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HAND DELIVERED

Brian Groth, Town Planner
Town of Hudson
12 School Street
Hudson, NH 03051

Re: Hudson Logistics Center

Dear Brian:

Please find enclosed the following three documents from Langan Engineering and Environmental Services, Inc. ("Langan") in anticipation of the Planning Board hearing next week regarding traffic:

- 1) Langan Response to Public Comments - Traffic
- 2) Langan Response to Town Engineering Department Comments
- 3) Langan Response to Planning Board Comments

Please note, we have enclosed 14 copies of each document. Also, Langan's Response to Public Comments - Traffic includes an attachment of its own, which is enclosed herewith.

If you have any questions do not hesitate to contact me.

Very truly yours,
DONAHUE, TUCKER & CIANDELLA, PLLC

Justin L. Pasay
JLP/sac
Enclosures

cc: Hillwood
Langan

John Smolak, Esq.
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Response to Public Comments -- Traffic
Hudson, New Hampshire
Langan Project No.: 151010101
October 14, 2020- Page 1 of 44

To: Brian Groth/Town of Hudson

From: John D. Plante

Info: Elvis Dhima/Town Engineer
John Grace/Hillwood
John Smolak/S&V
Nathan Kirschner/Langan

Date: October 14, 2020

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

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OCT 14 2020

TOWN OF HUDSON
PLANNING DEPARTMENT

On behalf of Hillwood Enterprises, L.P. ("Hillwood"), the following are the Applicant's responses to the public comment letters as related to traffic matters concerning the proposed Hudson Logistics Center ("HLC") received by the Planning Board with Planning Board Staff Report #1, dated May 27, 2020, through comments received with Planning Board Staff Report #5, dated September 9, 2020. Please note that we have attempted to be as responsive to the hundreds of pages of public comments received specifically related to traffic, with the understanding that many of the earlier comments were received well in advance of the Applicant's Traffic Impact Study, as updated and supplemented by additional traffic-related documents of record (collectively, the "TIS"). For these reasons, many of our responses refer to those supplemental documents and analyses as noted in this Memorandum. Moreover, we have edited some of the questions below so that they specifically relate to traffic-related concerns, with the understanding that non-traffic related responses to comments will be filed with the Board at a later date. Accordingly, below please find each numbered comment followed by our response which follows under each question as **Response**.

1. Entrances/Exit – Lowell Road can't handle the projected volume of tractor trailer trucks. It's a truck every 6 minutes over 24 hours.

Response: The TIS identifies the impacts of the proposed redevelopment and the proposed off-site roadway and signal improvements that will address existing congestion as well as the incremental additional traffic due to the redevelopment. Hillwood anticipates that there will be approximately 240 tractor trailer trucks and approximately 40 box trucks entering and exiting the site on an average day. This data incorporates trip generation projections from the anticipated tenant of Building A and Institute of Traffic Engineers ("ITE") projections for Buildings B and C. By way of explanation, trip generation projections for Buildings A and B produced by the anticipated tenant were contrast against the ITE projected trip generations for the same, and the higher of the projections was utilized in the TIS to produce conservative estimates. Based upon the tenant's projections, however, the anticipated tenant actually anticipates generating 150 – 200 tractor trailer trucks entering and exiting the site on an average day, which is less than the projections utilized for the TIS. Again, to be consistent, the larger

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trip count is being used.

2. How accurate are the traffic estimates and who are they reviewed by? They may account for some period but not growth. Look at other Towns that have done this. Milford (MA) Daily News MA – 3 of 5 board members regretted their decision to approve an Amazon warehouse

<https://www.milforddailynews.com/news/20191220/milford-slams-amazon-requests-meeting>

[https://milford.wickedlocal.com/news/20200214/milford-turns-to-state-for-help-with-amazon-troubles:](https://milford.wickedlocal.com/news/20200214/milford-turns-to-state-for-help-with-amazon-troubles)

<https://www.wcvb.com/article/amazon-trucks-creating-traffic-headache-in-milfordmassachusetts-town-officials-say/31008010>

<https://www.newsbreak.com/massachusetts/milford/news/ONIfX0m/amazon-execs-respond-to-milford-traffic-complaints>

Holyoke MA – also a problem with traffic there:

<https://www.gazettenet.com/Amazon-delivery-van-traffic-concerns-raised-by-Holyoke-city-planners-31271628>

Response: The trip generation associated with the redevelopment utilizes industry standard methodology, including the ITE Trip Generation Manual, 10th Edition Supplemental. Hillwood's TIS is being peer-reviewed by Vanasse Hangen Brustlin, Inc. ("VHB"). VHB is reviewing the TIS and will offer its comments regarding same to the Planning Board and the public. Hillwood is also working closely with the NHDOT. The facilities cited in the comment are not facilities similar to what is being proposed at the HLC. They have very different operations and trip generation. Hillwood and its consultants will address this concern in more detail at the relevant public hearing.

3. There will be noise and traffic – but this is a project where traffic will come directly from the highway. The reality is – this lot was zoned for this use – the voters voted for this.

Response: Noted.

4. Truckers are people too – they will turn right down Lowell if traffic is backed up. Traffic will turn right out of Green Meadow Drive and will not be constrained. Hillwood is underselling the number of trucks. Facilities will increase traffic so while it starts out at one level, then it will grow. I've lived in North Hudson – this will have a ripple effect all over Town. With all this increased traffic – people will choose Bridge Street and clog up access to the north.

Response: The TIS details the trip generation and distribution and the proposed improvements to mitigate the additional redevelopment traffic and improve the existing conditions. Due to the nature of the facilities, the expectation is that trucks will access the site from the highway

system via Sagamore Bridge Road. With the proposed improvements and that fact that the vast majority of the trucks will operate outside of the roadway peak hours, this route will be the most efficient. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. Hillwood and its consultants will address this concern in more detail at the relevant Planning Board hearing.

5. When was the traffic study done? Is it an accurate count given the pandemic?

Response: The data collection for the TIS was conducted in the fall of 2019, prior to any impact of COVID.

6. I question trucks going in and vans going out of Lot B. Building B – 100-150 trucks arrive but only 40 Box trucks depart?

Response: A detailed description of the operations of Building B is included in the TIS.

7. No one has discussed the traffic from the added employees/vehicles. All the added employees – talking about 1,000 at one building.

Response: The trip generation and methodology has been reviewed and approved by NHDOT and is discussed in the TIS. Hillwood and its consultants will address this comment in more detail at the relevant Planning Board hearing.

8. The traffic will be unbearable. Just getting out on Lowell Road now from Chalifoux is nearly impossible. Truckers will find a way. We'll never get out of our neighborhood. Right now we can't leave after 2:30 pm to get to Haffner's.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. These approvals were submitted with the TIS.

9. 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.

Response: See responses above. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

10. Are these warehouse's to be considered High-Cube Warehouse's? Are all three of these warehouses going to be listed as either Transload & Short-term storage, Cold Storage, Fulfillment

Center or Parcel Hub? Granted Hudson Zoning only lists warehouse, but the various High-cube warehouse options have dramatically different traffic impacts.

Response: The operations of the proposed facilities is detailed in the TIS and they are classified as Land Use Code 155 High-Cube Fulfillment Warehouse, Non-Sort by the Institute of Transportation Engineers.

11. Why has Hillwood not provided the Hudson Planning Board Members printed copies of the traffic study including the Appendices?

Response: The requested copies of the TIS have been provided to the Town Planner, and made available to the Planning Board.

12. Can Hillwood provide the Hourly Distribution of enter and exiting Vehicle trips for the 24-hour period the site will be in operation? This might be helpful in determining the impact to the area and the abutters. Can Hillwood provide the breakdown of Cars, trucks and 5+ Axle trucks based on the ITE Trip Generation Manual, 10th edition?

Response: This information was provided in the TIS.

13. 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?

Response: A detailed description of the proposed facilities' operations is provided in the TIS as well as the anticipated trip generation. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The proposed facilities are not the type that have delivery vans. Hillwood will provide clarifying information on this issue at the appropriate Planning Board hearing.

14. 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.

Response: The development does not propose any direct access to the highway. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

15. 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.

Response: The Applicant has committed to not utilize the paper street off Muldoon Road to provide access to or from the redevelopment. The submitted site plans detail the internal roadway network serving the redevelopment.

16. 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.

Response: See response above. The Applicant has committed to not utilize the paper street to provide access to or from the redevelopment. The submitted site plans detail the internal roadway network serving the redevelopment.

17. Traffic in South Hudson has significantly increased throughout the years to the point that there can be long lines of cars at WalMart Blvd., Dracut and Wason Road intersections. At peak times, traffic is already at a level which is excessive. The addition of employee and distribution trucking will completely overwhelm the existing infrastructure. I know there are discussions about mitigating the increase by the "lane realignments and traffic signal optimization" but there is no way that alone will mitigate the impact.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

18. Their estimate of 300 trucks per day is very 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 that which is estimated. A tractor trailer can be fully loaded in less than a ½ hour, and a truck can swap trailers in even less time. Per the plan there are 365 loading docks, and 842 trailer parking spots. With 24/7 operation, choose any conservative math you like, it could easily amount to over 1,000 trucks per day. If it's truly 300 trucks per day, then they would only need one building.

Response: The comment is inconsistent with the operations of the proposed facilities. The TIS identifies the impacts of the proposed redevelopment and the proposed off-site roadway and signal improvements that will address existing congestion and the incremental additional traffic due to the redevelopment. It is anticipated that there will be approximately 240 tractor trailer trucks entering and exiting the site (based on tenant and ITE data, and used in the analyses as detailed in response 1, above) and approximately 40 box trucks entering and existing the site on average day. Based on tenant provided data, however, it is anticipated that the

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redevelopment will actually generate approximately 150-200 tractor trailer trucks entering and exiting the site on an average day. Additionally, Hillwood's trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

19. Employee traffic. If it ends up truly being 2,500 employees, this will be a massive increase in the number of vehicles on the roads. I have read they had done a traffic study. We need to understand when this study was performed. If it was performed during the pandemic, then it is a fraction of what it normally is and would be a misleading study.

Response: The developer has projected the number of employees and others, and that projection was included within the Fiscal Impacts Analysis prepared by Barrett Planning Group LLC. The TIS identifies the impacts of the proposed redevelopment and the proposed off-site roadway and signal improvements that will address existing congestion and the incremental additional traffic due to the redevelopment. It is anticipated that there will be approximately 240 tractor trailer trucks entering and exiting the site (based on tenant and ITE data, and used in the analyses as detailed in response 1, above) and approximately 40 box trucks entering and exiting the site on average day. Based on tenant provided data, however, it is anticipated that the redevelopment will actually generate approximately 150-200 tractor trailer trucks entering and exiting the site on an average day. Additionally, Hillwood's trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The data collection used in the TIS was conducted in the fall of 2019, prior to the impact of COVID.

20. 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 trucked 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.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

21. 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.

Response: The project will not significantly increase traffic to the surrounding area. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

22. 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?

Response: It is anticipated the approximately 13% of the redevelopment's car traffic to be to/from the south, with 10% on Dracut Road and 3% on Lowell Road (3A). The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

23. 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.

Response: The redevelopment does not propose roadway connections to Sagamore Bridge Road. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The TIS was performed by Langan and reviewed by the NHDOT and the Town's peer review consultant, VHB. The TIS will be presented to the Planning Board.

24. 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.

Response: The data collection used in the TIS was conducted in the fall of 2019, prior to the impact of COVID. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

25. We are concerned about truck traffic in addition to existing car traffic. Without direct access to the highway, cars and trucks have to access from the property out Rena Ave to Lowell Road. 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 earlier description said the majority of vehicles will go left, through the two sets of lights to the Sagamore Bridge. Tractor trailer trucks will easily over occupy the distance between these intersections, and turning right is in the direction of 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 there will be minimal traffic impact on the roadways surrounding this property. I am also aware there is a paper street at the end of Muldoon. As a neighborhood, we need to be assured that this will not be used to continue Muldoon through 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 or leave the property.

Response: As detailed in the TIS, the vast majority to truck trips will take place outside the peak hours of congestion on the area roadways. The TIS also details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The developer has committed to not utilize the paper street to provide access to or from the redevelopment. The submitted site plans detail the internal roadway network serving the redevelopment.

26. We are also concerned about the paper road off Muldoon 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?

Response: The Applicant has committed to not utilize the paper street to provide access to or from the redevelopment. The submitted site plans detail the internal roadway network serving the redevelopment. See responses above.

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27. This will increased traffic all throughout Hudson, just the areas around WalMart and the highway. If a logistics center of this size will be put in, and packages are to be delivered to neighboring Towns, large trucks will not only be getting on and off the highway; they will be driving up and down Lowell Road, 102, 111 and all the roads in between 24 hours a day and seven days a week. Every Hudson resident knows these roads are already full of traffic during peak hours, and it is very easy to see that this will significantly increase traffic, making commutes longer no matter where they live in Town.

Response: The facilities proposed for the HLC are not the type that deliver daily packages to homes in the region. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The developer has committed to not utilize the paper street to provide access to or from the redevelopment. The submitted site plans detail the internal roadway network serving the redevelopment.

28. On the Hudson Logistics Center website, under frequently asked questions, there is a question "How many trucks will Traffic. 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.

Response: A detailed description of the proposed facilities operations is provided in the TIS, as well as the anticipated trip generation. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

29. 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 sq ft 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

Response: The facility cited in this comment is not the type proposed at the HLC. They have very different functions and trip generation. A detailed description of the proposed facilities operations is provided in the TIS, as well as the anticipated trip generation, and Hillwood and its consultants will provide additional explanation regarding this issue at the appropriate Planning Board hearing. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board.

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

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed

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and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

31. 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.

Response: The development does not propose any direct access to the highway. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

32. 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.

Response: The data collection for the TIS was conducted in the Fall of 2019, prior to any impacts of COVID. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The TIS was performed by Langan and reviewed by the NHDOT and the Town's peer review consultant, VHB. The trip generation and methodology has been reviewed and approved by NHDOT.

33. 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?

Response: The data collection for the TIS was conducted in the Fall of 2019, prior to any impacts of COVID. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and

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approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

34. 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. 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.

Response: The data collection for the TIS was conducted in the Fall of 2019, prior to any impacts of COVID. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

35. The congested traffic. Lowell road cannot take any more 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? The traffic, the noisy trucks, the fumes, the 24/7 noise from the vehicles, the thousands of people coming in and out of Hudson, will be a complete disaster for our beautiful town. The traffic near Wal-Mart and that end of the road will be horrible. You will be turning our town into a factory center and I have family that lives so close to the center, the noise and fumes will ruin their lives.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

36. I live at 283 Lowell Road two a block away from Steele Road. More traffic in front of my home – is there any plan for noise barriers along residential homes on Lowell Road coming up to Steel road. If more trucks/vehicles are expected to pass my home I am concerned that this will mean my property value will go down because of increased traffic and noise.

Response: Due to the nature of the facilities the expectation is that tractor trailer trucks will access the site from the highway system via Sagamore Bridge Road and not to/from the south of the proposed site access roadways. No noise barrier are proposed along Lowell Road.

MEMO

37. 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 long term jobs at the facilities once the buildings are done."

Response: The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The projected jobs at the HLC were included within the Fiscal Impacts Analysis prepared by Barrett Planning Group LLC, and peer-reviewed by Russ Thibeault of Applied Economics, Inc.

38. 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.

