

Groth, Brian

From: Linda Zarzatian <zarzatian@gmail.com>
Sent: Sunday, August 9, 2020 4:17 PM
To: ~BoS; Groth, Brian; Planning
Subject: Grren Meadow Golf Course

Hello again,

Hope everyone is still free of coronavirus. All these meetings, at this very dangerous time, with a life threatening pandemic still going on is quite concerning to me. I can not attend said meetings due to the pandemic, otherwise I surely would be present.

I continue to be quite concerned about this life changing project that is proposed to be built in Hudson. Hudson, as we know it and love it, will forever be changed for the extreme worse. I surely hope you all are seeing this more clearly.

This proposed project it going right next door to residential areas and from what I heard from the representatives from Hillwood, they stated that it would be "Stupid" to do testing at their sites for cancer concerns for the residents who live near there properties. They stated that it would be too expensive to do that kind of testing. That being said, we have no knowledge as to how this has affected others within the proximity of their facilities that are operating now, so who knows what we will have to tolerate, health wise because of all the pollutants they will be producing for us to live and breathe. Our motto "Live Free or Die" will have to be changed to "Life free and Try to Still Breathe".

I know a person who has knowledge, through experience, as to how these operations work. You get a time your truck is to be there for pick up or drop off and that is the only time you may be present. As a result of these time constraints, you will need to wait wherever you can. So, the 18 wheelers and box trucks and whoever else will be parked and or, idling on the side of whatever road they wish. That will be quite special when they are idling on my road 24/7, 365 days a year, especially around the holidays. They already park at Sams. Who is going to stop them? Where is there a truck stop, I haven't seen one anywhere on Route Three. Where will they get gasoline, Haffners? I can't wait.

All this talk from Hillwood about what the tenants will be doing. They don't even know who all the tenants will be. It is actually, absolutely no concern of Hillwood, they are the landowners not the tenant. They will lease the buildings and good luck to all of us who have to try and live with the tenants. No one knows and Hillwood certainly does not care who they will be for many, many, many years to come.

Good luck to all of us who trusted Hudson, took up residency here and expect to have a Safe Life here. I would like to know how this can be good for the Town of Hudson and all us residents. I expect an answer. I am still waiting on answers to all my previous questions submitted to all of you. We all expect you all to do what is right and safe for the Town of Hudson and all us concerned residents and surrounding residents of Hudson.

Thanking you in advance for your expertise and knowledge in serving Hudson with, and for the best interest of all of us.

Sincerely,

Linda Zarzatian

Groth, Brian

From: Pat McGuane <patmcguane81@gmail.com>
Sent: Tuesday, August 11, 2020 11:27 AM
To: Planning
Subject: Hillwood Proposal

This is the second time I write about my disapproval of this Hillwood Proposal. I will definitely sell my home if this proposal is approved. Hopefully, before my property value drops. You can bet that I will not buy in Hudson. You will ruin the peace and quiet of my neighborhood and other neighborhoods around and prove the almighty dollar prevails. I expect more from the town of Hudson.

When I purchased my home, I tried to make sure my neighbors would not change. You cannot in all conscience change from a golf course to a full-blown industrial distribution complex. It can't be the same zoning.

As I said before, this type of industrial complex belongs in a rural setting. Not on the busiest road in Hudson NH. I cannot believe this proposal is being entertained by the planning board. You are letting Dallas, Texas pollute Hudson New Hampshire.

--
Pat

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Groth, Brian

From: Hudson New Hampshire via Hudson New Hampshire <noreply@hudsonnh.gov>
Sent: Thursday, August 13, 2020 6:16 PM
To: Groth, Brian
Subject: Form submission from: Contact a Board or Committee

Submitted on: Thursday, August 13, 2020 - 6:16pm

Submitted by:

Rachel McGraw

Rachel.I.McGraw@gmail.com

Question/Comments Submitted:

Hello,

I've been watching the Planning Board meetings from home and I think it would be beneficial if the speaker was visually identified by name. I know the board members have name placards- would it be possible to arrange the name placards in advance as to always be visible to the camera?

It would also be helpful if the planned outside speakers had their name visually presented- even if it's simply printed on a piece of paper in a large font, and folded to make a temporary name sign.

Thank you,
Rachel McGraw
9 Muldoon Drive
Hudson, NH

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Groth, Brian

From: Vieira, Nancy M. <NVIEIRA@PARTNERS.ORG>
Sent: Friday, August 14, 2020 2:22 PM
To: Planning
Subject: Proposed Hudson Logistics Center

Dennis & Nancy Vieira
45 Moose Hill Rd.
Hudson, NH 03051

August 14, 2020

Dear Planning Board,

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 only 5 years, but we love this quaint town. It is just big enough, we do not want to see it grown into a booming Metropolis! Crossing the town during the morning and evening rush hour is difficult enough without adding 24/7 - 365 days a year tractor trailer trucks, it would be a total nightmare.

