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To: Steven W. Reichert, Fuss & O'Neill

From: Tim O'Neill, Langan Eng & Env Svcs., Inc
Casey Raczkowski, Langan Eng & Env Svcs., Inc

Cc: Nathan Kirschner, Langan Eng & Env Svcs., Inc
Brian Groth, Town of Hudson
Elvis Dhima, Town of Hudson
Justin Dunn, Hillwood

Date: September 14, 2020

Re: **Town of Hudson Planning Board Review
Hudson Logistics Center, Lowell Road
Tax Map 239, Lot 1, Acct.#1350-949
Reference No. 03-0249.1930
Langan Project No.: 151010101**

Enclosed please find our responses to the Planning Board review comments dated June 25, 2020. Below please find each comment followed by our response in **bold**.

The following items are noted:

1. **Site Plan Review Codes (HR 275)**

- a. Hudson Regulation (HR) 275-6.I. The scope of this review does not include the adequacy of any fire protection provisions for the proposed buildings. Fuss & O'Neill defers to the Hudson Fire Department for review of proposed fire protection for this facility.

COMMENT RESPONSE: Discussions with the Town of Hudson Fire Department are ongoing.

- b. HR 275-6.C. The applicant has proposed a sidewalk along Green Meadow Drive to the end of the cul-de-sac, but has not shown any connections to this sidewalk from the three building sites. The applicant should indicate how they intend to provide safe pedestrian access to these sites.

COMMENT RESPONSE: Sidewalks connections have been added to provide pedestrian access between the cul-de-sac and Lots A, B, and C.

- c. HR 275-8.C.(2) and Zoning Ordinance (ZO) 334-15.A. The applicant should provide parking calculations on the plan set showing that the proposed spaces

meet the use proposed per the Regulations. The applicant has stated that the required spaces are as required by the planning board but no specific calculations were provided for review.

COMMENT RESPONSE: *Parking requirements for the proposed use (distribution/logistics) are not specified in the Town's Site Plan Review Regulations. Those regulations state that "any use not listed shall provide parking as required by the PLANNING BOARD." HR 275-8.C(2). That regulation also states that the Planning Board "may vary [the parking requirements] if the APPLICANT can demonstrate that fewer spaces than required below are consistent with the proposed use." HR 275-8.C(2).*

The tenant identified for Lots A & B have specific operational and safety reasons for their required parking number and layout. They are keenly focused on safety and efficiency of operations and these initiatives drive their desire for the proposed parking layout. The combination of the following items drive the parking design:

Safety – *the ability for employees to enter into the parking lot and quickly find an open parking space, without driving up and down drive isles trying to find the "perfect" parking spot. This reduces the opportunities of pedestrian/vehicular conflicts; making a safer parking lot. Improving pedestrian safety is an important initiative of the tenant. Having extra parking space eliminates extra travel through the parking lot.*

Efficiency – *similar to safety, the ability of employees to find a parking spaces without having to drive around to find the "perfect" space allows for getting employees into the building more efficiently.*

Shift Change – *the key time for ample parking is at shift change. Although the anticipated total employee count is less than the total parking count, extra parking is proposed in order to achieve the initiatives of safety and efficiency described above.*

Peak Season – *as with any retail business, the e-commerce industry will increase staffing to support the demand of holiday shopping. Even with that increase in staffing, the focus on safety and efficiency still apply, so the number of parking spaces can accommodate even peak season activity.*

The warehouses on Lot A and B have day shifts that generally start around 7:00 to 7:30 a.m. and generally end around 5:30 to 6:00 p.m., and night shifts that generally start around 6:00 to 6:30 p.m. and generally end around 4:30 to 5:00 a.m. There are groups of employees on both shifts that carry out various tasks and functions and may report to the facilities and leave the facilities outside of these general shift times; therefore not 100% of day shift and night shift employees all begin and end their shifts at the same times and there is some volume of traffic in and out the facilities

throughout the day. As indicated in the Lot A and B trip generation spreadsheets, the majority of traffic entering and exiting the facility is anticipated to occur outside of the peak-hours of the area roadway network, although the analysis has been conducted assuming that the generator and roadway peak-hours are coincidental. The overlap of those afternoon employee shift changes is what typically dictates how much parking the warehouse operator requires. Proposed parking for Lots A and B is consistent with the nationwide needs of the tenant based on operational needs and employee estimates, as discussed further in the Traffic Impact Study prepared for this development.

Although the specific tenant, and therefore employee counts and truck operations, is not known at this time, the proposed parking count and layout for Lot C has been developed to operate similarly to Lots A and B. Based on the latest report titled "Traffic Impact Study for Hudson Logistics Center" prepared for the project, trip generation associated with Lot C is anticipated to be 115 trips in the morning peak period, 141 trips in the evening peak period, and average daily traffic is anticipated to be 870 trips (based on ITE Trip Generation Manual 10th Edition Supplement). This trip generation has been approved for use by NHDOT Bureau of Traffic. As shown on the latest site plans prepared for the development, the proposed parking counts for Lot C is 418 parking spaces. The parking counts and layout shown in Lot C will provide adequate operations as discussed for Lots A and B and provide the developer sufficient parking spaces to tenant the new lot.

- d. HR 275-8.C.(4) The applicant has proposed parking spaces that measure 9 feet by 18 feet. This will require approval by the Planning Board.

COMMENT RESPONSE: Note 3 below the zoning charts on Sheet CS100 states, "Per Sect. 275-8.C(4), 9ft x 18ft parking stalls allowed with planning board vote." A waiver has been requested from the Planning Board.

