

## Dubowik, Brooke

---

**From:** John Dubuc <johnnygd24@gmail.com>  
**Sent:** Thursday, February 18, 2021 1:32 PM  
**To:** ~BoS; Planning; Groth, Brian; Malizia, Steve; Dhima, Elvis  
**Subject:** Hillwood "Developed or Barren" Presentation  
**Attachments:** NH\_GolfCourse\_Developed\_or\_Barren.pdf

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Good Morning All,

I am writing in response to the Hillwood Wildlife Habitat Presentation during the February 10, 2021 Planning Board Meeting. Would you please forward this to the Conservation Committee members also, I could not find an email mailing list for them on the Town Website.

I was somewhat taken back when I heard Mr. Curt Young make the following statement after showing the 2020 NH Wildlife Habitat Land Cover Map and stating that the Green Meadow Golf Course is "Developed or Barren". His next statement was:  
"Sort of a Stark Statement of Functional Value".

One issue is that the map that he showed clearly is marked with "Wildlife Habitat **Land Cover**" and his slide has a label of "WILDLIFE HABITAT" these are NOT the same, not sure why he left out the words "Land Cover" in his slide label.

I did some research on my own and found that many NH Golf Courses show as "Developed or Barren" in the 2020 NH Wildlife Habitat Land Cover Maps.

I have attached a document that shows and then compares Green Meadow Golf Course with the following Golf Courses and one park:

Atkinson Country Club - Atkinson NH  
Passaconaway Country Club - Merrimack NH  
Indian Mound Golf Club - Ossipee NH  
Windham Country Club - Windham NH  
Griffin Park - Windham NH

You will see in my document that these appear similar to Green Meadow Golf Course and are mostly "Developed or Barren". This is showing the status of the land as developed as most Golf Courses are.

Following "Developed or Barren" with the "Sort of a Stark Statement of Functional Value" would lead you to believe that there is no value to these Golf Courses, I would disagree.

I have also provided information to you from multiple websites for the "Value" of Golf Courses and Wildlife. These are from reputable sources including:

- The Conservancy of Southwest Florida - Urban Ecology: Golf and Wildlife
- The United States Golf Association - Golf Courses Benefit People and Wildlife
- American Society of Golf Course Architects - How do golf courses affect environment and wildlife?

What I am providing to you is a different view on what was presented, we should all know as Paul Harvey would say "The Rest of the Story". I hope that this gives you something to think about, especially regarding the "Value" of every Golf Course and Open Space for the environment, community and wildlife.

Please ask your own tough questions and look for "The Rest of the Story" when any developer is presenting to you, you may be surprised by what you will find.

Thank you,

--

John Dubuc

# 2020 NH Wildlife Habitat Land Cover Comparing Other NH Golf Courses

Based on Hillwood/Amazon Development  
Feb 10, 2021 Planning Board Presentation  
*This presentation contains comparison of  
other Golf Courses / municipal land and the  
"Developed or Barren" listing. Hudson NH,  
Green Meadows picture used from Hudson  
NH Public TV recording*



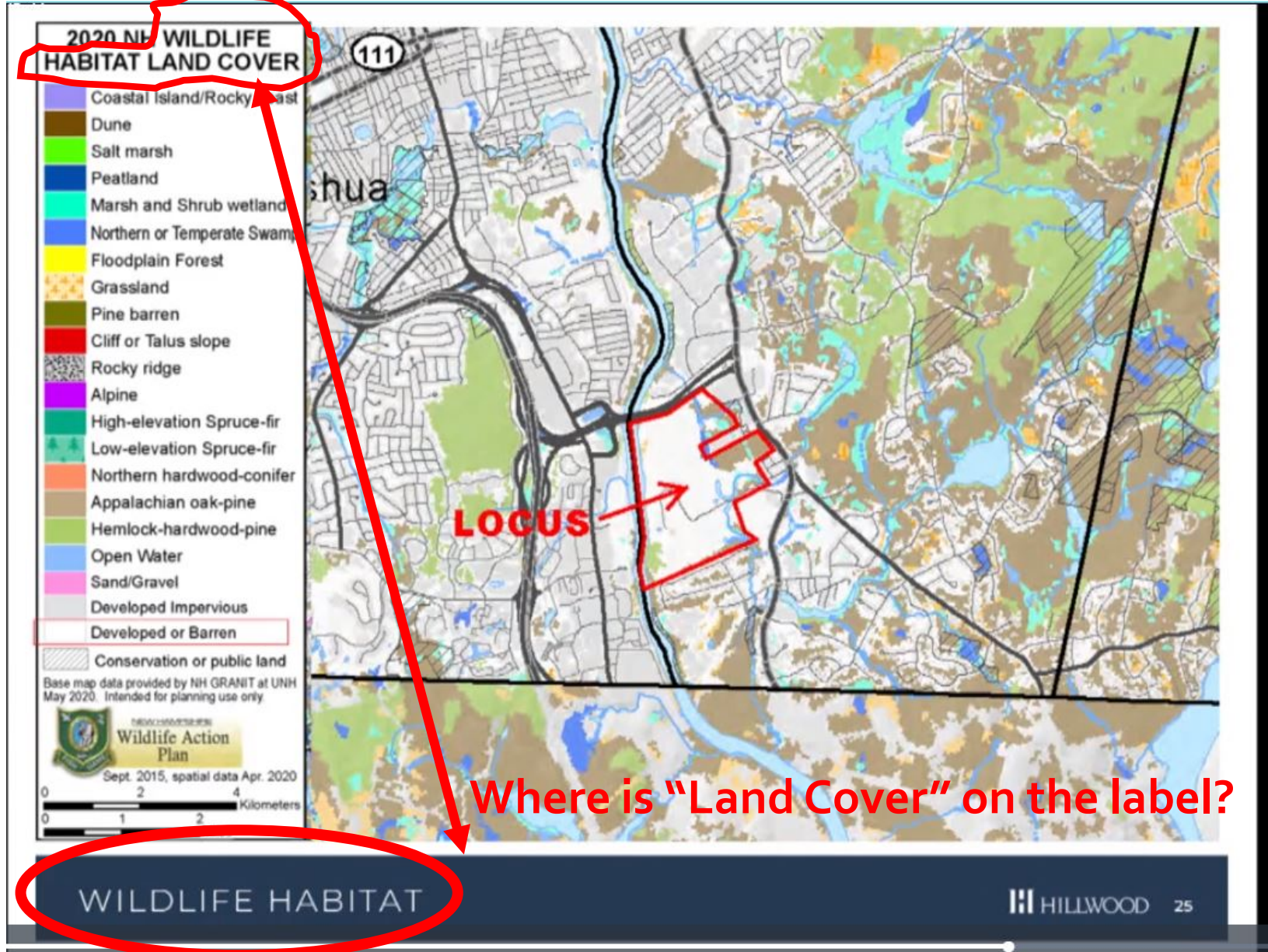
# 2020 NH Wildlife Habitat Land Cover

- Developer (Curt Young) presented 2020 NH Wildlife Habitat Land Cover on Feb 10, 2021
  - Described Green Meadows as “Developed or Barren” per the 2020 Wildlife Action Plan Maps
  - Stated “Sort of a Stark Statement of Functional Value”, ***statement was made after showing the Map and not presenting other information and facts***
  - Many Golf Courses in NH are listed as “Developed or Barren”
  - US Department of Agriculture lists the following as “Developed or Barren”
    - Low Intensity Residential
    - High Intensity Residential
    - Commercial / Industrial / Transport
    - Quarries / Mines
    - Recreational Grasses
  - Are Parks (Recreational Grasses) “Stark” in Functional Value?
- 2020 Wildlife Action Plan Maps show “Land Cover”, developer did not have “Land Cover” on slide label
- Green Meadows Golf Course is “Developed”
- Is it “Barren”?
- Are they the same?

# NH Wildlife Habitat Land Cover

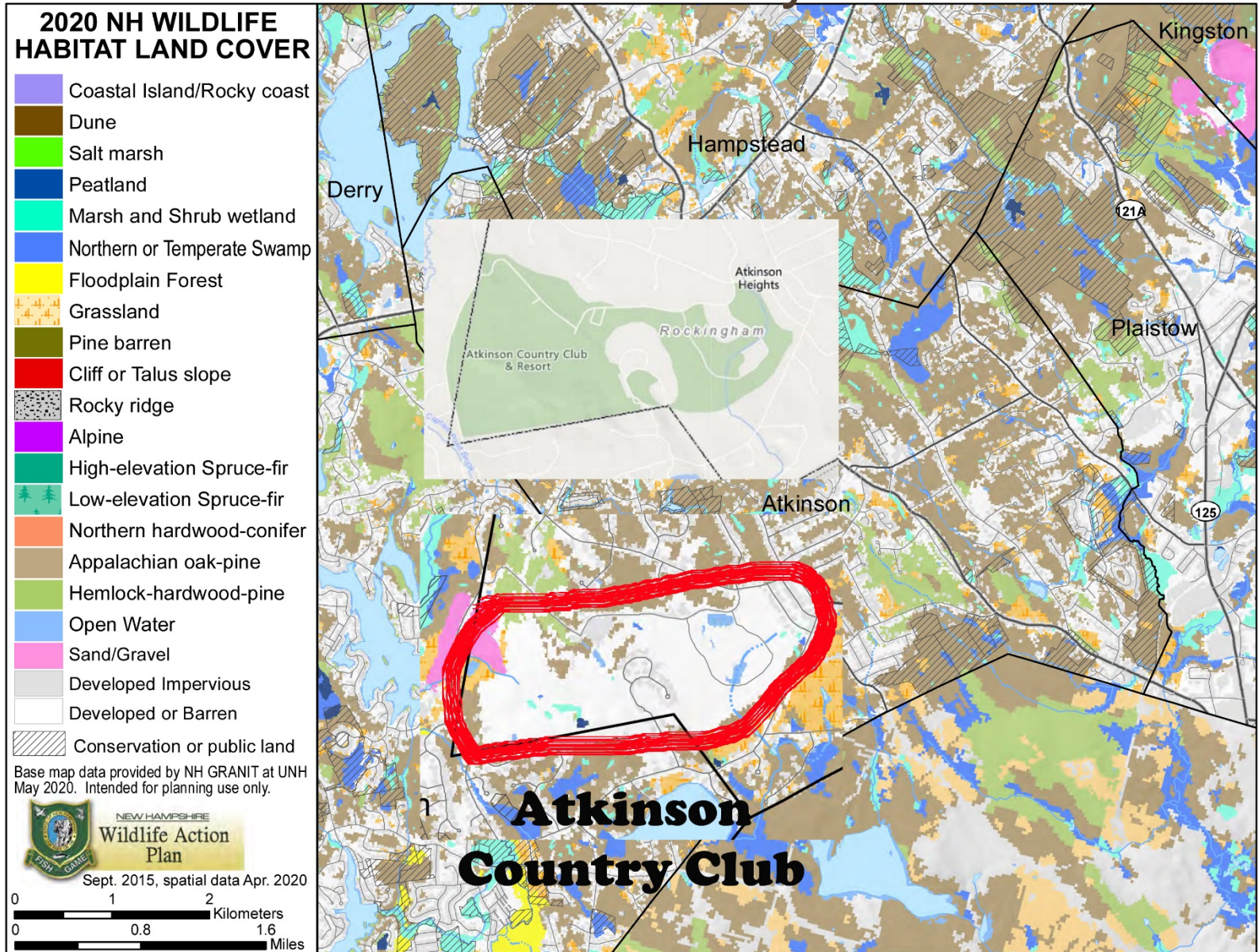
- NH Fish and Game Website has a tool for protected species
  - For a permitting datacheck of known occurrences and/or a landowner datacheck of protected species, see [NH Division of Forests and Lands' DataCheck Tool](#)
  - The developers presentation did not include this protected species check from the Fish and Game Website
- Atkinson, Merrimack, Ossipee and Windham Golf Courses and one park are similar to Green Meadows Golf Course on the 2020 Wildlife Habitat Land Cover Maps
  - They are all listed as “Developed or Barren”
  - They are ALL Developed and NOT Barren
    - Developed Land (NASA) - To convert (a tract of land) to a specific purpose, as by building extensively
    - Barren Land (NASA) - Those ecosystems in which less than one third of the area has vegetation or other cover. Barren lands include deserts, dry salt flats, beaches, sand dunes, exposed rock, strip mines, quarries, and gravel pits.
- 2020 NH Wildlife Habitat Land Cover Maps for four Golf Courses and one Park are shown in presentation
- Several Articles on the “Value” of Golf Courses and Wildlife are provided

