

Memo To: RPC Development of Regional Impact Subcommittee
From: Rockingham Planning Commission Staff
Date: November 16, 2020
Subject: 266 Route 125, LLC. Site Plan and Subdivision Application– Kingston Regional Impact Declaration

Rockingham Planning Commission (RPC) was notified on September 10, 2020 that related proposals involving a subdivision, site plan and conditional use permit applications before the Kingston Planning Board were declared a development of regional impact under RSA 36:55. The proposal submitted by 266 Route 125, LLC., Kingston, NH is for an 80,000 square foot distribution facility and includes a subdivision application, site plan application, and conditional use permit for the use in the Aquifer Protection District and Shoreland District. At the direction of the RPC Regional Impact Committee chair, RPC staff was requested to write a memo regarding potential regional impacts for the applicant and the Kingston Planning Board.

The proposal is to be located on Route 125 near the Kingston/Brentwood town boundary, just north of the Route 125/Route 107 intersection. The proposal is located at 266 Route 124 (Lot 41-17-1) in Kingston's Commercial – C2 Zoning District and is a permitted use in that district. The municipalities with potential impacts from the proposal within New Hampshire and the RPC region include: Fremont, Epping, East Kingston, Danville, Brentwood, Newton, Plaistow, Exeter, and Hampstead.

Comments below regard the proposal's potential regional impacts as identified under RSA 36:55 that can reasonably be expected to impact on a neighboring municipality, because of factors such as, but not limited to, the following:

I. Relative size or number of dwelling units as compared with existing stock.

The proposal does not include any residential uses so there is no anticipated impact on existing housing stock.

II. Proximity to the borders of a neighboring community.

The proposal is located fully within Kingston, but is located immediately south of the Kingston/Brentwood town boundary. As noted above, the proposal is located within Kingston's Commercial C2 District; the area is surrounded by a mixture of industrial uses and commercial uses near Route 125 with residential uses surrounding the rest of the property. The area to the north in Brentwood is zoned as a Commercial/Industrial District along Route 125 with residential and agricultural uses away from the Route 125 corridor.

III. Transportation networks.

- **Traffic Impact Study:** Overall, the Traffic Impact Study (TIS) completed by Stephen G. Pernaw and Company, Inc. utilizes appropriate and practical assumptions and the analysis indicates a reasonable volume of trips generated by the facility.
- **Traffic volume:** NHDOT data indicates that Average Annualized Daily Traffic on NH 125 in the vicinity of the site driveways was 12,635 (2018) and 3,472 vehicles per day along NH 107/Marshall Road. The TIS indicates somewhat higher volumes during summer 2020 with traffic between 14,000-14,200 vehicles per day during weekdays.
- **Trip Generation:** Analysis in the TIS indicates that the completed facility would generate approximately 1966 trips per day (50% entering/50% exiting) of which 14%

would be trucks. Only a small portion of these trips are indicated to occur during the AM (8.8%) and PM (10.2%) peak hours on NH 125 in the area.

- **Trip Distribution:** The distribution of trips from the proposed facility is based on US Census Bureau data on where workers live who are employed in the selected area.
- **Safety:** The TIS indicates a significant number of left turns from site driveways across NH 125 traffic that is traveling at 50-60 MPH. The study also indicates that during peak hours left turns from the site driveways onto NH 125 will operate at failure (LOS F) conditions from the start with delays approaching 1 minute per vehicle.
- **Signalized Intersections:** The TIS indicates that a traffic signal is warranted at the intersection of NH 125 and NH107 under build conditions.
- **Questions/Comments on the TIS:**
 - What portion of daily and peak hour trips are employees versus goods movement?
 - Define "Trucks" as used in this Impact Analysis. Does it include "Sprinter" vans or are those classified as cars for this study?
 - Would the trip distribution for the non-employee trips be better to be based on the service area of the facility or relative locations of population centers in the service area?
 - Is the ~14,000 vehicles per day shown for NH 125 on Page 6 a peak month or annualized volume?
 - What is the design speed of NH 125? Is stopping sight distance adequate for the North driveway given the speed of traffic and curvature of the highway?
 - Are driveway access left-turn lanes protected by raised medians or simply pavement striping?
 - Is the Traffic Impact Study for the Kingston Crossing proposal available?
- **RECOMMENDATIONS:**
 - Revisit the trip distribution assumptions with the employee trips based on the census data as currently utilized and the goods movement distribution based on the service area of the facility.
 - Clearly define what is considered a "Truck" for the analysis. State the split between employee trips and goods movement trips.
 - Given the number of additional peak hour trips, the impacts on the capacity of the existing signals at NH 125/NH111/Main Street in Kingston and NH 125/NH111A in Brentwood should be incorporated into the TIS. If the impacts at those signals are significant, the analysis should expand further along NH 125.
 - The prevalence of larger vehicles on NH 125 and expected to be accessing this facility creates a high potential for a southbound right turning vehicle to mask a through vehicle from a driver attempting to exit the site driveways resulting in a crash. Given the expected lengthy left turn delays, high speeds on NH 125, and numbers of large vehicles, a tapered offset right turn lane might be appropriate to ensure an unobstructed sight triangle for vehicles departing the site driveways.
 - Conduct an analysis for a roundabout alternative at NH 125 and NH 107 intersection.

IV. Anticipated emissions such as light, noise, smoke, odors, or particles.

Anticipated emissions are expected to be primarily limited to those related to transportation and may include noise and air emissions from vehicles.

RECOMMENDATION: To mitigate noise and air emissions it is recommended that there be measures put in place to limit truck idling (electrification, time restrictions, etc.) and potentially limiting hours of operation.

V. Proximity to aquifers or surface waters which transcend municipal boundaries.

- **Water supply:** The proposal is located within the Wellhead Protection Areas (WHPA) for several public water supply wells within Kingston and Brentwood. (See Appendix A for map showing aquifers, public water supply wells and WHPAs.) There are also areas of predominately residential uses that are serviced by private, onsite wells surrounding the proposal. Additionally, the proposal is located within Kingston's Aquifer Protection District and requires a conditional use permit to ensure protection of groundwater resources.

RECOMMENDATION: To mitigate potential groundwater contamination, it is recommended that Kingston require Spill Prevention, Control and Countermeasure Plans and that NHDES Best Management Practices for Groundwater Protection (Env. Wq 401) are followed.

- **Surface water:** The proposal is located within the Exeter River watershed and immediately adjacent to the Little River, a tributary to the Exeter River. The site is located within the Source Water Protection Area for Surface Water as defined by NHDES Administrative Rules Env-Dw 902. The proposal is located within 300 feet of the Little River and requires a Conditional Use Permit for use within the Shoreland Protection District.

The entire proposal also is located with the regulated, urbanized area in Kingston (see Appendix B for EPA MS4 area map) that is subject to the federal MS4 Stormwater Permit. As such, Kingston is required to implement regulations that reduce stormwater runoff pollution on developments such as this proposal from entering surface and groundwater sources. Regulations related to subdivision and site plan standards are required to be adopted by June 30, 2021. It does not appear that Kingston's current stormwater regulations (Kingston Ordinance 908) completely conform to the requirements of the MS4 Permit at this time. Given the scale of the proposal and large propose area of impervious surface, Kingston should consider requiring stormwater standards that conform to the requirements of the MS4 Permit. This is most easily accomplished by utilizing the standards outlined in the Southeast Watershed Alliance's Model Stormwater Regulations. Any stormwater generated from the proposal that enters on to municipal property (including roads) or state property (again, including roads), could leave the municipality or state responsible for the treatment of that stormwater.

RECOMMENDATION: To mitigate any potential surface water pollution, it is recommended that any proposal be required to follow stormwater regulations required under Kingston's MS4 Permit, and that Kingston implement the conditions of their wetland and shoreland ordinances.

VI. Shared facilities such as schools and solid waste disposal facilities.

The proposal does not appear to rely on any shared municipal facilities, however, there is potential to required shared municipal emergency services given the location near Brentwood.

RECOMMENDATION: It is recommended that the Planning Board receive input from the Kingston emergency services personnel and Select Board regarding the handling of emergency services for parcels located near Brentwood.

Finally, it should be noted that the above comments and recommendations are considered advisory only. The RPC, nor the impacted municipalities, have any authority under the regional impact statute to interfere with the decision-making power held by the Kingston Planning Board.