- e. HR 275-8.C.(8). The subject lot abuts a residential zone to the south. The applicant has provided screening with the installation of an evergreen landscape berm. We note that the proposed berm will be up to 25 feet tall before the addition of 8-10' tall tree plantings.

COMMENT RESPONSE: The applicant has been made aware of this comment and believes that the proposed berm complies with all applicable Hudson Regulations.

- f. HR 275-9.C. The applicant has provided a noise study for the proposed project. Review comments related to this study will be provided under separate cover.

COMMENT RESPONSE: The applicant has been made aware of this comment.

- g. HR 275-9.D. It is our understanding that the applicant has provided a fiscal impact study which is being reviewed by others.

COMMENT RESPONSE: The applicant has been made aware of this comment.

- h. HR 275-9.I. Fuss & O'Neill is not aware of an environmental impact study being provided by the applicant.

COMMENT RESPONSE: An environmental impact study is required at the request of the planning board. While this request has not been made at this time, several environmental studies have been completed and submitted as part of this application which collectively report on the impact caused by the project and the mitigation proposed by the applicant.

- i. Hudson Engineering Technical Guidelines & Typical Details (HETGTD) 565.1. The applicant is reminded of the requirements for off-site fill materials if any will be imported for this project.

COMMENT RESPONSE: The applicant has been made aware of this requirement.

- j. HETGTD Detail R-6. The applicant has proposed a saw cut pavement section detail in the Site Plans that doesn't agree with the Hudson Pavement End Match detail.

COMMENT RESPONSE: The proposed saw cut pavement section detail has been updated to agree with the Hudson Pavement End Match detail. Refer to sheet CS501.

- k. HETGTD Detail R-8. The applicant has proposed an asphalt pavement section in the Site Plans which includes 8 inches of processed aggregate base course. Hudson details require 12 inches of crushed gravel for driveways.

COMMENT RESPONSE: Asphalt pavement details for access roadways have been revised to show 12 inches of gravel. Refer to sheet CS504.

- l. The applicant has not provided a detail for ADA curb ramps in sidewalks. The detail should include curb ramps for both 6" and 12" curbing.

COMMENT RESPONSE: A detail for 6" curb ramps has been added to sheet CS503. Sidewalk layouts have been revised to avoid the need for 12" curb ramps.

2. Administrative Review Codes (HR 276)

- a. HR 276-7. B. Waiver request forms were not received as part of the package received for review.

COMMENT RESPONSE: Waiver Request Forms were submitted as part of the initial application dated 4/21/2020. The applicant filed one Subdivision Application Waiver Request (HR 289-18.B(2), pertaining to cul-de-sac length) and two Site Plan Application Waiver Requests (HR 275-8.C(4) and 276-6, Table 1, pertaining to parking space dimensions and Site Plan Review Application Fee).

- b. HR 276-11.1.A. and 276-11.1.B.(7). A separate abutters list was not provided with the review package but was included on the cover of the Site plan set. A list of abutters is not included with the Subdivision plans.

COMMENT RESPONSE: In addition to the list on the cover sheet of the site plan set, sheet 2 of 17 of the Subdivision set includes a complete abutters list for the project. Furthermore, a complete list and mailing labels were provided to the Hudson Planning staff as part of the original application. A copy of the abutters list is included at the end of this memo.

- c. HR 276-11.1.B.(2). Multiple sheets in the Site plan set are in scales larger than the scale of one inch equals 50 feet as required by the Regulation.

COMMENT RESPONSE: While some sheets do exceed the once inch equals 50 feet scale, the detailed design for all areas is depicted at the required scale. Drawings with larger scales are needed in some situations to allow for better comprehension and legibility. If it is requested, these sheets can be reduced to the required scale, however, it is the opinion of this office that the current scale is the most appropriate.

- d. HR 276-11.1.B.(4).(b). The applicant has not provided the approval block on all sheets of the site plan as required, and not located it in the lower left corner of some sheets as required.

COMMENT RESPONSE: The required approval block has been added to all sheets. Several sheets show the approval block in a different corner of the sheet to ensure important aspects of the design are not obscured.

- e. HR 276-11.1.B.(6) and 289-27.B.(2). The owner's signature is not shown on either plan set.

COMMENT RESPONSE: On behalf of the owner, Langan has signed the cover consistent with the attached owner's authorization letter.

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- f. HR 276-11.1.B.(9). Boundary dimensions and bearing are not shown on any sheets within in the Site Plan.

COMMENT RESPONSE: To maintain legibility, bearings and distances have been depicted in the survey for existing property lines and in the subdivision plans for the proposed condition.

- g. HR 276-11.1.B.(13). The applicant has not included details for any proposed business signage or provided the required note on the plan set stating that, "All signs are subject to approval by the Hudson PLANNING BOARD prior to installation thereof."

COMMENT RESPONSE: Note #14 has been added to sheet 1 of 17 of the subdivision set. Note #39 has been added to the site plan set on sheet CS002.

- h. HR 276-11.1.B.(17). We were unable to locate any benchmarks within the Site Plan. Denote that they were provided on the Subdivision plan.

COMMENT RESPONSE: A note has been added to sheet CS002, which states the following: "For benchmark locations and details, refer to the plan set entitled "LOT LINE ADJUSTMENT/SUBDIVISION PLAN" dated 21 April 2020."

- i. HR 276-11.1.B.(21). The applicant has not provided copies of any proposed easements.

