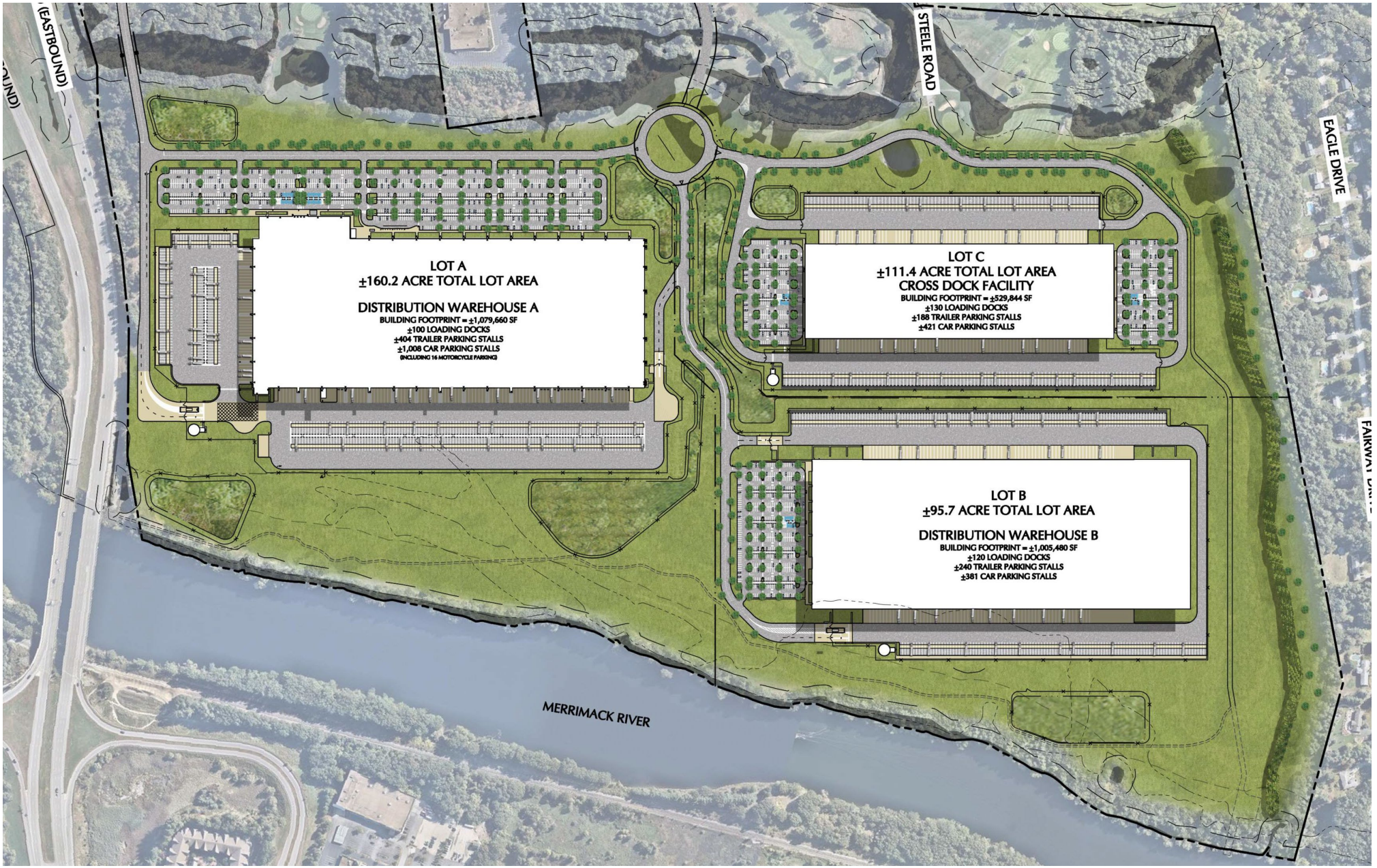
HUDSON LOGISTICS CENTER

HILLWOOD
A PEROT COMPANY®

MAKING COMMUNITIES WORK BETTER

PREPARED FOR:
PLANNING BOARD
JULY 2020


(EASTBOUND)
STEELE ROAD
EAGLE DRIVE
LOT A
±160.2 ACRE TOTAL LOT AREA
DISTRIBUTION WAREHOUSE A
BUILDING FOOTPRINT = ±1,079,660 SF
±100 LOADING DOCKS
±404 TRAILER PARKING STALLS
±1,008 CAR PARKING STALLS
(INCLUDING 16 MOTORCYCLE PARKING)
LOT C
±111.4 ACRE TOTAL LOT AREA
CROSS DOCK FACILITY
BUILDING FOOTPRINT = ±529,844 SF
±130 LOADING DOCKS
±188 TRAILER PARKING STALLS
±421 CAR PARKING STALLS
LOT B
±95.7 ACRE TOTAL LOT AREA