We lived in Massachusetts, in Bolton, we traveled Rt. 495 daily, among the thousands of tractor trailer trucks, coming & going, lots coming from Littleton. The continuous noise and commotion is relentless.

The environment will suffer, the pollution will increase, the frustration from the traffic will be unbelievable, the noise level from all the extra activity will be "city life at it's worst"! There is not one good reason why this Proposed Center should be considered in our eyes.

We are both registered voters here in Hudson and we certainly hope you will consider all of the above before making a decision for this proposed nightmare.

Respectfully submitted.

Dennis & Nancy Vieira

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Groth, Brian

From: Michael Ruby <mrrubymichael@gmail.com>
Sent: Friday, August 14, 2020 8:09 PM
To: ~BoS; Groth, Brian; Dobens, James; Dhima, Elvis; Planning; robert.scott@des.nh.gov; Scott Wade; Mike Ruby
Subject: Planning Board Meeting of 8/12/20

Dear Board Members,

I was unable to attend the meeting on Wednesday due to my wife's health problems. I did watch the recording of the meeting this afternoon and I would like to make 2 comments about property values related to the proposed project being discussed.

1) As everyone knows, the three most important things in real estate are location, location, location. The homes in the adjacent subdivision currently border a beautiful golf course with great views year 'round. If this project is completed these same homes will border a very large hill with a sound wall perched on top of it. I believe that most home buyers would find the golf course option to be more desirable, and therefore be willing to pay more for that home than one that looks out onto a big hill and whatever is behind it. If this project is allowed to go through property values in the immediate area of the logistics center will surely go down.

2) I mentioned at a previous meeting I attended that my wife and I moved here in April of 2017 from St. Louis. We bought the house sight unseen after doing research on the house and the area. We saw pictures of the house on Zillow and we looked at aerial photos of the surrounding area. We then had our son contact the realtors and he went through the house and skyped us as he did so. We put in a bid that day that was over the asking price because we were so impressed with the house and the area. If we had seen a giant hill across the street with an enormous logistics center in the aerial photos instead of a golf course, we would never have even considered having our son look at it, much less buying it.

I know that the people who live close to the golf course are a minority in the Town of Hudson, but we hope that you consider what this project would do to our way of life as you deliberate on the issue. We understand that the owners of the golf course have the right to sell their property, but there has to be some middle ground between a golf course and this behemoth of a project.

Thank you for your time and your consideration toward making Hudson the best town it can possibly be. Please include this letter in the package for the next Planning Board meeting.

Mike Ruby
7 Eagle Dr. Hudson, NH

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Groth, Brian

From: Tim Monk <tamonk@ucdavis.edu>
Sent: Saturday, August 15, 2020 2:45 PM
To: Planning
Subject: HLC: Comments for August 22 Meeting

Planning Board Members,

I hope you find the following information and comments useful.

Property Values

1) In addition to the missing sales that Selectman Coutu pointed out during the previous meeting, at least the following sales in the Green Meadow subdivision were absent from Mr. Reeks' report: 5, 9, 13, 20, and 25 Par Lane, as well as 8 Muldoon. That's 6 sales compared to his 20; at least 23% of the sales are missing. I don't see how any conclusions can be drawn with this much missing data.

2) According to Zillow and [realtor.com](https://www.realtor.com), 5 Par Lane was also for sale after the HLC proposal, had a buyer back out, a price reduction, and was ultimately pulled from the market. https://www.zillow.com/homedetails/5-Par-Ln-Hudson-NH-03051/74288310_zpid/

3) If the applicant had provided this report early enough for it to be posted online before the public comment deadline, the above information would have been available to the Planning Board during the previous meeting. It may be useful to delay holding specific topic meetings until all relevant reports have been submitted to the town, so that the public has an opportunity to share additional written information with the board in advance.

4) I've found several academic papers that find a golf course has a significant positive impact on property values. These include:

"Golf Courses and Residential House Prices: An Empirical Examination", Do and Grundnitski, Journal of Real Estate Finance and Economics, 1995
https://www.researchgate.net/publication/5151389_Golf_Courses_and_Residential_House_Prices_An_Empirical_Examination

"Neighborhood Parks and Residential Property Values in Greenville, South Carolina", Espey and Owusu-Edusei, Journal of Agricultural and Applied Economics, 2001
<https://ageconsearch.umn.edu/record/18812/files/wp012203.pdf>

"The Impact of a Golf Course on Residential Property Values", Nicholls and Crompton, Journal of Sport Management, 2007.
https://www.researchgate.net/publication/286705665_The_Impact_of_a_Golf_Course_on_Residential_Property_Values

I see three main takeaways:

a) A golf course's positive impact on nearby home values is significant, ranging from 7-27% depending on the study. A dramatic use change such as proposed with the Hudson Logistics Center, would thus significantly reduce nearby property values.