Cc:

Town of Kingston Planning Board
Town of Fremont
Town of Epping
Town of East Kingston
Town of Danville
Town of Brentwood
Town of Newton
Town of Plaistow
Town of Exeter
Town of Hampstead

DRAFT

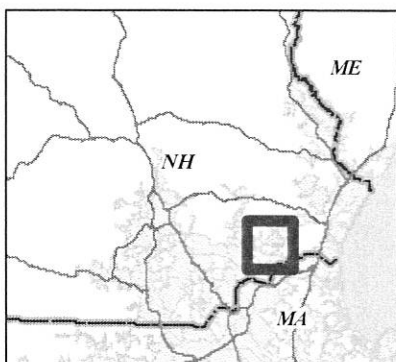
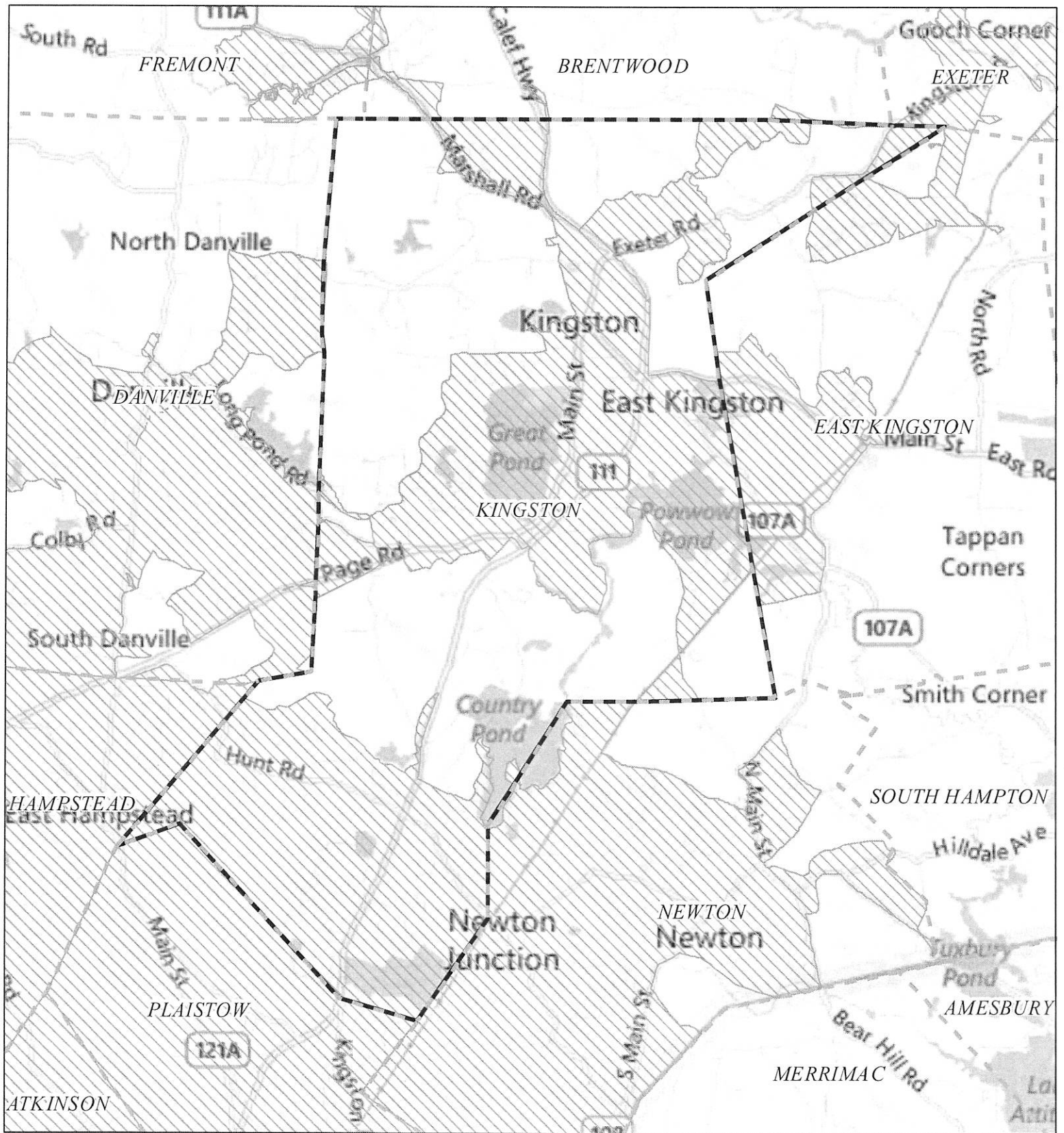
Appendix A – Kingston Aquifer and Public Water Supplies

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Appendix B –Kingston MS4 Permit Regulated Areas.

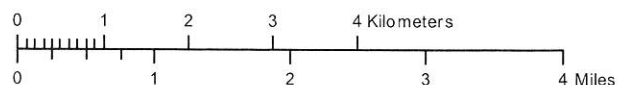
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NPDES Phase II Stormwater Program Automatically Designated MS4 Areas

Kingston NH

 Regulated Area (2000 + 2010 Urbanized Area)



Town Population: **6025**
Regulated Population: **4123**
(Populations estimated from 2010 Census)



Urbanized Areas, Town Boundaries:
US Census (2000, 2010)
Base map © 2010 Microsoft Corporation
and its data suppliers

11/16/2020

TO: Kingston NH Planning Board

Dear Kingston Planning Board,

We are writing a letter to express our concerns as residents of Kingston for 10 years now and living directly across the street on Rte. 107 from where you are voting on putting the proposed back entry access point to the distributing warehouse project at 266 Rte. 125. We are concerned with the obvious. High traffic, noise pollution, numerous trucks coming in and out and what this will do to our town. But our largest concerns come along with our house being in front of this proposed access road which (assumed) will be a constant entry/leaving point of employees and freight trucks. We do not see how a proposed road like this will be safe.

An access road on 107, which is a 2 lane residential area would cause unsafe and unnecessary large traffic patterns at all hours of the day. If voted to be there, we stress the importance of making this access to emergency vehicles only-not employees or delivery freight trucks/delivery vans. For example like the SELT road right next to our property which is gated off and served as emergency access only. The Rte. 107 side has lots of residential homes and families. What will this do to the value of their homes and ours?

The impact to residents from noise, pollution, increased traffic flow, exhaust fumes from running vehicles is of large concern. What will be done to remedy this? What about the protected water supply and environmental factors. We are requesting that the planning board only allow this road to be used for emergency access and also to remedy the sound pollution concern. We suggest that the builder be required to put in a sound barrier type fence (on Rte 107 side).

We have four children, who all go to Sanborn schools (one in each of them). We have a bus stop at the end of our driveway. With all this unnecessary traffic being added of immense trucks, large delivery trucks, employee vehicles that will be presumed all hours of the day, across 3 shifts. Please explain how this will be safe for our children? If this was your home? Would this be something you would want your town to approve and stand by? Vehicles already travel well above the 40 mile per hour speed limit. Adding more vehicles turning and entering on a daily basis presents safety issues. Especially where the road has a blind turn on one side and vehicles approaching from a hill on the other side. We don't want to have to worry about accidents happening across from our children's bus stop. Having hundreds of vehicles in and out daily is dangerous. We are high tax paying residents and should be of concern to our planning board and what this back road will do to all of the 107 abutting residents, children, elderly, pedestrians, and cyclists. We honestly cannot stress the importance of the effects your decision will make in the long run when it comes down to the lives of the residents who already reside here. I ask you to please put yourself in our shoes. Would you want this happening in front of your home? Affecting your daily lives, your children and your neighbors. There is absolutely no reason employees of this distribution center should be using this proposed access road. Think of all the other businesses on 125 in Kingston that do not have this, including the Courthouse. There is sufficient room where the road already exists. Please, if this is to go through. Make this an emergency only for authorized vehicles of the town or state.

Thank you for taking our concerns into consideration and hopefully we can have a solution that addresses these issues/concerns for the residents on Rte. 107.

Sincerely,

Donald and Shibaun Heath (30 Marshall Road, Kingston NH)

11/16/2020

TO: Kingston NH Planning Board

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The impact to residents from noise, pollution, increased traffic flow, exhaust fumes from running vehicles is of large concern. What will be done to remedy this? What about the protected water supply and environmental factors. We are requesting that the planning board only allow this road to be used for emergency access and also to remedy the sound pollution concern. We suggest that the builder be required to put in a sound barrier type fence (on Rte 107 side).

