

HMMH

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September 15, 2020

Submitted via e-mail to: sreichert@fando.com

Steven Reichert, P.E.
Fuss & O'Neill, Inc.
The Gateway Building
50 Commercial Street, Unit 2S
Manchester, NH 03101

Subject: Peer Review of the Ostergaard Acoustical Associates Letter dated 13 July 2020 with the subject "Sound Study Update, Proposed Hudson Logistics Center, Hudson, New Hampshire, OAA File 4228A"

Reference: HMMH Project Number 311730



Dear Mr. Reichert:

Harris Miller Miller & Hanson Inc. (HMMH) was retained by Fuss & O'Neill, Inc. (F&O) to review and provide our professional opinion on the subject letter prepared by Ostergaard Acoustical Associates (OAA) for the proposed Hudson Logistics Center and dated 13 July 2020. The letter provides a preliminary response to comments in HMMH's letter dated 29 June 2020 and comments received from the Planning Board. HMMH expects that a revised sound study report has been, or will be, submitted that provides further documentation of the analyses performed by the applicant's consultant. This review was undertaken on behalf of the Planning Board of the Town of Hudson, New Hampshire. As part of this undertaking, I also reviewed the Code of the Town of Hudson, NH, Part II: General Legislation, Chapter 249 Noise (accessed at <https://ecode360.com/14323784>), i.e. the "Noise Ordinance".

Based on my review of the above referenced documents, I offer the following comments and observations for your consideration.

1. Regarding the bulleted items at the bottom of page 1 and the top of page 2: The revised plans and sound study report for the proposed Hudson Logistics Center should show the revised locations for Buildings B and C, the locations of sound walls on the berm, supplemental locations of sound walls in areas where a berm is not feasible, and locations of the 625 kW emergency generators.
2. OAA will perform, or has performed, an ambient sound level monitoring program. The revised sound study report should fully document the measurement program and include tables and charts of relevant sound level data, as well as site sketches, photographs, and observed weather conditions during the monitoring period. In HMMH's letter of 29 June 2020, I suggested some parameters for the ambient sound level monitoring program, such as a suggested number of sites. In documenting the results of the ambient sound level measurements, OAA should provide their rationale for any deviations from our suggested parameters.
3. The sound power level data provided in tabular format on page 3 are reasonable.
4. The calculated maximum sound levels at a dwelling close to Location C seem reasonable. HMMH expects that such sound level results will be documented at other locations in the surrounding community in a revised sound study report.
5. Regarding item #5 on page 3: we understand that the sound walls and berm are being, or have been, refined. The comments in our letter of 29 June 2020 were intended to emphasize that any and all noise mitigation measures, such as sound walls or earth berms, developed as part of the sound study should be accurately represented in the Plans and other documents required by the Planning Board.
6. Regarding OAA's response to Public Comment "a" on page 4: The sound study report should include tables of received octave band sound levels in the surrounding community to address the potential adverse effects of backup alarms.

7. Regarding OAA's response to Public Comment "f" on page 4: HMMH agrees that it would be difficult to mandate broadband or ambient-sensitive backup alarms on trucks owned and operated by independent vendors. HMMH also concurs with OAA's recommendation that on-site terminal tractors be outfitted with broadband backup alarms. Should the Planning Board vote to approve the project, we believe the use of broadband or ambient-sensitive backup alarms for on-site terminal tractors should be a condition of approval.

Please let me know if you have any questions.

Sincerely yours,

Harris Miller Miller & Hanson Inc.



Christopher Bajdek, INCE
Principal Consultant

cc: John Weston, HMMH