# Green Meadows Golf Course

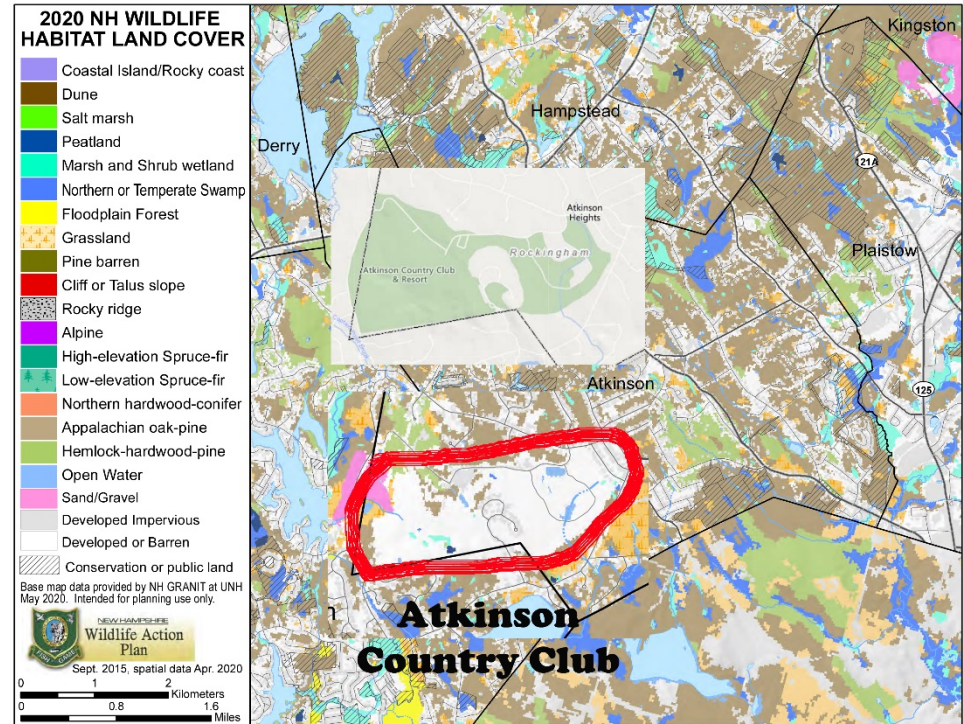
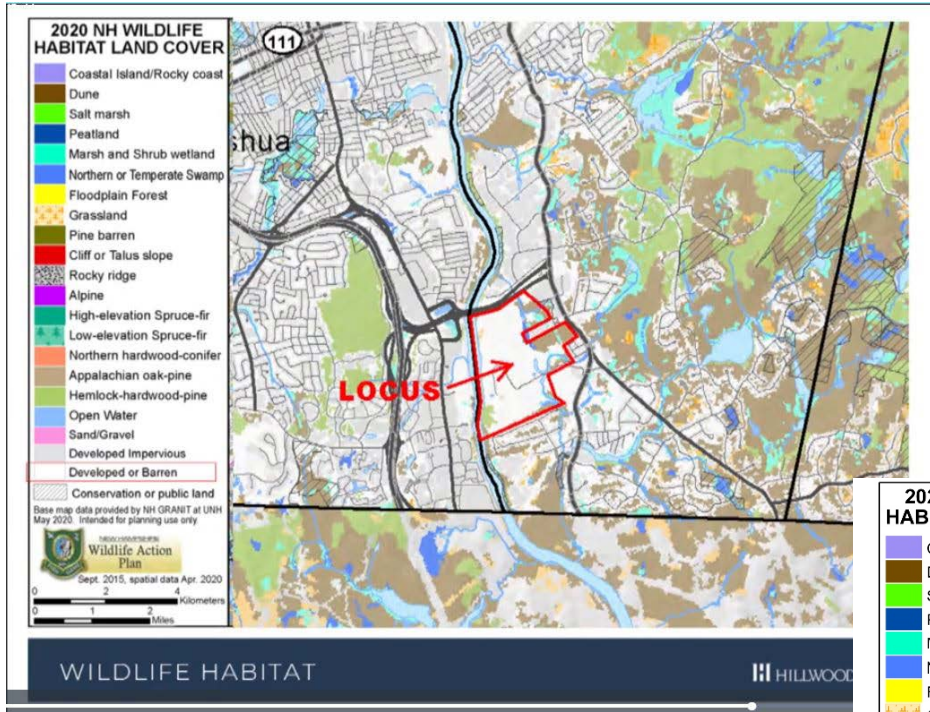


Where is "Land Cover" on the label?