We have four children, who all go to Sanborn schools (one in each of them). We have a bus stop at the end of our driveway. With all this unnecessary traffic being added of immense trucks, large delivery trucks, employee vehicles that will be presumed all hours of the day, across 3 shifts. Please explain how this will be safe for our children? If this was your home? Would this be something you would want your town to approve and stand by? Vehicles already travel well above the 40 mile per hour speed limit. Adding more vehicles turning and entering on a daily basis presents safety issues. Especially where the road has a blind turn on one side and vehicles approaching from a hill on the other side. We don't want to have to worry about accidents happening across from our children's bus stop. Having hundreds of vehicles in and out daily is dangerous. We are high tax paying residents and should be of concern to our planning board and what this back road will do to all of the 107 abutting residents, children, elderly, pedestrians, and cyclists. We honestly cannot stress the importance of the effects your decision will make in the long run when it comes down to the lives of the residents who already reside here. I ask you to please put yourself in our shoes. Would you want this happening in front of your home? Affecting your daily lives, your children and your neighbors. There is absolutely no reason employees of this distribution center should be using this proposed access road. Think of all the other businesses on 125 in Kingston that do not have this, including the Courthouse. There is sufficient room where the road already exists. Please, if this is to go through. Make this an emergency only for authorized vehicles of the town or state.

Thank you for taking our concerns into consideration and hopefully we can have a solution that addresses these issues/concerns for the residents on Rte. 107.

Sincerely,

Donald and Shibaun Heath (30 Marshall Road, Kingston NH)

7 Castle Court
Kingston, NH 03848
November 13, 2020

Planning Board
Town of Kingston, NH 03848

Last week I sent a letter to the Planning Board regarding traffic concerns from a proposed, huge warehouse/distribution center. Considering that it seems to be local consensus that the company planning this building is most likely Amazon, I “googled” the following: “Is Amazon a good neighbor”. Hoping for the best but fearing the worst, I got my answer. Milford and Holyoke, two small towns in Massachusetts, have Amazon distribution sites. I have attached four links to some news articles that I found on Google regarding these town’s experience with Amazon. However, I want to point out a few items that I found to be particularly worthy of note:

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

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

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

<https://www.milforddailynews.com/news/20200214/milford-turns-to-state-for-help-with-amazon-troubles>

“We’ve all had the issues with the huge number of vans in certain neighborhoods and certain streets trying to get out of their warehousing locations. I don’t think you can go too far around town without hearing somebody complain about all the vans.”

“Local officials and the Police Department have heard a steady stream of complaints about Amazon drivers clogging roads and intersections, flouting traffic laws and being rude.”

“They are adding to public safety concerns and impacting the **quality of life over our residents.**”

“It is 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.”

“You can imagine what happens when you have a small-town police force, it can be overwhelming to always be there, to always be at these intersections.”

The most recent article refers to a “David and Goliath” relationship between Amazon and the small town of Milford. **Milford has turned to the state for help in dealing with the problems.**

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Town officials also stated that the volume of vehicles traveling to and from the distribution center was overwhelming and expressed frustration about how Amazon's employees drive. Selectmen said that Amazon has told them in the past that the **vans and tractor-trailers are driven by contractors, and not their legal responsibility.**

Another town, Holyoke, also has a distribution center and another article that is enclosed outlines some of the issues they have experienced: excessive idling of trucks, delivery vans lining up for extended periods on the street and a road being salted despite a salting ban because it is near a wetland.

I suppose this explains the reasons for why their representatives do not want to divulge who the applicant for the project is; it would make it too easy to look up on line to find out what is in store for the town. If this turns out NOT to be Amazon, I apologize. However, any entity that wants to put in such a massive center is going to contribute the same problems regarding traffic and noise. This type of facility should be somewhere else that is away from residential areas. These problems will not just have an impact on areas directly adjacent to the proposed site but will adversely affect the entire town.

Patricia S. Qualter

11/16/2020

TO: Kingston NH Planning Board

Dear Kingston Planning Board,

We are writing a letter to express our concerns as residents of Kingston for 10 years now and living directly across the street on Rte. 107 from where you are voting on putting the proposed back entry access point to the distributing warehouse project at 266 Rte. 125. We are concerned with the obvious. High traffic, noise pollution, numerous trucks coming in and out and what this will do to our town. But our largest concerns come along with our house being in front of this proposed access road which (assumed) will be a constant entry/leaving point of employees and freight trucks. We do not see how a proposed road like this will be safe.

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We have four children, who all go to Sanborn schools (one in each of them). We have a bus stop at the end of our driveway. With all this unnecessary traffic being added of immense trucks, large delivery trucks, employee vehicles that will be presumed all hours of the day, across 3 shifts. Please explain how this will be safe for our children? If this was your home? Would this be something you would want your town to approve and stand by? Vehicles already travel well above the 40 mile per hour speed limit. Adding more vehicles turning and entering on a daily basis presents safety issues. Especially where the road has a blind turn on one side and vehicles approaching from a hill on the other side. We don't want to have to worry about accidents happening across from our children's bus stop. Having hundreds of vehicles in and out daily is dangerous. We are high tax paying residents and should be of concern to our planning board and what this back road will do to all of the 107 abutting residents, children, elderly, pedestrians, and cyclists. We honestly cannot stress the importance of the effects your decision will make in the long run when it comes down to the lives of the residents who already reside here. I ask you to please put yourself in our shoes. Would you want this happening in front of your home? Affecting your daily lives, your children and your neighbors. There is absolutely no reason employees of this distribution center should be using this proposed access road. Think of all the other businesses on 125 in Kingston that do not have this, including the Courthouse. There is sufficient room where the road already exists. Please, if this is to go through. Make this an emergency only for authorized vehicles of the town or state.

Thank you for taking our concerns into consideration and hopefully we can have a solution that addresses these issues/concerns for the residents on Rte. 107.

Sincerely,

Donald and Shibaun Heath (30 Marshall Road, Kingston NH)

Ellen Faulconer

From: Martha Jaquith <majaquith@gmail.com>
Sent: Sunday, November 15, 2020 11:41 AM
To: pb@kingstonnh.org
Subject: Proposed 944,000 sq ft Amazon fulfillment site on Route 125

TO: Kingston, NH Planning Board,

I am a resident of Kingston, NH contacting the Planning Board regarding this proposal which you will be considering on Thursday, November 17, 2020.

While I have concerns about multiple issues I think we need to insist on an environmental impact study by an independent company I would think the PB would be okay with that and want to protect Kingston's ecosystem health. Bad freshwater biomes are bad for your health and the value of properties. This certainly looks like the previous business pushed the set back requirements. Are the con-com regulations the same or stricter than when this old facility was originally permitted and built?

Things we need to know more about.

Looking forward to discussing during the Zoom meeting.

Thank you.

Respectfully, we only want to protect Kingston from proposals that will adversely impact our community, safety, property values, roads, noise levels, and the serenity of living in our small town, as well as the environmental impacts.

Sincerely,

Mrs Martha Jaquith and Mr Dana Akers
16 Reinfuss Lane
Kingston, NH

Ellen Faulconer

From: pambrown@reagan.com
Sent: Sunday, November 15, 2020 10:37 AM
To: pb@kingstonnh.org
Subject: Proposed Amazon center at SLS site

Hello,

Thank you for your committee service to our town of Kingston.

I am writing to express concerns about the proposed Amazon development, a distribution center at the SLS site off Rt 125.

I understand the benefits this proposal will bring (larger tax base and increased employment).

My 4 concerns involve the negative consequences - such as air pollution, noise, and traffic along Rt. 125.

1) "Rush hour" during mornings and early evenings is already growing worse along 125. Increasing that traffic load with trucks will exacerbate matters unless there are plans to widen the road. School buses will also suffer delays in transporting students to local schools with increased congestion.

Kingston is already "bookmarked" by two Walmarts - one in Plaistow and one in Epping. Plaistow traffic is extremely congested most of the day, especially coming off the 495 freeway. Plaistow seems to have planned for their commercial expansion (modifying the roadway along 125). I wonder if Kingston has similar long-term plans for road construction in mind. In other words - we already have two large Walmarts and traffic is increasingly challenging. Do we need a massive Amazon center on top of this?

2) Small local businesses are already struggling, with 2 Walmarts. While we may see increased job opportunities with Amazon - it may be at the expense of lost employment at local businesses that must compete with a new Amazon. Certainly, there will be no incentive for local entrepreneurs to open small shops to sell clothing, shoes, jewelry, furniture and artwork when they have 1 Amazon and 2 Walmarts competing with them.

3) I do not want drones flying over my home. I moved to Kingston to enjoy a peaceful rural life - not hear and see drones flying over Country Pond 24/7 heading to Haverhill and other cities. I also value my privacy, and the drones will be equipped with cameras as I understand them. Obviously, diesel truck air pollution and noise are additional concerns.