COMMENT RESPONSE: The applicant is aware that a significant number of easements will be required. As the site layout, drainage and utility infrastructure continues to evolve in response to comment from various review agencies, easement documents have not been prepared at this time. The applicant anticipates a condition of approval will include the preparation, and Planning Board/Town Counsel approval, of any and all required easements and the recording of same, if necessary.

- j. HR 276-11.1.B.(23). The applicant has not noted any pertinent highway projects on the plan set.

COMMENT RESPONSE: Langan is not aware of any applicable abutting highway projects. The ROW line on the north side of the property abutting Circumferential Highway is used as the property line in that area.

- k. HR 276-15. The applicant has included a DigSafe logo on the Topographical Subdivision plan sheet 11 of 17 in the Subdivision and Site plan sets that appears to have formatting issues. The applicant should review and correct.

COMMENT RESPONSE: Noted.

3. Subdivision Review Codes (HR 289)

- a. HR 289-4 and HR 289-28.A. The applicant has included a legend for the installation of stone bounds and iron pins on the plans. The applicant should also provide a detail for stone bounds to be installed.

COMMENT RESPONSE: A stone bound detail has been added to the subdivision plan set. See sheet 13 of 22.

- b. HR 289-18.B.(1). The applicant has proposed a Right-of-Way width of 66 feet for Green Meadow Drive which exceeds the 50 foot minimum width required by the Regulation. The proposed pavement widths for the roadway and cul-de-sac are 36 feet, which exceeds the 24 foot widths required by the Regulation. Section 5.15.7 of the Hudson Engineering Technical Guidelines & Typical Details (HETGTD) requires a pavement width of at least 36 feet for major, collector, and commercial streets where the Planning Board determines that the nature and/or intensity of the proposed use would require a wider pavement. The applicant should review these proposed pavement widths with the Town to determine if a waiver to the Subdivision Regulation is required.

COMMENT RESPONSE: The proposed right-of-way width complies with HR 289-18.B(1) which requires only a minimum width which is satisfied. With regard to the road width requirements of HR 289-18.B(1), early on in the design process HSI coordinated the typical section, including pavement and right-of-way widths, of Green Meadow Drive with the Town Engineer. The results of that coordination are included in the roadway design. Langan will confirm no waiver is required.

- c. HR 289-18.B.(2). The applicant has noted a waiver has been requested for the cul-de-sac roadway length on the plan set. The regulation calls for a maximum length of 1,000 feet and the applicant has proposed a roadway of over 2,000 feet long.

COMMENT RESPONSE: No response required.

- d. HR 289-18.B.(5). The applicant has not shown a proposed dead end informational sign to be provided at the beginning of the cul-de-sac roadway.

COMMENT RESPONSE: A dead end traffic sign has been added to the subdivision plans. See sheets 7 and 14 of 22.

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- e. HR 289-18.C.(2). The applicant has proposed multiple vertical sag curves within the proposed roadway that are less than the minimum K value of 40.

COMMENT RESPONSE: *Vertical sag curves have been revised to have minimum K value of 40. See revised roadway profiles; sheets 3-6 of 22.*

- f. HR 289-18.O. The applicant has not shown on the plans nor provided details for a street name sign for Green Meadow Drive at the Lowell Road intersection.

COMMENT RESPONSE: *A street name sign detail has been added to the plan set. See sheet 14 of 22.*

- g. HR 289-26.B.(3). The applicant has shown several existing easements on the plan set. Copies of these easements were not included in the review package.

COMMENT RESPONSE: *See response to 2(i), above. As the design/permitting process moves forward the project team and attorney shall prepare and submit, for review by the Planning Board and Town Attorney, draft easement deeds. The applicant anticipates that as a condition of approval, final deeds will be prepared, executed and recorded at the Hillsborough County Registry of Deeds along with the recordable plans.*

- h. HR 289-27.B.(6). The applicant's surveyor has not signed the Certification statement on sheet #1 of the Subdivision plans nor stamped any of the plans. The applicant should also should correct the typographical/format error for the surveyors Certification on that sheet.

COMMENT RESPONSE: *The hard copies that were originally submitted to the Town contained the project surveyors stamp and seal. HSI was unable to determine any typographical or misspelled words in the survey certification. The Town's certification calls for an error of closure of 1:10,000, where the NH Land Surveyors requirement is 1:15,000, which is more stringent. HSI is certifying to the more stringent requirement.*

- i. HR 289-28.C. & G. The applicant's roadway typical cross section does not match that of Subdivision Regulation Attachment 3. The applicant has proposed 5 feet between the sidewalk and roadway whereas the detail requires 7 feet. We note that the applicant has also proposed a 5 foot sidewalk instead of the 4 feet recommended.

COMMENT RESPONSE: *HSI has reviewed this difference with the Town Engineer and he is accepting of the 6-foot island and 5-foot sidewalk dimensions as proposed.*

- j. HR 289-28.C. The applicant has proposed a pavement cross section with four inches of bituminous pavement. The applicant should confirm that this is adequate for the anticipated truck traffic that will be travelling on Green Meadow Drive.

COMMENT RESPONSE: The proposed typical section for Green Meadow Drive complies with HR 289-28C and the Cross-Section – Subdivision Road (Detail R-1). However, the Hudson Logistics Center will certainly carry more truck traffic than a residential street. The project design team is currently waiting for the geotechnical engineer to provide their recommendations for pavement and subbase thicknesses for this roadway. If different than currently proposed, HSI shall revise the detail accordingly.