DISTRIBUTION WAREHOUSE B
BUILDING FOOTPRINT = ±1,005,480 SF
±120 LOADING DOCKS
±240 TRAILER PARKING STALLS
±381 CAR PARKING STALLS
MERRIMACK RIVER

SITE PLAN

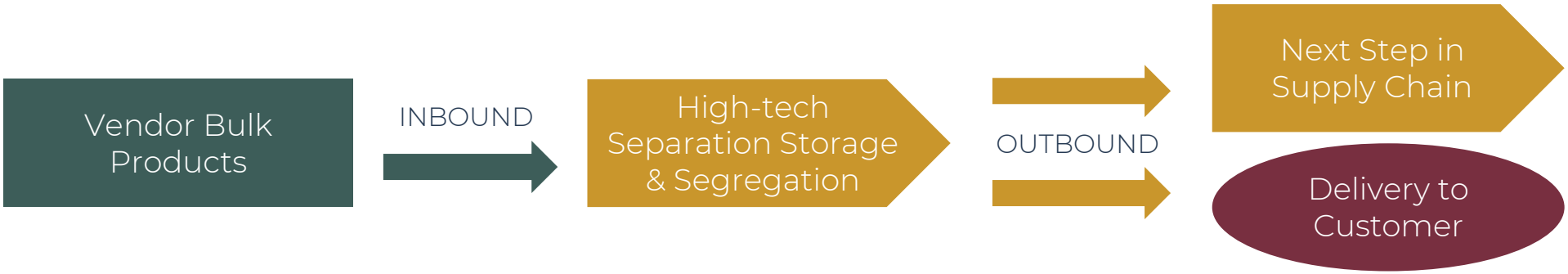
PROGRESS

WE HEAR YOUR CONCERNS

WE ARE CREATING SOLUTIONS

- Air quality
- Sound
- Property values
- Sight lines
- Traffic
- Wetland protection
- Stormwater management
- Wildlife
- Fiscal impacts

HUDSON LOGISTICS CENTER OPERATIONS



- Fulfillment center, non-sort
- Specific facility function
- The loading dock system
- The parking lot system
- Employee shift-change