4) Will the Amazon facility need a greater number of workers than Kingston and the surrounding area can supply? If so, will the town need to modify zoning laws to allow construction of low cost apartments and housing units? I previously lived in Los Angeles and also in Washington D.C. for years. Promoting an influx hundreds of low-skilled workers brings with it a new set of problems -- and will result in the loss of the small-town feel, accountability, and orderliness for which we love New Hampshire.

I certainly appreciate the fact you are exploring options for expanding our tax base. Ideally this could be accomplished by encouraging the opening of more small businesses - including craft breweries, restaurants and bed & breakfast inns, senior care services, arts & crafts centers, and etc.

Thank you for reading.

Pam

Pam Brown
23 Sunshine Drive
Kingston, NH
PamBrown@Reagan.com
cell phone - (818) 700 - 1853.

Ellen Faulconer

From: sandymaida@comcast.net
Sent: Friday, November 13, 2020 4:24 PM
To: pb@kingstonnh.org
Subject: Proposed 944,000 sq ft Amazon fulfillment site on Route 125
Attachments: AMAZON PROPOSED SITE IN KINGSTON, NH.jpg

TO: Kingston, NH Planning Board,

I am a resident of Kingston, NH contacting the Planning Board regarding this proposal which you will be considering on Thursday, November 17, 2020.

While I have concerns about multiple issues that will adversely impact our town, which I am sure you are aware of because residents have publicly mentioned those concerns, I have another concern:

The aerial photograph of the proposed site is extremely close to Little River which is a tributary of the [Exeter River](#) & part of the [Great Bay / Piscataqua River watershed](#) in the New Hampshire [Seacoast](#) region.

Has the Planning Board contacted NH-DES Watershed Assistance and/or NH-DES Wetlands Bureau OR any other environmental agencies regarding this proposal?

Respectfully, we only want to protect Kingston from proposals that will adversely impact our community, safety, property values, roads, noise levels, and the serenity of living in our small town, as well as the environmental impacts.

Sincerely,
Sandra Maida
10 Concannon Road
Kingston, NH

Ellen Faulconer

From: cmsmailer@civicplus.com on behalf of Contact form at Kingston NH
<cmsmailer@civicplus.com>
Sent: Thursday, November 12, 2020 4:49 PM
To: pb@kingstonnh.org
Subject: [Kingston NH] 266 Route 125 Proposal (Sent by Skip DeHart, dehartsk@comcast.net)

Hello efaulconer,

Skip DeHart (dehartsk@comcast.net) has sent you a message via your contact form (<https://www.kingstonnh.org/users/efaulconer/contact>) at Kingston NH.

If you don't want to receive such e-mails, you can change your settings at <https://www.kingstonnh.org/user/80/edit>.

Message:

Dear Planning Board Members:

As a 4-year resident of King's Landing (and being a NH native), I am pleased to say that I have had an opportunity to live and experience a wonderful life and lifestyle in an ideal New Hampshire town (Kingston). Given the town's immediate proximity to a three-state coastal region, the NH mountains to our north, Vermont to our west and a short southern hop to Boston, I couldn't have it much better---but will it continue to be that ideal town, considering the Rte. 125/Rte. 107 Amazon proposal (oops, sorry— perhaps I am wrong)? That is my question to you.

Will our town lose its quaint New England image and all that historic Kingston means to our residents? Hmmmmmm!

You have heard it all before . . . but, not from me. So, a few more questions, a few more concerns and a lot of heartfelt pain will be expressed here. Please indulge me for a few minutes and put yourselves in the shoes of the 80 residents of the King's Landing community.

Why are the spokespeople of this 800,000 sq. ft. monolithic entity so reluctant to divulge its name and reticent to tell us the contents of the planned storage facilities? Are they intentionally hiding BIG concerns and issues from the townspeople? Are you going to allow it?

As we have all driven it hundreds of times, traffic on Rte. 125 will become unequivocally and unbelievably dangerous! We have all seen accidents on 125.

Imagine for a moment the impact of thousands of BIG trailer trucks speeding at or past our back door. Kingston will really be put in harm's way, while "they" make a ton of \$ and live somewhere far, far away! Are you going to allow it?

Now, my front doorstep, Rte. 107. You need to stop by King's Landing and watch the volume of speed demons fly past our condos at rocket speed and down past the "bend-in-the-road", exactly where the proposed entrance/exit from the "facility" is planned. Hell, speed limits, are you kidding me?!!!! Good luck with that!! If this entrance/exit has to be, please make it exclusively for EMERGENCY VEHICLES ONLY! And...save some of OUR lives!!

My condo literally borders on the fenced/protected SELT "Turtle Sanctuary". The fenced area is specifically there to protect the rare and endangered Blanding's turtle as well as may common species that our condo community residents pick up and relocate annually (both in the Spring and the

Fall) to swamps nearby. And, yes, I have seen a Blanding's turtle in my back yard (just a 100 yards from Rt. 107). Has anyone made an effort to consider the impact on these protected species? Is this being ignored?

Have you considered the NOISE and AIR POLLUTION impact on the nearby populous?

Think about this...hundreds of big trailer trucks, motors running continuously day and night? And, what about the CONSTRUCTION NOISE? The air quality – exhaust fumes...Huge!! Has the town considered telling them to construct sound barrier protection that could parallel all of abutting 107?

"They" can EASILY afford it! Let's protect the abutting taxpayers,

shall we. Oh ya, it's about our \$300K-\$350K annual tax payment to the Town from King's Landing. We should get a bit more than garbage pick-up and police drive-bys (for which we are all grateful). And, I certainly do recognize the importance of fire protection, but ALL of our houses are brand NEW! Consider this...we are all over 55 years of age and most of us are retired or on the verge of retirement. And, we all love them, but ... NO kids to impact the costs to the school system. What do we get for our annual \$350K? We are simply asking for a peaceful and safe life in Kingston.

With these thoughts in mind, please help me regain my belief that our Town is more than an inanimate piece of real estate, that has starry-eyed leadership in hot pursuit of those juicy tax dollars that can easily be generated from such a big enterprise. We all embrace town growth, but let's not sell our town's soul to get! Please take a long breath and consider our Town's future for both our young families and our retired/retiring seniors.

Thank you for all that you have done and will do for our great Town.

Skip DeHart
16 Monarch Way
Kingston

October 29th, 2020

Dear Planning Board Members,

We are writing this letter to express our concerns regarding the proposed warehouse distribution center development at 266 Rte.125.

We are a community of 44 condominiums in King's Landing, with private roads, which contributes well over \$300,000 in property taxes each year to the Town of Kingston with very little impact on the municipal services. We feel that there are a number of extremely important questions/issues regarding this proposed new development that remain, unfortunately, unanswered.

Our concerns are as follows:

With regard to an "emergency" access road onto Route 107 -- **This access road should only be an access road for emergency vehicles.** There is no reason why employees of the distribution center need to be allowed to use this road. Any ingress and egress to this complex should be on Route 125. Too many questions arise when one contemplates what will occur if additional access is granted to the employees, for instance:

- What will be the daily volume of traffic entering and exiting the facility onto Rte. 107 and what will be the type of vehicles: passenger cars? trucks? vans? emergency vehicles? others?
- What type of traffic control mechanisms will be in place to control Rte.107 traffic speed limits and stop/go measures to prevent high speed driving, accidents (considering the huge increase in nearby SELT entry/exit traffic activity and newly approved residential developments on Rte.107)?
- Will the entry/exit onto Rte. 107 be illuminated for pedestrian and vehicle safety?
- Has any consideration been given to the additional traffic which has been added at the SELT trailhead? Many cars are parked daily on both sides of the road by the SELT property (frequently 20+ vehicles) with families and children disembarking from their cars and crossing Rte.107 just feet from the proposed warehouse access road.
- Additionally, has consideration been made for the stop and go activity of school buses on Rte.107 every day as they pass the access road?

Regarding **noise pollution and air pollution** -- there definitely will be *noise and air pollution* impact from tractor/trailers "stacked up" on the road to the warehouse "running" their engines 24/7, while waiting to load/unload their vehicles.

- What measures will be taken to mitigate noise and air pollution?

Remaining concerns include the name of the end user and the nature of the building storage contents. Our community continues to ponder how the town could possibly approve such a huge project without the entire town population knowing who the end user will be and, of greater importance, the contents of the storage buildings.

Finally, as a bona fide tax paying retirement community, the residents here at King's Landing have a right to expect a safe living environment, certainly with regard to traffic management and noise/air

quality. The Town of Kingston enjoys the tax benefits that are derived from a retirement community that has minimum impact on municipal services, yet the town is on the verge of approving a monolithic traffic and sound impacting facility, immediately next door to King's Landing.