- k. The applicant should correct several typographical errors on the Subdivision plan set: lot 'lint' on sheet #1; Proposed Land 'Transfers' on sheet #10;

COMMENT RESPONSE: HSI believes the spelling on sheet 10 is correct. See revised sheet 1 of 17 that addresses the misspelling of the word "line".

- l. The applicant should correct the Map reference to the Mercury property in Note #6 on Master Plan – Green Meadow Drive sheet #1 (Map 234 not 834).

COMMENT RESPONSE: See revised note #6 on sheet 1 of 22 that addresses this comment.

- m. The applicant should provide a pavement end match/saw cut detail for the pavement connection of Green Meadow Road to Lowell Road.

COMMENT RESPONSE: HSI has added the Town's end match/saw cut detail to the plan set. See revised sheet 13 of 22.

- n. The Subdivision plans note that a portion of Steele Road is to be "Discontinued, Released, or Relocated". The applicant should provide further clarification of this action and define the limits of this section of the Steele Road Right-of-way.

COMMENT RESPONSE: Both the project and Town attorneys are discussing this issue. Once a resolution is reached the information shall be added to the plans.

4. Driveway Review Codes (HR 275-8.B. (34)/Chapter 193)

- a. HR 193.10.D. The applicant has proposed a driveway layout for the first new driveway at Map 234 Lot 35 (Mercury) where WB-67 trucks cannot access without travelling off of the proposed paved surface. The applicant should

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review the need for a wider driveway entrance at this location with the tenant of that building to allow adequate truck access.

COMMENT RESPONSE: This driveway leads to a small dead-end parking lot that is not part of the truck travel-path for this property. Therefore, HSI sees no need to provide a widened turning radius for trucks at this driveway.

- b. HR 193.10.E. The applicant has not shown sight distances for the proposed driveways on the plan set.

COMMENT RESPONSE: See the Intersection Sight Distance for Proposed Driveways table added to sheet 1 of 22 in the subdivision set. Sight distances for the intersection of Green Meadow Drive and Lowell Road have also been added to the CS100 series.

- c. HR 193.10.G. The applicant has proposed two driveways for Map 234 Lot 35 while only one is allowed per the Regulation. We also note that Map 233 Lot 1 would have two driveways because it would also be tied into Wal-Mart Boulevard as well as the proposed Green Meadow Drive.

COMMENT RESPONSE: It is HSI's opinion that this regulation is intended for single-family lot development, not commercial properties, as indicated in the same regulation's authorization of one driveway per unit in properties which contain duplexes. With over 1,000-feet of frontage on a proposed public road (Map 234, Lot 35), it is reasonable and good planning to have more than one driveway/curb cut. This perspective has been confirmed by Town planning staff.

- d. The applicant has not shown proposed driveways or curb cuts for the site driveways at the cul-de-sac on the Subdivision plans. As currently designed two of the site driveways will conflict with the proposed sidewalk. The applicant should coordinate the Subdivision plans with the Site plans for driveway locations and any impacted features.

COMMENT RESPONSE: See revised roadway design plans that address this comment.

- e. The applicant has proposed retaining walls adjacent to the driveways and the proposed roadway. The applicant has provided a typical detail for the walls but individual designs were not provided. We note that some of these walls are nearly 10 feet tall, and while they are outside of the proposed Town Right-of-way, they pose a risk to the proposed Town roadway if they were to fail. The applicant should provide detailed designs for each proposed wall, stamped by an

Engineer licensed in the State of New Hampshire, for Town review prior to construction.

COMMENT RESPONSE: *As part of the building permit process the applicant intends to submit detailed wall designed drawings for all necessary retaining walls. The plans will be stamped and sealed by a licensed professional engineer in the state of New Hampshire.*

5. Traffic

- a. HR 275-9.B. Fuss & O'Neill understands that the Traffic Impact Study for this project is being reviewed by another party.

COMMENT RESPONSE: *The applicant has been made aware of this comment.*

6. Utility Design/Conflicts

- a. HR 275-9.E, 276-13, and 289-27.B.(4). The applicant has not provided a sewer design for Green Meadow Drive. We note the Site plan shows proposed sewer lines from the 3 sites coming to the cul-de-sac but there does not appear to be any sewer designed which this sewer main would connect to on Green Meadow Drive..

COMMENT RESPONSE: *There is no proposed sewer line within Green Meadow Drive. See revised site plan set for sewerage of the three proposed buildings.*

- b. HR 275-9.E. The applicant has not shown inverts into sewer manholes from various sewerforce mains throughout the plan set.

COMMENT RESPONSE: *Invert information will be provided upon the completion of the revised sanitary layout as mentioned in the response above.*

- c. HR 275-9.E. The applicant should review the proposed sewer design with the Town of Hudson Sewer Department to ensure that enough capacity exists in the Lowell Road sewer main or other existing sewer mains to handle the flow that will be generated by the proposed project.

COMMENT RESPONSE: *The applicant has had several discussions with the town engineer regarding the proposed sewer design and the need to complete a capacity analysis. The town staff and a separate peer reviewer are currently conducting a review of the proposed sewer design and capacity.*

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- d. HR 275-9.E and HETGTD 720.8. The applicant has proposed inlets into sewer manholes that exceed the two foot maximum invert separation. The applicant should provide details for a chimney or internal drop for these manholes, and indicate on the drawings where they are required.

COMMENT RESPONSE: The sanitary sewer design has been revised to eliminate invert deltas of greater than 2 ft.

- e. HR 275-9.E. The applicant should provide a sewer manhole detail that indicates an H2Oload rated manhole frame and cover is required.