Public Comment received August 4 to August 18: Planning Board Packet 8/26/20

b) Some studies show that nearby non-abutting properties benefit from a nearby golf course. While comparing abutting properties to nearby properties may not show much difference, they may still be significantly higher than similar homes further away.

c) The methodology for evaluating the impact of a nearby golf course involved detailed modeling, using a hedonic pricing model (https://en.wikipedia.org/wiki/Hedonic_regression), which uses many explanatory variables known to impact property values. These can include not just the square footage and whether it is next to a golf course, as Mr. Reeks' analysis appears to do (he does not explain his method), but also the age of the property, the lot size, the number of bedrooms and bathrooms, the time of the sale, and time on market. Skipping this kind of detailed modeling leaves Mr. Reeks' analysis open to significant error.

5) While Mr Thibeault sort of lamented a few times that the two NH sites were the best comparables, we should emphasize that he meant the best ones in NEW HAMPSHIRE. This means both that there are better sites to look at the impact of this kind of project, and that this project just doesn't match the nature or character of New Hampshire at large, or Hudson in particular. We know better than to build giant buildings with lots of noise and traffic right next to quiet residential neighborhoods.

Facility Operation

6) An article in the Union Leader on August 13th quotes Gary Frederick (a Hillwood SVP): "The Amazon facilities are not typical 'last-mile' parcel delivery stations and do not generate the high volume of delivery van trips of such a facility." In previous explanations of the operation of the two buildings, one was described as making deliveries direct to customers, as shown below in a slide from the May 27th meeting. I request the board ask Mr. Frederick to address this apparent discrepancy.



Employment Impact

7) Contrary to Hillwood's implication in their slides on August 12th, Amazon no longer offers RSUs to warehouse employees: <https://www.theverge.com/2018/10/3/17934194/amazon-minimum-wage-raise-stock-options-bonus-warehouse>

8) A report entitled "Unfulfilled Promises" from the Economic Policy Institute concluded in part:
"We find that opening an Amazon fulfillment center does lead to gains in warehouse jobs in a county, but does not lead to gains in overall county-level employment. These findings are consistent with theories arguing that luring establishments from existing national employers to a particular locale may just displace incumbent jobs. This seems to add evidence to an already-strong research base indicating that the zero-sum strategy of attracting existing employers away from other regions does not guarantee good economic outcomes."

<https://www.epi.org/publication/unfulfilled-promises-amazon-warehouses-do-not-generate-broad-based-employment-growth/>

Regards,
Tim Monk

Groth, Brian

From: fgurrisi_145 <fgurrisi_145@comcast.net>
Sent: Sunday, August 16, 2020 6:55 PM
To: Planning
Subject: Green Meadows Golf Course proposal

I think it's a great time to begin thinking of the future of Hudson many of our children are educated here and move out as soon as that ends. We need good paying jobs right here in Southern New Hampshire. Many of our youth move out of state because of lack of opportunities.. also if it's true that Amazon will be moving in this is a godsend remember this is any essential employer providing Goods to all Americans during this pandemic

Sent from my T-Mobile 4G LTE Device

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August 17, 2020

To: Hudson Town Administrator Steve Malizia

Hudson Town Planner Brian Groth

Hudson Planning Board Chair Tim Malley

Hudson Board of Selectmen: Roger Coutu, Normand Martin, Marilyn McGrath, David Morin, Kara Roy

Commissioner of NH Department of Transportation Victoria Sheehan

Senior Transportation Planner of Nashua Regional Planning Commission Matt Waitkins

As a long-time resident of Hudson, I am writing for the second time to express my strong opposition to the proposed Hudson Logistics Center at Green Meadow Golf Course. The first time I wrote, in June of this year, I was writing my observations as a resident of Lowell Road. Excerpt from my letter is, "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."