# Atkinson Country Club

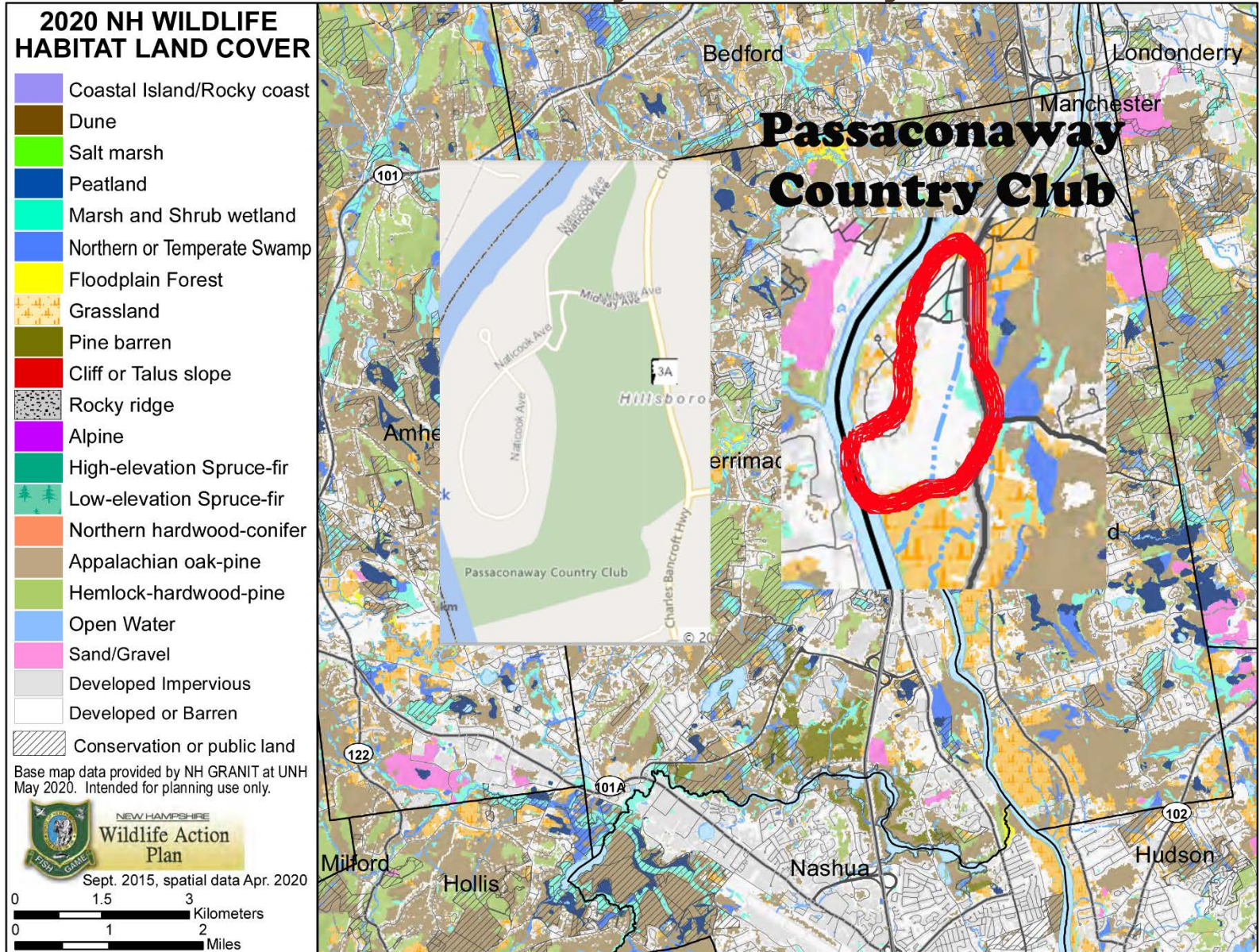


# Green Meadows AND Atkinson Country Club

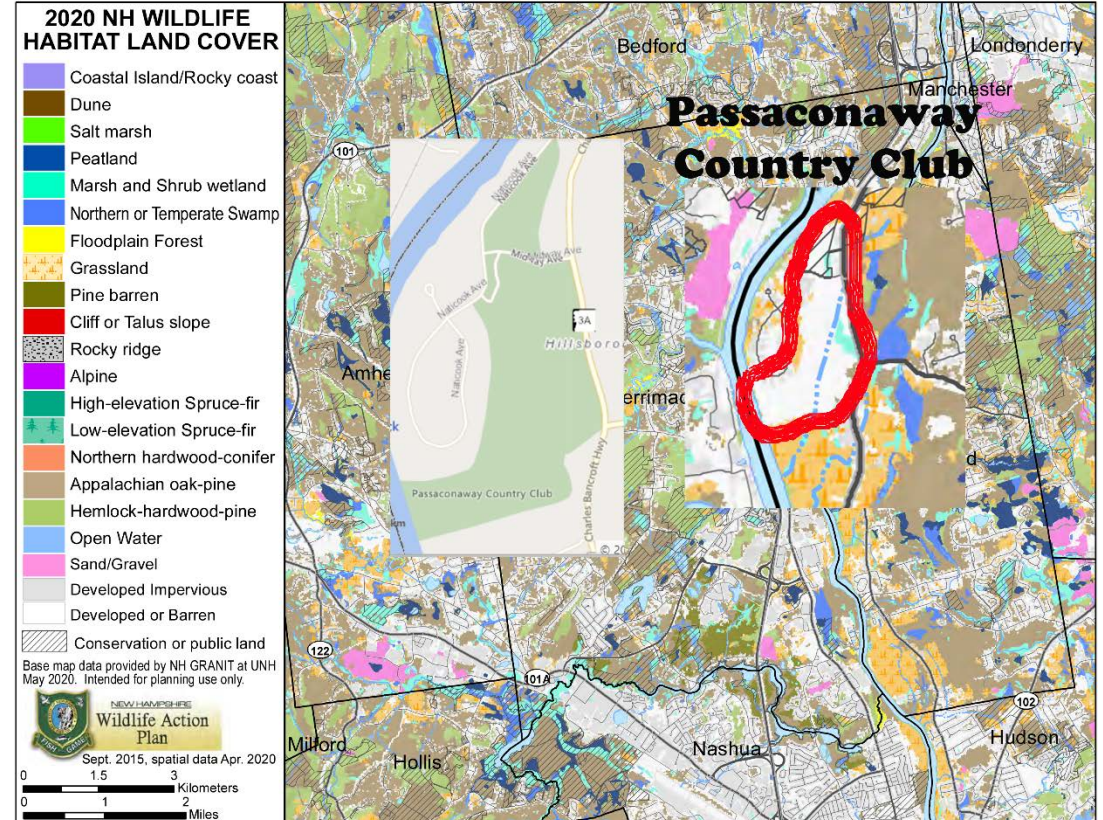
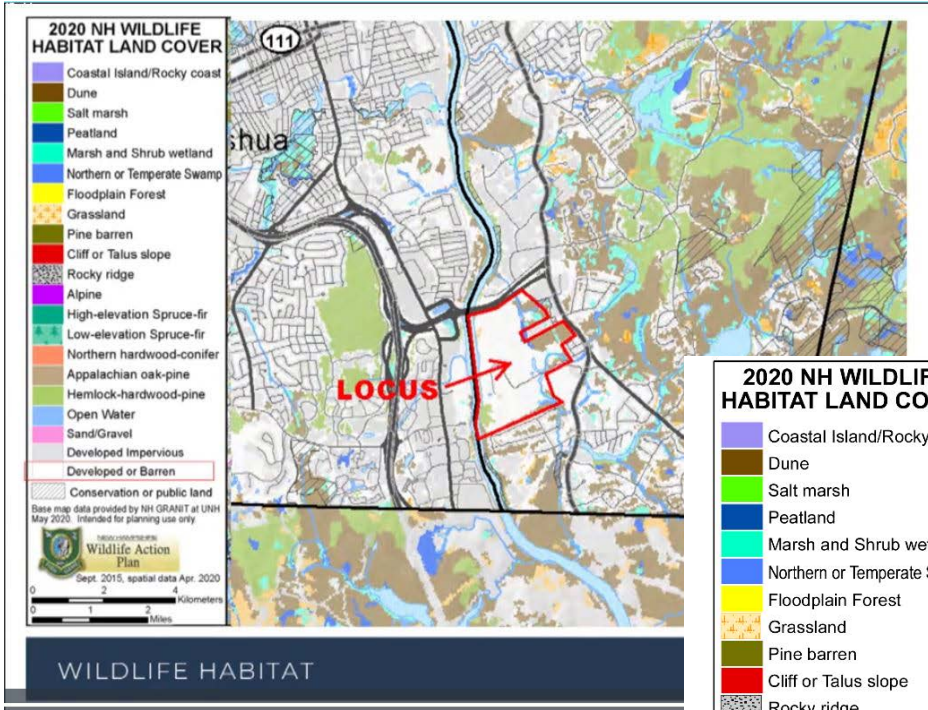




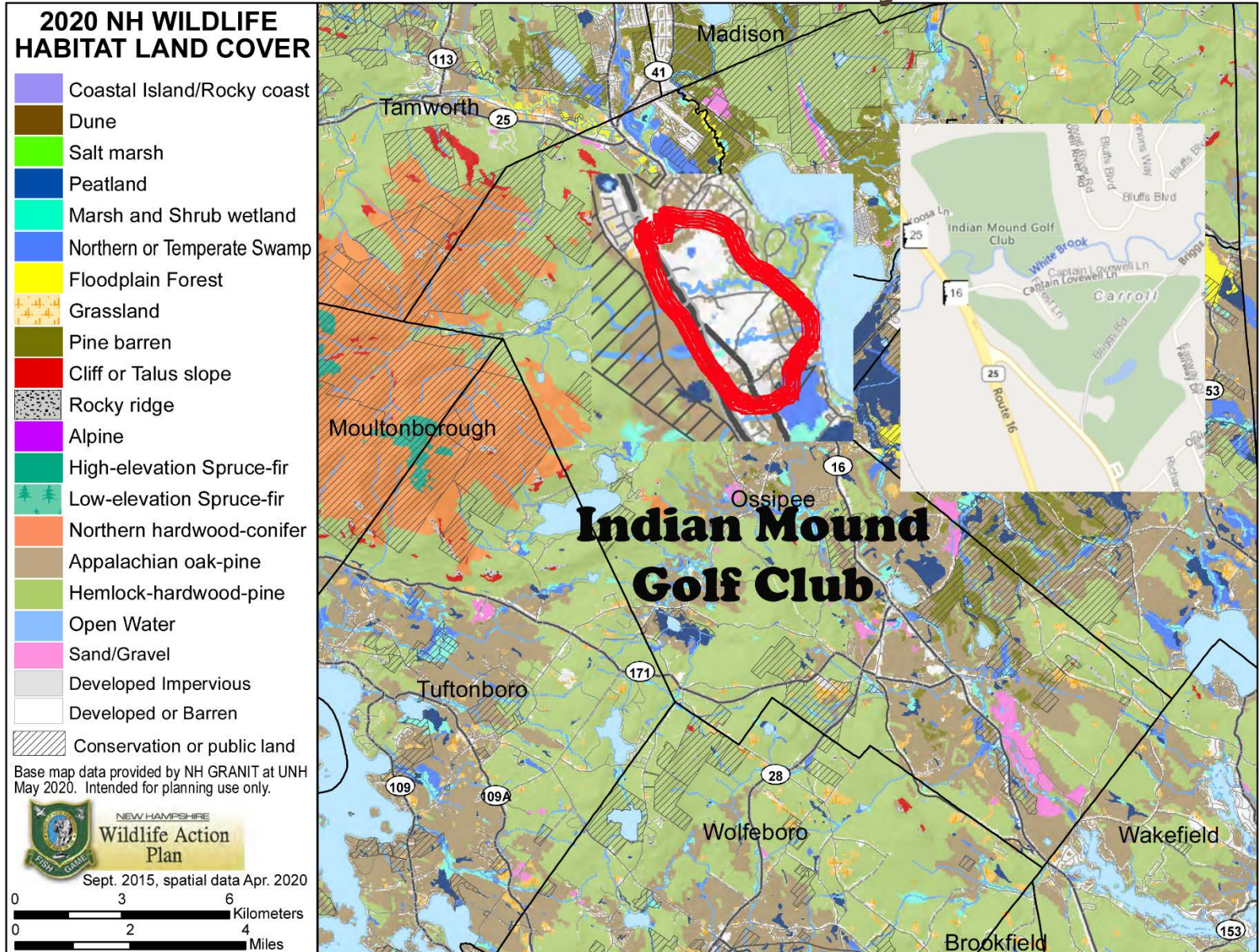
# Passaconaway Country Club



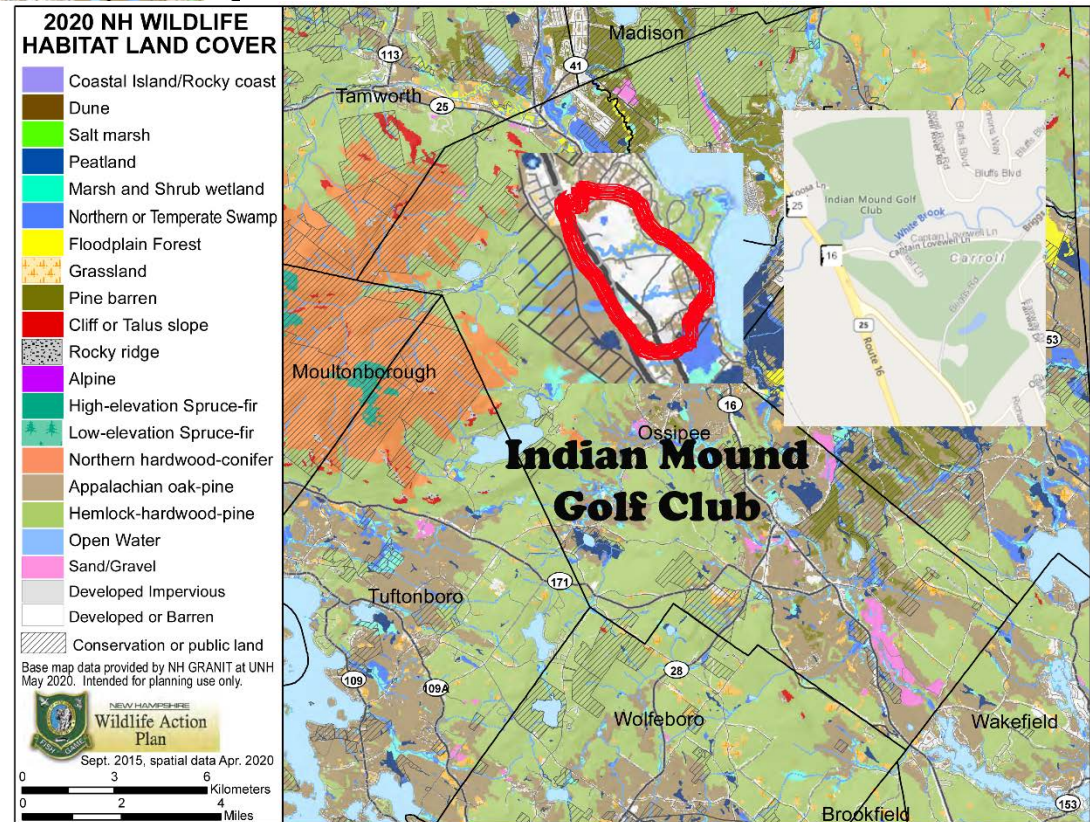
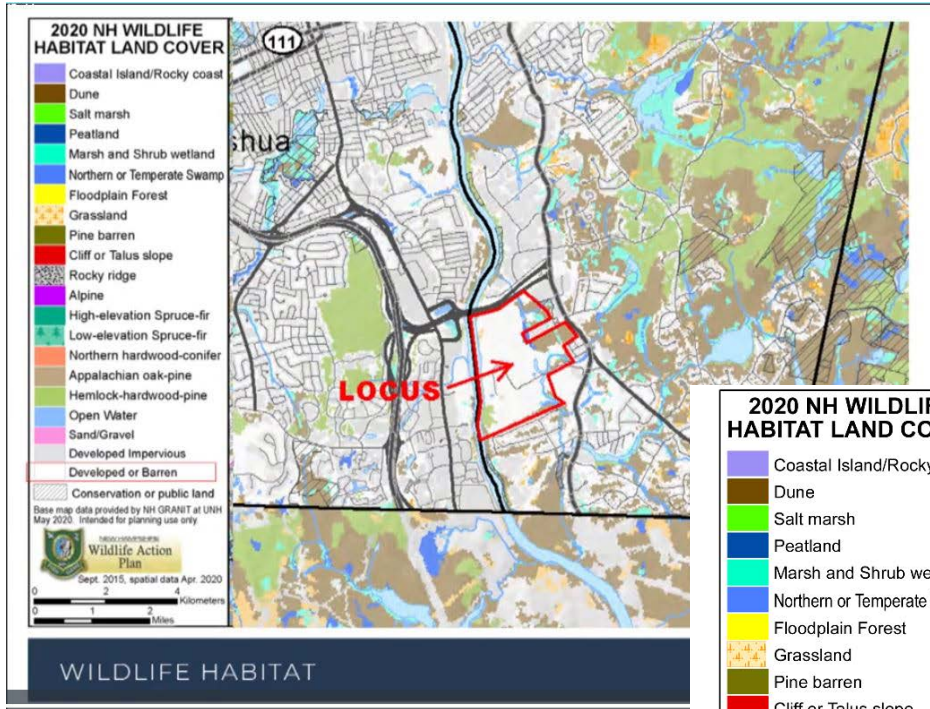
# Green Meadows AND Passaconaway Country Club