COMMENT RESPONSE: The Town of Hudson sanitary manhole detail has been added to the plan set, which notes the requirement for H2O load rated frame and cover

- f. HR 276-13.D. The applicant has proposed several transformer locations which do not have year round screening.

COMMENT RESPONSE: Screening has been added to transformer locations in the LP100 series.

- g. The applicant should coordinate the utility locations between the Site and Subdivision plans. It appears that the water and gas lines shown on the Subdivision plan do not extend far enough around the cul-de-sac to meet the service locations of lot C.

COMMENT RESPONSE: See revised subdivision plan, sheet 6 of 22, that addresses this comment.

- h. HETGTD 720.5. The applicant has shown pump stations on the proposed site plan and provided a typical detail on the plan set. We note that no design information was provided for the review of these private pump stations and therefore a detailed review of them was not done.

COMMENT RESPONSE: As building demands are currently under design, detailed information cannot yet be provided for the pump stations. As necessary information becomes available, details will be provided.

- i. The Site Demolition Plan of the subdivision plan set illustrates to abandon gas and water per Town Regulations. The applicant should coordinate with the Town id these lines

COMMENT RESPONSE: HSI discussed this question with the Town Engineer. He requested that the water main to be abandoned in this

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location be removed. The abandonment of the gas main will be undertaken in accordance with the gas company requirements. See revised sheet 2 of 22.

- j. HETGTD Detail S-4. We note that the Sewer Trench detail on the plan set does not match the Town's Typical Detail.

COMMENT RESPONSE: The Town's sewer trench detail has been added to the plan set. See Sheet CU501.

- k. The applicant has shown connecting to and capping an existing water main in the existing driveway to Mercury Systems (Map 234 Lot 35). This water main is shown on the plans as 'Approx. 8" Water Main' but then other notes instructing the Contractor to connect to this line note it is an existing 12" water main. The applicant should confirm the size of the existing water main (8" or 12") and revise the notes and/or design as necessary.

COMMENT RESPONSE: Sheet 2 of 22 has been revised to show the existing water main to be 12-inches in diameter.

- l. The applicant should coordinate with the Town of Hudson Water Utility and Hudson Fire Department to ensure that capacity exists in the Lowell Street water main to meet the water service needs of the proposed development, including both domestic and fire protection needs.

COMMENT RESPONSE: Noted. As final demands become available for each building, capacity assessment of the town infrastructure will be assessed with the Water Utility and Fire Departments.

- m. The applicant has shown proposed light pole foundations directly conflicting with the proposed water main along Green Meadow Drive.

COMMENT RESPONSE: Light pole locations have been moved to avoid conflicts. See revised plans.

- n. The applicant has not proposed any fire hydrants connected to the new water main along Green Meadow Drive. The applicant should coordinate required hydrant locations and spacing with the Hudson Fire Department.

COMMENT RESPONSE: Per a discussion with Hudson Fire Chief Buxton, HSI has added hydrants along Green Meadow Drive with a spacing of 400-feet. See revised roadway design plans (sheets 3-6 of 22).

- o. The applicant has proposed several fire hydrants to be located within paved areas adjacent to warehouse buildings where it appears trucks could back into

them. These hydrants are shown to be protected by bollards, but the applicant should review these locations with the Hudson Fire Department to confirm that these are acceptable.

COMMENT RESPONSE: Hydrant locations will be submitted for review and approval by the Town of Hudson Fire Department. All exposed hydrant location will be protected by bollards.

- p. On Subdivision plan sheet #17 (Detail Sheet – Water), the applicant has noted that the Contractor shall coordinate all water interruptions with Pennichuck Water Works and affected property owners. This note should reference the Hudson Water Utility, and additional information should be provided regarding limitations on water service disruptions to abutters, and provisions for maintaining service to Mercury System (fire protection system, domestic water usage) including temporary water connections as needed.

COMMENT RESPONSE: See revised notes on sheet 17 of 22 that addresses this comment.

- q. The applicant has not provided any details for the proposed water storage tanks.

COMMENT RESPONSE: Tank size and dimensions will be provided by the fire protection engineer and when available, included in the permit drawing set. Before construction, final detailed design plans for the water tanks will be submitted for review and approval by the Town of Hudson.

7. Drainage Design/Stormwater Management (HR 275-9.A./Chapter 290)

The review of the drainage design and stormwater report was provided under a separate letter from Fuss & O'Neill dated June 19, 2020. We also have the following additional drainage related comments:

COMMENT RESPONSE: The applicant has been made aware of this comment.

- aj. HR 290-5.A.5. The southern property site line abuts numerous properties along Fairway Drive. We note that these lots appear to receive runoff from a larger subcatchment area due to the grading of the proposed landscape screening berm. The applicant should evaluate to ensure runoff at every abutting property line does not exceed pre-development rates as required by NHDES AoT Regulations.

COMMENT RESPONSE: Existing grades depict a natural depression in the grades along the southern property line. Run off is directed by this depression to the west towards the Merrimack River. The rear yards of the

residential properties slope down to the north directing run off to this existing depression as well. The depression will be maintained in the proposed condition. To ensure run off from the southern berm slope does not flow over the southern property line, a shallow berm has been included roughly 60 feet off the southern property line to maintain the existing vegetation.

- ak. HR 290-5.K.(22). The applicant has not shown proposed snow storage areas on the plans.

COMMENT RESPONSE: Snow storage areas have been identified on the CS100 series.