And today, over two months later, I am writing because I have diligently searched the State of NH archive files and found true evidence of the traffic issue that faces the town of Hudson. In a document titled NH DOT Statewide Freight Plan, Final Report 2019. It states that "Portions of the Everett Turnpike in Nashua, I-93 in Salem, and most of I-95...carry more than 80,000 vehicles per day." The report states the main freight-related challenges of all nine of the State's Regional Planning Commissions. For purposes of my letter, I focus only on the Nashua Regional Planning Commission. The issues are trucks on urban streets, and East/West Highway access. "In the Nashua RPC's jurisdiction, east-west highway congestion is an issue. Other RPC's note the lack of good east-west connections, but do not identify mitigating that as a priority." (page 74)

In the section of the report on Mobility and Congestion, it is noted that "Although the Interstate network generally carries the highest truck volumes, it is not regularly congested outside of urban areas, and truckers have some flexibility to avoid the peak travel times in these areas. Nevertheless, the sections of these highways south of Concord are significant sources of truck delay." On a map we see that areas in Nashua and Hudson encounter greater than 10 hours of truck delay per mile of route. (page 127)

The report talks about Truck Freight Bottleneck Reporting and how a screening process was used to identify bottlenecks on a quantitative and qualitative methodologies. In a table showing the highest priority areas, the Circumferential Highway located between the Everett Turnpike and Rte 3A in Hudson is the third highest priority spot on the list! And Rte 3A becoming Lowell Road from the Massachusetts border to Rte 111 is also on the top priority list! (Page 131).

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Armed with this information, I cannot help but to bring it to light to the Town of Hudson, and the Nashua Regional Planning Commission, and the State of NH. I urge the leadership of these separate entities to consult with each other. I wonder how it is possible that the town is even considering such an operation as the Hudson Logistics Center (upwards of 200 trucks per day) when the Circumferential Highway and Lowell Road are on the Statewide High Priority Freight Traffic list.

Also included in the Freight Report is the fact that there are limited official truck stops/ refueling stations in the state; the trucking industry faces shortages of experienced drivers and is slated to become increasingly 'driver-less'; and the environmental impacts of the climate change on NH's highways, including run-off.

As a Hudson resident and taxpayer who lives on Lowell Road and whose family has actually surrendered land (twice!) for the purpose of better traffic flow, I would like to know what plans the State has to address the concerns shown in the Freight report. Is there any viable plan to continue the Circumferential Highway? What good is the 2019 Freight report if it has already been archived to the back pages of the State's files? I am sure the state paid a tidy sum of tax dollars to prepare this report. If there are no Hudson road plans in place on the DOT Ten Year Plan, it seems to be an obvious requirement for the State and the Nashua RPC to notify Hudson to avoid making a bad traffic situation worse. The potential buyer of the Green Meadow Golf Course should be let off the hook quickly with no false hopes.

We look forward to your reply.

Sincerely,

Steven and Jennifer Varney

285 Lowell Road, Hudson

Freight Related Concerns

After a series of document reviews, there are several common themes that have been raised within RPC and MPO planning documents. The MPOs usually identify a project list, from which freight-related projects will be considered. *Exhibit 1-39* summarizes the high-level issues identified as concerns in these documents. There is a noticeable difference in emphasis between the more and less urbanized regions. Each of the high-level issues is discussed below.

Exhibit 1-39: Freight Related Concerns

	Highway Bridges (Red List, E-2)	Rail Car Weight & Clearance	Highway Shoulder Widths	Trucks on Urban Streets	Right-of-Way Preservation	Intermodal Connections	East-West Highway Access
North/Central/Western New Hampshire (RPCs only)							
North Country Council		X	X	X			
Lakes Region Planning Commission	X						
Upper Valley – Lake Sunapee RPC		X					
Central New Hampshire PC	X						
Southwest Region Planning Commission					X		
Southeastern New Hampshire (RPCs and MPOs)							
Southern New Hampshire Planning Commission				X		X	
Strafford Regional Planning Commission	?	X			X	X	
Rockingham Planning Commission	X	X			X	X	
Nashua Regional Planning Commission				X			X

Highway bridge issues include the statewide ‘Red List’ bridges discussed previously, and E-2 bridges which exclude heavier single and combination unit trucks. The E-2 issue is of most importance to more northerly RPCs where there is significant logging activity. With their sparser road networks, these RPCs are more sensitive to the effects of a bridge closure.

Rail car weight (ability to handle 286k lbs.) and *clearance* (double-stack container height) are active concerns with respect to specific short lines and connections. Considerations for existing conditions and possible future use were discussed in the planning documents.

Highway shoulder widths relate to concerns on roadways carrying heavy truck traffic. It was identified as a major concern by one RPC and is likely to be an active factor elsewhere in the state.