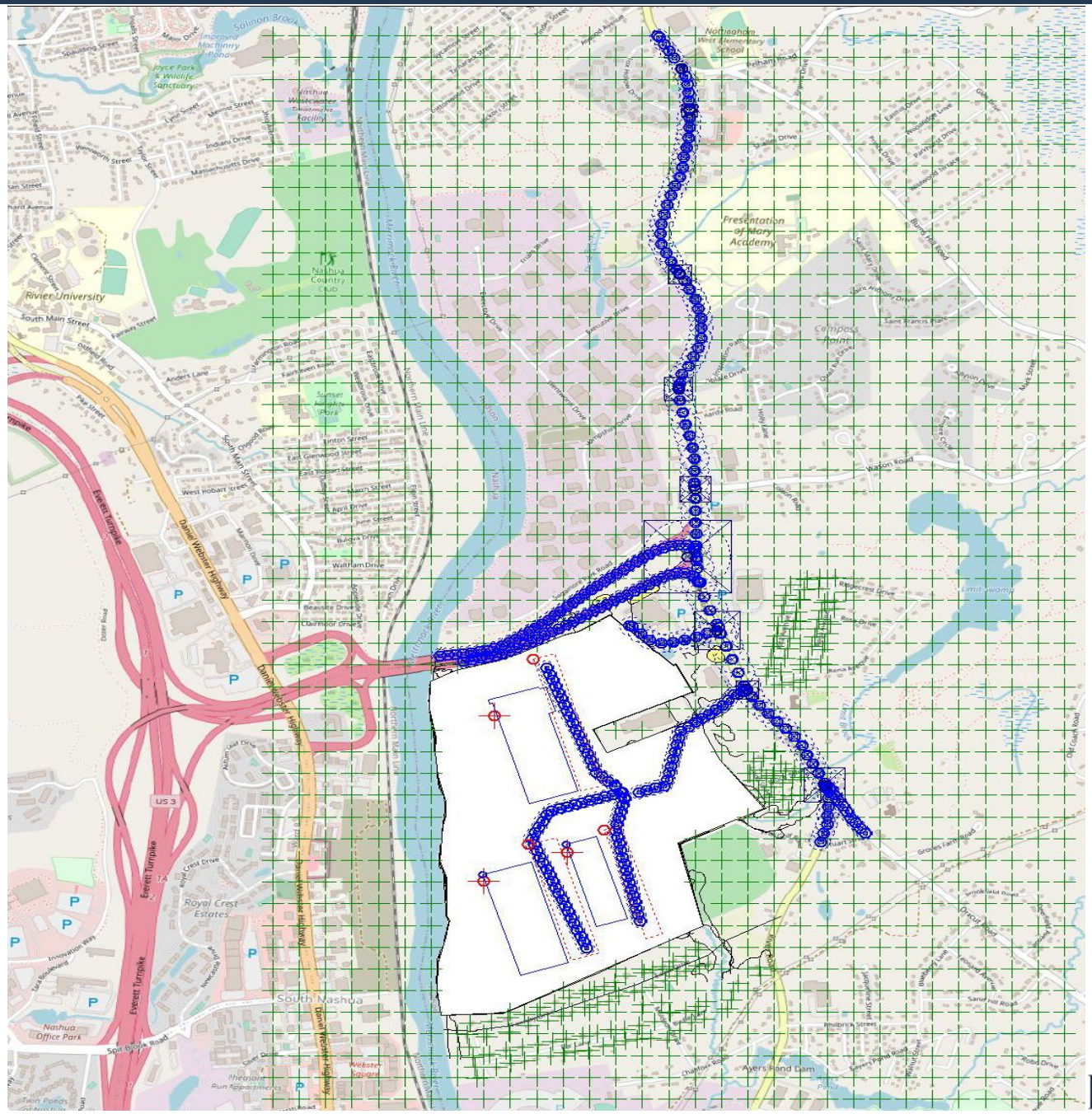
AIR QUALITY

- Epsilon conducted a comprehensive air quality modeling analysis to demonstrate the Project **will not contribute to a condition of air pollution** and thus will meet local Hudson Site Plan Review requirements.
- Emissions of criteria pollutants and air toxics from all Project-generated traffic including diesel trucks on roadways and on-site (including idling) and from 3 on-site natural gas fired emergency generators were included in the EPA dispersion model.

AIR QUALITY

- Hourly meteorological data for five years were used to predict the air quality concentrations of the Project emissions at 1700 receptors in the study area including near all affected roadways and nearby residences.
- Predicted Project impacts were added to existing background ambient levels for criteria pollutants and compared to NH standards and found to be well below these local and national allowable standards.