Recognizing the significant time demands and the hard work that has been put into this project by the Kingston Planning Board, the homeowners of King's Landing wish to express their sincerest thanks to the members of the Kingston Planning Board for the work that they have done and continue to do on behalf of the residents of the Town of Kingston, and we thank you for your consideration of our concerns.

Respectfully,

King's Landing Condominium Community Members:

Jane and David Mezey	1 Monarch Way
Terry Toth	2 Monarch Way
Don Vadala	5 Monarch Way
Jane Goodwin	6 Monarch Way
Tony Licciardo	7 Monarch Way
Bonnie and Dennis Cassily	8 Monarch Way
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Sharon and Keith Carter	13 Monarch Way
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Jocelyn Lavoie	17 Castle Court
Susan and Barry Driggs	21 Castle Court
Joan and Paul Laliberty	23 Castle Court
Heidi and Michael Cotoni	29 Castle Court
Roberta Zilinsky	31 Castle Court

10/27/2020

To: The Kingston, NH Planning Board

Dear Planning Board Members;

We are writing this letter to express our concerns regarding the proposed Distribution Warehouse Center development at 266 Rte.125.

We pay considerable taxes each year to the town of Kingston with extremely little burden on Kingston municipal services. We are here because we enjoy the quaint and peaceful country environment of Kingston – and we wish to keep it that way.

Our concerns are two: 1. The proposed "emergency" access road onto Route 107. 2. All facility property outdoor lighting.

1. The principal function & design of the proposed access road must be strictly to accommodate only emergency vehicles and not to be used by employees, visitors, or shipping/receiving/distribution trucks. The daily traffic volume will increase significantly, beyond what Rte. 107 can safely handle, if this access road traffic restriction is not put in place. This is not to mention the wear and tear that Kings Landing Monarch Rd loop, that we own and maintain, will incur due to Rte. 107 wrong-way turn around traffic – we're already seeing some of this.

2. Light Pollution needs to be controlled, that is in part the CT (Color Temperature) rating of LED lighting and excessive luminous intensity. The last thing we need is high intensity 3000K (or greater) short wave length blue/white LEDs in the access road lamps, facility's outdoor lamps, and street lamps damaging our eyes. It is a well-known fact that the short wave length blue light that is emitted by LED lighting with temperatures greater than 2700K damages human eyes and disturbs human biorhythms. For several years now, the AMA and other health organizations have worked with the LED lighting industry (and other lighting technologies) to produce safe, effective, and comfortable lighting.

Desirable LED lighting key parameters:

CT of less than 3000K.

Lowest luminous intensity to be effective.

Color: Soft white with a CRI of 85 or greater.

Absolute Maximum beam spread angle of 120 deg.

Light pollution would also affect our country living comfort factors.

Thank you in advance for your attention to the above.

Jerry and Jerry Lattanzi
Kings Landing
1 Castle Court,
Kingston NH 03848
603-347-5217

October 27, 2020

TO: Kingston, NH Planning Board Members:

After watching the September and October Planning Board meetings relative to the 266 Route 125 distribution warehousing plans, we are concerned with the applicants' continually presenting incomplete answers and information. To begin with, they refuse to name the company that the distribution center is being built for. We understand that is legal but it does create an atmosphere of mistrust....as something being purposefully hidden.

The presentation of the traffic study did not reveal the entire situation. First, the POSTED speed limit is 40 mph not 30 mph on route 107 where they intend to put an entrance/exit to the site from Rt 107. Something that is not being included is the hundreds of motorcycles that use Rt 107, eight months of the year and their speeds are much above the 40mph. We have stood in our yard and counted over 100 motorcycles in a group on most Saturdays throughout the summer. They are there on Sundays also, but in half the number. In addition, the cars and trucks that do come through Rt 107 exceed the speed limit by 10-15 miles an hour all the time. When a resident pulls out of Monarch Way onto route 107, vehicles traveling east toward Church St., pull up close to their rear bumper, many times passing them on a solid line as they head toward route 125. As a result, there have been accidents and near accidents.

According to their September presentation to the Board the back entry will be gated and used for about 35 cars a day and for emergency entry by police and fire. We feel that there is no need for this entry road to accommodate a few special employees. It should be limited to an emergency exit only after the police and fire departments indicate they need it. If they don't see it as necessary, there is no need for the back entry. It will just add to the traffic situation at the point in Rt 107.

Please review the area: the bottom of a hill is dangerously close to that exit/entrance. Many cars park along the edges of Rt 107 close to that same area, to visit the SELT area on weekends and daily through the warmer months as well. (Think, lots of people and children accessing the area trying to cross 107 to get into the SELT area at a hidden spot on the bottom of a hill.) We understand that there will be some widening of the 'blind' area as the build progresses, our concern is that it be enough to keep everyone safe.

There has been no conversation so far related to the large amount of trucks visiting the site daily with respect to idling and the 'backup alarm':

- How many trucks will there be at a time in day and night hours?
- Will the trucks idle as they wait to load and unload? What about in the winter to keep the cab warm?
- The trucks are equipped with a beeper type alarm when they back up to the dock. How much of that will we hear?

Since we live only a third of a mile from the large building, this situation could end up with our neighborhood inheriting diesel fuel exhaust in prevailing winds. How will the level of noise that all this idling and backup 'beeping' of all those trucks be measured? I'm concerned that we will clearly be impacted by a good portion of it.

We respectfully request that no trucks be allowed to idle between 9:00 pm and 6:00 am. We should not have our quality of life reduced by being subjected to constant noise of trucks.

The buffer areas that have been exhibited on the plans will certainly be reduced when the leaves fall from the trees. That leaves 6 months or so of the year with reduced sound buffering.

What can be done to improve that situation and what guarantee exists that it will be sufficient?

We respectfully request that the Planning Board attach restrictions to the permit when granted to control these potential problems that could disrupt the neighborhood and to also allow for penalties and fines if violations do occur.

Thank you for your consideration,



Richard and Yvonne Tracy

17 Monarch Way

Kingston, NH 03848

To: Town of Kingston, NH Planner Glenn Greenwood

RE: Route 125 Distribution Warehouse Plans

I visited The Planning Office Last Week to take a look at the plans for this development. You helped me to calculate the distance from the 800,000 square foot building to Kings Landing. We agreed that it was about 1300 feet. The buffer area shown on the plan indicated a buffer zone of 50 feet in width and a stockade fence. I asked you if we would hear the truck activity with this setup and you indicated that we would.

I respect your experience as a planner and hope that you could suggest something besides this stockade fence that would control the noise. I personally think the stockade fence should be eliminated and replaced with nothing less than a tall fence with a sound barrier such as placed along major highways.

The noise we will experience will certainly lower the quality of life and the valuation of our properties.

I respectfully request that you suggest something to the board to improve the limited sound barrier presented by the applicants for this project that they can make a requirement.

Thank you for your assistance.

The block contains two handwritten signatures in cursive. The first signature is 'Richard K Tracy' and the second is 'Yvonne H Tracy'. They are written in dark ink and are positioned side-by-side.

Richard & Yvonne Tracy

17 Monarch Way

Kingston, NH 603-347-1431

October 28, 2020

To: Kingston, NH Planning Board Members:

After inspecting all the plans at your office, we have determined that the truck noise from the 266 Route 125 distribution warehousing plans will be heard constantly in our residential area on Monarch Way. The homes closest to the development will be only 1200 feet from the edge of the 800,000 square foot new building. We would like to request that the stockade fence that is shown on the plans near the buffer zone be changed to a large acoustic fence such as the ones along the highways that control traffic noise from the abutting homes. We believe this would be significantly more effective than a simple fence to protect us from the noise.

We understand there is also a NH Law relative to idling vehicles. This development is scheduled to run 24 hours a day. We want to be sure this law is adhered to.

We have included a copy of that law for your convenience.

Please help us to keep the negative effect of this development from reducing the values of our homes.

Thank you for your consideration,

Richard G. Tracy Yvonne H. Tracy

Richard and Yvonne Tracy

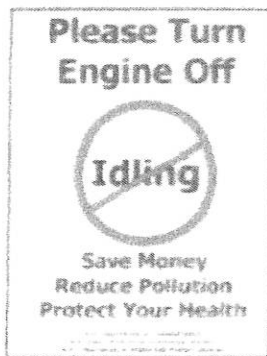
17 Monarch Way

Kingston, NH 03848

FOR INCLUSION
WITH 10-27-20
LETTER TO BOARD
ON 266-RT125 PROJECT
RICHARD TRACY

[Divisions](#) > [Air Resources](#) > [Programs/Bureaus/Units](#) > [Idle Reduction](#) >

Overview



An engine that is burning fuel without performing work is idling. Sitting in traffic, picking up or dropping off passengers, warming up your car or engine are all examples of idling. Idling is inefficient because it burns fuel needlessly. In addition, idling puts wear and tear on an engine and contributes to air pollution-related health effects and climate change.