Exhibit 2-64: Truck Freight Bottleneck Locations – High Priorities

ID	ROADWAY	LOCATION	TOWN(S)	MILES*
1002	CANAL ST	MAIN ST TO MERRIMACK RIVER	NASHUA	1.8
1003	CANDIA RD	EAST OF I-93	MANCHESTER	0.7
1004	CIRCUMFERENTIAL HWY	US 3 TO NH 3A	HUDSON, NASHUA	2.8
1005	DANIEL WEBSTER HWY	AT CIRCUMFERENTIAL HWY	NASHUA	0.3
1009	INDIAN BROOK RD	NH 16 / SPAULDING TPKE TO MAINE BORDER	DOVER, SOMERSWORTH	7.3
1010	KILTON RD	CONNECTION BETWEEN US 3 AND NH 101	BEDFORD	0.2
1011	MARKET ST	DANIEL ST TO WOODBURY AVE	PORTSMOUTH	2.8
1013	NH 101	I-293 / EVERETT TURNPIKE INTERCHANGE TO WALLACE RD	BEDFORD	6.1
1016	NH 101A	MAIN ST NASHUA TO NH 101	AMHERST, NASHUA, MILFORD, MERRIMACK	18.0
1017	NH 101D / N HAMPTON RD	AT NH 101	EXETER	0.2
1019	NH 102 / NASHUA RD	NH 128 TO NH 28	LONDONDERRY, DERRY	6.4
1020	NH 102 / FREETOWN RD	AT NH 101	RAYMOND	0.7
1022	NH 108 / PORTSMOUTH AVE	AT NH 101	STRATHAM	0.4
1023	NH 11 / BROAD ST	DOWNTOWN CLAREMONT	CLAREMONT	0.8
1027	NH 111 / E HOLLIS ST	DOWNTOWN NASHUA TO US 3	NASHUA, HUDSON	6.4
1028	NH 111 / MAIN ST	E HOLLIS ST TO DANIEL WEBSTER HWY	NASHUA	3.1
1029	NH 111 / SALEM RD	NH 128 TO NH 28	WINDHAM	8.7
1031	NH 114	NH 101 TO NH 114A	GOFFSTOWN, BEDFORD	7.1
1032	NH 125 / CALEF HWY	NH 87 TO NORTH ROAD	EPPING, BRENTWOOD	6.1
1033	NH 125 / PLAISTOW RD	MASS BORDER TO KINGSTON TL	PLAISTOW	6.5
1036	NH 28 / ROCKINGHAM RD	NH 128 TO I-93	LONDONDERRY	1.5
1037	NH 28 / S WILLOW ST	NH 28A TO S BEECH ST	MANCHESTER	5.6
1038	NH 28 / S BROADWAY	MASS BORDER TO NH 111	SALEM, WINDHAM	11.0
1043	NH 3A / LOWELL RD	MASS BORDER TO NH 111	HUDSON	11.6
1045	NH 3A / BROWN AVE	AIRPORT RD TO I-293	MANCHESTER	2.9
1046	NH 97 / MAIN ST	WEST OF NH 28	SALEM	1.1
1047	QUEEN CITY AVE	ELM ST TO WILLOW ST	MANCHESTER	0.3
1050	SOMERSET PKWY	US 3 TO NH 101A	NASHUA	1.5
1053	US 1 / US 1 BYP	I-95 TRAFFIC CIRCLE TO SARAH LONG BRIDGE	PORTSMOUTH	1.9
1058	US 202 / WASHINGTON ST	AT NH 16 / SPAULDING TPKE	ROCHESTER	0.5
1061	US 3 / HOOKSETT RD	BEECH ST TO W ALICE AVE	HOOKSETT, MANCHESTER	2.7
1062	US 3 / QUEEN CITY AVE	MERRIMACK TL TO W BRIDGE ST	MANCHESTER, BEDFORD	14.3
1064	US 3	US 3 / EVERETT TURNPIKE SPLIT	NASHUA	0.3
1072	VALLEY ST	EAST OF S MAPLE ST	MANCHESTER	0.9
1073	W BRIDGE ST	ELM ST TO MCGREGOR ST	MANCHESTER	1.0

Dear Board Members,

After the 8/12 planning board meeting, I have couple comments to share and please include them in the packet:

1. Using 20 Fairway Dr's sale to show that the logistic center has no impact on the property value has the following flaws:
 - It was after the announcement of the logistic center but before people really knew about the impact of the logistic center.
 - It is possible that the owner would have listed a higher price if there's no logistic center.
 - It is possible that they would receiver higher bids if there's no logistic center.
 - If it's during the construction phase, it may not be able to sell at all.

Like what Mr. Thibeault said in the last planning board meeting, selling a house is affected by many factors, one of which is supply and demand. If there was no logistic center, there could be many more potential buyers who would pay a much higher price for the house, so the seller could have listed a much higher price. Just because it went under one "reasonable" contract in a relatively short time doesn't demonstrate that the property value is not impacted significantly. It could be just one buyer who doesn't care or know enough about the impact the logistic center would have for the neighborhood. Quality of life may be more important to some and less important to others, but it's easy to see that living next to a golf course is obviously more attractive and appealing to more buyers than living next to a gigantic logistic center would be.

