are white and the property line is outlined in red. The proposed sound wall to mitigate Lot C is shown in light blue. North is pointing up in all figures.

The acoustical model shows the results graphically as A-weighted sound level contours, in 1 dB increments, at ear height, 5 feet above grade. A-weighted sound levels are also tabulated at nine discrete locations typifying nearby receptors. Locations B, C, D, F, and H are at nearby existing residential receptor locations. Locations E, G, I and J are located at nearby industrial use properties. All Locations are at ear-height, 5 feet above grade. Location A is not used and reserved for future use.

Rooftop HVAC Sound

Based on OAA's experience with other similarly-sized projects, a conservative approximation of rooftop HVAC was made. The Lot A building is assumed to have 123 25-ton HVAC units distributed evenly on the rooftop of the facility. Lot B's building is assumed to have 112 HVAC units while Lot C's building has 70 rooftop units. The sound power level for each of these was assumed to be 93 dB(A) re 1 picowatt based on manufacturers' data for similar sized equipment.

The noise from the rooftop units on all three building was included in the HVAC acoustical model. Noise sources were placed 4 feet above the rooftop, and sound was projected off site. Figure 2 shows the results graphically and tabulates the summed A-weighted sound levels at the nine discrete locations. The results show that with all rooftop units operating, HVAC sound levels are in the 39-to-46 dB(A) range at all locations.

This analysis shows that with this conservative approach, there is little concern about HVAC sound. HVAC sound is sufficiently controlled via distance and roof edge shielding effects so that this noise meets the local 50 dB(A) nighttime code limit at all receptors. No additional mitigation measures are needed provided planned equipment is acoustically aligned with what was modelled.