Response: The known tenant for Buildings A and B is Amazon. These facilities are not the type that deliver daily packages to homes. Hillwood will provide additional information in this context at a future Planning Board hearing. Building C does not currently have a tenant and for the purposes of the TIS it is assumed to be a similar facility as Buildings A and B – Fulfillment Center Warehouse, Non-Sort. The trip generation and methodology used in the TIS has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

39. 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-bUxPXPJ1mUGPXYg2xol08xqsfCBuwGe1xkQgn3NZiEsY

Response: These facilities are not the type that deliver daily packages to homes, as cited in the comment above. Hillwood will provide additional information regarding the differences between the Milford, MA facility, and those like it, and the facilities proposed for the HLC, at the relevant Planning Board hearing. The trip generation and methodology has been reviewed

MEMO

and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

40. Concerns over the planned tenant, and what are the traffic assumptions for Lot C.

Response: The known tenant for Buildings A and B is Amazon. These facilities are not the type that deliver daily packages to homes. Hillwood will provide additional information in this context at a future Planning Board hearing. Building C does not currently have a tenant and for the purposes of the TIS it is assumed to be a similar facility as Buildings A and B – Fulfillment Center Warehouse, Non-Sort. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

41. 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?

Response: There is no planned access road to the facility parallel to Fairway Drive to the river, but the developer is in discussion with the Town about a potential access road to a boat launch on the river to be used by the Town of Hudson for emergency/rescue purposes related to the Merrimack River.

42. Just imagine the opposite effect with the number of LARGE vehicles polluting the air space! And the traffic! People complain already about the backup on Lowell Rd, Wason Rd, Dracut Rd. By adding more traffic to that already congested area would be insane and poor planning on the part of those who represent the voice of Hudson.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

43. Why Mercury drive intersection was selected as the main entrance location?

Response: In the previous approval of the Mercury System development, the Town of Hudson identified this location as the preferred location to provide access for the future redevelopment of the underling property. An easement was required, by the Town, as part of the Mercury System development approvals.

44. If you do a Site Visit at FW Webb Warehouse in Londonderry – there are differences

- They did cut through local roads or residential locations
- no impact on highways
- next to Manchester Airport
- Buffers -- it has much bigger buffers around it
- Look at WalMart in Raymond NH

MEMO

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

45. The increased truck traffic, the wear and tear of such big rigs on our roads, not to mention the traffic increase to our south end. Lowell Road had enough problems as it is, not to mention the access from the interstate. Have you ever traveled on a road with 150 trucks, it's difficult and unpleasant. The presence of that many trucks will change the character of our town and it's not a welcome change. A massive truck depot does not enhance our town.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

46. People complain already about the backup on Lowell Rd, Wason Rd, Dracut Rd. By adding more traffic to that already congested area would be insane and poor planning on the part of those who represent the voice of Hudson.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

47. I am a homeowner in the area of the proposed distribution center. I live on Gowing Rd. I use Lowell road daily as does my husband to go to and from work, grocery shopping and going just about anywhere in Nashua. I implore you to consider very carefully approving such a use. The traffic congestion will cause will have a detrimental impact on our town and create a burden for the people who live in this area.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

48. Do you plan on using any route past Mercury Systems south? The traffic past there is crazy busy, between everyone going to Pelham, NH, Tyngsboro & Dracut, MA, the morning traffic rush to BAE. Almost have gotten creamed a few to many times with people flying down Lowell Road hill to River Road running through a clear RED light at Steele Road trying to make a left turn with lights at an intersection. And I know the people on the other side of the golf course have the same problem trying to come out of Chalifoux without a light.

MEMO

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. It is anticipated that approximately 13 % of the redevelopment's car traffic to be to/from the south, with 10% on Dracut Road and 3% on Lowell Road (3A). Specific improvements are proposed for the Lowell Road/Dracut Road/River Road/Steele Road intersection. Traffic on Steele Road will be reduced, as the golf course will no longer be in operation and the HLC will not be utilizing Steele Road.

49. Why do you have to put in a roundabout? and why can't you use the same driveway as Sam's Club for most of the trucks?

Response: There is no proposed roundabout, and we assume the commenter is referring to the cul-de-sac at the end of the private driveway known as Green Meadow Drive. The site access is proposed at two locations: an extension of WalMart Boulevard and the creation of a private driveway at the Lowell Road/Rena Drive/Mercury Systems intersection. Both these locations were previously identified by the Town as preferred access for the future redevelopment of the underlying property, which benefits from access easements over those properties.

50. During the planning board presentation on May 27, 2020, the professional engineer presenting how these warehouses will be used, was careful to say precisely how many trucks will come and go for buildings A and B. Once this development is complete, what's to prevent the tenant from using these buildings to their utmost capacity, which would be several hundred trucks more than stated per day and causing more traffic, sound, diesel emissions, than what is currently expected? Or if at the end of the 15-year lease that tenant leaves and a new tenant comes in with bigger plans for utilizing the size of those buildings?

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

51. Will Hillwood be supplying the town and abutters the following: The locations of the expected Day 1 origination points and the all the expected destination points for the 141 TTs small item products + 25 TTs large item products inbound and then outbound TT's with projected TIMES of Day and days of week. Outbound product destination vehicles... before approving, will the planning board be requesting of Hillwood to provide the town with the projected destinations and expected return origination points with projected TIMES of day and days of week? I believe this information is required in order to do proper Sound and Traffic studies.

MEMO

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. A sound study analysis is being performed by an acoustical consultant retained by the Applicant and will be reviewed by the Town's peer review consultant.

52. Will the planning and conservation board be obtaining reasonable studies from other similar sized Logistic Centers as to their sizes in relation to employee counts, tractor trailer trucks in and out per day and year, box trucks in an out per day and year, the projected pollutants emanating from those trucks?

Response: The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The TIS was performed by Langan and reviewed by the NHDOT and the Town's peer review consultant.

53. We understand that the plan is to fill the Green Meadow Golf Course with three 40-45-ft tall concrete warehouses, bringing from 350 to 1500 Diesel Tractor Trailer Trucks onto Lowell Road every day—24/7!—based on 24-hr use & capacity of the 365 truck bays in the plans. We can expect: Hours. Endless Traffic—24/7—One tractor trailer truck every 5 minutes. . Increase in number of trucks coming/going from site over time.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The TIS details projected tractor trailer truck trips of 240 on an average day. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

54. Traffic studies? With distribution centers, and whatever else they plan to bring to that space, means more traffic. Who has analyzed this impact? All of these alleged jobs won't go to Hudson residents, and given the proximity to MA, we can also assume people commuting in from MA for these jobs. More traffic = more noise = more pollution. Isn't there enough of that already? (Under normal circumstances, not the current situation.)

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The TIS was performed by Langan and reviewed by the NHDOT and the Town's peer review consultant, VHB. The trip generation and methodology has been reviewed and approved by NHDOT.

55. My home is located on Lowell Road. It is the last house on the southbound side before Bruce St. and Steele Road. This house has been owned by family for 56 years. At least on two different occasions, the State of NH has needed land from the Varney property to widen Lowell Road. On

both occasions, the family has taken very modest payment for the land under threat of Eminent Domain. The situation has been detrimental to our property and quality of life. It does not need to be any worse.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

56. The traffic and resulting noise are terrible. Several roads converge at the base of two hills into an intersection, from Lowell Road to Steele Road, to River Road, to Dracut Road, to Davenport Road. At peak traffic times, this basin becomes like an angry hornet's nest of enraged and aggressive drivers. Drivers heading southbound on Lowell Road attempting to go to Dracut Road stay in the faster moving, right hand lanes too long, trying to pass cars to their left at the very last moment to ensure they get the green light. They do this intentionally. Cars coming northbound from both River Road and Dracut Road onto Lowell Road suddenly have two lanes heading north and they are determined to speed up and pass the driver alongside of them, not to mention the engines have to work harder to go up the hill towards Rena Ave. Cars coming from Steele Road and Davenport Road have to wait approximately 4 minutes at the light to be able to turn onto Lowell Road, and the drivers who are sitting at the light on Dracut Road heading north often ignore the red light because they are not expecting the cars coming out of Steele Road. In addition to all of the above, there are vehicles heading southbound on Lowell Road who need to make a (Legal) U-turn at the intersection to go northbound to addresses at 272 through 288 Lowell Road. I would heartily recommend that police spend more time patrolling the area because of the instances of road rage, speeding, and disregard for red lights. I believe that the addition of the Logistics Center, with an access road across from Rena Street, will only make the 'hornet's nest' analogy worse. The number of vehicles heading to and from the Logistics Center will dramatically increase on Lowell Road in all directions, and traffic at the Lowell Road/ Dracut

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. It is anticipated the approximately 13 % of the redevelopment's car traffic to be to/from the south, with 10% on Dracut Road and 3% on Lowell Road (3A). Specific improvements are proposed for the Lowell Road/Dracut Road/River Road/Steele Road intersection. Traffic on Steele Road will reduce, as the golf course will no longer be in operation and the HLC will not be utilizing Steele Road.

57. River Road intersection will have to wait longer to get through the lights. As they wait longer, the noise and air pollution increases! The current structure of the roads in Hudson cannot handle an upsurge in the volume of traffic that would be coming from other areas to deliver to and work at the Logistics center. Hudson really has to address decades-old traffic issues firsthand, before they accept the glittery promises of increased tax revenue from huge corporations. The southern end

of Lowell Road would be better served by a round-about. The State needs to seriously start investigating legislature that puts limits on vehicle noise. When both of these things happen, Hudson can then start to realize more potential as a profitable and industrial border town with geographic advantages.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. It is anticipated the approximately 13% of the redevelopment's car traffic to be to/from the south, with 10% on Dracut Road and 3% on Lowell Road (3A). Specific improvements are proposed for the Lowell Road/Dracut Road/River Road/Steele Road intersection. Traffic on Steele Road will reduce, as the golf course will no longer be in operation and the HLC will not be utilizing Steele Road.

58. One of the first concerns is the traffic issue. Route 3 is already heavily used by commuters working in Massachusetts. Adding additional semi-truck and other vehicles will only increase the problem on a road that is already exceeding its capacity, in addition, using the old Highway 3 makes for a congestion night-mare as we see all ready during holiday seasons. I can't imagine how it will be on a daily bases when adding all the workers who will be commuting to the new facility.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The vast majority of the tractor trailer truck trips will occur outside of the roadway peak hours. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. It is anticipated the approximately 13 % of the redevelopment's car traffic to be to/from the south, with 10% on Dracut Road and 3% on Lowell Road (3A). Specific improvements are proposed for the Lowell Road/Dracut Road/River Road/Steele Road intersection. Traffic on Steele Road will be reduced, as the golf course will no longer be in operation and the HLC will not be utilizing Steele Road.

59. 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. 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.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The TIS was performed by Langan and reviewed by the NHDOT and the Town's peer review consultant. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. It is anticipated the approximately 13 % of the redevelopment's car traffic to be to/from the south, with 10% on Dracut Road and 3% on Lowell Road (3A). Specific improvements are proposed for the Lowell Road/Dracut Road/River Road/Steele Road intersection. Traffic on Steele Road will be reduced, as the golf course will no longer be in operation and the HLC will not be utilizing Steele Road.

60. 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.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The developer has committed to not utilize the paper street to provide access to or from the redevelopment.

61. 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.

MEMO

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

62. Serious concerns about the construction process and the long-term traffic impacts of the proposed development not only on the 267 Lowell Road property, but also on the entire neighborhood.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

63. Hello. I am a 22 year Hudson resident. I just recently found out about the proposed Logistics center project. One thing I can tell you about for sure is the Tractor trailer traffic nightmare that will absolutely happen if this project gets built. Beyond the potential for hundreds and hundreds of trucks rolling into Hudson, into our already congested traffic, there are other problems that go hand in hand with this traffic. FYI, I work for UPS in the Chelmsford Hub, for 27 years. We see hundreds of trucks a day even in slow times. Many are UPS drivers, many are "gypsies", or contractor carriers. This project will bring in at least double, or even triple that volume, every day and night, 24/7, 365. I can tell you first hand, many of these drivers speak and read little to no English. (everybody needs a Job, I am NOT picking on these people, just pointing out a fact) Many of these drivers can barely back up without hitting something. Most of these trucks will be giant sleeper trucks, pulling 53 foot containers. I can promise you, we will see more car/truck accidents, and the cars always lose. Many of these gypsy trucks are poorly maintained, and not safe for the road. Many of these drivers will need to find someplace to pull over and go off duty for 10 hours, to follow DOT hours of service regulations. Many of these trucks will need to get fuel. There are no truck stops anywhere around here. With the exception of going straight up 3A through the Hudson traffic light expressway, where every turn off that road is into a residential area, any direction other than back out to the highway is into a neighborhood. Do we want Tractor trailers on Wason road looking for a place to turn around because they got lost looking for a place to lay over? Trucks parked and idling anywhere they can find a spot? There are only two place to get Diesel fuel on 3A, both of which require a left turn across traffic to get into, and Haffners can barely accommodate 1 truck at a time, Irving can handle a larger volume of trucks, but is right in the heart of the most congested piece of road in Hudson every day, which includes PMA. Also, that kind of trailer traffic will bring lots of broken down trucks, flat tires, and giant tow trucks. Mobile tire repair trucks will be coming and going changing flat tires with loud air compressors, and tire lug nut guns. Backup alarms going all night long. I see this every day at UPS. It is inevitable. We will have trucks coming out our ears, with nowhere for them to go. This will be an absolute nightmare for our town. We must all fight to prevent this from happening to Hudson.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly

MEMO

improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

64. I am writing to you to voice my opposition to the proposed warehouse complex that is being considered for the Green Meadows golf course location. My family and I live on Dracut road where we already experience a steady flow of loud vehicles during most of the day and look forward to the relatively quieter nighttime hours. If the warehouse complex is allowed to be created, I think everyone clearly understands the significant increase in loud semi-trucks and all the warehouse support vehicles that will be speeding up and down Dracut road from Massachusetts. This traffic will do nothing to enhance our small town and will make entering Dracut road from our home much more dangerous at all times of the day.

I am especially concerned about the impact to St. Kathryn's church--the reason we moved to Hudson in the first place. The intersection at Davenport road will become substantially more dangerous for ourselves and especially the elderly parishioners who frequent the church. St. Kathryn's church is a shining beacon for our community that provides so much charitable outreach for those in need.

Lastly, please consider the impact that the three shifts of workers crowded in a warehouse complex will have should another pandemic occur. Our town has fared as well as it has because it consists of so many small businesses that are spread out. A warehouse complex driven to keep boxes moving no matter what, especially during a pandemic, will be the next hotspot and no amount of revenue from the new development can protect us from that. I urge you, please reject the proposed warehouse complex for the safety of our roads, the peace of our homes, and the health of our community.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. Specific improvements are proposed for the Lowell Road/Dracut Road/River Road/Steele Road intersection that will improve operations in the vicinity of St. Kathryn's church. Traffic on Steele Road will reduce, as the underlying property will no longer be in operation and the HLC will not be utilizing Steele Road.

65. I have been a resident of Hudson for twenty three years. I have raised three daughters in this wonderful town that offers so much to its residents. I reside in a residential neighborhood directly across from the proposed Logistics Center entrance.

This letter is to state my concerns if this proposal were to be accepted:

- Rena, Rita, and Rega streets, our neighborhood, would share the same traffic light of the Logistics Center.
- Currently, it is not uncommon for some to "run" the traffic light, which has shown to have a significant amount of car accidents and safety concerns for pedestrians.
- The traffic light mentioned is in close proximity to the next traffic light at Walmart, which means if three trucks were to exit the Center, there would be no room for additional cars

MEMO

exiting from the neighborhood, and I am sure this would increase in further “running red light.”