2. Some may argue that since the logistic center provides about 1500 jobs, it would drive up the housing market. However, with pay of \$15-\$17/hr, listed by Hillwood, it will not drive up the housing market in my neighborhood because people won't be able to afford it. On the other hand, it's possible that there's more demand for cheaper housing and it thus drives down the price of better neighborhoods in the area.

I think these issues are what the property value impact report should have assessed and taken consideration of.

Sincerely,
Mu-Jane Monk
13 Fairway Dr

August 17, 2020

Planning Board of Hudson
Board of Selectmen of Hudson
Brian Groth, Town Planner, Hudson

RE: Planning Board meeting of August 12, 2020

Ladies and Gentlemen,

I wish to take a moment to add my comments about the Planning Board meeting that took place on August 12, 2020. During which, the applicant had its consultants present their reports on property values and how they are affected by having a distribution center built near residential homes.

Aside from missing obvious sales of homes in the two neighborhoods they looked at, and there were plenty, they also seemed to want to ignore the most widely stated tenet of real estate. Location, location, location. We've all heard it as it does mean something. Ignoring the traffic, sounds, and possible pollution emitting from such a facility is unforgivable and certainly would slant one's report to say those buildings will not affect the value of the real estate that is already there. However, give a home buyer a choice: buy a home next to a golf course or buy the same home located next to such a facility like what is being proposed that operates 24/7, 365 days a year, I'm willing to bet over 90% of the time the quiet, golf course neighborhood would win out. Now given that, wouldn't you think, that a homeowner that abuts the golf course may have to reduce the price of his home to sell it? Once the HLC is built, the location certainly isn't going to be a draw to that neighborhood. Imagine trying to sell a home that abuts the course while the construction of that development is going on for over a year. A buyer would have to wonder what living would be like during that and then what's hanging over everyone's head, what will it be like to live there when it's done and operating?

Logic and human nature would tell you that people wouldn't want to live there if it's going to disrupt their quality of life. It would also say that to sell those homes, one would have to lower their price to make it more attractive than buying elsewhere. Once you start having homes staying on the market for longer and longer or their prices are being driven down because of the HLC, then that effect will be felt throughout Hudson.

Lastly, they used Zillow to compare the prices of the homes they were analyzing. Even Zillow suggests that their "Zestimate" shouldn't be the sole method to value a property. From their website, <https://www.zillow.com/zestimate/>, Zillow states "It is not an appraisal and it should be used as a starting point. We encourage buyers, sellers and homeowners to supplement the Zestimate with other research such as visiting the home, getting a professional appraisal of the home, or requesting a comparative market analysis (CMA) from a real estate agent."

Thank you for your time.

Sincerely,

Scott J. Wade
1 Fairway Drive
Hudson, NH

Letter to the Planning Board from Abigail Sakati, resident at 11 Fairway Dr.:

The Town of Hudson is a town of advocates. We have fought hard to make our community better and stronger through restoring Bensons Park, voting for the Alvirne renovation, and securing parcels of land for conservation.

Together, the Town of Hudson banded together, put on our gardening gloves, and cleaned up Benson's Park. As a result, we redesigned this green space to be one that enhances community engagement and connection. Benson's has become a staple Prom picture site for not only our town, but for neighboring towns. The children of Hudson make friendships and let their imagination soar on Benson's playgrounds. Benson's has also become a place for reflection and introspection with our memorial for those who lost their loved ones during 9/11 or fought for our liberty overseas. Benson's was created out of grit and determination.

Together, we voted for the renovations of Alvirne High School. These renovations will welcome new opportunities for our sports and arts and entertainment community. With the new additions more community members will be able to celebrate our students' achievements and talents. We will now have the abilities to offer new experiences to community members for learning, getting involved, and connect with the community. We advocated for the future of our town and the future of the children of Hudson. It was a long hard fight, but Hudson persisted.

Knowing who we are as a town, do we really want a logistics center in our town? The plans may seem like an enticing opportunity given the time of the pandemic that has resulted in great loss and anxiety. But if we say yes to clearing over 2.5 million square feet of land today with the data from Hillwood that 2,680 combined cars and trucks will be entering and leaving, what does that mean for tomorrow?

We have seen an increase in demand for e-commerce lately. Who's to say that as demand increases more and more trucks will be entering and leaving? Who's to say that the tax increase Hillwood brings won't be cancelled out by additional expenditures to ensure that Hillwood's tenant(s) and Hudson residents are safe, functioning, and able to travel? Who's to say that this won't have a negative impact on our beloved local small businesses? When have we gone too far?

As Newton's Third Law states every action has an equal and opposite reaction. While we are discussing the Hudson Logistics Center, I ask that you, the planning board, to seriously and critically weigh each detail and each proposal that Hillwood makes.