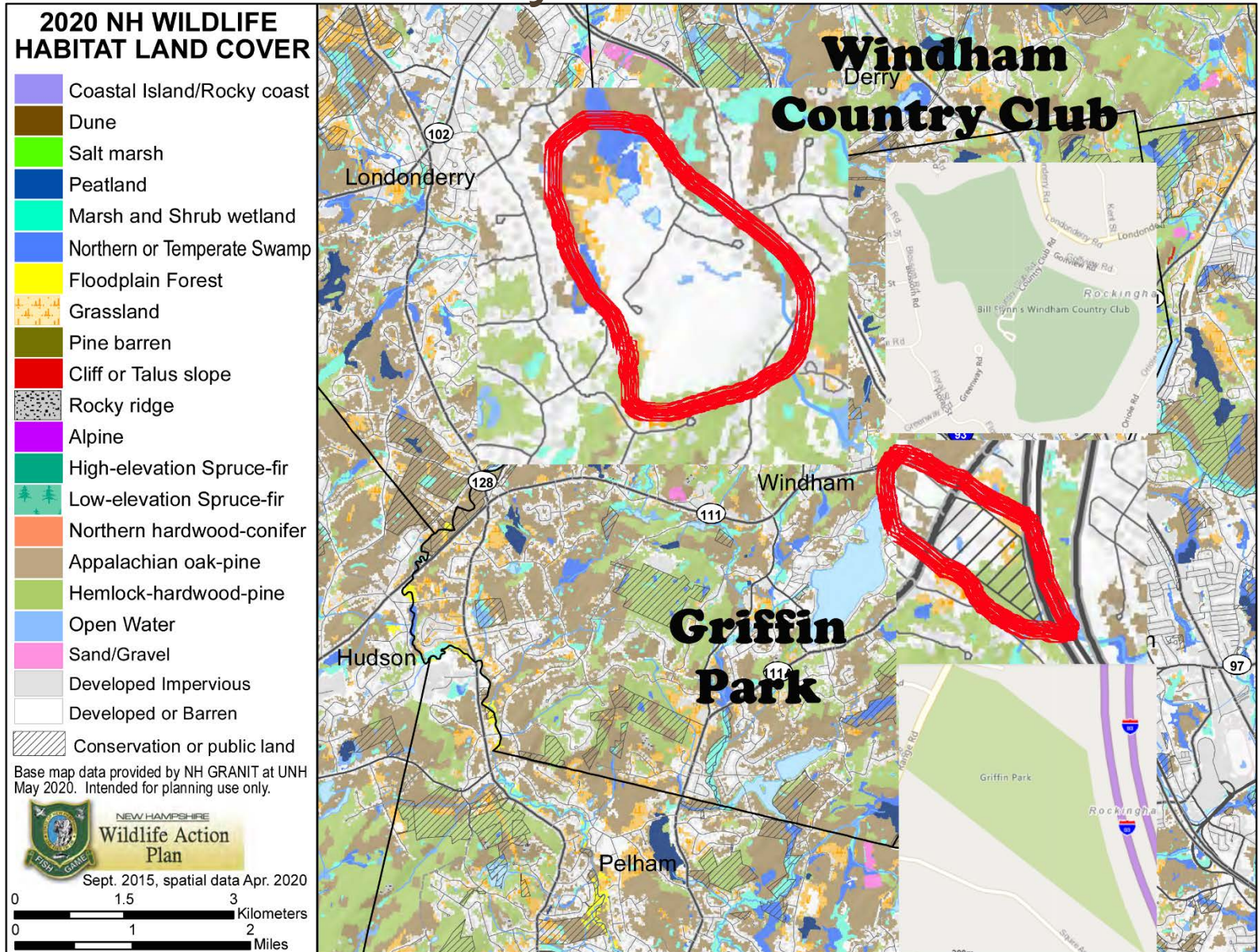
# Indian Mound Country Club



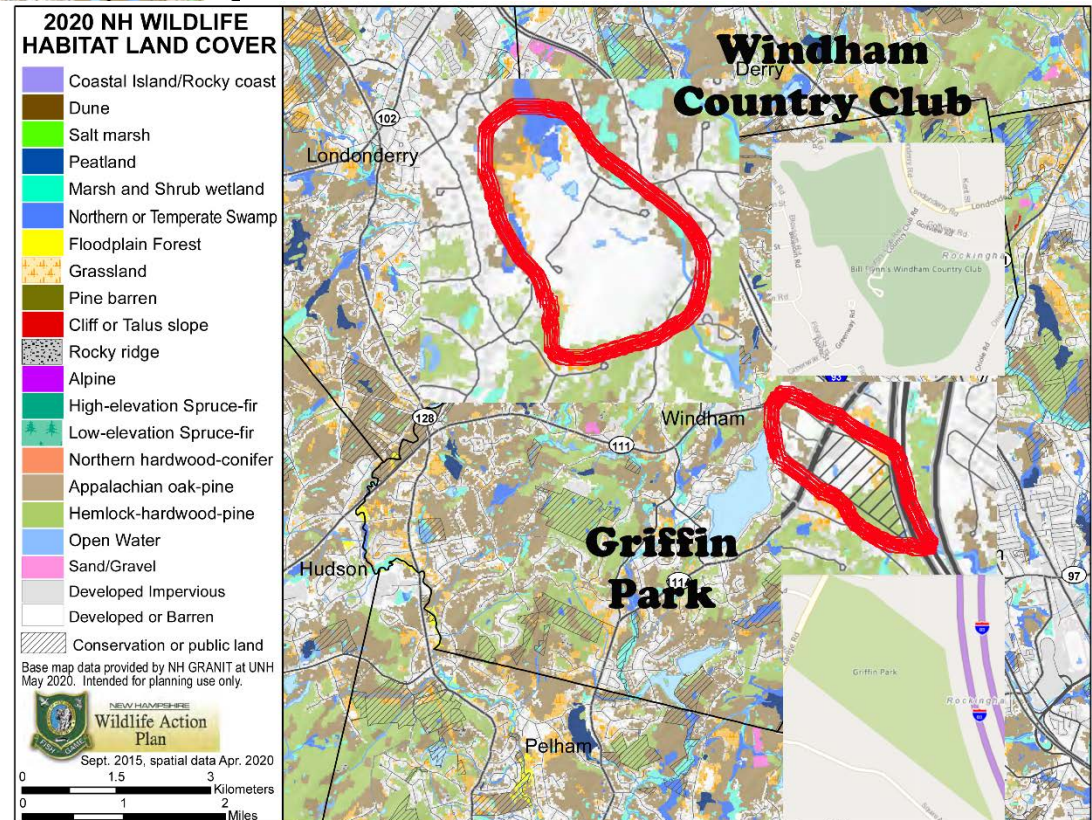
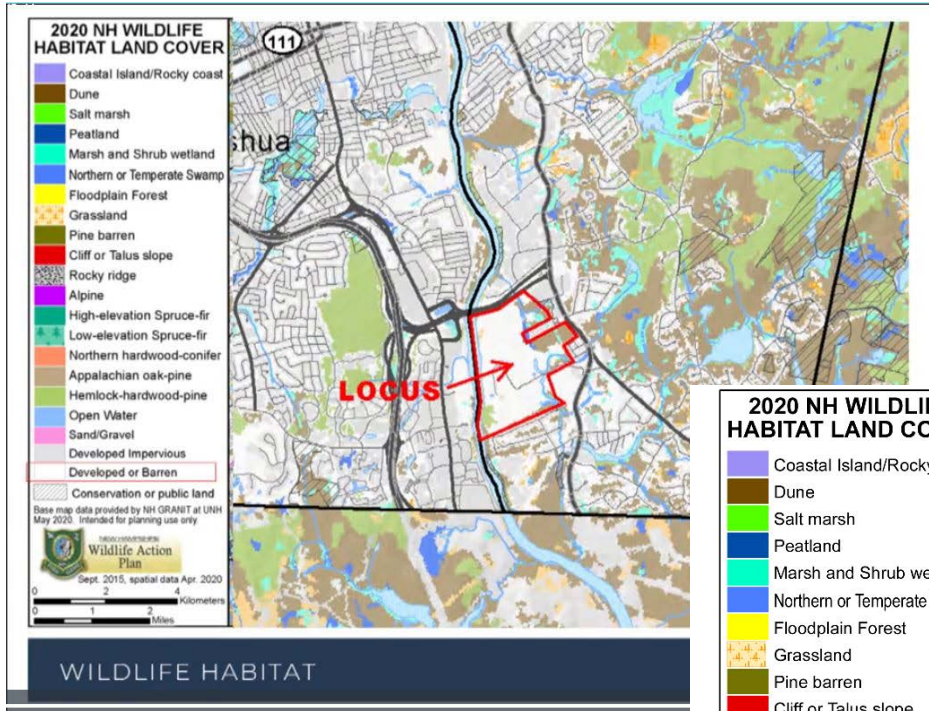
# Green Meadows AND Indian Mound Golf Club