- The aforementioned would increase the wait time at the light.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

66. Hudson roads are not highways built for semi's. They say they will only use Sagamore Bridge, but we all know it will spread to Lowell & River Rd. down to Tyngsboro & their bridge. Rtes 102 & 111 will be used via 495. It will be a nightmare no one needs. Please think carefully about preserving out town & perhaps look into conservation of our green space. The negative impact of increased traffic on the already overly inadequate roads surrounding this area and Lowell Road and the bridge.

Response: The Traffic Impact Study details the trip generation and distribution and the proposed improvements to mitigate the additional redevelopment traffic and improve the existing conditions. Due to the nature of the facilities proposed, the expectation is that trucks will access the site from the highway system via Sagamore Bridge Road. With the proposed improvements and that fact that the vast majority of trucks will operate outside of the roadway peak hours, this route will be the most efficient. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

67. Our roads are already inadequate for today's traffic but think about the hundreds of trucks and the thousand or so of cars added to our roads every day from this facility. There will be an increase in vehicle accidents with some involving diesel spills. These trucks will be searching for ways to access Interstate 93, 495, in addition to the obvious Routes 3 and 3A. If you believe this will only affect south Hudson you are kidding yourself. The southern part of Hudson will be the magnet but these trucks will be utilizing the smaller side roads around the area. Normal trips to Market Basket, Sam's, WalMart, Friend Lumber and the DW Highway will take on new challenges. Other Lowell Road destinations will feel the pain as well. The south end of Nashua will be burdened with traffic congestion... The folks who reside at the adult community at Colliston Yard on the DW Highway are directly across from the proposed project and will certainly be influenced by traffic, noise and pollution from the 24/7 operations.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

MEMO

68. Can Sagamore Bridge handle the wear and tear of the increased, heavy truck traffic? How often will this be under construction to make repairs? Can the state/will the state keep up with the work on the bridge? Will this cost fall to the Hudson Taxpayer? When was the traffic survey done? There should be an all-day survey done on a normal weekday (not a holiday week or a week in the summer and not during the pandemic) when there is school traffic and a true level of commuter and residential traffic. This study should also take into account the new apartments being built at Friars Drive, the new restaurant, retail, banking center at Lowell Road/Flagstone Drive. The study should also take into account there are a lot of empty business facilities in the industrial park between Sagamore Park Road and Friars Drive, as well as the Teledyne Building on Lowell Road. Should these facilities become occupied this will add more traffic. Hillwood's numbers take into account the one tenant in Lot A & B, what will the tenant in Lot C bring for traffic?

Response: The data collection utilized in the TIS was conducted in the Fall of 2019, pre-COVID, and under normal conditions. These volumes were adjusted to reflect season trip adjustment factors. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

69. We already have problems with red light runners at Lowell Road/Sagamore Bridge and Lowell Road/Dracut Rd. With the increased traffic and frustration there will be more red lights run and more need to Police monitoring. Another intersection with safety issues is Lowell Rd./Pelham Rd., there are cars consistently going straight through the light in the "right lane", although there is no right lane. Not only is it not striped for a right lane, there isn't enough room for a right lane.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. It also appears that some of your concerns can be addressed with more diligent traffic enforcement.

70. Given this, I have already decided I will travel Pelham Rd, Musquash Rd, Dracut Rd into Tyngsboro on my commute to Lowell, MA. Has Hillwood done a traffic study on this route and other side roads that will become main roads? Will Hillwood foot the bill for the necessary improvements (widening, traffic lights, striping)? Will Hillwood pay for the upkeep of all these roads and Lowell Rd.? As these facilities become occupied, and the drivers are entering/exiting/driving our streets, who is responsible for the drivers and their driving accidents and records. Again in Milford, MA, Amazon says they use a contractor to drive their vans and have not been much help to Milford except to say they will talk with the contractor about training. And don't think traffic issues will be solved by the propose Hudson Boulevard, who is paying for that? Just as the "North Hudson" residents love the supposed tax benefit from the Distribution Center, they will not vote to increase

their taxes to pay for a "South Hudson" traffic problem. And no resident along the route will vote to have their backyard become a boulevard or to lose the wetlands and wildlife.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The Milford facility cited in the comment is not the type of facility being proposed at the Hudson Logistics Center, as will be discussed by Hillwood at a future Planning Board hearing.

71. Other area towns, see Milford, MA, have granted distribution centers in their municipalities only to have them turn into a nightmare a year or two later. As referenced, Milford, MA granted Amazon into an existing, vacant, distribution center saying they were hiring 135 van drivers and only needed an adjustment to the parking and fire lane. Once Amazon was rooted in Milford, they requested more parking, off site, to the point there are now four offsite parking lots, the largest having over 400 spaces. Because they were just "leasing" parking in existing parking lots, the town did not have any recourse. An already nightmarish traffic situation in Milford is now so bad, residents use any side roads possible to skirt the traffic on the main roads.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The Milford facility cited in the comment is not the type of facility being proposed at the HLC, as Hillwood will describe at the appropriate Planning Board meeting.

72. I would like to ask a few questions about the traffic study Hillwood submitted and express some concerns about the traffic impact the Hudson Logistic Center may have to our town.
- In their study, they did not include the extra traffic that may come with the apartment complex being built on Lowell Rd. So is this study accurate?
 - The study only counted the traffic on one day, 10/8/2019. Is it a good representation of our typical traffic?
 - In their study of the existing peak hour traffic, they counted traffic from 4pm to 7pm and decided that the peak hour is 4:30-5:30pm. However, many days when I went to pick my kids up from school around 3:30pm, the traffic was backed up from Walmart Boulevard to Rena Ave. In Appendix B p241/288, it shows that the NB-TT at the intersection at 4pm is compatible to the peak hour traffic. What do we know about 3-4pm? The traffic study may not be as conservative as it claimed to be.
 - Is the data provided by the tenant in Appendix C accurate?

MEMO

- It shows that while the shift starts at 7am and 6pm, the number of cars going in and out spread out throughout the day, which does not reflect the shift changes.
- The number of cars in and out are not the same. It doesn't make sense.
- This is New Hampshire; will the employees of the logistic center utilize the multi-occupancy vehicles as much as anticipated?

- Will there be a conditional use permit that limits the number of trucks for this logistic center to be the same or under the number the current tenant claims to have because the current tenant of the first two buildings seems to use a very low number of trucks. A report by the Institution of Transportation Engineers shows that while the number of vehicle trips varies widely for large logistic centers of different business plans, the average daily trips for trucks plus tractor trailers for a logistic center of 2.6 million square feet would be around 1700. (<https://www.ite.org/pub/?id=a3e6679a%2De3a8%2Dbf38%2D7f29%2D2961becdd498>) If the number of trucks the tenant provides is accurate, how about the future tenants after the first 15 years? Is there some kind of regulation to make sure the number of trucks running for the facility is the studied number or lower?

- Did the study include the extra time tractor-trailers need to turn, to start, and to slow down at the intersections? The numbers the study used from Appendix C are the combined of cars and all kinds of trucks.

- In Appendix A, figure KO103 shows that north bound will have three left turning lanes onto Sagamore Bridge and will drop to two lanes slowly. I'm concerned that:
 - There will be traffic slow down due to lane merge during high traffic periods.
 - There will be more accidents at the Sagamore bridge road and Lowell Rd intersection due to lane changes at the three turning lanes and at the Walmart Boulevard and Lowell Rd intersection due to lane changes. I have seen many people change lanes at the last minute and almost cause an accident at these intersections when trying to turn left onto Sagamore Bridge. According to the studied data, most accidents among the studied happened at the intersection of Sagamore bridge and Lowell Rd and Walmart Boulevard and Lowell Rd already.

- I'm concerned for the traffic at the intersection of Lowell Rd and Walmart Boulevard. According to Table 7 (page 22 of 42), the delay time for NB-TT (north bound through traffic) will degrade from LOS C to LOS E without improvement and with improvement it will still be LOS D. The delay with improvement is twice as long as without build during peak hour and the traffic there is already bad. The traffic at the intersection of Lowell Rd and Reva Ave also degrade from LOS A to LOS B with the delay doubling what it is now (without the pandemic). I focused on these two intersections because they will directly affect me every day. The traffic study conclusion states that "the intersections analyzed will maintain acceptable or improve on the no-build traffic operating conditions." I disagree. We the residents will be the ones who drive through these intersections every day and experience the increased traffic every day. Our quality of life will suffer. Milford, MA regretted their decision to approve an Amazon distribution center due to traffic. I don't want us to make the same mistake. Sincerely, Mu-Jane Monk, 13 Fairway Dr

MEMO

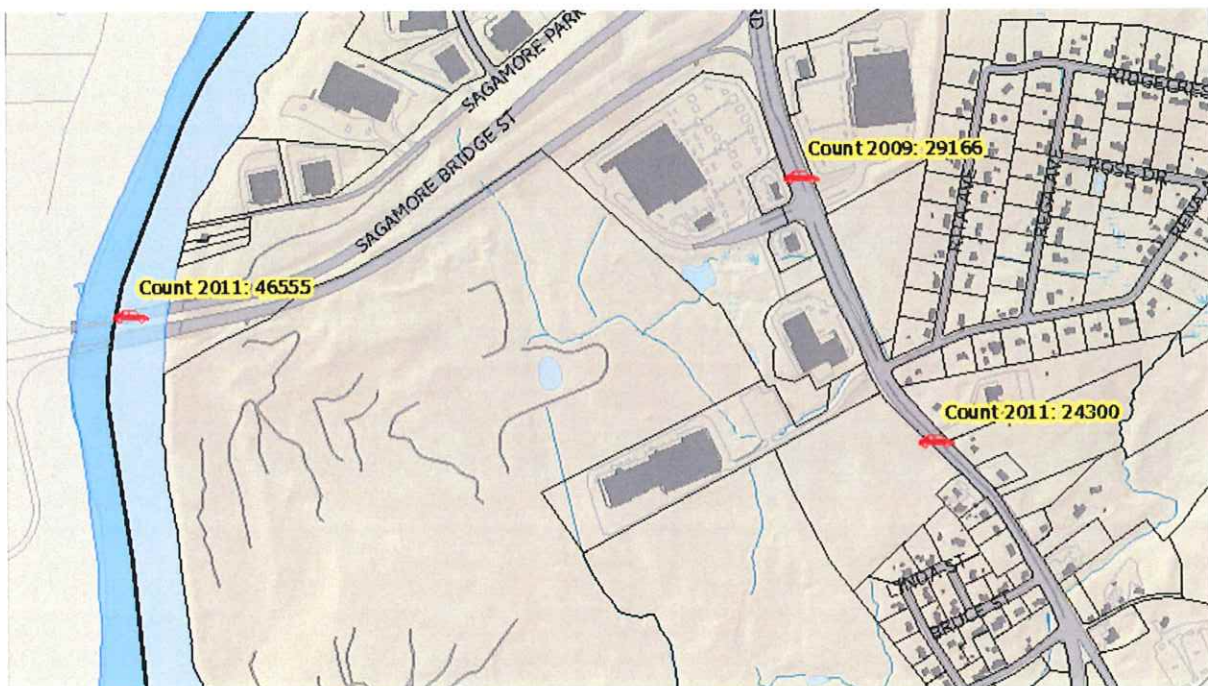
Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The Milford facility cited in the comment is not the type of facility being proposed at the HLC, as will be explained at a future Planning board hearing.

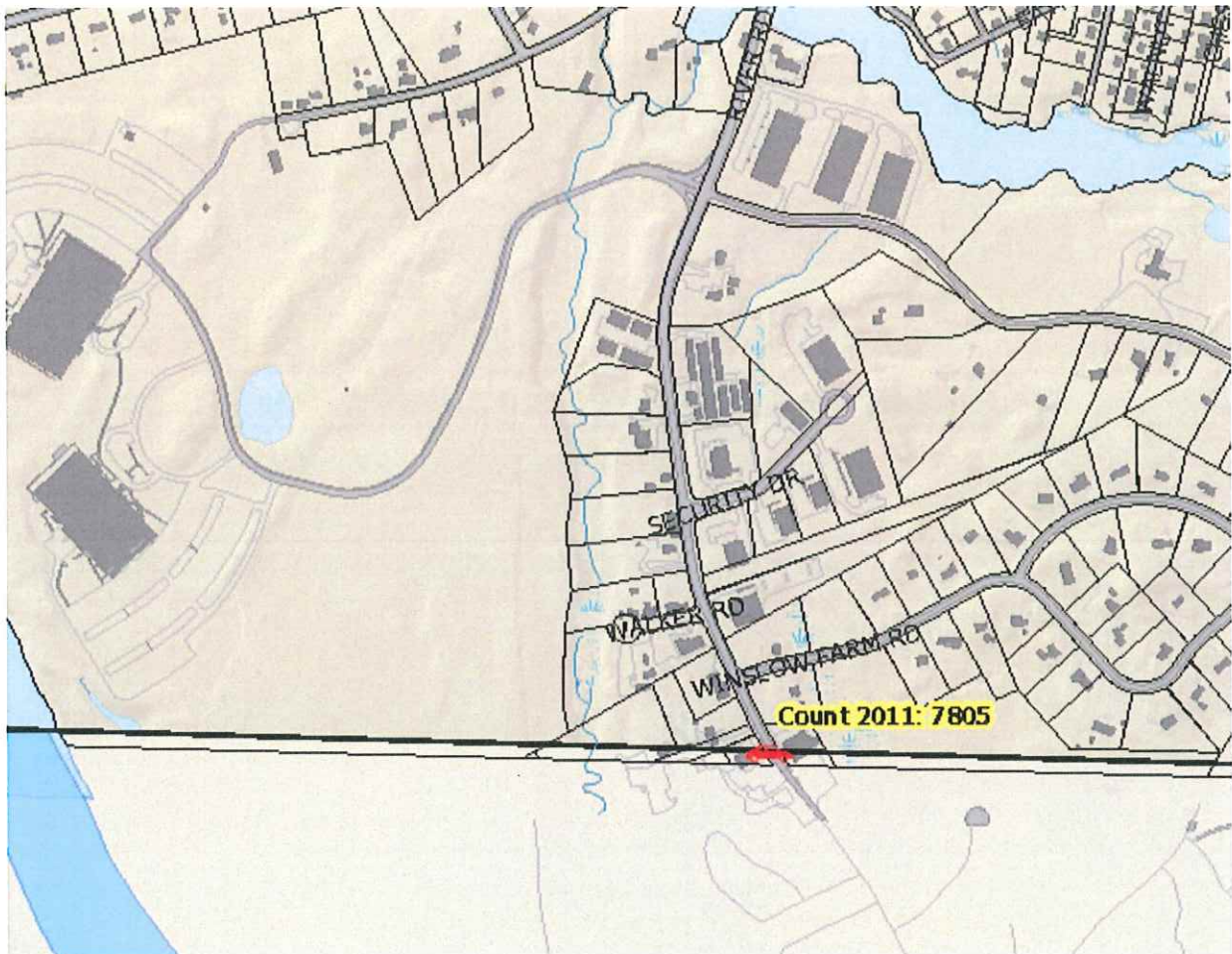
73. While I support job creation I fear that this site is not properly suited for such a large commercial project. The roads surrounding the property – specifically Route 3A – cannot support a torrent of tractor trailers and employees heading to and from that destination. While Route 3A has expanded in recent years that expansion only goes so far and quickly moves back to a one-lane road in each direction near Presentation of Mary Academy (heading north) and Pete’s Gun and Tackle (heading south). If you combine this traffic bottleneck with the negative effects of increased air pollution you would instantly find a recipe for disaster.