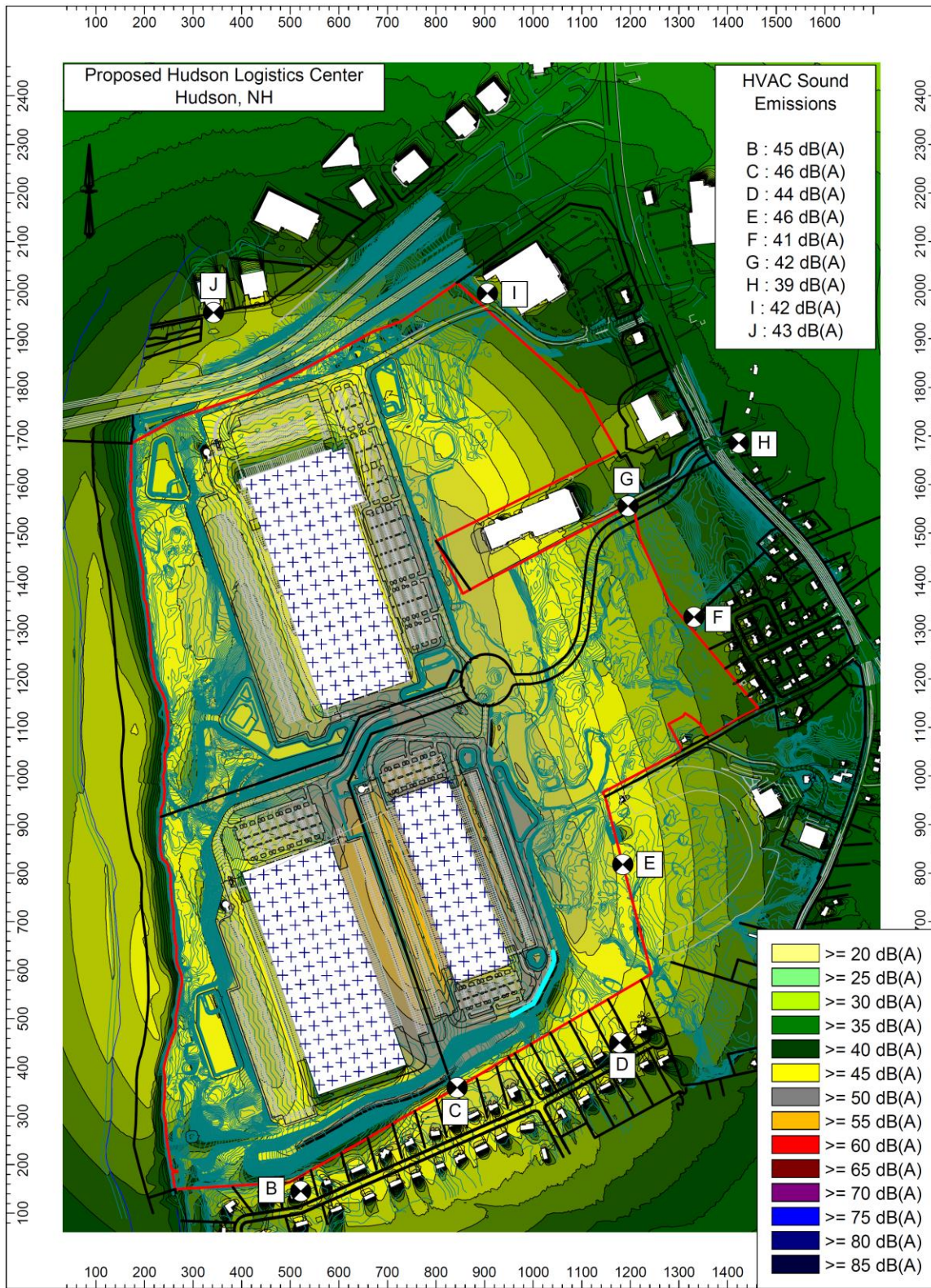


Figure 2 — A-weighted sound emission contours, 5 feet above grade, for sound from rooftop HVAC equipment. Each rooftop unit shown with a blue “+” sign. Noise control barrier shown in light blue. A-weighted sound emissions tabulated at 5 feet above grade for all Locations.

Truck Activity

OAA has had the opportunity to visit various logistics facilities over the years to survey and document the sounds of truck activity. On-site heavy truck yard activity can periodically contribute maximum sound levels of 79 dB(A) at 50 feet. These sound levels encompass activity such as truck movement, air brakes, back-up alarms, and coupling/decoupling. A driving truck exhibits slightly lower maximum sound levels of 74 dB(A) at 50 feet. The height of a truck source is modelled at 8 feet above grade. All truck noise is dynamic in nature. Maximum sound levels only occur for a short duration and are not representative of the constant sound level produced by on-site trucks.

Truck activity is planned in all truck dock areas for all three buildings. Off-site trucks typically travel directly to docks to load or unload. Once completed, truck trailers will be moved and deposited in parking areas by terminal tractors, which are commonly called “yard jockeys” or “yard dogs”. Terminal tractors are acoustically equivalent to over-the-road trucks but do not leave the truck court. Access to each facility is via Walmart Boulevard to the north as well as the new access road that connects into Lowell Road to the east. Driving trucks can be found anywhere on the access roads. In coordination efforts between OAA and the design team, a 15-foot tall acoustical barrier is proposed along the southeastern edge of Lot C as well a strategically-designed earthen berm south of Lots B and C. The Lot C barrier is approximately 550 feet in length and primarily needed to screen truck court activity. The barrier was needed to make up for berm placement limitations due to existing wetlands.

Sound from trucks or terminal tractor activity was analyzed in various areas of the site, also using the CadnaA software. Although multiple trucks may be on a particular site and active at a given time, only select worst-case locations were modelled with a truck maximum level. This was done because two or more truck sound level maximums are unlikely to occur simultaneously. In addition, to maintain safe truck court operations, trucks rarely operate in proximity to each other and instead stagger movements and activity. To look at worst-case locations, three driving trucks and five yard activity sources were modelled producing maximum levels all at once. Truck yard activity was modelled at a sound level of 79 dB(A) at 50 feet at a source height of 8 feet above grade, shown as a white “+”. This activity can occur throughout the dock and trailer parking areas. Driving trucks can be found around the site and along the access roads, and are modeled at a sound level of 74 dB(A) at 50 feet, shown as a pink “+”.