Hudson is a great town with a strong sense of community. Do you really want to change the trajectory of the town from improving our quality of life and community offerings? Or do you want to bulldoze our town and decrease our quality of life with traffic and pollution?

Hudson is a town of advocates. We will fight hard to maintain the well-being and quality of life of all its members now and in the future. Thank you.

Public Comment received August 4 to August 18: Planning Board Packet 8/26/20

William H Marsch
3 Fairway Drive
Hudson NH. 03051

August 19, 2020

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

Dear Brian,

Hillwood's presentation on the impact of real estate values at the August 12, 2020 Planning Board meeting had numerous flaws. One of the most significant flaws in the analysis was the omission of 5 Par Lane. The property was put on the market around May 25, 2020 listed at \$409,999. It was under contract in about a week. The offer, however, was rescinded the week of June 13th and the price was reduced by \$10,000. Shortly thereafter the property was taken off the market.

Both 5 Par Lane and 20 Fairway Drive are located in the Green Meadows Neighborhood. On May 15, 2020 the property at 20 Fairway was listed at \$424,900 and went under contract around May 23, 2020, four days before the first Planning Board meeting discussing the proposed Hudson Logistics Center. Although both properties were listed for sale after the announcement of the distribution center, the true magnitude of the project was not apparent until the proposal was presented at the Planning Board meeting.

Buyers may change their minds for many reasons, but I can discuss an encounter that may have impacted the buyers' decision to rescind the agreement on 5 Par Lane. While out for my usual morning walk, a pick up truck with a couple inside stopped to ask me how I liked living in this neighborhood. I told them I lived here for 28 years, and it is a great neighborhood. However, that may all change starting as early as this Fall. They told me they signed an agreement to buy 5 Par Lane, and they wanted to hear about the proposed Logistics Center.

I told them what I had learned about the project. It would be about 2.5 times the size of the Pheasant Lane Mall, and tractor trailer trucks, box trucks and cars will be in and out of the site 24/7. They plan to put up three buildings that will be about 50' high, 1500' long, and over 500' wide. I indicated that on 5 Par Lane they would not see much or hear as much noise, but they would still have to deal with a significant amount of traffic trying to get out of the neighborhood and on Lowell Road. They looked horrified, and said "we need to get out of this agreement." I told them they could learn more about the proposal by going to the Hudson Planning Board Site and watching the May 27, 2020 meeting.

Less than a week later, while out for my walk, I noticed the under Contract Sign was gone. Not too long after that the house was off the market. Five Par Lane is a beautiful home in a great neighborhood. In the current market it should have received multiple offers with a final sale above the asking price. Instead, the seller lost a committed buyer, and could not attract another buyer even after lowering the price by \$10,000.

The situation at 5 Par Lane provides the most realistic assessment of what is currently happening to the housing market for the neighborhoods surrounding the Green Meadows Golf Course. Buyers who have a choice do not want to live next to a 2.6 million square foot Logistics Center.

Respectfully Submitted,

William H. Marsch

19 August 2020

To:
Board of Selectman
Planning Board
Town Planner
Town Engineer

RE: Real Estate Values and Effects from Operating Policies

I attended the last Planning Board Meeting on Wednesday August 12th and was in line to speak at the end of the night; but the meeting ended before I had the opportunity. I am on the list for the 26th but I may be out of town. I am writing this letter to get my thoughts out there in hopes that somebody will take these comments into consideration. If I am in town, I plan to present these comments for public record.

I listened intently during the August 12th Planning Board meeting to the presentations by the 2 Hillwood consultants and then to Mr. Thibault's peer review of these studies. I fully agree with Mr. Thibault and, in particular, I agree with one key point that has far reaching ramifications. He stated that we cannot have an accurate estimate of the effect on real estate values in the area until we complete the other studies that will affect said values. All other aspects of the other studies must be considered before we can draw any conclusions.

But, regarding the other studies, I want to call your attention back to comments that were made in previous planning board meetings. In particular, the July 22nd meeting. It was discussed then that there is no guarantee that Hillwood - and now we know - Amazon, will have any ties to these buildings or their operation in the future. Hillwood could sell the buildings in part or in whole or Amazon may back out as their tenant. We, nor they, have any promise for what the future holds.

That being said, none of their operating claims can be given any credence. We cannot assume these conditions will not change and we cannot make policy based on something we have absolutely no control over. Therefore, we cannot consider their claims on:

- Operating levels
- Planned traffic
- Number of jobs
- Number of trucks coming and going
- Types of trucks - semi or box truck
- Type of merchandise and hazardous material stored in the buildings
- Or any other operating parameter for this business

The only real aspect of these buildings that we can consider is their capacity to do business. It is unrealistic, and doesn't pass the smell test, to think that a company like Amazon is going to go back to their shareholders with anything but an efficiency number that is pushing as hard as possible towards 100%. Anything short of that will not be accepted.