Response: The underlying property has been zoned for industrial and distribution uses for decades. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

74. Traffic

Referenced Materials





Introduction

Traffic is a major concern to the residents of Hudson, Nashua, and Tyngsboro

Questions

- How were the estimates for daily truck traffic made
- Could clarity be provided about the volume of traffic that would be used to receive goods?
- What is the volume of trailers being brought to Hudson or away from Hudson and what are the expected hours of operation?

MEMO

- What are the noise, traffic, and other expected issues that would be generated by this usage?
- Will there be an updated predicted maximum hourly and maximum daily number of trucks entering and leaving the facility?
- What are the predicted material cycles times for build A, build B, and building C?
- What is the average latency between receiving and shipping for building A, building B, and build C?

Considerations

Traffic volume calculations

There is a concern that 131 trucks per day in and then out with only 25 box trucks leaving & returning is an underutilization of the proposed facility, and the actual numbers could be significantly higher.

Many community members have expressed concerns that this facility could service 1,000+ trucks/trailers per day if fully utilized.

Utilization measurements

Reference: High Cube Warehouse Trip Generation Report by Institute of Transportation Engineers Washington DC

Using the following assumptions:

An 18 wheeler tractor trailer typically holds 4000 cubic feet of cargo. It takes 8,100 tractor trailers to supply 32,400,000 cubic feet of cargo into the building. A 26 foot delivery truck typically holds 1700 cubic feet of cargo. It takes 19,058 delivery trucks to remove that amount of cargo from the facility

Building A 8,100 trucks in and 19,058 trucks out Building B 8,100 trucks in and 19,058 trucks out Building C 4,228 trucks in and 9,948 trucks out warehouse "

Table 5. Weighted Average Rates for Daily Trips at High-Cube Warehouses

Type of High-Cube Warehouse	Weighted Average for Daily Trips per 1,000 GSF ¹⁰			
	All Vehicles	Cars	Trucks	5+ Axle Trucks
Transload & Short-Term Storage (91)	1.432	1.000	0.454	0.233
Cold Storage (9)	2.115	1.282	0.836	0.749
Fulfillment Center (1)	8.178	7.461	0.717	0.242
Parcel Hub (1)	10.638	6.631	4.007	0.982
ITE Trip Generation Manual – 9 th Edition	1.68	--	--	--

Note: The values in parentheses represent the number of data collection sites for HCW type.

¹⁰ The weighted average rates for cars and trucks may not sum to match the “all vehicle” rates because some data sources collected total vehicle trips and did not separate cars and trucks.

Transload and Short-Term Storage

Data plots for the AM and PM peak hours (not presented in this report) are comparable to the daily plot in terms of data scatter and little correlation. The weighted average rates for the AM and PM peak hours are:

- 0.082 total vehicles per 1,000 GSF during the AM peak hour
- 0.108 total vehicles per 1,000 GSF during the PM peak hour

As points of comparison, these rates are lower than the AM and PM weighted average rates of 0.11 and 0.12, respectively, provided in ITE Trip Generation Manual 9th Edition for the High-Cube Warehouse land use.

The weighted average rates for truck trips at transload and short-term storage HCWs during the AM and PM peak hours are:

- 0.024 trucks per 1,000 GSF during the AM peak hour
- 0.023 trucks per 1,000 GSF during the PM peak hour

Note that GSF is Gross Square Feet and HCW is High Cube Warehouse

Based on the provided estimates, per hour a 1,000,000 GSF HCW facility would have 24 trucks per hour at the AM peak and 23 per hour at the PM peak Worst case total in 24 hours 23.5 X 0.7 average X 24 Hrs = 395 trucks per day

Total 395 for warehouse A, 395 for warehouse B, 206 for warehouse C = 996 total trucks per day

MEMO

Referenced Materials

<https://www.wcvb.com/article/amazon-trucks-creating-traffic-headache-in-milfordmassachusetts-town-officials-say/31008010>

<https://www.cbsnews.com/news/inside-an-amazon-warehouse-treating-human-beings-as-robots>

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The TIS was performed by Langan and reviewed by the NHDOT and the Town's peer review consultant, VHB. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

75. We don't normally write emails like this, but this is a major concern to us. We have been residents of Hudson, NH for the past 28 years. This proposed logistic center does not make sense for south Hudson. The traffic in this area is already ridiculous! As it is now, leaving Pine Road to access or cross Dracut Road is almost impossible, and there have been multiple accidents at that intersection alone. Allowing something of this size in this small town will be nothing but a headache to the residents of south Hudson. We can't even imagine what the traffic will be like if this facility is approved. This is definitely making us want to leave this area if it gets approved. We don't see our property value increasing because of this - it's all very disappointing. Please reconsider having this conglomeration in South Hudson.

Response: The underlying property has been zoned for industrial and distribution uses for decades. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The Milford facility cited in the comment is not the type of facility being proposed at the HLC, as Hillwood will discuss in greater detail at the appropriate Planning Board hearing.

76. I know that traffic was not on the agenda for this meeting but a question was asked about future changes in building use and how that might affect traffic. I'd like to know who will monitor (and/or police) the number of vehicles that go in and out of this development and if the number exceeds what the town has been told, will there be consequences? In the same vein, who will monitor (and/or police) if trucks idle for more than 15 minutes and if trucks are not in compliance, will there be consequences?

Response: Hillwood is pursuing local land use approvals for the intended uses on the underlying property which have been detailed herein. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and

will be presented to the Planning Board for its review and consideration. Hillwood proposes to conduct an evaluation of the trip generation after Buildings A and B are complete, prior to a building permit issuing for Building C.

77. If future economic factors and/or future different tenants want to increase the number of trucks and other vehicles that come in and out of this development we were told that the owners would then come back to the town to "revisit" those numbers. Once this very large project is completed it will be difficult to turn down requests to increase traffic numbers. It's impossible to get the toothpaste back into the tube once it has been squeezed out.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. Further, Hillwood proposes to conduct an evaluation of the trip generation after Buildings A and B are complete, prior to a building permit issuing for Building C.

78. Can Sagamore Bridge handle the wear and tear of the increased, heavy truck traffic? When was the traffic survey done? There should be an all-day survey done on a normal weekday (not a holiday week or a week in the summer and not during the pandemic) when there is school traffic and a true level of commuter and residential traffic. This study should also take into account the new apartments being built at Friars Drive, the new restaurant, retail, banking center at Lowell Road/Flagstone Drive. The study should also take into account there are a lot of empty business facilities in the industrial park between Sagamore Park Road and Friars Drive, as well as the Teledyne Building on Lowell Road. Should these facilities become occupied this will add more traffic. Hillwood's numbers take into account the one tenant in Lot A & B, what will the tenant in Lot C bring for traffic?

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

79. Other area towns, see Milford, MA, have granted distribution centers in their municipalities only to have them turn into a nightmare a year or two later. As referenced, Milford, MA granted Amazon into an existing, vacant, distribution center saying they were hiring 135 van drivers and only needed an adjustment to the parking and fire lane. Once Amazon was rooted in Milford, they requested more parking, off site, to the point there are now four offsite parking lots, the largest having over 400 spaces. Because they were just "leasing" parking in existing parking lots, the town did not have any recourse. An already nightmarish traffic situation in Milford is now so bad, residents use any side roads possible to skirt the traffic on the main roads.

MEMO

Given this, I have already decided I will travel Pelham Rd, Musquash Rd, Dracut Rd into Tyngsboro on my commute to Lowell, MA. Has Hillwood done a traffic study on this route and other side roads that will become main roads? Will Hillwood foot the bill for the necessary improvements (widening, traffic lights, striping)? Will Hillwood pay for the upkeep of all these roads and Lowell Rd.? As these facilities become occupied, and the drivers are entering/exiting/driving our streets, who is responsible for the drivers and their driving accidents and records. Again in Milford, MA, Amazon says they use a contractor to drive their vans and have not been much help to Milford except to say they will talk with the contractor about training.

And don't think traffic issues will be solved by the propose Hudson Boulevard, who is paying for that? Just as the "North Hudson" residents love the supposed tax benefit from the Distribution Center, they will not vote to increase their taxes to pay for a "South Hudson" traffic problem. And no resident along the route will vote to have their backyard become a boulevard or to lose the wetlands and wildlife.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The Milford facility cited in the comment is not the type of facility being proposed at the HLC, as Hillwood will explain at a future Planning Board hearing. The development is separate from, and not dependent upon, any future proposed Hudson Boulevard.

80. I've lived on Rega Avenue for 45 years. It's a great little neighborhood but the Lowell Road traffic wakes me on occasion. During commuting times I can't get out of my own neighborhood due to the traffic and the Rena Ave traffic light settings. The traffic on Lowell Road is over the top as it currently stands. The noise from these trucks will be even more disruptive. Imagine all day and all night, Trucks slowing down and speeding up with their loud breaks and motors.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

81. Concern with the added traffic on local roads and the additional time it WILL take for Fire/Rescue to reach destinations in the southern Hudson. Added traffic on Muquash/Sanders roads due to drivers avoiding Lowell and Dracut roads.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

MEMO

82. Regarding Traffic Count and comments on HLC traffic study. The developer for HLC has provided a traffic study contains a nicely detailed accounting of the total number of trucks and cars accessing the facility on a daily basis for building A and B. The data is provided by the tenant. As there is no tenant yet for building C, estimates for traffic impact are estimated on square footage for the facility, but no truck counts or actual trips per day are provided. The data provided in the analysis shows.

Building A will have 683 employees

Building A will have 262 tractor trailer arrivals and departures combined per day.

Building A will have 1,369 car arrivals and departures combined per day.

Building A Total - 1,631 total trips per day.

Building B will have 346 employees

Building B will have 50 tractor trailer arrivals and departures combined per day.

Building B will have 771 car arrivals and departures combined per day.

Building B will have 80 box truck arrivals and departures combined per day.

Building B Total - 821 total trips per day.

I have a problem with building C - the plans for development clearly indicate that building C is a "Cross Dock" facility which, as my understanding, cargo is moved from one transport vehicle to another with minimal warehousing, and commonly used for perishables. In the traffic analysis, building C is now listed as a General Warehouse (referenced as LUC-150) or Non Sort Fulfillment Center (LUC-155). I would suspect that the traffic impact of a general warehouse would be somewhat lower than a cross dock facility handling perishables. So which is it and how much traffic will it really have?

Total Employees = 1029 - where are the "thousands" promoted by the developer?

Tables 6-9 are nicely detailed and easy to understand tables of traffic impact at individual intersections. They are rated A to F like a report card. In almost all cases, even the developer indicates that traffic will get worse.

In Appendix A the developer does propose changes to the road infrastructure (such as three lanes merging onto the Sagamore bridge). The junction at Sagamore bridge, with the improvements ends up being something like 9 lanes wide. The developer's plans don't overlay all the improvements on a single consolidated drawing, so you will need to flip through the various drawings and make your own conclusion.

Hudson - with a nine lane wide road? Or is it ten? I lost count.

Yes, the developers own analysis shows our traffic getting worse, not better.

MEMO

And for the infrastructure changes, who is stumping the bill for that? I hope the town considers these thoughts.

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration. The known tenant for Building A and B is Amazon. These facilities are not the type that deliver daily packages to homes. A detailed description of the facilities' operations is provided in the TIS and will be provided at the appropriate Planning Board Hearing. Building C does not currently have a tenant and for the purposes of the TIS it is assumed to be a similar facility as Buildings A and B – Fulfillment Center Warehouse, Non-Sort. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

83. I attended the meeting on August 12th regarding the Proposed Hudson Logistics Center. My husband and I are 100% against this venture. We have lived in Hudson for over 20 years at different locations. Lowell Road is already heavily congested. The Planning Board denied Walmart's request to make it a Super Walmart. They also denied the request for the concert venue/casino at the same location, where Amazon wants to build. The logistics center is far worse than those other two proposals combined. We hope they deny this request as well. The peer review representative said this is the largest proposal that N.H. has ever seen.

Response: The proposed HLC is not a development with the largest trip generation in the State, there are many more developments currently in operation that have significantly more trip generation than proposed for this redevelopment. The underlying property has been zoned for industrial and distribution uses for decades and just recently, the Hudson Town Meeting increased the permitted building height on the underlying property to accommodate and expand the range of potential industrial uses. The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, but significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

84. Thank you for taking the time to meet with me and the representatives of our tenant at 267 Lowell Road, Mercury Systems, to discuss the proposed development adjacent to our property. Both the tenant and our property currently enjoy unimpeded access to the light at Lowell Road as well as operational privacy. And we certainly understand that the easement that allows our access and egress also allows use and reconfiguration by others. However, I am reasonably confident that the easement was not originally given with the intent that it would be used for the level of heavy, 24/7, 365 day traffic that the Amazon/Hillwood development will certainly generate. I know that both Hudson and the State of New Hampshire are closely evaluating the various traffic studies connected with this proposal as well as all of the other aspects of this development and their

MEMO

potential impact on the community. Until and unless we can be satisfied that the project will not interfere with the normal operation of our building and tenant, including access and egress to our building and privacy, we cannot support this project and will continue to participate in active opposition to this development. Suzanne Leblanc from Mercury Systems has copied me on her correspondence to you and the Planning Board and we are in complete agreement with Mercury's position regarding this project.

Response: The Applicant will take every precaution to ensure that the redevelopment will not interfere with the normal operation of the building and tenant at 267 Lowell Road and is actively engaged in discussions with the owner of 267 Lowell Road to address and resolve concerns.

OPERATIONAL

85. Obtained this information from the internet. It appears the Hudson Logistics Center buildings are designed to perform as a Cross-Docking Distribution Center. These facilities are based on the concept of throughput of the inventory they carry. A cross-docking distribution center is a pure distribution facility with no (or very little) storage function. The distribution center essentially acts as a high throughput sorting facility for several suppliers and customers. Cross-docking is particularly relevant to the retail sector often within large retailers. With cross-docking, the costly inventory function of a distribution center becomes minimal, while still maintaining the value-added functions of consolidation and shipping. Inbound flows (from suppliers) are thus directly transferred into outbound flows (to HOURS customers) within a short time frame and with limited warehousing. Shipments typically spend less than 24 hours in the distribution center, sometimes less than an hour when parcels are involved. This explains somewhat why Hillwood Enterprises, L.P. wants to run a 24/7 365 operation with large amounts of truck traffic. See figure below for better visual understanding. Note FTL stands for Full Truck Load. You make more money with a full truck than a partially filled one.

Response: A detailed description of the facilities' operations is provided in the TIS. Building C does not currently have a tenant and for the purposes of the TIS it is assumed to be a similar facility as Buildings A and B – Fulfillment Center Warehouse, Non-Sort. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

86. If we divide the 619 27/7 slots by 7 days it means it takes 88.44 men per day to empty, store, 166 trailers and fill 250 trailers for distribution... that seems pretty inefficient to me... also, what sort of sorting automation will they be pulling product/sorting and filling the trucks with? These numbers are just not adding up... will the planning board be requesting a detailed shift by shift employee job description?

Response: A detailed description of the facilities' operations is provided in the TIS. Building C does not currently have a tenant and for the purposes of the TIS it is assumed to be a similar facility as Buildings A and B – Fulfillment Center Warehouse, Non-Sort. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

MEMO

87. Why would this developer plan to build such large facilities and then say they promise to only use them at partial capacity? It does not make business sense - it does not pass the smell test! So we have to assume that these buildings are operated at full capacity. That is the only thing that makes sense for a traffic, etc. stand point. Just like your tax assessor says that if you have heat in a 3 season porch - whether you use it or not - we will tax it as if you do. Well, if they have the capacity - we have to assume they will use it. Given that, it changes a lot of the equations and numbers that the developer is trying to shove down our throats. If they don't need this capacity - remove it from the plans. Tell them to size accordingly.