# Windham Country Club and Griffin Park



# Green Meadows AND Windham CC / Griffin Park



# The Takeaway

- Golf Courses and Town Parks shown are listed as “Developed or Barren” on the NH Wildlife Habitat Land Cover Maps
  - Does this mean that they do not support wildlife or have no functional value?
- Does Windham’s Griffin Park have any Wildlife Value or is it “Sort of Stark Statement of Functional Value” like Green Meadows was described?
  - Developer's statement was made after showing the Map of Green Meadow AND no additional information
  - Developers slide DID NOT have the words “Land Cover” on the Green Meadows Slide label
  - What would the NH Division of Forests and Lands’ Tool show for these properties???
- Has this work been Peer Reviewed?
- MANY pieces of land are classified as “Developed or Barren”
- US Department of Agriculture lists ALL below as “Developed or Barren”
  - Low Intensity Residential
  - High Intensity Residential
  - Commercial / Industrial / Transport
  - Bare Rock
  - Quarries / Mines
  - Urban / Recreational Grasses
    - Do these have “**Stark**” Functional Value
- These properties are diverse but all classified as “Developed or Barren”
- They cannot all have “Stark” Functional Value

# Value of Golf Courses

## The Conservancy of Southwest Florida

- The Conservancy of Southwest Florida
  - Urban Ecology: Golf and Wildlife
  - <https://medium.com/environmental-science-department/urban-ecology-golf-and-wildlife-6d9f27c30ab1>
  - The ecological function of golf courses is often overlooked because of a misperception that golf courses have little value. Ponds, wetlands, and waterways are prevalent on golf courses and are used to create hazards and accommodate for stormwater, but these features also provide resources for wildlife.
  - The key is to maximize the diversity and abundance of wildlife by increasing the available space for them without impeding, but rather enhancing the golfing experience.



# Value of Golf Courses

## The United States Golf Association

- The United States Golf Association (USGA)
  - Golf Courses Benefit People and Wildlife
  - <https://www.usga.org/course-care/water-resource-center/golf-courses-benefit-people-and-wildlife.html>
  - the combination of mowed turf, trees and natural areas provides a diverse environment for people and wildlife. Preserving these green spaces improves the environmental quality of the entire community.
- **The golf course ecosystem:**
  - Provides wildlife habitat
  - Protects topsoil from water and wind erosion
  - Improves community aesthetics
  - Absorbs and filters rain
  - Improves health and reduces stress for more than 24.5 million golfers
  - Improves air quality
  - Captures and cleanses runoff in urban areas
  - Discourages pests (e.g. ticks and mosquitoes)
  - Restores damaged land areas (e.g. former landfill or mining sites)
  - Makes substantial contributions to the community's economy

# Value of Golf Courses

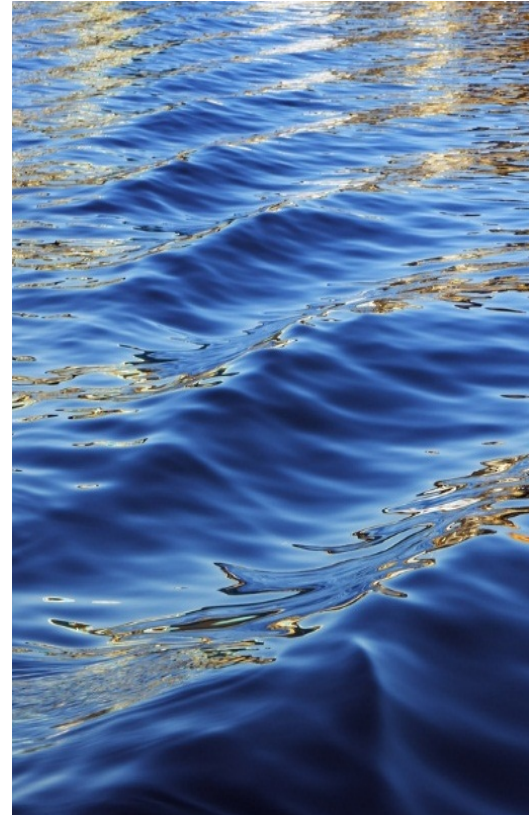
## American Society of Golf Course Architects

- American Society of Golf Course Architects
  - How do golf courses affect environment and wildlife?
  - <https://www.usga.org/course-care/water-resource-center/golf-courses-benefit-people-and-wildlife.html>
  - The green space of a golf course can serve as a protective buffer between sensitive environmental areas and development. This buffer, which contains extensive turfed areas and vegetation, will also protect water quality by providing stabilization against erosion and storm water management.
  - Efficient and responsible maintenance practices for the golf course will promote the proper use and conservation of water resources.
  - A golf course can provide enhancement to the environment by incorporating areas for conservation and the promotion of wildlife habitat.
  - Where land has been degraded over time by intensive use or mismanagement, golf courses can provide much needed land improvement.



# Hudson NH Residents Asking for Complete Information... Are Golf Courses Valuable for Wildlife

Based on Hillwood/Amazon Development  
Feb 10, 2021 Planning Board Presentation  
*This presentation contains comparison of  
other Golf Courses / municipal land and the  
"Developed or Barren" listing. Hudson NH,  
Green Meadows picture used from Hudson  
NH PublicTV recording*



## Dubowik, Brooke

---

**From:** John Dubuc <johnnygd24@gmail.com>  
**Sent:** Monday, February 22, 2021 2:29 PM  
**To:** ~BoS; Planning; Groth, Brian; Malizia, Steve; Dhima, Elvis  
**Subject:** Sound Study

---

EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.

All,

I have read the sound study from Dec 1, 2020 and it was quite a disappointing study that was provided by the developer.

I would ask that the town begin an independent Sound Study using physical receptors covering all properties surrounding the development. This should also include sound travelling along the Merrimack River that will impact all neighborhoods along the river.

I did not see in the study that the noises generated by the development will add to each other and make it louder. There are calculations to find out what the noise level would be from all of the RoofTop HVAC units and I question why the study did not provide those numbers

I was able to do a calculation for each building based on this study only providing the noise level for the 25-ton units at 93 bB(A)

My findings are below:

*Building A = **108.4dB** - 57 Rooftop units (36 @ 93dB 25-ton, 15 @ 83dB 12.5-ton, 6 @ 72dB 5-ton)*

*Building B = **107.8dB** - 35 Rooftop units (30 @ 93dB 25-ton, 5 @ 83dB 12.5-ton, 5 @ 72dB 5-ton)*

*Building C = **108.4dB** - 36 Rooftop units (36 @ 93dB 25-ton)*

The study did not model the sound that will be generated over the Merrimack River and the impact that will have on the neighbors along the river. Please do your research on the impact of water on sound

### HOW WAS THIS INFORMATION LEFT OUT OF THE SOUND STUDY

Please do some research on your own to see what an incredible negative impact this development will have on our quiet community. Here are a few articles for you to begin with.

***Refraction of sound waves, why you can hear your neighbors across the lake better at night***  
<https://www.keyc.com/2019/08/01/refraction-sound-waves-why-you-can-hear-your-neighbors-across-lake-better-night/>

***Noise Becomes Louder as it Travels Over Water***  
<https://www.yyjsewage.com/noise-becomes-louder-as-it-travels-over-water>

The negative impact that all of these new noises will have on the community, even if they are within the noise limits. I still find it hard to believe that a development this size running 24 x 7 operations will have little impact on noise

***City noise supercharged my anxiety. It was nature sounds that saved***

<https://www.washingtonpost.com/lifestyle/2020/01/20/city-noise-supercharged-my-anxiety-heres-how-nature-sounds-saved-me>

One last item that I ask you to look at are other studies for noise that have been performed. I found a sound study for an Amazon Facility in California, please see the difference:

**37 Pages** (Green Meadows) - **132 Pages** (Amazon Cypress California)

The Green Meadows Noise Study for 3 Buildings. 2.5 Million Square Feet is 37 Pages Long

- Appendix J - Noise Impact Analysis (Amazon Facility Cypress, California) with 2 Buildings 145,004 Square Feet and 180,000 Square Feet is 132 Pages Long

<https://www.cypressca.org/Home/ShowDocument?id=9617>

Thank you,

--

John Dubuc  
11 Eagle Drive

## Dubowik, Brooke

---

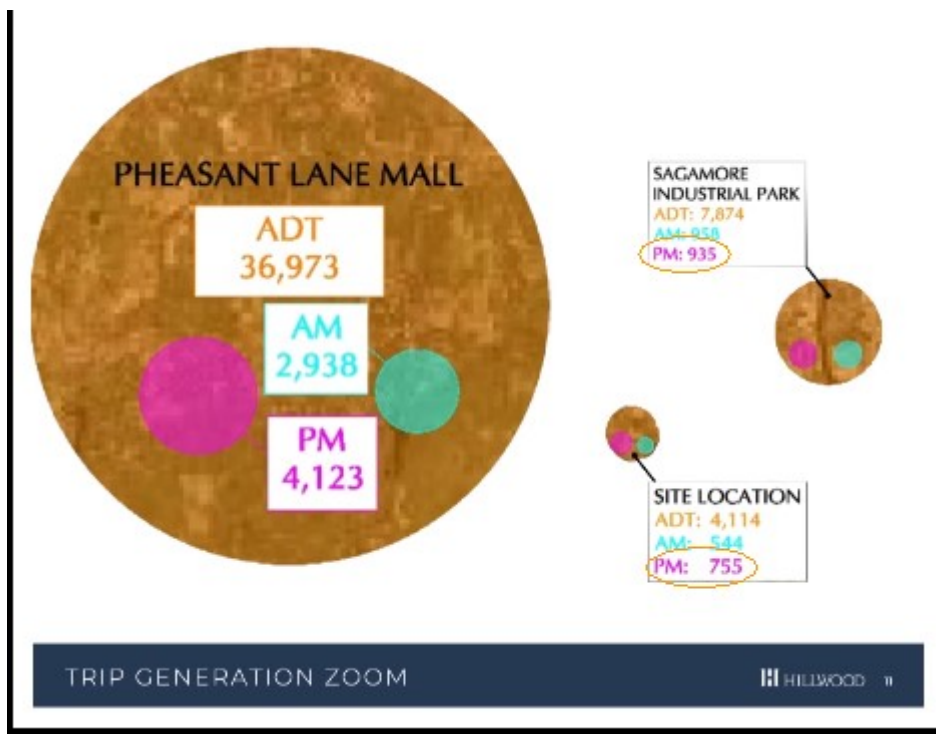
**From:** Rob C <rob613@gmail.com>  
**Sent:** Monday, February 22, 2021 1:13 PM  
**To:** Arcand, Richard; Planning; Groth, Brian; Dhima, Elvis; Malley, Tim; Coutu, Roger  
**Cc:** Rob 613  
**Subject:** DOT trip number comparison between proposed Hillwood / HLC warehouses and the existing Hudson Sagamore Industrial Park

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Hi,

I saw this slide presented at the 1/27/2021 planning board meeting.