AIR QUALITY IMPACT ANALYSIS



BACKGROUND AMBIENT AIR QUALITY CONCENTRATIONS AND NAAQS

POLLUTANT	AVG TIME	Form	2016	2017	2018	Background (µg/m³)	NAAQS	Percent of NAAQS
SO_2 (1)(5)	1-Hr (4)	99th %	43.0	31.7	38.3	37.6	196.0	19%
	3-Hr	H2H	30.7	28.8	32.5	32.5	1300.0	2%
PM10	24-Hr	H2H	24.0	31.0	31.0	31.0	150.0	21%
PM2.5	24-Hr (4)	98th %	11.3	11.6	12.3	11.7	35.0	34%
	Annual (4)	H	5.0	4.7	4.4	4.7	12.0	39%
NO_2 (3)	1-Hr (4)	98th %	45.7	43.8	36.5	42.0	188.0	22%
	Annual	H	5.6	5.0	4.8	5.6	100.0	6%
CO (2)	1-Hr	H2H	600.5	559.2	589.0	600.5	40000.0	2%
	8-Hr	H2H	458.4	573.0	458.4	573.0	10000.0	6%

Existing background levels range from 2% to 39%

KEY CRITERIA POLLUTANT MODELING RESULTS FROM MOBILE AND STATIONARY SOURCES

POLLUTANT	AVERAGING TIME	MAXIMUM MODELED CONC. (µg/m³)	BACKGROUND CONCENTRATION (µg/m³)	TOTAL CONCENTRATION [6] (µg/m³)	STANDARD (µg/m³)	% of Standard
PM_{10}	24 HOUR [2]	3.72	31.0	34.7	150	23%
$PM_{2.5}$	24 HOUR [3]	1.16	11.7	12.9	35	37%
	ANNUAL [4]	0.46	4.7	5.2	12	43%
NO_2	1 HOUR [5]	40.96	42.0	82.9	188	44%
	ANNUAL [1]	3.38	5.6	9.0	100	9%

HLC is a safe project with minimal increases of air pollutants

AIR QUALITY CONCLUSIONS

- Both stationary and mobile sources are expected to be well below applicable federal and state standards
- Does not appear to be a need to provide specific setbacks or buffer between development and neighborhood
- Diesel emissions are not expected to cause/exacerbate health conditions such as asthma for nearby residents
- Diesel particulate matter – at about 3% - is well below national air quality acceptable levels
- Statements that project emissions will create a “mushroom cloud” or “toxic plume” are incorrect and not based on fact

AIR QUALITY CONCLUSIONS

- State of NH regulates idling to reduce emissions
- We have advised proponent on idling measures to ensure compliance in construction and operations
- Worst-case scenario idling was taken in account

SOUND STUDY +

- Ostergaard Acoustical Associates (OAA) prepared an initial sound study report, dated 18 May 2020, and submitted to the town.
- The Town of Hudson Noise Code Chapter 249 establishes benchmarks for setting project goals that should be met or exceeded.
- Town has hired Harris, Miller, Miller, and Hanson (HMMH) to peer review the OAA study and work with the project team to ensure goals are met.