Response: A detailed description of the facilities' operations is provided in the TIS. Building C does not currently have a tenant and for the purposes of the TIS it is assumed to be a similar facility as Buildings A and B – Fulfillment Center Warehouse, Non-Sort. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

88. Why does Hillwood's Hudson Logistics Center predicted truck traffic appear to be inconsistent with the total building material capacity? Hillwood proposes three buildings totaling 2,523,000 square feet of space. Each building will be 50 feet high. Based upon similar facilities that are described in published articles the total material handling capacity of the three buildings would probably be 81,745,200 cubic feet of material capacity. This is based upon 40 foot high material racks, and subtracting non storage space such as aisles between racks, offices, bathrooms, etc. Hillwood states that an average of 250 trucks per day would be the maximum traffic. An 18 wheeler tractor trailer holds typically 4000 cubic feet and a 20 foot delivery truck holds 1700 cubic feet.

Since on average, what goes in the facility must go out there would be an average of 300,000 cubic feet of material total moving through the three buildings daily. That is only 4 tenths of one percent, 0.4%, of the building material capacity! Calculation: $4000 \div 1700 = 2.4$ It takes 24 small trucks to deliver what is received from big trucks

-- 250 trucks average per day at a mix of 1 big delivery = 2.4 smaller truck withdrawal is 3.4 average mix of trucks --250 trucks divided by 3.4 = 74 big trucks per day delivery = 74×4000 cubic feet per truck = 300,000 cubic feet of material delivered per day. Total material capacity of 81,745,200 divided by 300,000 material withdrawn per day = 4 tenths of one percent (0.4 %) of the warehouse material capacity is transferred in and out per day.

Response: A detailed description of the facilities' operations is provided in the TIS. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

89. I was reading the article about the recent site walk in the Union Leader and I have some questions about numbers that I would like to have explained. Justin Dunn of Hillwood is still keeping with the total of 250 trucks per day and 2500 jobs created.
- a. 2500 jobs for 250 trucks is 10 employees PER TRUCK. Are they going to wash and wax the trucks and change their oil as they are loading/unloading?

MEMO

- b. 363 loading docks for 250 trucks is 1.5 loading docks per truck IF all the trucks are at the center at the same time. Since it will be running 24/7 if we spread the 250 trucks out over a 24 hour period, that is about 10.5 trucks per hour and that brings the ratio of loading docks to trucks to 34.5 loading docks PER TRUCK.
- c. Hillwood claims they want to be good neighbors and I have no reason to doubt that. However, I'm sure they want to be a profitable company and to maximize profits they will need to maximize the use of this facility. For my calculations I will use the estimate of 1 truck per hour per loading dock. (I'm told that the actual timing is closer to 33 minutes per truck per loading dock).
- d. 24 trucks per day at each of 363 loading docks is 8712 trucks per day. Each truck makes two trips on Hudson roads (coming into the facility and leaving the facility). That is 17,424 truck trips per day.
- e. 250 trucks per day at a facility this size means this development will be used to 2.9% capacity. I can't see a successful company like Hillwood building a project this size and being content with using it to less than 3% capacity.
- f. Either Hillwood is grossly misrepresenting their expected usage, or they are not sharing with Hudson leadership plans for expanding usage in the future (a lie of omission is still a lie) or the people that run their company are not very good at what they do.
- g. I'm pretty sure that the people running Hillwood are good at what they do which is why I'm also pretty sure that in the future the total number of trucks going in and out of this property will be a lot closer to 8712 than to 250. By then there will be nothing that the people of Hudson will be able to do about it.
- h. The roads around this site will not be able to withstand that much truck traffic without constant repair and the traffic nightmares caused by this number of trucks will be horrific. This will not only cause traffic headaches for residents of Hudson, but for anybody who travels Highway 3.
- i. These numbers don't even take into account 2500 employees coming in and out of the facility every day nor do they take into account the 840 trailer parking stalls that are planned for the facility.
- j. I'm keeping my focus on traffic for this letter, but I want to just mention the air, water and noise pollution that will be generated by 8712 trucks per day.
- k. The Hillwood people are doing their job by telling Hudson that only 250 trucks per day will use the facility (less than 3% capacity). I'm asking the Hudson leadership to do their jobs and realize how unlikely it will be that the numbers continue at that level. Hudson is a beautiful place to live and it will be hard to keep it that way with that much truck traffic. I not only want this to not happen at the Green Meadows location, I wouldn't want this to happen anywhere in the Town of Hudson.

- I. I'm going to end this message with the lyrics to the song "Big Yellow Taxi" by Joni Mitchell. They are as meaningful today as they were in the 60's Don't it always seem to go; That you don't know what you've got til it's gone; They paved paradise; And put in a parking lot. [Mike Ruby]

Response: A detailed description of the facilities' operations is provided in the TIS. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

90. Impact to safety or residents and police resources

Using the very close and very recent example of the mistake that Milford admitted to in permitting the development of a distribution center. The distribution center was the direct cause for creating an unsafe road environment and a heavy strain on their police. "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. Town officials also believe the volume of delivery vehicles traveling to and from the distribution and transportation centers in Milford is overwhelming. "The drivers will caravan through intersections; blowing through red lights, creating unsafe situations," Buckley said. "You can imagine what happens when you have a small town police force," Buckley said. "It can be overwhelming to always be there, to always be at these intersections." "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=IwAR0dOrcF8h-_OJPDHGmlcpK1TrBV2F3P8umvcLocislve WEoBT2z7e1y eA#

Response: The TIS details the anticipated trip generation for the redevelopment and the proposed improvements that will not only mitigate the additional traffic, it will significantly improve upon existing conditions. The trip generation and methodology has been reviewed and approved by NHDOT. The Milford facility cited in the comment is not the type of facility being proposed at the HLC, as will be explained by Hillwood at the appropriate Planning Board hearing

91. Regarding Inventory Turns - I believe that this was a fair question for the board to ask the developer and I do not believe that the developer offered a satisfactory response to the question. I don't recall if the developer stated that the information was confidential or just didn't know and then continued to deflect the question to a point of consumer consumption, purchasing "once in a lifetime purchase" item. I find this misleading. Inventory turns allow some estimate to be performed on performance of an organization including their warehousing. It is easily calculate from public financial statements.

Walmart is trending around 8.5 turns per year

Amazon is trending around 9 turns per year

MEMO

Costco is trending around 11.5 turns per year

Average 9.6

Understanding the utilization of the building as a warehouse in cubic feet and comparing to the capacity of a tractor trailer in cubic feet allows us to calculate how many tractor trailers may be needed to meet the expected inventory turns of the business. Obviously not all the space in the warehouse is for storage, much of the space is used for movement of materials, so this needs to be adjusted out.

As a developer of these types of facilities, Hillwood should know this information and it is really immaterial if the object is bulky or not, a once in a lifetime purchase or not, it still needs to be turned. That the developer didn't, at a minimum, respond to some averages is not, in my opinion, being transparent to a valid question.

In short - based on the above examples of possible tenants, the volume of material going into / out of these facilities will be exchanged somewhere around 9-10 times per year. One building may perform at a higher level, the other at a lower level and there may be seasonal fluctuations as well, but they still need to maintain performance at a high level.

Attachment I

Given the massive storage capacity of these high bay facilities and based on inventory turn data, does the number of trucks proposed by the developer make sense? I have attached excel sheet here for the towns consideration as a model of truck traffic based on inventory turns.

In short - Hudson Logistics Center - Analysis of truck demand based on inventory turns, building size and utilization

The excel sheet is attached here to this message should the board wish to make modifications and or changes to my assumptions. Please read carefully my notes, I wish to be transparent in this calculation and am open to any corrections or changes that need to be made.

[For details and excel spreadsheet, refer to email correspondence From: WILLIAM KALLGREN kallgren@comcast.net Sent: Thursday, July 23, 2020 7:23 PM To: Planning; Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara; Groth, Brian; Dubowik, Brooke; Subject: Questions / Commentary from Planning Board Meeting; Attachments: Hudson Logistics Center - Truck Calculation by Warehouse Volume.xlsx

Response: A detailed description of the facilities' operations is provided in the TIS. The trip generation and methodology has been reviewed and approved by NHDOT, is being peer-reviewed by VHB, and will be presented to the Planning Board for its review and consideration.

SAGAMORE BRIDGE ROAD

92. Why not entrances off Sagamore Bridge Road? If you could enter off Sagamore Road that would go a long way.

MEMO

Response: The NHDOT has indicated that connecting to the non-access highway is not desirable. This is due to the high travel speed and large volume of traffic on the highway, a very large footprint would be needed to meet minimum design requirements for weaving and merging lengths, minimum turning radii, queueing lengths, etc. The required footprint to meet the standard New Hampshire Highway design guidelines would have environmental impacts and would likely require shifting the development area further to the south, closer to the residential neighborhood.

93. April 25th 2007 minutes – Riverplace – they were trying to work out an interchange on Sagamore Bridge road when you look at where the interchange would be – that is already disturbed with trenches – highly disturbed.

Response: See Response to No. 92 Above.

94. Get slip ramp off Sagamore Bridge.

Response: See Response to No. 92 Above.

95. This has to have access to Sagamore bridge – needs to be a hard line.

Response: See Response to No. 92 Above.

96. Why is this project not accessing the Circumferential Highway?

Response: See Response to No. 92 Above.

97. If this plan is allowed to go forward, direct access to the Sagamore Bridge should be a firm requirement.

Response: See Response to No. 92 Above.

98. Should the site-developers be required to build a separate on/ off-ramp onto exit 2? (which is already at capacity).

Response: See Response to No. 92 Above.

99. 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?

Response: See Response to No. 92 Above.

100. 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

MEMO

connect the Sagamore Bridge to Rte 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.

Response: See Response to No. 92 Above.

101. Traveling East on the Sagamore Bridge into Hudson I see an area of low elevation to the surrounding land that might be sufficient for some sort of underpass that would give access to the Westbound bridge access road, at least along the left side. Has the NH DOT, the Town, or the developers considered utilizing this section for a new exit and entrance that would keep the new traffic at least off of route 3A when coming from or going to the Sagamore Bridge, or from any prior Circumferential Highway plans?

Response: See Response to No. 92 Above.

102. If this plan is allowed to go forward, direct access to the Sagamore Bridge should be considered a firm requirement.

Response: See Response to No. 92 Above.

103. With respect to the Sagamore Bridge, we know that it is not owned nor controlled by the Town of Hudson. When we make reference to the bridge it is to remind you that this project will affect much more than just our town. With increased traffic going across that bridge every day, and much of that traffic increase will be 18 wheelers, more repairs to the bridge will be required and tax dollars (state of NH tax dollars) will be needed to keep it in repair.

Response: Noted.

OTHER TRAFFIC IMPACTS – Cause congestion by using local services/fuel/restaurants.

104. These trucks will want to get food, gas locally.

Response: The various uses within the HLC will be experiencing truck traffic from numerous different vendors that may or may not have accounts with specific fueling facilities. Tractor trailer trucks have a range of approximately 2000 miles, as such, they frequent truck stops adjacent to the highway system they are traveling on, specifically designed for trucks and their drivers. It is not anticipated that the truck fleet with fuel at gas stations on Lowell Road. See also response to comment 108, below.

105. They will be stopping at Dunkin Donuts and Starbucks.

Response: These locations are not that suitable for tractor trailer truck circulation.

106. 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

MEMO

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.

Response: See Response to No. 104 above.

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

Response: The Amazon facilities have separate comfort areas inside the building for truck drivers.

REFUELING/MAINTENANCE.

108. Where are trucks fueling? Haffners?

Response: The various uses within the Hudson Logistics Center will be experiencing truck traffic from numerous different vendors that may or may not have accounts with specific fueling facilities. Tractor trailer trucks have a range of approximately 2000 miles, as such, they frequent truck stops adjacent to the highway system they are traveling on, specifically designed for trucks and their drivers. It is not anticipated that the truck fleet will fuel at gas stations on Lowell Road.

In response to a Planning Board Member comment, we have developed a chart depicting the location of all truck stops and gas stations and rest areas both within a 50-mile and 100-mile radius of the site in Hudson.

- The legend for the map of truck stops and rest stops is attached. Rest stops are orange dots, the truck stops with amenities are green dots, and the other truck stops are depicted as white dots.
- There are 28 truck stops within a 50-mile radius, and 63 truck stops within a 100-mile radius.
- All of the truck stops identified are 24 hours and have diesel, with the closest being exit 5 off the Lowell Connector (9 miles) and Circle K/Irving at Exit 47 off Route 93 in Methuen. The closest facility with food, parking and showers is off Route 3 (Treble Cove Rd. Exit in Billerica (13 miles) from the site). Exit 125 on Route 93 in Concord is 32 miles away but is also full service in NH with food, parking and showers.

This data indicates that there is an adequate existing network of truck stops in the region to accommodate this project.

109. 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.

Response: See Response to No. 108 above.

MEMO

110. If they refuel at Haffners or Erving, they will completely overwhelm our only gas stations in South Hudson. If they put a refueling station onsite, there will be environmental and safety concerns.

Response: See Response to No. 108 above.

111. 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?

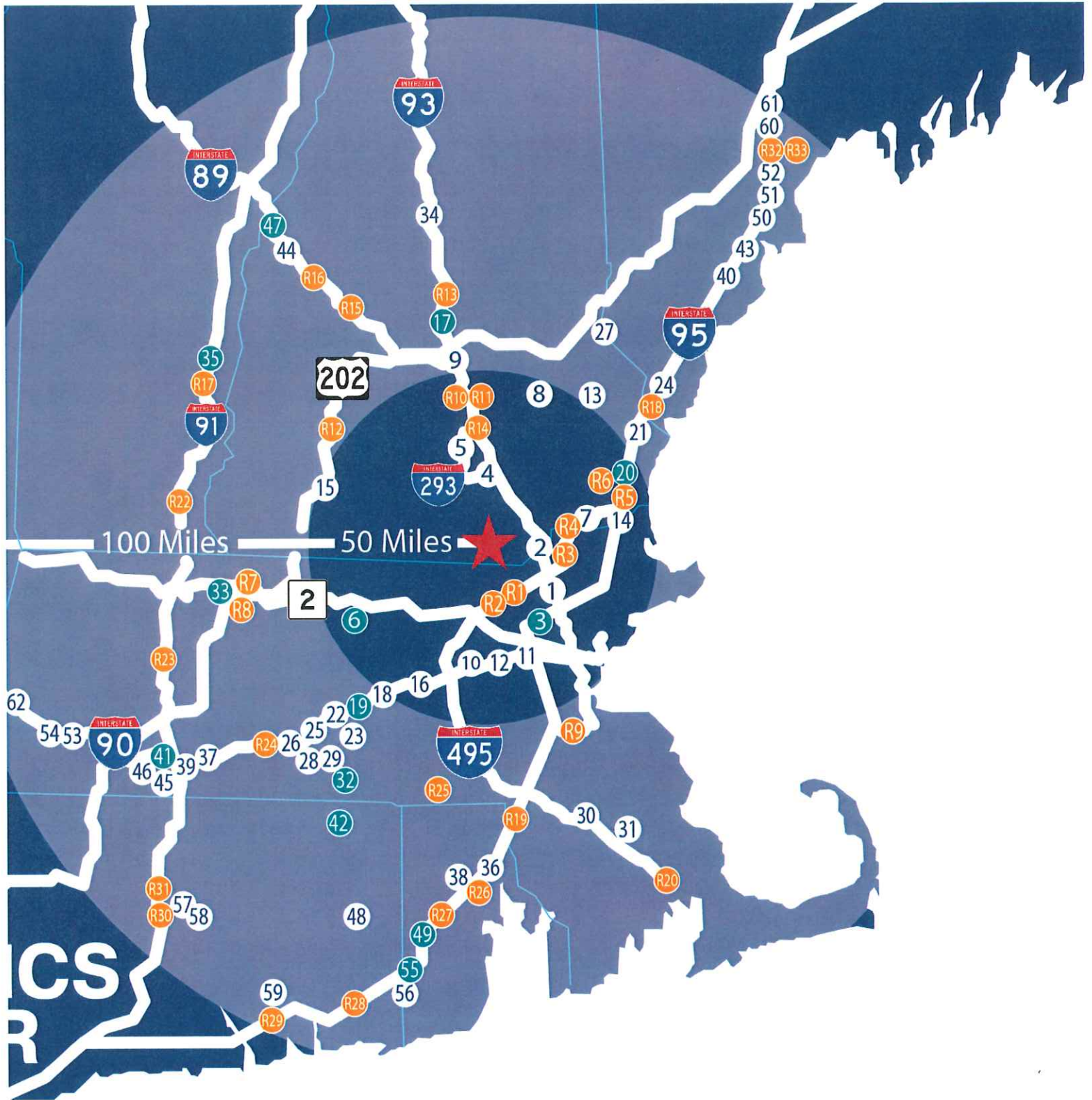
Response: The proposed site has been designed with BMPs and treatment trains to address water quality. A detailed stormwater maintenance plan has been provided as part of the application and no impacts are anticipated for the Merrimack River, as confirmed by the Nashua Regional Planning Commission and the Lower Merrimack River Advisory Committee.