Figure 3 shows the results of eight trucks throughout the site as well as rooftop HVAC equipment operating. Several conclusions can be drawn from this figure. Trucks in the southern areas of Lots B and C produce maximum levels in the 50-to-51 dB(A) range at residences to the south. This meets the intent of the project goal and more so, intermittent sound emissions of 51 dB(A) will meet code limits when averaged over the course of an hour. Emissions at Locations F and H will also meet code limits as well at the project goal maximum of 50 dB(A). Levels up to 67 dB(A) are produced at nearby industrial uses; this meets the project goal and code limit by wide margins.

These results show that site sound emissions, with the help of distance, a strategically arranged layout, and mitigation measures provided by the barrier and earthen berm, meet code limits at all nearby receptors. The intent of the project goal is also met at all locations. No noise issues are expected at nearby industrial receptors. Based on this analysis, no negative acoustical impact is anticipated from on-site operations with the proposed layout.

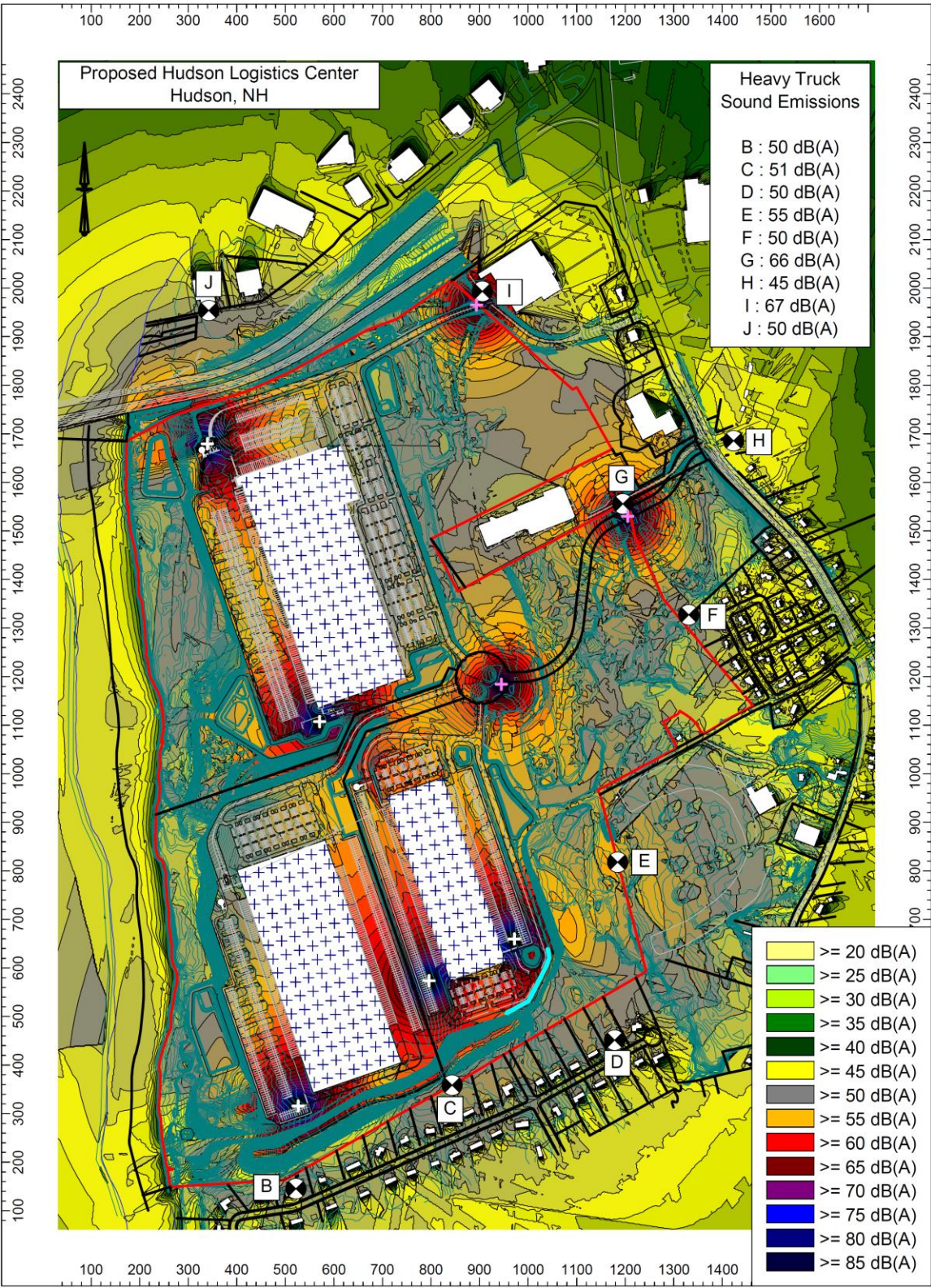


Figure 3 — A-weighted sound level contours, 5-feet above grade, expected from truck yard activity (white +), driving trucks (pink +), and rooftop HVAC equipment (blue +). Noise control barrier shown in light blue. A-weighted sound emissions tabulated at 5 feet above grade for all Locations.

RECOMMENDATIONS

1. Construct the earthen berm as designed at the height and length shown in drawings to mitigate truck court sound from Lot B and C to residences to the south.

2. Install a 550 foot long noise control barrier as proposed around the southeastern corner of Lot C, carried to a height of 15 feet above grade, to mitigate Lot C truck activity noise to off-site residential receptors. Note that to be effective, the acoustical barrier needs to meet the following requirements:
 - ❑ The barrier needs to be solid, without openings, and be of sufficient surface weight to force sound to travel over or around the barrier and not leak through it. A recommended minimum surface weight for the barrier is 7 lbs/ft².

 - ❑ Appropriate materials of construction for the barrier include ⁵/₈-inch thick sheet steel piling, precast or poured-in-place concrete, acoustical metal panels, or other hybrid system specifically manufactured for the purpose.