I circled the two "PM" trip numbers estimated / anticipated by Hillwood and their civil engineer.

I assume that PM either means noon to midnight within their 7x24 operations, or focusing mostly on their 5PM +/- commuting times traffic.

I thought I heard them say that the trips they count from the Sagamore Industrial Park are more than double the total trips they anticipate from their proposed 2.5 million square feet of warehouses.

Looking at the PM numbers only for just these two sites, is it within industry standards to consider 935 trips at the Sagamore Industrial Park and the anticipated 755 trip for the proposed HLC Warehouses to be roughly the same?

Since this is based on zero or completely unknown usage of their proposed building C, and/or since this is based on their anticipating Amazon running their proposed buildings A and B at only 40% capacity (except when they decide to do more than that) should the 755 number be scaled up by 3/2 (due to lack of building C) and/or scaled up by 60/40 due to their 40% capacity before making such a comparison?

I hope that Town of Hudson officials will ask Hillwood to clarify this.

And since Hillwood has stated that the NH DOT has approved the Hillwood trip generation calculation methods, and implied that the NH DOT has approved everything that they are proposing to do, I hope that the NH DOT will offer some explanation of this.

--Robert Chesler

## Dubowik, Brooke

---

**From:** Brian Clardy <brianclardy@gmail.com>  
**Sent:** Tuesday, February 23, 2021 9:13 PM  
**To:** Dhima, Elvis; ~BoS; Groth, Brian; Planning; robert.scott@des.nh.gov; victoria.sheehan@dot.nh.gov; info@hudsonlogisticscenter.com  
**Subject:** Re: I Hope You'll Support the Hudson Logistics Center

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Good afternoon again. I want to circle back around on this letter I sent a few weeks back about the Hudson Logistics Center proposal. After watching the selectmen meeting on Tuesday, January 26 and reading through the public comments in the planning board packet for the meeting on Wednesday, January 27, I felt compelled to expound a bit.

Hudson has spent almost the entirety of the fifteen years I've lived here avoiding substantial investment in infrastructure because of the cost to the taxpayers and the impact to the bottom line of many household budgets.

I understand that. Like everyone else, I don't want to see my taxes go up. I accept that this is a pretty substantial reason for why Lowell Road has never had its issues addressed (beyond a light at Pelham Road which adds to the congestion or a mysterious blue light that doesn't seem to have any real purpose at all). I also understand that's why the renovations to Alvirne or the police department have failed and will likely continue to do so.

All of these things cost money and people don't want to pay for any of them.

The real issue is that every other proposed buyer for the golf course has seen objections from some part the town. If the planning board, the selectmen, and the objectors have no interest in allowing the property to be anything except a golf course, then the town should just buy it. It's too late for that now, though. The lot is, at present, properly zoned for what the buyers want to do with it. In the end, it's simply unfair to object because some people don't like how the property is zoned. There was a proactive way to address that months (or even years) ago. To come up with procedural hurdles now amounts to spot zoning in all but name only.

A vocal number of residents vehemently oppose this project. (This includes at least two members of the select board who do little to hide their bias against the project and never conceal their total disdain.) There are valid reasons to oppose it, but every one of them seems to essentially be a reflexive "it's-something-other-than-a-golf-course!" The objectors focus on an easy and visible issue: traffic. But all these objectors were pretty darned quiet when it came to approving the workforce housing, the expansion of the assisted living center on Hampshire Drive, the senior development on Oblate Drive, the development of Nottingham Square, the ongoing expansion of the Subaru dealership, and countless other improvements along the length of Lowell Road. In fact, as near as I can tell, the only place traffic has ever been sort of addressed was with the lowering of impact fees for Flagstone Crossing in exchange for a bit of land near the Sagamore Bridge onramp. I think we can agree that lowering a fee for a scrap of land really isn't any different than just buying it. (Ironically, Flagstone Crossing's traffic flow is horrendous and poorly designed.) At some point hopefully something will be done with the scrap of land we bought, but at least there's still that worthless blue light!

Anyway, along comes a developer interested in more than installing blue lights and trading for scraps of land. They've expressed a tangible willingness to actually, demonstrably fix the traffic on Lowell Road. Now



my understanding is that their proposal, once approved, becomes a legal document. If so, can't the town hold them to it? As I said before, it's in their best interests to do keep traffic moving so their tenants' vehicles don't get stuck in traffic. Even better, they're willing to pay for these improvements (which means that taxpayers wouldn't have to foot the bill).

Also, for those continually bemoaning Amazon's poor track record of paying taxes and abusing towns, remember this is a private company who will be leasing the facility. Amazon will be a tenant. A smaller, private business owner is someone who can be more easily held accountable by the town.

In short? A big increase in tax revenue from one source (big, private company) means a decrease in taxes from other sources (mostly us, the citizens). This also enables other potential infrastructure improvements -- schools and police departments and the inevitable next fire station -- that increase property values.

In the end, if Hillwood's proposal covers noise abatement, traffic, pollution, and conserves green space at no cost to the town (and even potentially wrapped up in a legally binding document), then why on earth would the planning board, or the town at large, turn away Lowell Road improvements and increased tax dollars?

I strongly encourage the board to support this.

Thanks again for your time.

Brian Clardy  
92 Barbara Lane

On Tue, Jan 12, 2021 at 11:43 AM Brian Clardy <[brianclardy@gmail.com](mailto:brianclardy@gmail.com)> wrote:

Good morning, all.

It seems every few days there's a new polarizing issue that divides a group of people. Over the last few months we've seen it in politics (and it's exhausting). It stands to reason that Hudson would fare no differently, but I ask you to seriously consider whether the Hudson Logistics Center is bad or whether it's being turned into a pariah by people who simply don't want it in their backyard.

I'll be blunt. I am frustrated with the SaveHudsonNH group. It seems they're less interested in what's good for the town than what's good for themselves. A good chunk of the group are those who simply don't want a distribution center right in their backyard. I get it. I totally sympathize with their plight, but let's not forget that no one forced them to move into neighborhoods that were along Route 3A near two massive commercial/industrial properties or directly adjacent to the Pheasant Lane Mall (albeit with the Merrimack River as an open-air, sound-carrying divider). Sure, Route 3 has been there for sixty-ish years, but it's not like Route 3A wasn't a bustling road with its own traffic problems as people got off and headed towards Pelham or Dracut.

These homeowners knew where they were moving, yet now they seek to hold the town hostage because they don't like their potential new neighbor. It's as if you or I attempted to sell our home and had to worry about what the neighbors thought if the next owner decided to paint it fluorescent pink. In this case, though, Hudson's fortunate: the new owner seeks to go above and beyond the codes to ensure the majority of their neighbors' concerns are satisfied while also bringing the town millions in tax dollars per year. That's pretty good.

Of course, the direct abutters (and their neighbors and friends) are only part of the SaveHudsonNH group. The rest seem to primarily object over traffic concerns. If one considers this objection even just briefly, it quickly becomes specious. This new land is slated to become a *logistics* center -- a site with the explicit purpose to

expedite the movement of material from Point A to Point B. If they increase the traffic and do nothing about it, then this company only increases the time it takes to move goods from A to B. If they do that, then they're not very good at logistics. Given that they have centers across the country, that seems unlikely.

We all know Lowell Road is a mess. I've commuted it for years and it sucks and I doubt you'll find anyone in town who disagrees with that assessment. It should've been widened years ago. There should be multiple lanes to turn and get onto the Sagamore Bridge. There are dozens of things that could be done, but nothing ever happens except people griping about the traffic. Oh, and the light that was put in at Pelham Road that has only exacerbated the problems. There's nothing quite like sitting, stuck in front of PMA and waiting for the light at Fox Hollow or Pelham Road to turn green just for the privilege of watching the drivers in front of you inch forward while demonstrating how badly they failed "merging" in driver's education.

Anyway, one of the things that this developer said a while back really stuck with me. They basically said that a car can move across half of Manhattan in rush hour faster than you can move up Lowell Road. Yes, I'm sure there's some exaggeration in that statement, but even if it's just half true they're still willing to spend the money to sync the lights and ensure traffic moves smoothly from Dracut Road to Ferry Street. How is that bad? There were far fewer objections raised against that new housing complex between Lowell Road and Executive Drive and they're farther from the highway than the proposed logistics center. Everyone wins: the town gets expedited traffic away from Sagamore by glomming onto the logistics center's primary goal of aiding the movement of material from A to B.

So many things have been tried with the golf course and every single one is shot down by various factions of the town. This proposal seems to be exactly what the majority of the town is looking for: a tax-paying corporate citizen who will invest in the property and the town while not contributing to an already over-stretched school system which an aging population has shown little-to-no interest in supporting.

From what I've heard from the past planning board meetings, including last night's, it seems the developer is fully vested in conserving as much of the property as possible while also increasing the tree cover beyond what's there for a golf course. I mean, they spent time patiently answering questions about landscaping and what happens if a two year warranty on a tree expires. They're invested, because I surely wouldn't have had the patience for that kind of question. Also amusing to me were the concerns raised about the tax impact of having the town maintain the conservation land. Seriously? Where were these objections to increased costs when Benson's was being revamped for the town? I would argue that whatever costs are incurred (if any) would be more than offset by the increased tax revenues.

So that leaves us with significantly increased tax dollars and few additional expenses? Isn't that exactly what makes this project a perfect partner for the town? I urge the board to support this and hope that they won't turn down millions in tax revenues that such a project could bring.

Thank you for your time, and please let me know if you'd like me to further elaborate on any of this. I am happy to have the conversation.

Kindly,  
Brian Clardy  
92 Barbara Lane  
Hudson NH  
603-880-3624

## Dubowik, Brooke

---

**From:** Greg Benson <gregcbenson@gmail.com>  
**Sent:** Wednesday, February 24, 2021 7:58 PM  
**To:** Planning  
**Subject:** Re: Please read this.

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

The New Hampshire Association of Realtors said the median sales price of single-family homes has risen nearly 23% since January 2020 to \$350,000. Townhomes and condominiums have increased almost 12% to more than \$251,000.