112. Fuel. Will a fueling station be part of it? Will those trucks use local gas stations?

Response: No fueling stations are proposed at these facilities. See Response to No. 108 above.

113. Are there plans to install a truck refueling station at this location? If not, what consideration are being looked at to deal with the significant increased heavy tractor trailer traffic to gas stations in Hudson and Nashua.

Response: No fueling stations are proposed at these facilities. See Response to No. 108



Map Number Name of Truck Stop

Distance from Hudson Logistics Center

Phone Number

Location

24 hours Diesel?

Food/Parking/Shower?

Map Number	Name of Truck Stop	Distance from Hudson Logistics Center	Phone Number	Location	24 hours Diesel?	Food/Parking/Shower?
1	Mahoney Oil	9 Miles	978-453-1581	Lowell Connector Exit 4	Y	Y
2	Circle K (Ivings)	11 Miles	978-688-0623	I-93 Exit 47	Y	Y
3	All Town	13 Miles	978-663-1440	US 3 Exit 28	Y	Y
4	RM72 Travel Center	14 Miles	603-437-9929	I-93 Exit 5	Y	Y
5	Tedeschi Food Shop	14 Miles	603-432-0036	I-93 Exit 5	Y	Y
6	All Town Truck Stop	22 Miles	978-466-3945	I-190 Exit 7	Y	Y
7	Kingston Shell Mart	22 Miles	603-642-4850	126 NH 125	Y	Y
8	Circle K	26 Miles	603-895-6425	NH 101 Exit 5	Y	Y
9	Albtown	28 Miles	603-223-6885	I-93 Exit 11	Y	Y
10	Framingham Plaza WB	28 Miles	508-877-8807	I-90	Y	Y
11	128 Newton Gas	28 Miles	617-964-3103	I-95	Y	Y
12	Natick Plaza EB	28 Miles	508-653-9457	249 NH 125	Y	Y
13	Circle K	29 Miles	603-679-8041	I-95 Exit 60	Y	Y
14	Fast Freddie's	30 Miles	978-462-0655	US 202	Y	Y
15	Mr Mike's	31 Miles	603-532-4573	183 MA 9	Y	Y
16	XtraMart	31 Miles	508-672-1585	I-93 Exit 12 S	Y	Y
17	Circle K	32 Miles	603-228-6175	I-90	Y	Y
18	Westborough Plaza WB	33 Miles	508-366-4941	I-90	Y	Y
19	Rhyn's Truck Stop	35 Miles	508-753-9698	US 20 & MA 140	Y	Y
20	TA Greenland	38 Miles	603-436-3636	I-93 Exit 3	Y	Y
21	Exit 3 Travel Stop	39 Miles	603-436-6136	I-93 Exit 3	Y	Y
22	Xtra Fuels	40 Miles	508-581-9676	MA 146 SB	Y	Y
23	Xtra Mart	41 Miles	508-865-3084	27 MA	Y	Y
24	Circle K	44 Miles	207-451-9780	I-95 Exit 2	Y	Y
25	Xtra Mart	45 Miles	508-987-1431	US 20	Y	Y
26	Gulf Express	47 Miles	508-248-3308	I-90	Y	Y
27	Fairington Rd	48 Miles	603-332-4101	NH 16 Exit 15	Y	Y
28	Charlton Plaza EB	50 Miles	508-248-4735	I-90	Y	Y
29	Sturbridge Mobil	56 Miles	508-347-5792	I-84 Exit 1	Y	Y
30	Mobil Mart SB	56 Miles	508-697-4646	MA 24 SB	Y	Y
31	Mobil Mart North Bound	57 Miles	508-347-9104	MA 24 NB	Y	Y
32	Pilot Travel Center	57 Miles	413-665-8727	I-84 Exit 1	Y	Y
33	Whately Truck Stop	63 Miles	603-744-9037	I-91 Exit 24	Y	Y
34	Circle K	63 Miles	802-885-2266	I-93 Exit 23	Y	Y
35	Circle K	63 Miles	401-467-8773	I-91 Exit 7	Y	Y
36	Fleetmaster Cardlock	63 Miles	413-589-7333	9 Hyllestead St	Y	Y
37	Ludlow Plaza WB	64 Miles	401-228-8103	I-90 (MATP) MM 56 WB	Y	Y
38	Gulf Express	64 Miles	413-583-3779	I-295 Exit 4	Y	Y
39	Ludlow Plaza EB	65 Miles	207-985-9248	I-90	Y	Y
40	Kennebunk Service Plaza NB	65 Miles	413-592-6190	I-95	Y	Y
41	Pride Travel Center	68 Miles	860-684-0499	I-90	Y	Y
42	TA Willington	70 Miles	207-284-8021	I-84 Exit 71	Y	Y
43	Circle K	71 Miles	603-448-2675	I-95 Exit 32	Y	Y
44	Evan's Exh 16 Truck Stop	72 Miles	413-739-8678	I-89 Exit 16	Y	Y
45	Broad Street Truck Stop	73 Miles	413-733-6126	I-91 Exit 5	Y	Y
46	Pride Travel Center	73 Miles	603-448-5510	I-91 Exit 9	Y	Y
47	Exit 18 Jiffy Mart	76 Miles	860-564-0569	I-89 Exit 18	Y	Y
48	Zanco Shell	77 Miles	401-397-4580	I-395 Exit 87	Y	Y
49	TA West Greenwich	78 Miles	207-883-0352	I-95 Exit 5	Y	Y
50	Circle K	81 Miles	207-761-0501	401 US 1 S	Y	Y
51	Circle K	84 Miles	207-761-0605	690 US 1 (2 mi NE of I-95 Exit 43)	Y	Y
52	Big Apple Food Store	85 Miles	413-848-2715	I-295 Exit 3 SB	Y	Y
53	Blandford Plaza WB	85 Miles	413-848-2056	I-90 (MATP) MM 29 WB	Y	Y
54	Blandford Plaza EB	85 Miles	860-599-2020	I-90 (MATP) MM 29 EB	Y	Y
55	American Auto Stop	90 Miles	860-599-3894	I-95 Exit 93	Y	Y
56	Spicer Market Place	90 Miles	860-548-0445	I-95 Exit 93	Y	Y
57	Mercury	92 Miles		I-91 Exit 27 (Brahard Rd)	Y	Y

	Rest Areas	Address	Fuel	Overnight	Parking	Hours:
58	Brainard Road Shell	92 Miles	860-278-7044	I-91 Exit 27 (Brainard Rd)	Y	Y
59	Montville SB Service Plaza	93 Miles	860-367-9046	I-395 MM 79.5 SB	Y	Y
60	Cumberland Service Plaza	94 Miles	207-829-6049	I-95 (M/ETP) MM 58 SB	Y	Y
61	Gray Service Plaza	95 Miles	207-657-7063	I-95 (M/ETP) MM 59 NB	Y	Y
62	Lee Plaza WB	98 Miles	413-243-3344	I-90 (M/ATP) MM 8.5 WB	Y	Y
63	Lee Plaza EB	98 Miles	413-243-3288	I-90 (M/ATP) MM 8.5 EB	Y	Y
R1	Chelmsford, MA, NB	I-495 N, Chelmsford, MA, 01824	No	Yes		5
R2	Chelmsford, MA, SB	I-495 S, Chelmsford, MA, 01824	No	Yes		6
R3	Salem, NH	I-93 N, Salem, NH, 03079	No	Yes		5
R4	Merrimac, MA	I-495 S, Merrimac, MA, 01860	No	Yes		6
R5	Seabrook, MA	Welcome Center SB, On 95, Nearest exit: 60, Seabrook, NH, 3874	No	Yes		20
R6	Salisbury, NH	Rest Area NB, On 95, Nearest exit: 60, Salisbury, NH, 1952	No	Yes		25
R7	Gardner, MA, EB	MA-2, Gardner, MA, 01440	No	Yes		9
R8	Gardner, MA, WB	MA-2, Gardner, MA, 01440	No	Yes		9
R9	Canton, MA, SB	Rest Area SB, On 95, I, 128, Nearest exit: 14, Canton, MA, 2021	No	Yes	N/A	3
R10	Hooksett, NH, SB	I-93 S, Hooksett, NH, 03106	No	Yes		6
R11	Hooksett, NH, NB	I-93 N, Hooksett, NH, 03106	No	Yes		6
R12	Antrim, NH	740 US-202, Antrim, NH 03440, USA, Antrim, New Hampshire, 03440	No	No		5
R13	Centerbury, NH	579-585 NW Rd, Centerbury, NH, 03224	No	Yes		10
R14	London, NH, SB	Rest Area SB, On 89, Nearest exit: 10, New London, NH, 3257	No	Yes		1
R15	Grantham, NH, NB	Rest Area NB, On 89, Nearest exit: 12A, Grantham, NH, 3753	No	Yes		10
R16	Lebanon, NH, SB	I-89 S, Lebanon, NH, 03766	no	Yes		4
R17	White River Junction, VT	I-91 S, White River Junction, VT, 05001	no	Yes		15
R18	Kittery, ME, NB	I-95 N, Kittery, ME, 03904	no	Yes		30
R19	Swansea, MA, SB	I-195 E, Swansea, MA, 02777	No	Yes		2
R20	Middleboro, MA, NB	Turnout NB, On 495, Nearest exit: 4, Middleboro, MA, 2346	No	Yes		1
R21	Marion, MA, EB	Rest Area EB, MP 37.5, On 195, Nearest exit: 21, Marion, MA, 2738	No	Yes		1
R22	Brattleboro, VT, NB	Rest Area NB, On 91, Nearest exit: 1, Brattleboro, VT, 5301	No	Yes		14
R23	Amherst, MA, NB	Turnout NB, On 116, Amherst, MA, 1059	no	Yes		1
R24	Sturbridge, MA, EB	I-84, Sturbridge, MA, 01566	No	Yes		16
R25	Uxbridge, MA, SB	Worcester-Providence Turnpike, Uxbridge, MA, 01569	No	Yes		15
R26	Lincoln, RI, Visitor Center	I-295, Lincoln, RI, 02865	No	Yes		10
R27	Richmond, RI, NB	Austin Ln, Richmond, RI, 02898	no	Yes		12
R28	Pawcatuck, CT, SB	Welcome Center SB, On 95, Nearest exit: 92, Pawcatuck, CT, 6379	no	Yes		25
R29	Westbrook, CT, SB	I-95 S, Westbrook, CT, 06498	no	Yes		4
R30	Middletown, CT, NB	I-91 N, Middletown, CT, 06457	no	Yes		15
R31	Wallingford, CT, SB	I-91, Wallingford, CT, 06492	no	Yes		40
R32	Yarmouth, ME, NB	Welcome Center NB, On 295, Nearest exit: 17, Yarmouth, ME, 4096	no	Yes		6
R33	Yarmouth, ME, SB	Welcome Center NB, On 295, Nearest exit: 17, Yarmouth, ME, 4096	no	Yes		6

Langan Engineering & Environmental Services, Inc
888 Boylston Street Suite 510 Boston, MA 02199 T: 617-824-9100

To: Elvis Dhima/Town of Hudson

From: Tim O'Neill/Langan
Casey Raczkowski/Langan

Cc: Brian Groth, Town of Hudson
John Grace/Hillwood
Nathan Kirschner/Langan
John Plante/Langan
Jim Petropulos/HSI.

Date: October 14, 2020

Re: **Response to Town Engineering Department Comments
Hudson Logistics Center
Hudson, New Hampshire
Langan Project No.: 151010101**

Enclosed please find our responses to the Engineering Department Review comments dated May 20, 2020 and July 7, 2020. Below please find each comment followed by our *response*.

May 20, 2020

1. Applicant shall comply with the new Stormwater requirements

COMMENT RESPONSE: The design will comply with the stormwater requirements of the Town of Hudson, State of New Hampshire DES, and the U.S. EPA 2017 NPDES Construction General Permit (CGP).

2. Applicant requires Alteration of Terrain permit approval.

COMMENT RESPONSE: The Applicant is aware of this requirement. Alteration of Terrain permit application was submitted to NHDES on 06-23-2020.

3. Applicant requires Dredge and Fill permit approval.

COMMENT RESPONSE: The Applicant is aware of this requirement. Dredge and Fill permit application was prepared by Gove Environmental Services, Inc. and submitted to NHDES on 05-04-2020.

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.

MEMO

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

5. Applicant shall require a water line extension, subject to Board of Selectmen approval.

COMMENT RESPONSE: The applicant is aware of this requirement. Water line extension application and fee will be submitted to the Town by Langan.

6. Applicant shall require a sewer line extension, subject to Board of Selectmen approval. Currently the property is outside of the sewer district.

COMMENT RESPONSE: The Applicant is aware of this requirement. Sewer line extension Application and fee will be submitted to the Town by Langan.

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.

COMMENT RESPONSE: Noted.

8. All proposed sewer force main, including sections within proposed Right of Way shall remain private.

COMMENT RESPONSE: The applicant has been made aware of this requirement. At this time, there is no proposed sanitary sewer within Green Meadow Drive.

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.

COMMENT RESPONSE: A 12-inch water main loop connection from the Building A access road to Walmart Blvd. has been added to the design. All water trunk lines and fire loops now reflect 12 inch diameter pipe.

10. Green Meadow Drive shall require final approval by Engineering & Public Works Department prior to acceptance by Board of Selectmen as a public road.

COMMENT RESPONSE: The Applicant intends to withdraw the subdivision application and create a single lot to be subject to a condominium form of ownership where the proposed buildings and other improvements will not change, except that the proposed subdivision road shown as Green Meadow Drive, will now be a private way accessing Lowell Road.

11. All the drainage components within the private property shall remain private.

COMMENT RESPONSE: Noted.

MEMO

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.

COMMENT RESPONSE: Noted.

13. Applicant shall provide a clear and overall plan that shows water and sewer utilities.

COMMENT RESPONSE: The CU100 sheet series depicts water and sewer utilities on private property.