Idling is especially significant with diesel-powered trucks, buses and off-road equipment. That is because emission standards have lagged behind gasoline-powered vehicles and they tend to idle more due to the way they are used. School buses are a special concern because the emissions can be harmful to children whose respiratory systems are not fully developed.

Some Idling Facts and Figures

- Thirty seconds of idling can use more fuel than turning off the engine and restarting it.
- Idling equals zero miles per gallon. An idling vehicle is the most inefficient vehicle on the road.
- Idling is not an effective way of warming up engines. The best way to warm up an engine is to drive it.
- Depending on engine size, one hour of idling can burn a half to a full gallon of fuel. Idling for 10 minutes uses as much fuel as traveling five miles.
- Every gallon of gas burned produces about 20 pounds of carbon dioxide, a major contributor to climate change.
- Consuming less fuel by not idling helps to reduce the need to import oil to meet demands. Saving gasoline or diesel represents conservation of a non-renewable natural resource.
- Breathing exhaust fumes increases the risk of cancer, heart and lung disease, asthma, and allergies, especially in children.

New Hampshire Law Restricts Idling

New Hampshire regulations (Env-A 1100) help to minimize the health and environmental impacts of idling by establishing a limit on the amount of time that engines are permitted to idle. The limit established in the regulations is based on outside temperature, as shown in the following table.

Ambient Temperature	Maximum Idling Time Limit
Above 32° F	5 minutes
Between -10° and 32° F	15 minutes
Below -10° F	no limit

Exemptions to these rules are 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.

Anti-Idling Initiatives

Drivers of heavy duty diesel vehicles can have a significant impact on public health and the environment by limiting engine idling time whenever possible. The American Trucking Association (ATA) reports that engine idling not associated with normal driving makes up as much as 30 percent to 50 percent of truck operating hours. Diesel vehicle fleets and drivers can help improve air quality and public health by complying with the regulations and by proactively adopting and promoting policies to further minimize engine idling.

Idling time can be significantly reduced through the use of anti-idling devices, which include direct-fired burners for cab and engine block heating; thermal storage devices for heating and cooling; and auxiliary power units for heating, cooling, and electrical power. These units use only 10 percent to 15 percent of the fuel a diesel truck engine uses and also emit much less air pollution per gallon burned. Information of idle reduction technology can be found under the Hot Topics section of the Idle Reduction webpage.

School Bus Anti-Idling Initiative

Air pollution from diesel vehicles has health implications for everyone, but children are more susceptible to this pollution because their respiratory systems are not fully developed. Diesel exhaust typically contains particulate matter (PM), hydrocarbons (HC), and carbon monoxide (CO). Exposure to fine particles in school bus exhaust can result in increased frequency of childhood diseases, such as asthma. At school yards, idling school buses release emissions directly into the breathing zone of children. As children line up to board an idling bus, they are exposed to the vehicle's emissions at the most concentrated levels. Limiting the amount of idling time not only reduces exposure of school students to the harmful pollutants in diesel exhaust, but it also improves air quality.

In 2002, NHDES teamed up with the [New Hampshire School Transportation Association \(NHSTA\)](#) to launch a voluntary initiative to protect school children and bus drivers from excessive exposure to exhaust emissions from school buses. As part of the initiative, fleet managers and school bus drivers throughout New Hampshire adopted policies and practices to reduce school bus engine idling time whenever possible. For more information about this initiative, visit the School Bus Anti-Idling web page. In addition, New Hampshire recently passed a law that directs school districts to develop a policy for governing air quality in schools, calling on the school boards to "... address methods of minimizing or eliminating emissions from buses, cars, delivery vehicles, maintenance vehicles, and other motorized vehicles used for transportation on school property

November 2, 2020

TO: Kingston, NH Planning Board Members:
RE: 266 Route 125 Distribution Warehouse Plans

I will not be able to attend the Nov 17 meeting and would like to reiterate some serious concerns that I and several neighbors have concerning the 266 Route 125 distribution warehouse plans. I'm sure you've received some of their letters.

One of the most important concerns to me and my neighbors, is that the distance from the side of the 800,000 square foot building wall and the entrances to Kings Landing is only 1300 feet.


I visited the planning board office to view the plans recently, I was assisted by Planner Glenn Greenwood who helped me determine the distance. I asked Mr. Greenwood if the proposed vegetation buffer and stockade fencing would be sufficient to block the noise of the trucks. In his opinion, it was not.

I cannot emphasize enough the necessity to replace the proposed stockade fence with the same sound reduction fencing that we see along many major highways.

We believe that without a major sound block, we stand to not only lose the value of our homes, but it negates every value such as peace and quiet, cleaner air—all those things we moved to Kingston to enjoy.

Please utilize Mr. Greenwood's knowledge in this area and determine a viable solution to the noise issue.

Thank you,


Richard and Yvonne Tracy



17 Monarch Way

Kingston, NH

To: Planning Board

RE: 266 Rt 125 Warehouse Project November 17th Meeting

From: Richard K Tracy, Abutter

Date: 11/5/2020

I will be traveling on November 17th and am interested in this project. I have written letters and stopped by to view the plans of Project stated above.

Please accept that my son Ross Tracy will take my place on the Zoom Platform and I will be connecting to him via my cell phone. This project is very important to me and others living in Kings Landing. I could not postpone this travel, so this should work for me. My wife is not available to join the call as she is traveling with me.

Thank you.

Richard K. Tracy

Richard K Tracy
17 MONTAUK WAY
KINGSTON

October 29th, 2020

Dear Planning Board Members,

We are writing this letter to express our concerns regarding the proposed warehouse distribution center development at 266 Rte.125.

We are a community of 44 condominiums in King's Landing, with private roads, which contributes well over \$300,000 in property taxes each year to the Town of Kingston with very little impact on the municipal services. We feel that there are a number of extremely important questions/issues regarding this proposed new development that remain, unfortunately, unanswered.

Our concerns are as follows:

With regard to an "emergency" access road onto Route 107 -- **This access road should only be an access road for emergency vehicles.** There is no reason why employees of the distribution center need to be allowed to use this road. Any ingress and egress to this complex should be on Route 125. Too many questions arise when one contemplates what will occur if additional access is granted to the employees, for instance:

- What will be the daily volume of traffic entering and exiting the facility onto Rte. 107 and what will be the type of vehicles: passenger cars? trucks? vans? emergency vehicles? others?
- What type of traffic control mechanisms will be in place to control Rte.107 traffic speed limits and stop/go measures to prevent high speed driving, accidents (considering the huge increase in nearby SELT entry/exit traffic activity and newly approved residential developments on Rte.107)?
- Will the entry/exit onto Rte. 107 be illuminated for pedestrian and vehicle safety?
- Has any consideration been given to the additional traffic which has been added at the SELT trailhead? Many cars are parked daily on both sides of the road by the SELT property (frequently 20+ vehicles) with families and children disembarking from their cars and crossing Rte.107 just feet from the proposed warehouse access road.
- Additionally, has consideration been made for the stop and go activity of school buses on Rte.107 every day as they pass the access road?

Regarding **noise pollution and air pollution** -- there definitely will be *noise and air pollution* impact from tractor/trailers "stacked up" on the road to the warehouse "running" their engines 24/7, while waiting to load/unload their vehicles.

- What measures will be taken to mitigate noise and air pollution?

Remaining concerns include the name of the end user and the nature of the building storage contents. Our community continues to ponder how the town could possibly approve such a huge project without the entire town population knowing who the end user will be and, of greater importance, the contents of the storage buildings.

Finally, as a bona fide tax paying retirement community, the residents here at King's Landing have a right to expect a safe living environment, certainly with regard to traffic management and noise/air

quality. The Town of Kingston enjoys the tax benefits that are derived from a retirement community that has minimum impact on municipal services, yet the town is on the verge of approving a monolithic traffic and sound impacting facility, immediately next door to King's Landing.

Recognizing the significant time demands and the hard work that has been put into this project by the Kingston Planning Board, the homeowners of King's Landing wish to express their sincerest thanks to the members of the Kingston Planning Board for the work that they have done and continue to do on behalf of the residents of the Town of Kingston, and we thank you for your consideration of our concerns.