On Wed, Feb 24, 2021 at 7:54 PM Greg Benson <[gregcbenson@gmail.com](mailto:gregcbenson@gmail.com)> wrote:  
<https://www.wmur.com/article/housing-market-real-estate-new-hampshire/35606678>

Very easy to state no impacts on a potential development when this is a market that has never been seen before in this state.

Thank you.

**Dubowik, Brooke**

---

**From:** Greg Benson <gregcbenson@gmail.com>  
**Sent:** Wednesday, February 24, 2021 7:54 PM  
**To:** Planning  
**Subject:** Please read this.

---

EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.

<https://www.wmur.com/article/housing-market-real-estate-new-hampshire/35606678>

Very easy to state no impacts on a potential development when this is a market that has never been seen before in this state.

Thank you.

## Dubowik, Brooke

---

**From:** Joe DiPilato <joe.dipilato@gmail.com>  
**Sent:** Wednesday, February 24, 2021 8:56 PM  
**To:** Groth, Brian; Planning  
**Subject:** Public comment - Hudson logistics center - hillwood

---

**EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.**

The 'updated' real estate cost evaluation still relies entirely on the old 'not comparable enough' data for post installation numbers that was deemed insufficient by the peer review of the study. As this stands this data is clearly Insufficient to establish any reasonable measure that the home value would not be impacted compared to the normally expected growth would be.

Also based on personal discussions with the owners of home that sold on fairway, they were absolutely confident that the logistics center would not be approved and used the justification that all previous proposals were denied. As such there is no evidence to support that any pre-development sales in this neighborhood are in any way representative of expectations if the development was to be actually approved. Noting that there is a very big difference between a proposed and unseen development and an established one that has immediate visible impacts.

It would be negligent for any voting members of the town to approve without requiring like with like in real estate evaluation. Which clearly must also be peer reviewed again due to the low quality data that has been produced by hillwood.

Also,

I have serious concerns in regards to the site line study provided for hillwood as being valid for consideration of the current proposal. As expressed previously I maintain that there is reason to believe that the plan as submitted is in violation of Hudson codes specifically in this domain.

I believe that the methodology and conclusions are not reasonably or scientifically founded and that the areas of most concern are omitted from consideration, and that the data has the appearance of being cherry picked in a way that is deceptive to the town of Hudson, and interfere with the towns ability to make an informed decision.

In particular, there is insufficient consideration for the following real impacts which if unaddressed would result in violations of Hudson codes:

> Insufficient buffering for both sight and sound screening for ALL portions of residential properties, not simply unrepresentative selections.

Of particular significance is the violation of sufficient buffering at both the near and far corners of property lines and not simply at select central locations.

Pay special attention to the lack of buffering, in direct violation of Hudson codes, at the furthest corner of Eagle drive. This area of concern has been raised multiple times and has not once been addressed. Hudson codes expressly protect all areas of abutting properties and not simply subsets.

Also, an unsightly sound dampening structure would not be considered to be a sufficient visual buffer (though it may be an auditory one) in accordance with the intent of the town codes and itself would as stated in the codes require natural screening (as this is certainly feasible per the codes). The omission of such natural screening would imply that a sufficient visual barrier from one industrial wall would be the erection of another industrial wall. This would be a clear disregard for the intent of the Hudson codes as a protection for the residents, and be a violation that our town should demand are sufficiently screened with natural barriers.

Though photos were taken for the sight line study at exactly this corner of the residences in order to establish if the town of Hudson could reasonably assess if the Hillwood proposal would be in violation of Hudson codes, this very important and telling data point is negligently missing from any mention in the report.

I believe it would be willfully negligent for our town to not request and follow through with the appropriate level of diligence to ensure that sufficient data and visual representations are provided for the areas described, including both sight and sound considerations.

Also note that hillwood indicated that south west will be the area with the highest level of activity and noise, I personally live right at this corner that they indicated would be of little impact the most of the neighborhood. I however happen to care that the majority of the noise will be centered right next to my house, and it is the responsibility of the planning board to ensure that proper sampling of the south western corner of residential properties are adequately addressed and not simply included as the high datapoint that is not visible when hillwood uses averages in their reports.

Also ambient noise during winter must be taken into consideration as the noise of insects is an important factor to establish baseline ambient noise in order to make any reasonable justification that the ambient noise is not raised any more than 10db. Fortunately the town ordinances that are intended to protect citizens apply all times of the year and not just during summer months. And not just averaging "a year long", but actually following the Hudson codes such that winter ambient noise is not increased by over 10db in winter. Like with like, not just averaging over a year. The hillwood additional noise, particularly in the south west portion, requires baseline ambient noise information during winter months to be considered in order to demonstrate compliance. In the absence of such, as admitted by hillwood there is an expectation that they would be expectations for frequent non compliance on the southern portions (where residents are), the justification was that some people already are non-compliant is simply a horrible justification and should be recognized as admission that they would expect non-compliance without additional measures. It would be negligent for voting members of the planning board to approve without requiring total compliance of noise codes. "A maximum of 51 would be intermittently introduced" - this is absolutely unacceptable particularly considering that this is proposed to be a 24/7 365 non-compliance. If the town of Hudson cares about our town codes and the very real impacts that this proposal would have on residents of Hudson, approving this would be an egregious disservice to the community and disregard for Hudson codes.

Also it appears that there may be some misunderstanding by some members of the board about how a truck makes less noise than normal conversation. It appears based on reactions at the meeting that there is not a robust understanding about why this is the case. Consider someone talking to you 3 feet away, and now consider a truck 300 feet away making so much noise that even with a sound barrier, you would hear the truck at the same volume as the person 3 feet from you, such that you wouldn't be able to properly hear the person 3 feet from you.

Also it appeared that the sound data model only included modeling of a single truck, this is problematic, in particular considering that you could have multiple truck idlings and at the same time as trucks passing by. Also

noting that since the increase of db levels when multiple noise sources occur at the same time, this would further increase the non-compliance to Hudson noise codes.

Thank you.

--

Joe

## Dubowik, Brooke

---

**From:** Chris Mulligan <pineglen3@gmail.com>  
**Sent:** Thursday, February 25, 2021 11:31 AM  
**To:** Groth, Brian; Planning; McGrath, Marilyn; Coutu, Roger  
**Subject:** Hudson Logistics Center

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

I am writing to you following the February 24 Planning Board Meeting.

Unfortunately I was unable to attend in person but I was able to listen and watch. I would have liked to have had a chance to speak but for some reason when I hit "raise hand" I was not called upon. I have talked with several others that had the same issue. I would hope that this glitch is addressed and fixed before the next meeting so that all who wanted to provide public comment are able to do so. You may even consider extending public comment to the beginning of the next meeting.

Hillwood presented a number of experts to address a number of issues. Their presentations were well rehearsed and polished just as one would expect from a team of lawyers. I would hope that all of you understand that Hillwood is approaching this no different than they would approach a trial. They have gathered and paid a group of experts that they have used in the past and are certain will provide and present in support of their project. They are well versed in how to provide supportive facts and data and are able to deflect and redirect answers when questions are asked. As with any legal team, the experts are coached to only provide those facts and data that assist the end goal or agenda. This is similar to what we all see too often today by politicians and the media when only certain data and facts are provided or reported which leads to a misunderstanding of the truth.

The real estate expert did not really provide much new information than what was previously provided. The comparable that he provided in Manchester still is not a true comparable as its location is near the airport so that residential area is nothing like Hudson as it was already dealing with noise and pollution prior to any warehouses being built. Other than this information he simply provided recent selling prices for local homes suggesting that based solely on these selling prices the HLC will have no impact on future sales. As he stated he only provided data leaving each of us to interpret that data ourselves. Unfortunately some will drink the kool-aid and actually believe that an industrial complex will have no impact on a home's value. I would hope that most do not and look further into what is currently driving prices and what will drive prices in the future. It is very easy to overlook something that is not yet built or heard when home inventory is as low as it is and demand is high. If this complex is built it will certainly have an impact on prospective buyers when they can see what is in their backyard and hear the noise that will result. This is all very simple common sense. Two similar houses, one with a complex in the backyard and one without, which one are you going to buy? In a typical market with available inventory, the only way the one with the complex is going to sell is if it sells for less.

The sound expert, similar to Hillwood's other experts, presented a polished presentation with graphs and figures garnered from computer modeling which he relied on to suggest that the noise generated from this facility will adhere to all of Hudson's regulations. As in many cases throughout this process both Hillwood and their expert used words such as "we expect" or "we anticipate" throughout their presentations. I do not think many of us are well versed in sound measurement but there were a few residents that actually are and they raised concerns over what was being presented. In layman's terms I simply know that loud noise is loud noise. We are not talking about a once or twice a week tipping of a dumpster or a couple of trucks operating during typical business



hours. As the sound expert suggested we are talking about consistent and ongoing noise throughout a 24 hour/7 day period with passing trucks(77decibels), back up alarm(68 decibels), switcher coupling(78 decibels), air brakes(80 decibels) to only name a few of those that were provided from a list that was not all inclusive. The expert goes to suggest that the sound of insects during the summer are similar and will therefore diminish the industrial noise that will be introduced. I can hear Home Depot and the freight train several miles away in Nashua. I can't begin to imagine the magnitude of noise that will be heard from an industrial operation in my backyard. No matter what the modeling suggests, reality is something very different as no modeling can take into account everything that plays into the final result. All you need to do for proof of this is watch the weather forecast. Meteorologists rely on a number of different models to make their forecast but as we all know they are very often wrong. The ongoing joke is that being a Meteorologist is the only job you keep and get paid for for being wrong 50% of the time. Modeling is simply a tool in an effort to try to predict the future and it very often provides incorrect information. I would rather rely on real life experience. Go outside and listen. Typically in Hudson you do not hear industrial noise in residential areas and that is why people move here. This complex will change that for the south end of town, especially over the winter months when sound will carry further and be more clear whether it is from the ongoing operations or from snow removal operations involving plow trucks and front end loaders.

In addition to the above, there was a discussion about snow storage around the proposed facility. Of concern to me is the snow storage around building C. There are at least 5 snow storage areas on the south side. Right now snow is evenly distributed over the current property and melts evenly into the ground. It appears that there will be enormous snow piles along the south end of the property. When these large piles begin to melt they will certainly have an impact on the amount of water going into the Limit Brook area as well as the groundwater aquifer and water table. As I have mentioned in the past this could very well result in flooding of yards and basements in the nearby neighborhood.