14. The emergency boat ramp shall be equipped with bypass bump outs every 500 feet.

COMMENT RESPONSE: The overall width of the proposed access driveway has been increased from 20 feet to 24 feet for a length of 30 feet at 500 ft intervals along the emergency boat ramp access road to create "bypass bump-outs" enabling enhanced access for the Town's emergency vehicles. This potential improvement is not part of this application.

15. Applicant shall provide funding for construction oversight by third parties, as needed by Engineering and Public Works Department.

COMMENT RESPONSE: Noted.

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.

COMMENT RESPONSE: The maximum grade on the side slopes of the berm is a 4-foot horizontal to 1 foot vertical slope. This degree of a slope is accessible to maintenance vehicles and should provide appropriate access to the berm.

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)

COMMENT RESPONSE: Noted.

18. Applicant shall provide parking spaces that could be used for future commuter rail parking.

COMMENT RESPONSE: The proposed Project may need to utilize all parking spaces allocated to each building for the Project. The Applicant is willing to continue this dialogue with the Town to determine an appropriate quantity of spaces that could potentially be set aside for use by rail passengers in order to promote regional traffic reduction objectives. These spaces would need to be dedicated for use by employees of the Project and cannot be provided for public use. The spaces would also be held in reserve as standard auto parking spaces and only striped at such time as a facility would be constructed within the vicinity in the near future.

MEMO

19. Applicant shall provide information about offsite improvements related to Lowell Road and Sagamore Bridge, currently unavailable.

COMMENT RESPONSE: The Traffic Impact Study provides a narrative of the proposed offsite improvements to be constructed at the intersection of Lowell Road at Sagamore Bridge Road along with capacity analysis summary charts for the build and conceptual improvement plans.

July 7, 2020

20. Applicant shall provide a swale, designed to handle 25 year storm event, between the residential area and the proposed earth berm.

COMMENT RESPONSE: A swale has been incorporated into the plans in this location.

21. Applicant refers to existing peak hour traffic on the report, page 9, 7:15 AM to 8:15 AM and 4:30 PM to 5:30 PM. Currently, based on daily traffic observation peak hour window along Lowell Road is approximately 6:30 AM to 8AM and 3 PM to 6 PM.

COMMENT RESPONSE: Existing traffic counts were conducted in October 2019 on a weekday morning between 6 and 9 a.m. and on a weekday evening between 4 and 7 p.m. which encompass the peak hours of both the development and the adjacent roadway network. Based on the traffic count data collected in October 2019, the observed peak-hours of the adjacent roadway network generally occurred between 7:15 and 8:15 a.m. and between 4:30 and 5:30 p.m. Details of the data collection is included in the Traffic Impact Study. The trip generation methodology has been reviewed and approved by NHDOT for use in the Traffic Impact Study and associated analyses.

22. Applicant refers to season adjustment of less than 1% on page 10, based on 2016 data, which appears low. Applicant shall provide information related to expected peak season schedule, traffic numbers related to AM, PM and Average Daily Traffic for the tenant on Lot A & B.

COMMENT RESPONSE: The seasonal adjustment data is based on the latest traffic volume report data (2015) provided on the NHDOT website for count station 2229022, which is located on the Sagamore Bridge just east of the Nashua City Line. The data indicates that the month of October experienced the highest average weekday morning peak-hour volumes and the second highest average weekday evening peak-hour volumes, only behind the month of June. The weekday evening peak-hour volumes were seasonally adjusted to reflect peak month conditions.

As discussed in detail in the Traffic Impact Study, the trip generation numbers utilized for the analysis were developed by adding together the highest weekday morning peak-hour and weekday evening peak-hour volumes based on both the tenant specific data and various ITE rates. ITE data was evaluated based on gross floor footage and number of employees and also for the peak-hours of both the generator and the adjacent street traffic. The highest calculated trip generation rate for each of the three buildings, which are all based on the generator peak-hours, was utilized to develop the final trip generation chosen for the project. The

MEMO

overestimated trip generation, based on the generator peak-hours, was then added to the peak-hours of the adjacent street traffic on the roadway network to provide a conservative analysis of the potential traffic impacts of the project. This trip generation and methodology has been reviewed and approved by the NHDOT.

23. Applicant shall provide refueling operations details related to the trucks. If the intent is to fuel a portion of the truck fleet along Lowell Road, the applicant needs to take that in consideration on the traffic model.

COMMENT RESPONSE: *The various uses within the Hudson Logistics Center will be experiencing truck traffic from numerous different vendors that may or may not have accounts with specific fueling facilities. Tractor trailer trucks have a range of approximately 2000 miles, as such, they frequent truck stops adjacent to the highway system they are traveling on, specifically designed for trucks and their drivers. Moreover, trucks entering the site rarely refuel locally for several reasons:*

First, these truck drivers have national accounts, so they will go to a cheaper trucking station to fill up which would not be a local gas station in Hudson. They are on long-haul trips and would likely use truck stops on major highways.

Second, the typical local gas station, like a Haffner's or Irving or Cumberland Farms, is not designed with canopies and access ways to entertain the refueling of trailer trucks, and that's why you rarely see them there, if at all.

Third, trucks (which typically have saddle tanks of several hundred gallons) refuel at trucking stations because the pumping rate at a trucking terminal is much faster than a local gas station which typically pumps at a much slower rate.

For these reasons, it is not anticipated that the truck fleet will fuel at local gas stations such as those located on Lowell Road.

24. Applicant refers to an annual traffic increase of 1%, referring to 2017 data, on the no built peak hour traffic volume, page 10. This expected annual increase appears low.

COMMENT RESPONSE: *As indicated in the Traffic Impact Study, Langan reviewed the Nashua Regional Planning Commission's (NRPC) Hudson Boulevard Traffic Analysis, dated June 22, 2018, which forecasts a growth rate of approximately 0.65% per year for local roadway network. To be conservative, we applied a 1.0% annual growth rate to the existing traffic volumes to project them into the build year. This growth rate has been approved for use by the NHDOT.*

25. Applicant refers to an approved Cumberland Farms Gas Station/Convenience Store long 225 Lowell Road, on page 10 and 11. This information is inaccurate.

COMMENT RESPONSE: *We understand that the location of the formerly proposed Cumberland Farms project is now being developed as the Flagstone Crossing mixed-use development with a bank, retail and restaurant users. A review of the Flagstone Crossing Trip Generation & Site Access Letter, prepared by GPI and dated 9/30/2019, indicates that the trip gen for Flagstone*

MEMO

Crossing is about 100 trips less than the former proposed Cumberland Farms, for both the weekday morning and evening peak-hours. It appears that these 100 trips are almost all pass-by trips, so the net change in "new" trips is not substantial. For example, after accounting for pass-by trips, the difference in the trip generation at the Sagamore Bridge Road intersection is only 4 trips during the weekday morning peak-hour and only 10 trips during the weekday evening peak-hour. Considering that the new trip generation for both developments is similar, we do not believe that any revisions to the analysis is warranted.

26. Applicant refers to adjusted anticipated trip generation, page 17, for AM (544 vehicles per hour), PM (755 vehicles per hour) and anticipated daily traffic of 4,114 vehicles. These numbers appear reasonable.

COMMENT RESPONSE: Noted. The trip generation in the original TIS have been revised and included in the revised TIS. The projects trip generation has been reviewed and approved by NHDOT

27. Applicant has not stated who will manage and regulate the Adaptive Signal Systems on the state intersections. These systems, based on current systems in place on town intersections, need constant monitoring and observation for constant adjustments and upgrades.

COMMENT RESPONSE: Based on conversations with the Town, the Applicant was under the impression that the Town would prefer to assume ownership and maintenance responsibilities for any traffic signals being upgraded with adaptive signal control systems. This has been proposed to NHDOT as the Town's preferred option, and further discussion of this matter with the Town and NHDOT is warranted.

28. Applicant refers to adaptive signal controllers optimization on Lowell Road corridor from Rena Ave/Proposed Green Meadow Drive to Pelham Road. Currently, Pelham/Lowell and Fox/Lowell intersections are already on a Peer to Peer binary system coordination and maxed out on capacity and green time arrivals, approximately 1,000 vehicles per hour between 13:00 to 15:00 at 93% – 95 % arrivals of vehicles on green, along Lowell Road. These numbers are from June 29, 2020 Town of Hudson Traffic Database, Pelham and Lowell intersection. There is, practically, no room for additional improvements related to optimizing traffic controllers at these two intersections.

COMMENT RESPONSE: Noted. The capacity analysis methodology within the Synchro software is unable to model the effects of the adaptive traffic signal technology; therefore the actual traffic operating conditions of intersections operating under adaptive traffic control are likely better than what is depicted within the Synchro analysis. A detailed description of the proposed improvements is provided in the revised TIS.

29. Applicant refers to a two lane approach on Lowell Road, between Fox Hollow and Pelham Road, see page 42. That segment currently merges back to one lane before the intersection of Pelham and Lowell Road. If Fox & Lowell intersection recommendations/upgrades call for a thru/right turn lane on the northbound lane, then Lowell Road widening is required to accommodate a thru/ right lane northbound at Lowell & Pelham intersection.

MEMO

COMMENT RESPONSE: *We identified that two receiving lanes currently exist on the north side of the intersection of Lowell Road and Fox Hollow Drive; however, the northbound approach of Lowell Road only provides one through lane at the intersection. It is unclear why two receiving lanes exist when there is only one through lane on the northbound approach. Based on our analysis, restriping to provide two through lanes on the northbound approach would improve level-of-service (LOS), delay and queueing at this approach.*

30. Applicant shall evaluate upgrading all the intersections on Lowell Road, Fox Hollow to Hampshire/Oblate intersections with Yellow flashing left turns to side streets, similar to Lowell & Pelham Road or Central and Kimball Hill traffic lights, to possible improve operations along Lowell Road corridor.

COMMENT RESPONSE: *As shown in the traffic figures, we do not anticipate that a significant amount of traffic generated by the Hudson Logistics Center development will be making any turns to and from the side streets on Lowell Road between Fox Hollow Drive and Hampshire Drive/Oblate Drive; therefore, we do not believe it is the responsibility of the developer to upgrade all of these signals with flashing yellow left turn signals.*

31. Applicant shall provide traffic impacts, recommendations and improvements, if applicable, for Lowell and Birch and Lowell and Central Street intersections. Currently, it appears, that the traffic model ends at Lowell and Pelham Road.

COMMENT RESPONSE: *Although the traffic analysis assumes that 15% of the site generated traffic utilizes Lowell Road to the north of Pelham Road, it is likely that some small percentage of site generated traffic would utilize Wason Road and Pelham Road. It is also anticipated that after the intersection of Lowell Road at Pelham Road, some of the development traffic may split and utilize County Road to Belknap Road to get to Central Street (Route 111). Since the development traffic is around 100 new trips during the peak-hours at the intersections north of Sagamore Bridge Road and that it is likely that some additional traffic will peel off at Wason Road, Pelham Road and County Road, these intersection noted in the comment were excluded from the study area, as the project would add less than 100 trips to the intersection. This 100 trip threshold is the standard used to evaluate the impact of a development on the operations of an intersection. Generally, the analyses indicate that the traffic operating conditions for the intersections on Lowell Road north of Sagamore Bridge Road, don't significantly degrade as a result of the project; therefore, we are not proposing additional traffic analysis at these locations.*

32. Applicant shall provide expected travel routes from Hudson Logistic Center throughout the Town including Sagamore Bridge, River Road, Dracut Road, Wason Road, Route 102 and 111 , if applicable.

COMMENT RESPONSE: *The anticipated peak-hour trip distribution and assignment throughout the roadway network is provided on Figures 6 and 7 of the traffic impact study. The trip generation and distribution methodology was reviewed and approved by NHDOT.*

33. Applicant shall provide expected traffic information (AM, PM and ADT) related to the routes listed above, if applicable.

MEMO

COMMENT RESPONSE: The anticipated peak-hour trip distribution and assignment throughout the roadway network is provided on Figures 6 and 7 of the traffic impact study. The trip generation and distribution methodology was reviewed and approved by NHDOT.

34. Applicant refers to widening the southbound off ramp from Sagamore to Lowell Road, without an addition dedicated right turn on Lowell Road, heading to Walmart Blvd or Green Meadow Drive. Currently, this improvement, as is, has no value/beneficial improvement, without the south bound addition lane to one or both entrances to the Hudson Logistic Center.

COMMENT RESPONSE: After further review and coordination with the Town and its peer review traffic engineering consultant, VHB, this mitigation is no longer being proposed. The proposed mitigation now includes converting the existing southbound right-turn lane into Walmart Boulevard into a through lane that will become a dedicated right-turn lane at Green Meadow Drive. The proposed mitigation program also includes widening for a new right-turn lane into Walmart Boulevard. Our analyses indicate that these mitigation measures will greatly improve operating conditions along the corridor. The revised traffic impact study provides a narrative of all the recommended offsite improvements along with capacity analysis summary charts for the build with improvements condition containing these improvements and also conceptual improvements plans depicting what the potential improvements would look like. The applicant will work with the NHDOT to develop the preferred solution for the lane arrangement at this location.

35. It is recommended that the Planning Board requires a full traffic study by the applicant prior to Building C, building permit gets issued. Applicant shall provide contingency plans in case the traffic model doesn't match field conditions, once operational.

COMMENT RESPONSE: The Applicant has agreed to this condition.

36. Applicant shall construct the earth berm prior to any building or site construction activity taking place.

COMMENT RESPONSE: Noted. The berm will be constructed early in the construction process, as part of the grading operation, to be coordinated with the Town.

37. Applicant shall provide noise monitoring along the residential area, during construction and for no less than 30 days after Building A & B becomes operational, to show that they meet town requirements/noise levels. Applicant shall provide contingency plans in case those levels are not met.

COMMENT RESPONSE: Noted.

38. It is recommended that the Planning Board requires a full noise study by the applicant prior to Building C, building permit gets issued.

COMMENT RESPONSE: Noted.

MEMO

39. The proposed project indicates 356 days, 24/7 operation schedule. Applicant shall provide information related to after-hours heavy vehicle traffic through the town, which is currently allowed only on Route 102, 111 and 3A. If the proposed Green Meadow Drive becomes a Town road, then this road shall be included in the exemption list.

COMMENT RESPONSE: *As noted above, the formerly proposed public Green Meadow Drive shall remain a private driveway. As such, the Town's regulations regarding truck traffic on public roads will not apply to it. It is anticipated that almost 100% of the trailer truck traffic to and from the site will be arriving from and departing to Route 3 (Everett Turnpike) via the Lowell Road/Sagamore Bridge Road intersection, as this is the fastest and most efficient connection to Hudson Logistics Center. Additionally, the vast majority of the truck trips will happen outside of the peak hours of the adjacent roadway network, as such, there will be significantly less vehicles on the roadway network, further improving the efficiency of accessing the highway system via Sagamore Bridge Road.*

Box truck trips to and from the site will vary daily based on delivery locations throughout the region but are projected to average 40 trips per day, as discussed further in the Traffic Impact Study. It is anticipated that most box truck trips will also utilize Route 3 and Sagamore Bridge to access/egress from the site for daily deliveries; however trips along Route 3A to the north and south will vary based on daily delivery location. Box truck trips are anticipated to leave the facility in the morning before the roadway and the development's morning peak-hours and return in the early afternoon before the roadway and development's evening peak-hours.

40. Applicant shall provide upgrades to traffic controllers and detections, including software, to match current town infrastructure in place with fiber optic access to Lowell /River/Dracut Road intersection.

COMMENT RESPONSE: *Noted and included in the proposed offsite improvements.*

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.