Respectfully,

King's Landing Condominium Community Members:

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Roberta Zilinsky	31 Castle Court

October 26, 2020

To: The Kingston Planning Board Members,


My name is Roger Branchaud and I live at 19 Monarch Way in Kings Landing. My wife and I have lived in our condo for four years. We moved here to be in a quiet, country setting in our declining years. Traffic has been very noisy and has increased since moving here. Very few cars are following the speed limit. Trucks and motorcycles seem to want us to know they are passing by and rev up their motors often.

I am writing to you today to let you know of my concern for the access road onto Marshall Road for the proposed warehouse at 266 Rte. 125. This road is to go in just a little beyond our entrance to our street. My understanding is that the road is to be an emergency gated road only and not to be used as an employee entrance/exit!

The added traffic on 107 would certainly cause more noise level and more traffic and possible accidents. We live at the corner of one of the entrances to our development. Many cars pull into our driveway and the top of the street to make a U turn to change directions.

We are asking that the BOD take our concerns seriously and if the project goes through, that the access road is for emergency use only.

Thank you.



Roger Branchaud

Dear Kingston Planning Board Members;

Thank you for taking the time to review this detailed letter to bring awareness and express concerns regarding the new proposed warehouse distribution center development at 266 Rte.125 and the proposed entry/exit road to be created on Route 107. This letter is another supplement to the other letters from property owners at King's Landing and other town residents have additionally submitted to you for review regarding a Route 107 access road.

Simple question: *"Why Is there a need for a new access road"* as the existing warehouse has a wider entry/exit to the current building on Route 125 and had been designed to facilitate the combined traffic needs for both employees and freight vehicles and is also a much shorter distance to the facility from Route 125 should a need for emergency responders be required to the facility.

We request you to carefully consider that should there be some new requirement that would cause a valid need to create a Route 107 access road and if so validated, this new access road should be designated to be an access road exclusively for emergency vehicles. All development plans for entering/exiting the current and new buildings including employee access and other standard use vehicles should be at the main point of entry to the facility on Route 125 and not on Route 107. This would include: all incoming/outgoing usage of private or company vehicles used for executive and company employees, vendors and guests, all service vendors, maintenance vehicles including municipal and all freight vehicles conducting business at the distribution center and offices to utilize the main entry/exit to this complex located on Route 125.

Facts to consider: Route 107 is a secondary northeast/southwest 2-lane curved road with limited lane width along the Route. Route 107 harbors family residence homes and provides pedestrian access to the SELT wildlife/nature lands. Route 107 has moderate traffic adequate for those residents, commuters and small businesses. There still are many unanswered questions as to the impact to residents along Route 107 when there will be an increased traffic flow, noise and delays from vehicles access to the facility via their "gated entrance/exit". The traffic hazards and nuisance noise to abutters, disruption to wildlife and a devaluation to landowners must also be considered as well as for the substantial impact it will have on others traffic using Route 107 should additional access be granted to the employees and other related traffic brought on by the distribution center.

(Note: let us not forget that this new building will be in addition to the current 144,000 sqft building at the location bringing the total estimate +/- volume of 944,000 sqft)

Given that no full disclosure has been provided by the developer and applicant, it is presumed that this building facility's operational hours will be a 24-hour cycle, other elements that have not been addressed to our affected community include: Vehicles to accommodate the staffing needs for employee's for administration and warehousing, requirements and additional services to service and maintain a facility of this magnitude in addition to the freight carrier volume per day, an estimated quantity of incoming/outgoing secondary vehicles (vans, smaller trucks etc.) and their needs.

There are concerns to address regarding the analysis of current traffic patterns. Route 107 traffic use patterns are not the same as traffic patterns which can be observed and measured from collected data at other locations with similar types and size of facilities that are located in larger metro communities that may border or have adequate ramp access along major roadways. By allowing use of Route 107 to have access to the current and proposed warehouse, these are not within proximity to major interstates such as Route 93, Route 101 or Route 95 and as such will have significant subsequent effects due to the increased traffic volume, speed, noise and possible injury to walkers/bikers, wildlife and access to SELT lands. Possible additional noise barriers as identified in 1980 rules do not mitigate true traffic noise and not applicable as a solution.

The developer research and projections clearly identify that **delays of traffic will occur** if access via Route 107 is created and **that acknowledgment should remove Route 107** as anything more than a possible emergency access road only. The addition of a traffic signal to replace the current blinking yellow light would be considered a good improvement to Route 125/Route 107 intersection (referenced below) as other such intersections currently have in place along Route 125 and has no impact at all to the current traffic to enter/exit Route 107 to Route 125. By approving and adding new additional vehicle traffic to enter/exit Route 107 to gain access the new entry/exit road will most certainly increase traffic delays for all regular use.

NOTE:

- Any recent analysis of traffic patterns of this area or similar areas are fundamentally skewed on the basis that reactions to the COVID-19 situation have significantly reduced the flow of traffic. Such analyses cannot be justified as a means for moving forward with the proposed Route 107 road projects in question.

Referencing notes taken from the developer researcher August 2020 traffic study:

*"A new generic warehouse/distribution facility (800,000 sf) is planned on the remainder of the site to the south. Access to this building is proposed via two new driveways: 1) a new South Site Driveway intersection on NH125 located approximately 500-feet south of the existing site driveway, and 2) a new West Site Driveway intersection on NH107 located approximately 3,000-feet west of NH125. **The westerly site driveway on NH107 will be gated and limited to employee vehicles only.**"*

"The results of the analysis for the NH125&NH107 / NH107 intersection with stop sign control are summarized on Table 6 and demonstrate that left-turn departures from the NH107 (Marshall Road) approach currently experience long delays during the weekday PM peak hour period (LOS F) due to the high volume of through traffic on NH125. From a capacity standpoint, this movement will continue to be capacity deficient regardless of the proposed development. This finding means that there is not a sufficient supply of adequate-sized gaps in the traffic stream on NH125 for vehicles to safely enter the northbound traffic stream on the highway. The only practical means to address the long delays and capacity deficiency shown on Table 6 is to install a fully-actuated traffic signal system. In order to so, one or more of the applicable traffic signal warrants in the MUTCD2 must be satisfied."

It is clear and obvious that the developer is skilled and has carefully done this before as they crafted and presented multiple slides and other fanciful imagery to make this look attractive to the town while foregoing the substantial impact and detriments this will have with respect to the town and its residents. This should also bring a concern as to what other schemes may be in future development after they have been given a "green light".

It is of interest and importance as to what are the long-range thoughts have been considered by the town planning board to the residents of our town for safety in all areas of measure.

Thank you for the time and the responsibility in representing all residents in our community today and for the future.

John and Cindy DiStefano 26 Monarch Way, Kingston NH

Plan would bring 800,000-square-foot distribution center to ...

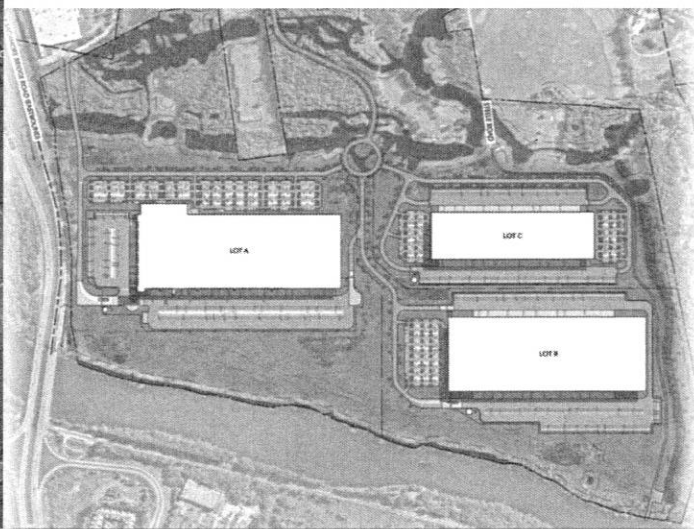
www.unionleader.com/news/business/plan-would...

Nov 01, 2020 · A preliminary plan shows the **800,000-square-foot distribution center** being proposed at 266 Route 125 in **Kingston**. **KINGSTON** — Plans for a massive distribution center that could be an economic boon...

Amazon not commenting as questions surround proposed Kingston ...

www.unionleader.com/news/business/amazon-not...

2 days ago · An **800,000-square-foot distribution center** is being considered for the **Sears Logistics Services property** on Route 125 in **Kingston**



The surrounding grounds and land to this existing entry/exit also appear to have adequate area for future improvements to the current road entry/exit and accommodate the needs of this project and making improvements would stop further conversation.