SOUND STUDY UPDATE

Design improvements since May report

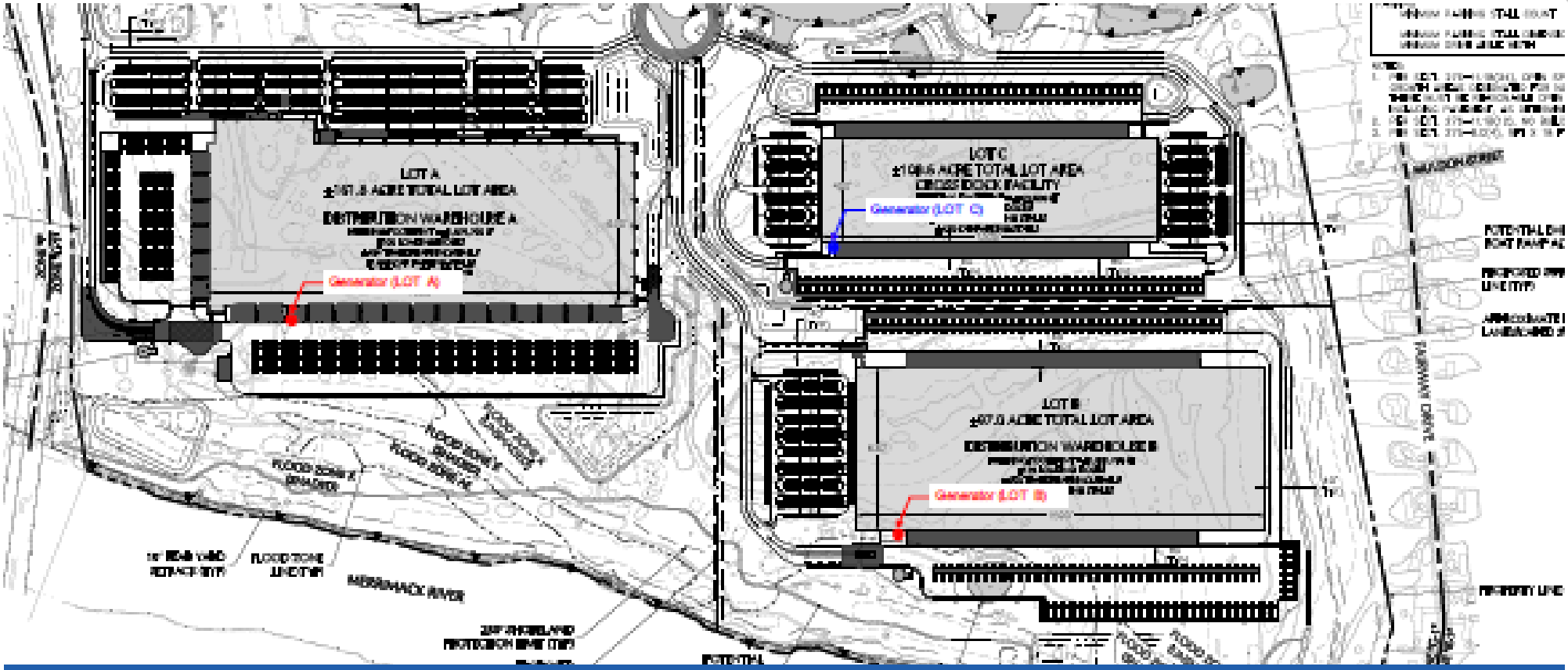
- Shifted Building B and C further north, away from residences
- Updating HVAC plans to more accurately reflect needed equipment location and quantities
- Improving earthen berm to shield residences
- Sound wall being placed on top portions of the berm as well

SOUND STUDY UPDATE

Design improvements since May report

- Adding supplemental sound wall in areas where berm is not feasible
- Designing and locating a 625kW emergency generator for each building

EMERGENCY GENERATOR PLAN



- Three 625kW units, each with sound power level of 114dBA
- Results in levels of 40 dBA or below at residences

SOUND STUDY UPDATE

- An ambient sound study is in the works to document existing baseline conditions
- Mitigation measures continue to be refined and improved

WE ARE LISTENING & CREATING SOLUTIONS

Air Quality	✓	Property Values	Meeting 3
Sound	✓	Stormwater Management	Meeting 3
Wetlands	Meeting 3	Fiscal Impact	Meeting 3
Traffic	Meeting 3	Landscaping / Lighting	Meeting 4
Wildlife	Meeting 3	Sight Lines	Meeting 4

ADDITIONAL MEASURES

Plans/Report	Next Update
Site Plan	Every meeting
Subdivision Plans	Meeting 3
Civil Design Docs	Meeting 3
Mitigation & Restoration Report	Meeting 3

THANK YOU

MAKING
COMMUNITIES
WORK BETTER