To: Brian Groth/Town of Hudson

From: John D Plante

Cc: John Grace/Hillwood
John Smolak/Smolak & Vaughan
Justin Pasay/Donahue, Tucker & Ciandella
Nathan Kirschner/Langan

Date: October 14, 2020

Re: Response to Planning Board Comments
Hudson Logistics Center
Hudson, New Hampshire
Langan Project No.: 151010101

Enclosed please find our responses to the Planning Board comments received July 9, 2020. Below please find each comment followed by our *response*.

1. Why is this project not accessing the Circumferential Highway?

COMMENT RESPONSE: *The NHDOT has indicated that connecting to the non-access highway is not desirable. This is due to the high travel speed and large volume of traffic on the highway, a very large footprint would be needed to meet minimum design requirements for weaving and merging lengths, minimum turning radii, queueing lengths, and other factors. The required footprint to meet the standard New Hampshire Highway design guidelines would have environmental impacts and would likely require shifting the development area further to the south, closer to the residential neighborhood.*

2. Are these warehouses to be considered High-Cube Warehouse's?

COMMENT RESPONSE: *The buildings located on Lots A and B are considered by the industry standard organization, Institute of Transportation Engineers (ITE) Land Use Code 155 High-Cube Fulfillment Center Warehouse, Non-Sort and Building C is a spec building and is being considered as the same type of facility. Though no tenant is identified for Building C, we have assumed the same Land Use Code for the purpose of the Traffic Impact Study, as revised and supplemented (collectively, the "TIS").*

3. Are all three of these warehouses going to be listed as either Transload & Short-term storage, Cold Storage, Fulfillment Center or Parcel Hub? Granted Hudson Zoning only lists warehouse, but the various High-cube warehouse options have dramatically different traffic impacts.

COMMENT RESPONSE: *See response to Comment 2 above. The trip generation methodology used for the TIS has been reviewed and approved by NHDOT and it is being peer-reviewed by*

MEMO

VHB. Hillwood and Langan believe it provides an overestimate of the traffic that will be generated by the proposed development. See also TIS.

4. Why has Hillwood not provided the Hudson Planning Board Members printed copies of the traffic study including the Appendices?

COMMENT RESPONSE: Langan has submitted the required number of copies of the TIS to the Town Planner.

5. Can Hillwood provide the Hourly Distribution of enter and exiting Vehicle trips for the 24-hour period the site will be in operation? This might be helpful in determining the impact to the area and the abutters.

COMMENT RESPONSE: The TIS provides a 24-hour breakdown of the estimated trips associated with Buildings A & B based on tenant specific data; however, it should be noted that ITE data was used to estimate the trip generation for Building B, since the ITE peak-hour trip estimate is higher than the tenant specific trip generation estimate. As a result, and as noted in our response to Comment 2, we are providing an overestimate of the traffic that will be generated by the proposed development. See also TIS.

6. Can Hillwood provide the breakdown of cars, trucks and 5+ axle trucks based on the ITE Trip Generation Manual, 10th edition?

COMMENT RESPONSE: The trip generation methodology approved by NHDOT includes tenant provided trip generation estimates for the Building A (greater than ITE) and ITE estimates for Buildings B and C were based upon the ITE Trip Generation Manual, 10th Edition Supplement.

Average Daily Employee Trips: ±1,750 Employees enter and exit

AM Peak Hour: ±312 Enter/±188 Exit

PM Peak Hour: ±363 Enter/±371 Exit

Average Daily Truck Trips: 240 tractor trailer trucks and 40 box trucks enter and exit

AM Peak Hour: 20 to 25 tractor trailer trucks enter and exit and 0 box trucks

PM Peak Hour: 10 to 15 tractor trailer trucks enter and exit and 0 box trucks

See also TIS.

7. How is Hillwood proving there will be no significant diminution in the value of the surrounding properties as required in 275-6 of the site plan review?

COMMENT RESPONSE: A property value study has been developed to assess the impact on the surrounding properties values. This report has found that surrounding property values will not be diminished as a result of the development and is available on public record with the Town of Hudson. This study is in the process of being updated based upon feedback received from the Planning Board, the public, and the Town's peer reviewer.

MEMO

8. Why is any portion of this development's roadways being proposed to be public streets?

COMMENT RESPONSE: *The Applicant intends to withdraw the subdivision application and create a single lot to be subject to a condominium form of ownership where the proposed buildings and other improvements will not change, except that the proposed subdivision road shown as Green Meadow Drive, will now be a private driveway accessing Lowell Road.*

9. Why on Plan page CS100 do they not show the parking calculations required by Town? Was there no existing listing that worked for this development?

COMMENT RESPONSE: *Off-street parking requirements in Hudson are regulated by HR 275-8(C)(2), which states that "[c]alculations for required off-street parking shall be computed in accord with the specifications listed below." The regulation goes on to state that "[a]ny use not listed shall provide parking as required by the PLANNING BOARD" and the "PLANNING BOARD may vary these requirements if the APPLICANT can demonstrate that fewer spaces than required below are consistent with the proposed use." While the Site Plan Review Regulations account for industrial uses (HR 275-8(C)(2)(g)), off-street parking requirements for the HLC proposed use (distribution/logistics) are not specified.*

Here, the Applicant is requesting fewer parking spaces than would be required for the industrial land use, which would require one off-street parking spot for each 600 square feet of gross floor area, or 0.75 spaces per employee of the combined employment of the two largest successive shifts, whichever is larger. See HR 275-8(C)(2)(g).

Hillwood's off-street parking proposal is rooted in tenant projections for the operation of Buildings A and B and in Hillwood's experience developing these projects around the country, which experience is informed by a desire to maximize the safety and efficiency of the site while minimizing, to greatest extent possible, the impervious surface and stormwater management impact.

More specifically, Building A and B building 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 Building 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 Buildings 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. See TIS.

MEMO

Although the specific tenant, and therefore employee counts and truck operations, is not known at this time, the proposed parking count and layout for Building C has been assumed to operate similarly to Lots A and B. Based on the TIS prepared for the project, trip generation associated with Building 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 Building C is 418 parking spaces. The parking counts and layout shown for Building C will provide adequate operations as discussed for Buildings A and B and provide the developer sufficient parking spaces to tenant the new lot.

To summarize, Hillwood's off-street parking proposal is consistent with the spirit and intent of the Town's Site Plan Review Regulations and is designed to maximize safety and efficiency and limit unnecessary impervious surface.

10. In their waiver request, they state requiring the 10' x 20' parking spaces would require additional impervious surface. How much larger would the parking areas have to be?

COMMENT RESPONSE: The reduction in parking space dimensions would have the benefit of reducing impervious surfaces on Building A, B and C parking areas by 38,300 SF, 14,400 SF, and 16,000 SF, respectively. This equates to over 1.5 acres of area that would otherwise be paved but is now being maintained as pervious areas to reduce stormwater runoff and improve groundwater quality.

11. Do they have the required 10% of the interior parking lot set up with landscaping? I might be just missing it when I look at the plans.

COMMENT RESPONSE: Yes, the lot meets the 10% interior landscape requirement. All calculations are provided within the Ordinance Compliance Chart on Sheet LP100.

12. How many on-site trucks will there be for the relocation of trailers around the site?

COMMENT RESPONSE: Both Buildings A and B will have approximately ten electric yard hostlers to relocate trailers around the site. Building C may have fewer due to the building size, however as the tenant is yet to be determined an exact number cannot be provided at this time.

13. What phase of construction will the berm and sound walls be built?

COMMENT RESPONSE: Stage one of the project will include clearing and establishing rough grades throughout the site. The site work contractor will focus on the grading and construction of the berm and sound wall to take place during the initial stages of the project in order to ensure the berm and sound wall are established and constructed prior to commencing building construction for Buildings B or C.

14. Has Hillwood considered install a sound wall on top of the earthen berm?

MEMO

COMMENT RESPONSE: *A sound wall will be provided at appropriate locations along the top of the berm and at other locations dictated by the sound study.*

15. Will the extension of Steele Road be made into a public roadway?

COMMENT RESPONSE: *It is our intention to transition the extension of Steele Road from a public way to an easement which will provide for emergency access for fire and other emergency vehicles.*

16. If Steele Road extension is made into a public roadway, can the boat ramp and parking lot be deeded to the town, and if the town decides to convert it to a public boat ramp it can?

- **COMMENT RESPONSE:** *It's not clear at this time that the public portion of Steele Road will be extended, and if not, an easement would be granted to the Town to create and extend the necessary access for the Town to the Merrimack River for emergency response purposes. No public boat ramp is proposed for this access point.*

17. Has Hillwood considered building a small sound wall on the roofs of the building that abut the neighborhoods to assist in mitigating sound from rooftop HVAC equipment?

COMMENT RESPONSE: *Control of HVAC noise includes a combination of equipment selection, location, and parapet screening. Should additional mitigation be needed to meet code limits, screening of specific rooftop equipment can be implemented. A detailed acoustic study has been conducted and provided to the Planning Board and will be supplemented and presented.*

18. How does the proposed 15-foot sound wall truly mitigate the sound refracted of the 50-foot building?

COMMENT RESPONSE: *The sound wall and earthen berm block line-of-sight and mitigate site sound emissions. There is a reflection of sound that is directed back at the site. A portion of this sound will then reflect off of the building back towards the residences, however this sound has then traveled a considerable distance and is substantially lower in level than the direct sound level from on-site noise sources. The acoustical model accounts for all of these reflections to allow for design of appropriate and accurate mitigation. A detailed acoustic study has been conducted and provided to the Planning Board, and will be further supplemented and presented.*

19. Is there going to a flat intersection east of the Sagamore Bridge before the Lowell Road intersection for all truck traffic in and out of the site?

COMMENT RESPONSE: *All truck traffic into and out of the site will utilize either Walmart Boulevard or the proposed Green Meadow Drive, a private driveway.*

20. Will there be general public access to the river setback and a public boat ramp included?

MEMO

COMMENT RESPONSE: *The scope of any public access is still being evaluated in conjunction with the Town along the Merrimack River. We are evaluating potential access extending along the Merrimack River from north to south, but are evaluating regulatory (i.e., floodplain, etc.) and other potential constraints to be considered.*

21. Will there be White Noise, directional, and smart (less sound with less background noise) backup alarms used?

COMMENT RESPONSE: *Terminal tractors (aka Yard Jockeys or Yard Tractors) will have smart backup alarms installed. These vehicles are always on site, and responsible for the majority of back up motions across the site. A detailed acoustic study has been conducted and provided to the Planning Board, and will be supplemented and presented.*

22. Will the buffer berm and walls be constructed first to shield the neighbors from construction noise?

COMMENT RESPONSE: *Stage one of the project will include clearing and establishing rough grades throughout the site. The site work contractor will focus on the grading and construction of the berm and sound wall take place during the initial stages of the project in order to ensure the berm and sound wall are in place prior to commencing building construction for Building B or C.*

23. Will the site be a no idling zone?

COMMENT RESPONSE:

- *The site will comply with New Hampshire regulation ENV-A-1100, which regulates idling of vehicles to reduce the air pollutants emitted from unnecessary idling. The time vehicles may be idling is a function of the outside temperature:
 - At temperatures above 32°F, idling is limited to 5 minutes;
 - At temperatures between -10°F and 32°F, idling is limited to 15 minutes;
 - At temperatures below -10°F, there is no limit on idling time.*
- *Vehicles in traffic, emergency vehicles, vehicles providing power take-off (PTO) for refrigeration or lift gate pumps, and vehicles supplying heat or air conditioning for passenger comfort during transportation are generally exempt from this regulation.*
- *The facility will enforce the NH vehicle idling regulations and to reduce the occurrence and duration of idling vehicles onsite to ensure compliance with these standards.*

24. Will there be Electric Parking Spaces provided for Trucks waiting for appointments or out of hours? If so how many?

COMMENT RESPONSE: *Currently, there are no provisions for electric trucks as electric trucks, as a fleet-wide program, are not viable at this time. The known tenant has made a public corporate commitment to migrate to an electric vehicle fleet in the near future.*

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25. Provide existing topography for abutting residential lots on Fairway and Eagle Drives. Preferably at the same scale as used on sheets #CG125-CG128.

COMMENT RESPONSE: *The applicant has met with several homeowners to listen to their concerns, understand their visual corridors and develop rendered sections illustrating their sight lines. This information will be used to refine the design of the berm, sound wall and landscaping. Rendered sections will be provided to the Planning Board.*

26. Does Hillwood anticipate requesting a waiver of §276-11.1.B.12.a due to the construction of an earth berm within 200-feet of a residential property line?

COMMENT RESPONSE: *There is no need to request a waiver to construct an earthen berm within 200 feet of a residential property line. Section 276-11.1(B)(12) refers to "building setback lines" and expressly states that the additional setback imposed under the regulation prohibits "buildings, parking or display areas" or "any improved part of the industrial development" from being located in the 200' setback. Here, the earthen berm is neither a building, parking or a display area, or an improved part of an industrial development, so no waiver is required. This interpretation is consistent with the Zoning Ordinance interpretation of "building setback" which is tied to the distance between rights-of-way (i.e., they are of land owned, used by or available to the Town for street (HIGHWAY) purposes and ancillary purposes) and buildings under the definition and the Table of Minimum Dimensional Requirements. The Zoning Ordinance defines "building setback" as "the minimum distance from the RIGHT-OF-WAY to a FRONT, SIDE or REAR LOT LINE at which a building, driveway or other regulated structure or feature may be set or constructed." The Table of Minimal Dimensional Requirements lists building setback requirements within context of arterial/collector and local roadways.*

Additionally, the berm is "screening" as required by Section 275-(8)(C)(8) of the Site review Regulations, which specifically contemplates and permits "grade separations", like a berm, to be used as screening.

27. How can the Planning Board approve a site plan application that proposes to operate in clear violation of part of the Town Code Chapter 317, Article 11, Paragraph B?

COMMENT RESPONSE: *The referenced Code Chapter is not applicable to the project. The Applicant intends to withdraw the subdivision application and create a single lot to be subject to a condominium form of ownership where the proposed buildings and other improvements will not change, except that the proposed subdivision road shown as Green Meadow Drive, will now be a private driveway accessing Lowell Road.*

28. Are any improvements planned for the end of Steele Rd.? Possibly a cul-de-sac? Is Hillwood committed to repairing/overlying Steele Rd. after construction?

COMMENT RESPONSE: *The extent of any improvements to Steele Road remain under discussion. Steele Road will not be used as an operational access. Hillwood is committed to ensure that any emergency access include adequate maneuvering along Steele Road to enable those emergency vehicles to adequately respond to emergency situations. A cul-de-sac, as well*

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as the extent of improvements to Steele Road, are matters to be further discussed with Town staff and the Planning Board as a part of those improvements.

29. Concern about accepting the site plan for three separate lots and potentially three separate owners. In one area, stormwater is collected from all three sites and receives final treatment on Site "A".

COMMENT RESPONSE: *The Applicant intends to withdraw the subdivision application and create a single lot to be subject to a condominium form of ownership where the proposed buildings and other improvements will not change, except that the proposed subdivision road shown as Green Meadow Drive, will now be a private driveway accessing Lowell Road. As a part of any Planning Board approval, we would accept a condition requiring the maintenance responsibilities among all three parcels to be described in the condominium declaration, or a set of either condominium master deed requirements, and/or a set of easements, restrictions, and covenants encumbering the three separate buildings and related parking to ensure that stormwater and other responsibilities for site maintenance are properly managed.*

30. Phasing?

COMMENT RESPONSE: *Langan has worked in combination with the developer and a site contractor to develop a phasing plan for the proposed construction. The CE series drawings within the permit application drawings give a general overview of the proposed phasing of the construction.*

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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