8. Zoning (Zo 334)

- a. Zoning Ordinance (ZO) 334-14.A. The applicant should provide more detailed building height calculations. The ordinance states that the maximum building height shall be 50 feet and be measured from the average elevation of finished grade within 5 feet of the structure to the highest point of the roof. Roof elevations have not been provided, and we note that several building grades extend 51'-6" from the finish floor elevation (FFE) to the top of parapet grade (TOP). A large portion of the site grading within 5 feet of the buildings includes finished grade elevations for truck loading docks which are up to 5 feet below the FFE. We are unable to determine if the Ordinance has been met without roof grades being shown on the architectural plans.

COMMENT RESPONSE: HR 334-14 states that building height requirements do not apply to accessory, unoccupied protuberances such as antennas, flagpoles and the like. More specific building height calculations based off of a distance 5 ft from the building and the current architectural drawings have been provided in the "Dimensional Requirements" tables on sheet CS100.

- b. ZO 334-17 & 334-21. The applicant has noted that the subject parcel is located within the General-One zoning district and a small undeveloped portion in the Business (B) zoning districts. The proposed use is permitted by the Ordinance.

COMMENT RESPONSE: The applicant has been made aware of this comment.

- c. ZO 334-33. The applicant has shown impacts to 114,179 sf of wetlands and has stated that a NHDES Dredge and Fill permit application has been submitted. A copy of this permit once approved should be provided to the Town for their records.

COMMENT RESPONSE: A copy of the final report will be provided to the town.

- d. ZO 334-35.B and 334-35.C. The applicant had proposed impacts to the wetlands for the construction of a new road, drainage, driveways and parking areas. A Special Exception will need to be granted by the Zoning Board of Adjustment to allow these uses...

COMMENT RESPONSE: Article IX of the Town's Zoning Ordinance applying to the Wetland Conservation District was replaced in its entirety at the 2020 Town Meeting. Special exceptions are no longer required for the proposed impacts. Rather, the applicant is pursuing a conditional use permit from the Planning Board via the procedures outlined new Article IX of the Zoning Ordinance.

- e. ZO 334-38.A. The applicant has noted in their NHDES Wetlands application that mitigation would be discussed with the Town, plus a payment of \$701,142.17 will be made to Aquatic Resource Management.

COMMENT RESPONSE: The applicant has been made aware of this comment.

- f. ZO 334-60. The applicant has not provided any size or detail information for any signs other than handicapped parking and traffic signs within the subject lot. The applicant did note in the Subdivision plans that signs are subject to the requirements of the Hudson Zoning Ordinance as determined during the sign permit application process.

COMMENT RESPONSE: A signage and striping plan for the entirety of the development is currently being created and will be included in future submissions.

- g. ZO 334-84 and HR 218-4.E. The applicant has shown all flood hazard areas on the plans. Proposed base building grades appear to be above the Merrimack River's 100 year flood elevation.

COMMENT RESPONSE: The applicant has been made aware of this comment.

9. Erosion Control/Wetland Impacts

- a. HR 290-4.A.(3). The applicant appears to be proposing construction fencing and a compost filter tube (FT) along the south side of the earthen berm as a means of erosion control (see sheet CE304), but only FT is shown, not the symbol for

the filter tube along the length of the berm. The applicant should update the plan to show the limits of the intended erosion and sedimentation control measures at this location.

COMMENT RESPONSE: The soil erosion and sediment control plans have been updated to reflect the correct filter tube location.

- b. ETGTD 565.1.1. The applicant has not indicated the proposed method of stump disposal on the Site plans. Subdivision plans note that stumps will be disposed of off-site in a legal manner.

COMMENT RESPONSE: A note has been added to Sheet CS002 to reflect the stump removal requirements outlined in HETGTD 565.1.1.

- c. ETGTD 565.1.1. The applicant should note on the plans the requirement for testing any imported fill over 10 cubic yards.

COMMENT RESPONSE: A note has been added to Sheet CS002 to reflect the import testing requirements outlined in HETGTD 565.1.1. Note 16 has been added to sheet 1 of 22 that addresses this comment as it relates to the construction of Green Meadow Drive.

- d. The Town of Hudson should reserve the right to require any additional erosion control measures as needed.

COMMENT RESPONSE: The applicant has been made aware of this comment.

10. **Landscaping (Hr 275.8.C.(7) & 276-11.1.B.(20)) And Lighting (Hr 276-11.1.B.(14))**

- a. HR 275-8.C.(7)(c) & (d) . The applicant has provided landscaping calculations showing that the sites meet the number of trees and shrubs required. We noted that the proposed trees and shrubs are not listed per lot but for the entire site. It appears that some lots may not meet the individual requirement because the landscaping is spread between the 3 lots. The applicant should provide proposed landscaping numbers for each individual lot to be sure they each individually meet the regulation.

COMMENT RESPONSE: The tree plantings, shrub plantings, and ordinance compliance chart have been revised to show each individual lot meets the landscape regulation.

MEMO

- b. The applicant should provide the proposed spacing for the tree plantings to be installed on the landscape berm at the south side of the site.

COMMENT RESPONSE: Evergreen trees within the landscape buffer are proposed to be installed as a double-staggered row at 12' on center.

- c. HR 276-11.1.B.(14). The applicant has not provided information detailing the proposed hours of operation for the site lighting (i.e. what are the proposed hours of operation for the facility; will the lights operate only during those prescribed hours; will they operate during all night time hours; etc.).

COMMENT RESPONSE: Site lighting will be operational during all nighttime hours.

- d. HR 276-11.1.B.(14). The applicant has proposed light pole installations that have a fixture mounting height of 40 feet. Due to their height, some of these lights may be visible to abutting properties. The applicant should review the proposed lighting along the south side of the site to ensure that lights are not visibly higher than the proposed landscape berm and associated plantings.