There are significant concerns regarding the proposed Route 107 entry/exit road to the warehouse facility and the effect it will have to the town of Kingston and its residents along Route 107 as this will create new and heightened amount of traffic volume and noise created along to the roadway and the town should be concerned about the impact it will have to the homes and properties along this traffic route.

November 10, 2020

To Members of the Kingston Planning Board:

As residents of Kingston, who reside in King's Landing, we are writing to you today to express our concerns regarding the proposed warehouse distribution center project at 266 Rte. 125. As has already been explained in our King's Landing community letter and in other letters from individual King's Landing residents and other abutters, we are very concerned about problems related to increased traffic on Rte. 125 and Rte. 107 as well as the noise and air pollution that a commercial facility of this magnitude will produce 24 hours a day, 7 days a week in our peaceful, residential town of Kingston. As quiet observers at all three of the hearings on this project, we believe that members of the Planning Board share some of our concerns as is evidenced by the commission of a peer review traffic study. Should this project be approved, we hold the Planning Board, the town planner, and the town engineer accountable to protect the rights and safety of the residents of Kingston by ensuring that traffic, noise, and air quality concerns be addressed and mitigated.

Some folks may view concerns about traffic, noise, and air pollution as the inevitable byproducts of progress. However, by definition, progress is an advancement or development toward an improvement or better condition. How will the approval of this huge commercial project improve the quality of life for those of us who live, work, and enjoy our leisure time in Kingston? How will this unprecedented commercial development affect residential property values? Will Kingston still be the kind of town where young families choose to raise their children and where seniors choose to retire?

Three years ago, we relocated from out of state, and chose to build our retirement home in King's Landing after a search for condos throughout southeastern NH. We chose Kingston because of its historic charm, its beautiful woodlands, and its peaceful backroads dotted with family homes and farms. We realize that every town needs commercial development to support its tax base, but we believe the construction of a warehouse distribution center of this size and level of activity will inconvenience local residents, pose health and safety concerns for the community, have a negative impact on the town's natural resources and air quality, and place a burden upon municipal services. We urge the Members of Planning Board to consider the long-term consequences of their decision. Approval of this project will change forever the residential character of our town. We urge the Kingston Planning Board to reject this commercial proposal.

Thank you for your consideration of our concerns.

Very truly yours,
Susan and Barry Driggs
21 Castle Court

11/17/2020

Kingston Planning Board
Public Hearing

RE: 266 Rte. 125, LLC

James Hasselbeck
19 Elkins Road
Kingston, NH 03848

From any angle, this is a massive project with significant impacts, Scott's word choice of intensity is an excellent one. As with any project of this scale, these impacts are both positive and negative. As residents, planning board members, and applicants, our collective challenge is to find ways where we can maximize the shared benefits of this project and minimize harm.

As a resident, husband and father of 3 small children who will continue to grow up in town, I second the concerns about additional traffic, loss of wildlife habitat and light pollution. But I also acknowledge the real and meaningful benefits to our tax base and impact fees this project would provide, without adding a significant burden to local services. Projects of this scale are rare in New Hampshire and would make a once in a generation positive financial impacts to the town, benefiting all residents.

My day job is as Director of Operations for ReVision Energy. That requires me to participate in large scale project development including many of the same state and local planning requirements and regulations as have been discussed here and in the previous meetings. I have had the opportunity to review all the relevant plan submissions and state and local requirements. By the way, I do think it is worth acknowledging the Town of Kingston's excellent efforts at transparency in this Planning review process by making these documents easily accessible, thank you.

I think it is important we all remember it is not the role of the Planning board to approve or deny projects based on their personal opinions or project specific abutter impacts. Instead, it is their duty to make sure that any proposed development meets or exceeds all relevant state, local and federal codes and ordinances. If you disagree with the existing zoning, traffic requirements, setbacks, etc., the time to address those is by engaging the planning ordinances and in town's vote. I think the applicant and their team of engineers has done an excellent job in designing this project in compliance with all relevant codes and statutes, and the Planning Board and others should continue to focus on the conditional use sections to protect the river and watershed.

With that understanding, I propose we look for opportunities to mitigate some of these concerns by residents, while also supporting this development in a sustainable and forward-thinking way a project of this scale deserves. The size and scale of this facility puts the future lessee of this facility into only a handful of potential owners. The level of investment required also requires a long-term view on the usage of this property. The only people making investments like this right now are Fortune 1000 companies, many of which have publicly stated environmental and sustainability goals across their operations. Companies like Apple, Walmart, Target and Amazon all have detailed plans and timeframes for reducing the negative environmental impact in there, and their supplier's, operations.

Amazon specifically, is the co-founder of The Climate Pledge, which promises to have their all of their global operations achieve Net Zero by 2040. Simply put, Net Zero means reducing environmental

impacts and emissions as much as possible, and offsetting whatever cannot be eliminated with better alternatives. Things like replacing internal combustion trucks with battery powered semis and EV chargers (mitigates idling truck and noise concerns), sustainable design and construction methods and materials like permeable pavement (mitigating runoff concerns), utilizing existing roof space as electricity generation potential (a roof of the size could hold enough solar panels to power 100% of the electricity required for the facility and potentially excess to benefit the town or abutters), update civil designs to minimize impact on the river and reduce need for conditional use permits and maximize shoreland protection and many other design and operational choices which can really minimize the impact to our local community and environment if done well. This is not science fiction moonbat stuff. We have the engineering expertise and technology to do this work right now, and these buildings are being built, in NH, right now! The additional up front construction costs are more than offset by building operational savings, making the finances work for the owner. And local residents benefit by getting the jobs and tax base without the negative environmental impacts.

This is a massive opportunity which can benefit the applicant, future lease and residents of Kingston by mitigating many of the valid concerns highlighted by residents, adding financial value to the applicant's proposals and helping a potential future lessee to achieve their stated environmental and sustainability goals. I challenge the applicant to pledge to design a building and site which meets or exceeds LEED Gold or Platinum status and the residents of Kingston to demand future proof planning and zoning

Memo To: Chairman and Members of the Kingston Planning Board

From: Glenn Greenwood, Kingston Town Planner

Date: November 16, 2020

Subject: comments for Tuesday evening's public hearing

Fieldstone Industrial Park – 34 Route 125 – Tax Map R2 Lot13 – Site Plan Review and Condominium Subdivision – This is a continued site plan review and subdivision application for the construction of three buildings for industrial use. The Board continued this hearing to this evening with all items taken care of except review of the easement by Town Counsel and a short bullet list of items from the Town Engineer. The Board received the punch list from Dennis on Monday afternoon. Town Counsel had no changes for the proposed easement but was concerned that the grade of the driveway comply with town standards and that the Fire Department sign off on the driveway. (I believe these issues have already been addressed.)

Subdivision and Site Plan Review for 266 Rte. 125, LLC 266 Rte. 125 Kingston, NH 03848 Tax Map R41 Lot 17-1 –

This is the third public hearing for this proposal and I have no new comments to offer. but I want to outline for the Board where we stand in the process.

The Town received the draft version of the RPC Staff comments as a result of the declaration of regional impact last week. Their formal meeting to discuss the proposal was held on Monday, November 16, 2020; so it is possible that additional comments will be forthcoming. I will summarize their comments and provide responses for the Board on Thursday. (The draft RPC staff letter is attached to this email.)

The Towns consulting Traffic Engineer, Robert Duval of TF Moran will provide the results of his review at our public hearing on November 17. He may have additional information after that meeting because the design team's Traffic Engineer, Pernaw and Associates, provided additional requested information resulting from The TRC meeting just this week. This information needs to be closely reviewed by the Planning Board due to the expected high traffic generation of the proposed facility.

The applicant was intending to provide the hydro-geologic study required by the Town's Aquifer Protection District on November 5. I spoke with both the applicant John Wolters (Monday 11/9) and the design engineer Karl Dubay (Tuesday 11/10) last week to try and get an estimated completion time for that study. This study must be provided to Danna Truslow, our consulting hydro-geologist for her review. A timely review and preparation of any comments she may have could take up to three weeks. I have not been provided an estimated completion time as of this date.

The Planning Board has received a significant number of abutter concern letters in the past three weeks. I believe that the Board members have received electronic copies of these letters. The ones that I have read have largely been concerned with traffic volumes and noise generation from the proposed facility. The number of letters received may make reading each one at the public hearing cumbersome and time consuming but that is a decision the Board should make during the hearing.

The abutters and the design team met twice on-site since our last meeting to determine if work was undertaken by the design team on private property. The parties must come to agreement over what restoration is necessary but this is not an issue for the Planning Board to mediate.