 - ❑ The barrier, being solid, must be designed to resist wind load. Hence it is a structure that requires engineered footings, the design of which will need to be overseen by structural professionals.

3. Terminal tractors are responsible for the majority of back-up movements on site. To minimize potential complaints from back-up alarms, plan to equip all terminal tractors with smart, ambient sensing, multi-frequency back-up alarms. These are available from a variety of manufacturers, such as Ecco Model EA9724. These devices reduce annoyance generated from constant level, pure tone back-up alarms. The reduction in annoyance is accomplished in two ways:
 - ❑ A broadband sound is less intrusive and annoying than a pure tone sound since, at a distance, it can blend in easier with other ambient sounds.

- The smart, ambient-sensing feature allows back-up alarms to operate safely and effectively at far lower sound levels than typical brute-force, constant level devices. The smart alarms sample ambient noise and adjust the warning signal to be 5-to-10 dB higher than the ambient, therefore reducing levels nearby and off-site.
4. Proceed with HVAC equipment plans keeping in mind acoustical performance to ensure project noise goals are met.

CONCLUSION

Plans call for a golf course in the G-1 General zone to be redeveloped into the Hudson Logistics Center in Hudson, NH. The new development will contain three buildings that will all utilize heavy trucking. Existing residences are nearby to the east and south; industrial and non-noise sensitive uses are in the other directions. Hudson provides average hourly code limits that apply to site sound. In addition to this, professional experience was used to choose specific and appropriate noise criteria to ensure compliance and to minimize the acoustical impact and the potential for complaints.

Analyses show that the site with the proposed mitigation measures will meet the applicable code limits as well as recommended project noise goal at all receptors. Thus, no negative acoustical impact is anticipated. The proposed mitigation features and using smart, multi-frequency back-up alarms for on-site terminal tractors represents good acoustical planning and will put the end users in the best position to minimize the potential for noise complaints and be a good neighbor.