COMMENT RESPONSE: Light fixtures along the south side of the site have been reduced to 30' mounting height so that they will be lower than the adjacent berm and plantings.

- e. The applicant has proposed lighting within the right-of-way of the proposed Green Meadow Drive. The applicant and Town should confirm who will be responsible to operate and maintain this lighting.

COMMENT RESPONSE: HSI has discussed this item with the Town Engineer. Once the road is accepted by all Town parties, the roadway lighting system will become part of the Town's infrastructure. See note #15 added to sheet 1 of 17.

11. State And Local Permits (Hr 275-9.G.)

- a. HR 275-9.G. Due to the large nature of the project and the multiple permit requirements, we recommend that the applicant list all the required permits and their status on the plan set. The applicant should forward all relevant permit documentation to the Town for their records

COMMENT RESPONSE: All relevant permit documents will be sent to the town for their records. A list of permits has been included on sheet CS001

- b. HR 275-9.G. The applicant has noted that a NPDES permit and preparation of a SWPPP will be required for this project.

COMMENT RESPONSE: The applicant has been made aware of this comment.

- c. HR 275-9.G. The applicant did not provide copies of any applicable Town, State or Federal approvals or permits in the review package.

COMMENT RESPONSE: The applicant is current working with various town, state and federal agencies on the necessary permits and approvals. Upon obtaining final permits and approvals each of these will be provided to town staff for review and distribution as they determine to be appropriate.

- d. Additional local permitting may be required.

COMMENT RESPONSE: The applicant has been made aware of this comment.

12. OTHER

- a. ETGTD Detail R-12. The applicant should provide a curb and sidewalk tip down detail on the subdivision plan for all driveway locations.

COMMENT RESPONSE: The roadway design plans have been revised to show the curb and sidewalk treatment at the proposed driveway locations. In addition, a 20-scale plan view of this condition has been added to sheet 9 of 22.

- b. The applicant should coordinate the Site and Subdivision plans. We recommend that the Driveway locations be shown on the Subdivision plan to better show utility, sidewalk and guardrail locations.

COMMENT RESPONSE: See revised roadway design plans that addresses this comment.

- c. The applicant has not included any provisions for dumpsters on the plans. The applicant should verify that dumpsters are not needed for the proposed use.

COMMENT RESPONSE: All refuse will be managed internal to the buildings. A licensed trash removal company will collect waste and dispose of it in an appropriate manner from the interior of the building via loading dock or ramp locations within the truck courts.

- d. The guard rail details vary between the Subdivision plan (page 14 of 22) and the Site plan (Sheet CS504). We recommend the applicant revise the Subdivision plan set to be sure the anchor meets NHDOT guardrail standards.

MEMO

Hudson Logistics Center Peer Review Comments

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COMMENT RESPONSE: Additional guardrail details have been added to the plan set. See sheet 14 of 22.

We trust these responses adequately address your comments and concerns at this time. Please feel free to contact us at (203) 562-5771 or toneill@langan.com with any questions or should you require additional information.

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LANGAN

{00170747;v1}

Attachment A List of Abutters

MEMO

To: Town of Hudson Planning & Zoning

From: Applicant's Representative: Nathan Kirschner, Langan Eng & Env Svcs., Inc

Cc: Applicant: Justin Dunn, Hillwood
Owner: Thomas Friel, Greenmeadow Golf Club, Inc.

Date: September 14, 2020

Re: **Site Plan Application – List of Abutters**
Proposed Hudson Logistics Center, Lowell Road
Tax Map 239, Lot 1
Langan Project No.: 151010101

Per Town of Hudson Code Sect. 276-11.1A, Table 1.0 below is a list of abutters to the Hudson Logistics Center property on Lowell Road in Hudson, NH.

Table 1.0 – Hudson Logistics Center List of Abutters

MAP	LOT	PROPERTY OWNER	PROPERTY LOCATION
228	1	MRJ Realty Trust 261 Lowell Road Hudson, NH 03051	261 Lowell Road
246	38	Scott M Ubele 7 Fairway Drive Hudson, NH 03051	7 Fairway Drive
245	17	Timothy A Monk 13 Fairway Drive Hudson, NH 03051	13 Fairway Drive
240	13	Vincent F Braccio 27 River Road Hudson, NH 03051	27 River Road
240	1	Joanne E Walsh 2 Eagle Drive Hudson, NH 03051	2 Eagle Drive
245	14	Leonard J Leone 19 Fairway Drive Hudson, NH 03051	19 Fairway Drive
240	13-1	Dwarkamai, Inc. 1167 Lakewood Circle Naperville, IL 60540	33 River Road
234	1	Steele Farm, LLC 2 Friel Golf Road Hudson, NH 03051	9 River Road
240	4	Jonathan Fontaine	8 Eagle Drive