And that lack of acceptance is evidenced by the news reports of how hard they drive their employees. There are multiple news reports claiming harsh conditions, routine firings, workplace injuries, and burnout. Does this behavior sound like a company that is willing to accept anything less than a stellar efficiency rating?

- “Investigative reporters have found that drive for speed leaves Amazon warehouse employees with chronic pain and crippling injuries.” – NHPR - [Amazon Warehouse Employees Face Serious Injuries, Report Says](#)
- “Amazon warehouses, for example, have been an unsafe place to work even before the pandemic, according to former employees. For each 10-hour shift, employees have only two 15-minute breaks.” – The Oracle - [Online-shoppers-should-be-aware-of-amazons-grueling-working-conditions.](#)
- “But in interviews for a new FRONTLINE documentary, former Amazon employees who worked in the company’s warehouses — which it calls “fulfillment centers” — describe a work environment in which they felt pressured to pick and pack items at productivity rates they say are “unrealistic.”” – Frontline -

[Youre-just-disposable-new-accounts-from-former-amazon-employees-raise-questions-about-working-conditions.](#)

If they are not "planning" to operate these buildings at near capacity, why build them so large? It will only hurt their own efficiency ratings and cost millions in overhead. If they plan to run them at 30%, why not remove 70% of the overhead and construct buildings to suit the reduced business? The answer that has been given is the Christmas rush. So, for those few months of the year, say 3 months, these buildings will be at or near capacity. They are willing to pay triple overhead during the other 9 months just to have the capacity during the Christmas rush? Does that pass the smell test for you?

And while we are talking about the Christmas rush, let's consider the effects of this facility running at full capacity with hundreds or thousands of trucks coming and going just at the very time that their neighboring retail businesses are also trying to attract the patrons that will make up a large portion of their yearly income. Who is going to want to fight that mess of traffic to go Christmas shopping? Maybe these people will just give up and shop online - at Amazon. But it is very reasonable to think that any prospective home buyer that experiences this rush is going to think twice about buying in this area when 3 months out of the year their commute quadruples.

But we are to believe that this is only maybe 3 months of the year; the rest of the year they will eat the overhead and keep their promise to run at reduced capacity? Whether it's Hillwood and Amazon or anybody else, we can only consider this facility at its full operating capacity. Why should this be any different than other policies enforced in the town. For example, I have a 3-season sunroom on the side of my home. But it has a source of heat in it. Therefore, the tax assessor said that it is not to be taxed as a 3-season room but as a full part of the house. It is only operated for 3 seasons, but it has the capacity to be used year-round; therefore, that is how it is taxed. Why should we treat the Hillwood / Amazon facility any differently? If it has the capacity to run 2000 trucks a day, that is how we must treat it by the precedent set by the town. Any claim of anything less cannot be considered, must be rejected from the equations, and be treated as hearsay.

Moreover, for Hillwood or Amazon to try to claim they can set policy for the truck drivers servicing this facility is questionable by their own admission. They said themselves multiple times that these trucks will be from vendors dropping off their merchandise to be held in this transfer facility for future disbursement. They, Hillwood or Amazon, do not own nor control these other vendor's trucks. Therefore, they cannot claim to set policy for how these truckers will operate; that will come from their respective employers. They cannot claim these truck drivers will not park on the side of our roads to sleep, run their engines for hours on end, or only travel certain times of the day. They have no control to enforce such policies. And these behaviors will instill a perception of the area as a trucking hub. I strongly suspect nearby trucking hubs are not a selling point on Zillow.

So, when we do come back around, as Mr. Thibault suggests, and reconsider the effect on real estate values, I suggest - no - demand by town precedent - that we treat these facilities as operating at full capacity. Anything less than that is irresponsible to the residents of this town. And we also must consider all the human factors of truckers, shoppers, commuters, and would be real estate buyers.

This discussion only scratched the surface of the possible factors that could affect the real estate values in this area. To claim, with the limited evidence Hillwood brought forth, that there will be no appreciable effect on the real estate values, in my opinion, is akin to dereliction of duties. And, also in my opinion, for these results to be presented by a 30-year experienced real estate analyst, speaks to his character, work ethic and morals. It might have been the only comps available, as Mr. Thibault pointed out, but it should have been presented that way; not as fact that we were supposed to swallow. Again, Hillwood has managed to insult the intelligence of this town. If this is how they treat us now, how can we begin to believe the claims on operating policies? I have had dealings with more upstanding used car salesmen, and I walked away from those deals. It's time we do the same!

Respectfully Submitted
Merrill Harriman
5 Birdie Lane
Hudson, NH 03051