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		8 Eagle Drive Hudson, NH 03051	
246	40	William H Marsch 3 Fairway Drive Hudson, NH 03051	3 Fairway Drive
234	35	267 Lowell Road Hudson, LLC 200 US Route One Suite 200 Scarborough, ME 04070	267 Lowell Road
228	4	Sam's RE Business Trust PO Box 8050 MS 0555 Bentonville, AR 72716	7 Wal-Mart Boulevard
246	37	David R Gosselin 9 Fairway Drive Hudson, NH 03051	9 Fairway Drive
240	6	Joseph M Dipilato 12 Eagle Drive Hudson, NH 03051	12 Eagle Drive
245	16	Phillip G Volk 15 Fairway Drive Hudson, NH 03051	15 Fairway Drive
240	3	Craig C Proulx 6 Eagle Drive Hudson, NH 03051	6 Eagle Drive
245	13	John King 21 Fairway Drive Hudson, NH 03051	21 Fairway Drive
246	36	Surri D Sakati 11 Fairway Drive Hudson, NH 03051	11 Fairway Drive
246	39	Christopher D Mulligan 5 Fairway Drive Hudson, NH 03051	5 Fairway Drive
240	5	Brian C Noone 10 Eagle Drive Hudson, NH 03051	10 Eagle Drive
246	41	Scott J Wade 1 Fairway Drive Hudson, NH 03051	1 Fairway Drive
240	2	James M Dobens 4 Eagle Drive Hudson, NH 03051	4 Eagle Drive
234	5	Greenmeadow Golf Club, Inc. 55 Marsh Road Hudson, NH 03051	11 Steele Road
245	5	Richard R Lebourdais	23 Fairway Drive

MEMO

		23 Fairway Drive Hudson, NH 03051	
234	9	Peter R Goyette 2 Dracut Road Hudson, NH 03051	6 Linda Street
234	11	Sean P Stevens 10 Linda Street Hudson, NH 03051	10 Linda Street
234	34	Thomas P Friel 55 Marsh Road Hudson, NH 03051	273 Lowell Road
234	6	Greenmeadow Golf Club Inc. 55 Marsh Road Hudson, NH 03051	15 Steele Road
234	8	J Scott Desroches 296 Derry Road Hudson, NH 03051	4 Linda Street
234	7	Kenneth Murphy 2 Linda Street Hudson, NH 03051	2 Linda Street
234	10	David R Cunn 8 Linda Street Hudson, NH 03051	8 Linda Street
245	15	Robert Costello 17 Fairway Drive Hudson, NH 03052	17 Fairway Drive

We trust this list adequately addresses the site plan application requirements. Please feel free to contact us at (203) 562-5771 or nkirschner@langan.com with any questions or should you require additional information.

MEMO

Hudson Logistics Center Peer Review Comments

Hudson, NH

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Attachment B Owner's Authorization Letter



AUTHORIZATION

HILLWOOD ENTERPRISES, L. P., with business address at 5050 W. Tilghman Street, Suite 435, Allentown, PA 18104, hereby authorizes and designates its agents, Smolak & Vaughan LLP, Langan Engineering & Environmental Services, Inc., and Donahue, Tucker & Ciandella, PLLC, to execute, submit, and prosecute land use applications and any applicable materials to any local, state and/or federal governmental entities, including but not limited to, applications filed with the Town of Hudson, New Hampshire, and to take any action necessary for the application and permitting process, including but not limited to, attendance and presentation at public hearings, with respect to the following parcels of the land as Hillwood is authorized by said property owners, for the following properties, including: (a) 11, 15 and 43 Steele Road -- Tax Map 234, Lot 5 (11 Steele Road), Tax Map 234, Lot 6 (15 Steele Road), and, Tax Map 239, Lot 1 (43 Steele Road), owned by Greenmeadow Golf Club, Inc.; and, (b) 273 Lowell Road -- Tax Map 234, Lot 34, owned by Thomas P. Friel and Philip J. Friel, III.

Dated: April 21, 2020

Hillwood Enterprises, L.P.,
a Texas limited partnership

By: AHB, LLC,
a Texas limited liability company
its general partner

By: 
Name: Gary B. Frederick
Title: Sr. Vice President, duly authorized.

LETTER OF AUTHORIZATION

GREENMEADOW GOLF CLUB, INC., a New Hampshire corporation, owner of property depicted on the Town of Hudson, New Hampshire Assessors Maps as Tax Map 234, Lot 5 (11 Steele Road), Tax Map 234, Lot 6 (15 Steele Road), and, Tax Map 239, Lot 1 (43 Steele Road) (collectively, the "Property"), do hereby authorize Hillwood Enterprises, L.P ("Applicant"), and/or its agents and any engineering firm, or architecture firm or attorneys which Applicant may designate, to execute, submit, and prosecute land use applications and any applicable materials to any local, state and/or federal governmental entities, including but not limited to, applications filed with the Town of Hudson, New Hampshire, and to take any action necessary for the application and permitting process, including but not limited to, attendance and presentation at public hearings, of the said Property.

Dated: April 16, 2020

GREENMEADOW GOLF CLUB, INC.

By: _____

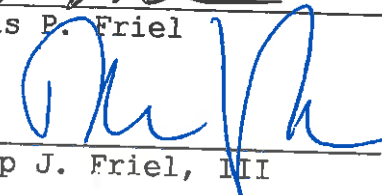
Title: Vice President,
duly authorized.

LETTER OF AUTHORIZATION

Thomas P. Friel and Philip J. Friel, III, the owners of property depicted on the Town of Hudson, New Hampshire Assessors Maps as Tax Map 234, Lot 34 (273 Lowell Road), do hereby authorize Hillwood Enterprises, L.P, ("Applicant"), and/or its agents and any engineering firm, or architecture firm or attorneys which Applicant may designate, to execute, submit, and prosecute land use applications and any applicable materials to any local, state and/or federal governmental entities, including but not limited to, applications filed with the Town of Hudson, New Hampshire, and to take any action necessary for the application and permitting process, including but not limited to, attendance and presentation at public hearings, of the said Property.

Dated: April 16, 2020

By:  TF
Thomas P. Friel

By: 
Philip J. Friel, III