Finally it is very concerning to me that Hillwood has made it very clear during the February 10 and the February 24 meeting that they do not care about the concerns and question being raised by the Board and the residents as their focus is to simply meet the standard requirements. Mr Pasay has on at least two occasions now, in a very eloquent fashion, told all of us that Hillwood will not address our concerns as they are meeting requirements. He is basically telling us to pound sand. If this is the attitude prior to receiving approval, what will their attitude be once approval is granted. They will push the envelope anywhere they can and will most certainly be non-responsive to concerns once they get what they want. This is absolutely not the kind of neighbor or partner that I want. I live in a great neighborhood with great neighbors. We look out for one another, help one another, borrow tools, shovel driveways, cut lawns, celebrate births, mourn loss, listen and support one another. From what I have heard over the last 6 or 7 months but in particular the last several meetings Hillwood is not a neighbor that I want nor do they fit into this community.

I strongly urge the Board to not approve this project as it will be detrimental to the town of Hudson and the residents that call this town home.

Please be sure all members of the Planning Board and the Select Board receive a copy of this and include it in the Hudson Logistics Center packet.

Thank you for your time and efforts in this process.

Chris Mulligan  
5 Fairway Dr

## Dubowik, Brooke

---

**From:** John Dubuc <johnnygd24@gmail.com>  
**Sent:** Thursday, February 25, 2021 8:34 PM  
**To:** ~BoS; Groth, Brian; Malizia, Steve; Planning  
**Subject:** Public Input Request

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Good Evening All,

I want to begin by thanking you for all of the work that you do for our great town.

I would like to request that you hold a public input session before any vote is taken on the Hillwood/Amazon Green Meadow Project. There has been so much information that has been provided since last May regarding this project. Most sessions have provided us the opportunity to comment on what has been presented that evening and I appreciate you allowing us the opportunity.

With a project this large, I would ask that you provide one meeting to allow the residents the opportunity to speak about any item regarding this project. This will allow our voices to be heard before the public session is closed and any vote is taken. I know that there are many topics that I still have concerns with and would feel disenfranchised if I was not allowed the opportunity to let the Town Officials know my concerns and hopefully allow you to understand why I am concerned about these issues.

Please let me know if this can be scheduled and when, I will ensure that I am available on that night to provide great insightful public comment.

Thanks again for all you do and for hopefully scheduling this public input session for all of the residents, for or against the project.

--

John Dubuc  
11 Eagle Drive

**Dubowik, Brooke**

---

**From:** Jason Cook <jcook1161@yahoo.com>  
**Sent:** Friday, February 26, 2021 3:08 PM  
**To:** Planning  
**Subject:** Public Hearing for Hillwood Project

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

To whom it may concern,

I understand the Hillwood Logistics Center project is still being decided. My wife and I have lived in Hudson for over 30 years, and it is extremely important to us that the planning board give Hudson's residents the opportunity to be heard on this matter. We're requesting that the planning board holds a public hearing for this project - one where the public can express their thoughts, without a Hillwood presentation.

For the record, I am against the idea of a Logistics Center anywhere in Hudson. It will do more harm than good.

Thank you,

Jason Cook  
9 Par Lane  
Hudson resident for 30 years

## Dubowik, Brooke

---

**From:** Scott Wade <sjwade7422@gmail.com>  
**Sent:** Friday, February 26, 2021 12:20 PM  
**To:** Planning  
**Cc:** Groth, Brian  
**Subject:** Property Value report from Mr. Reeks for Hillwood

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Planning Board,

At the February 24<sup>th</sup> Planning Board meeting, Mr. Reeks (Hillwood's real estate consultant) presented his findings of what the proposed HLC will do to property values of homes in the near vicinity. Please keep in mind, he also left out homes that abut the property in the Bruce and Linda streets neighborhood.

Mr. Reeks was trying to have you and the entire population forget everything you have ever heard about real estate. Essentially, he wants you to forget that **LOCATION** matters when it comes to real estate. I'm sure you have heard the mantra: Location, Location, Location when it comes to real estate. But according to Mr. Reeks, that age-old wisdom is thrown out the window. He is essentially saying that living next to a golf course is no different than living next to a 24x7, 365 industrial park. Let that sink in. It's preposterous.

He mentioned he's just looking at data. Data is great. But it also leaves out the human element. As many in the audience that night mentioned, if you had a choice between two identical homes, one next to a golf course and one next to an industrial park, which would you choose? That choice is easy. And it's not the industrial park. Imagine a couple of years from now a home or homes on Eagle and Fairway Drive are for sale. A car turns down Muldoon to head towards Fairway Drive and what do they see? Will they see a massive building lurking out there in the distance? Hillwood could've done that sightline study (I asked them to while they were at my home last July) but they didn't. If Building C is visible from Muldoon, can you imagine what you and your spouse would be thinking if you saw that? Is that where you would want to live? We all want the ability to live in a peaceful neighborhood to enjoy our homes. We don't want to see our investment go up in smoke.

Mr. Reeks also mentioned two recent sales in the Greenmeadow neighborhood. The latest was 23 Fairway Drive. Which did sell for a price that astonished us all. But, let's look at that a bit further. For weeks prior to its sale, the former owners of 23 Fairway Drive replaced the siding, the roof, and fixed their chimneys. They may have even done improvements on the inside. Such an investment deserves a return. This property is also larger than most any other property in that neighborhood at just over 2 acres. Most average around 1 acre of land. Mr. Reeks failed to mention that as well as the fact that this property also abuts the river and the golf course. A golf course. Not an industrial park. The fact is, the HLC is still just a proposal. What happens to the values when construction drags on for over a year or when that is done and it's now operating 24/7?

23 Fairway is also unique in that it's a large ranch-style home. Large, well-appointed, ranch homes are not that common. For elderly residents seeking single floor living, it might garner a higher price simply because of their rarity. Speaking of which, as a caller mentioned, the amount of real estate inventory is at historic lows in this area. Any home that goes up for sale is sold in days. The pandemic and low-interest rates have turned the real estate market on its head. You have a realtor on the board, ask him.

Mr. Reeks also conveniently left out 5 Par Lane. Others have written in about this home. It went up for sale on May 25<sup>th</sup>, just around the time of the first HLC public hearing. Had multiple offers (again, a ranch-style home) and they accepted one above list price. Soon thereafter the buyer found out about the proposed HLC and backed out. A prime example of

what can happen. And this is not an abutter. But, why mention it since it doesn't fit his narrative or what he's being paid to provide?

The bottom line is Mr. Reeks' presentation is full of faults. He completely ignores a failed home sale and human emotion when it comes to buying a home. He's also trying to re-write the real estate world by failing to admit that location actually does matter. Any of the mitigation that takes place doesn't change the fact that there will be three massive buildings on Greenmeadow instead of a golf course.

Thank you,

Scott

--

Scott J. Wade  
1 Fairway Drive

## Dubowik, Brooke

---

**From:** Urs Nager <unager@msn.com>  
**Sent:** Friday, February 26, 2021 3:23 PM  
**To:** Planning  
**Cc:** Urs Nager  
**Subject:** Public Meeting Regarding Hillwood Proposal

---

EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.

To Brian Groth and Planning Board Members:

We are requesting that the Planning Board schedule a public hearing/meeting just for members of the public to express their opinions and ask questions of the Planning Board regarding the Hillwood/Amazon proposed logistics center. This would be a meeting without any presentations from Hillwood and/or Amazon.

Public comment has been limited to the beginning or end of the meetings and has not covered all topics/presentations. This public meeting would provide the time and opportunity for a fuller dialogue between Hudson residents and members of the Planning Board.

Thank you.

Kathy Leary  
Urs Nager  
8 Par Lane  
Hudson, NH

Sent from my iPhone

**Dubowik, Brooke**

---

**From:** Aletta Stone <alettaanns@gmail.com>  
**Sent:** Saturday, February 27, 2021 8:53 PM  
**To:** Planning  
**Subject:** Hillwell/Amazon

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Dear Planning Board,

As a concerned Hudson citizen, I respectfully would like to request that the Hudson Planning Board conduct one or two open forums to discuss this project with the citizens of Hudson, without Hillwell present. This is absolutely one of or THE most life changing project that could ever happen here, and we have questions and statements that we would like to share with our representatives in this matter.

Thank you so much for your consideration!

Aletta A. Stone  
12 Ridgcrest Dr.  
Hudson NH

## Dubowik, Brooke

---

**From:** Chris Mulligan <pineglen3@gmail.com>  
**Sent:** Saturday, February 27, 2021 2:24 PM  
**To:** Groth, Brian; Planning; McGrath, Marilyn; Coutu, Roger  
**Subject:** Hudson Logistics Center

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

I am writing to you to request that the Planning Board allow and schedule a meeting solely for the purpose of allowing Public comment regarding the proposed Hudson Logistics Center. This is a huge project with unthinkable potential consequences to the Town of Hudson. The applicant has been provided large portions of time during every meeting to present their case and provide information, yet the public has been limited in their comments and at some meetings not even given the opportunity to provide comment. I believe it is only fair to allow the public a final opportunity to present their concerns on all issues once the applicant completes their presentations and prior to any Board vote.

Thank you.

Chris Mulligan  
5 Fairway Dr



## Dubowik, Brooke

---

**From:** Chris Mulligan <pineglen3@gmail.com>  
**Sent:** Saturday, February 27, 2021 3:52 PM  
**To:** Groth, Brian; Planning; McGrath, Marilyn; Coutu, Roger  
**Subject:** Hudson Logistics Center/ Please include in HLC packet

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

I wanted to follow up with you on several issues pertaining to the proposed Hudson Logistics Center.

There has been much discussion about the traffic at the intersection of Lowell Rd and Rena where trucks will be turning out of the proposed facility. The applicant has indicated they are going to widen Lowell Rd and turn the current shoulder lane into a travel lane allowing the needed room for the trucks to turn safely. I am still not certain that this will be adequate but more importantly by removing the existing shoulder lane you will be removing the portion of the road that residents are currently using to walk, run, and ride their bicycles. There is not much room to begin with along the south end of Lowell Rd, removing what is there will create an extremely dangerous situation for pedestrians and cyclists. I also find it concerning that one of the Board members feels that by planting a few evergreen trees at the end of Rena will provide relief to local residents from the potential 24 hour truck noise coming out of this proposed facility.

Another issue I wanted to revisit is what exactly is being delivered to consumers directly from this facility. The applicant continues to suggest they are only shipping large items such as furniture or appliances. Depending on what constitutes a "large item" according to Amazon's definition, there could be a much larger volume of last mile deliveries coming out of this facility. It would behoove everyone on the Board and the residents to know Amazon's definition of a large item as well as specific weight and dimensions of such items.

Finally I would like to comment on something I have noticed throughout this process. I have attended or watched every meeting there has been on this proposal. Although most Board members have participated by asking questions and raising concerns as would be expected with such a large project and almost 100 hours of presentations, I am perplexed and disheartened that one Board member has only asked one single question and raised no concerns in almost eight months. The only question asked was about traffic in 10 years. If reviewing thousands of pages of documentation, listening to almost 100 hours of presentations, and hearing from residents from all over the town does not generate input by a Board member I'm not sure what will.

**Dubowik, Brooke**

---

**From:** JAMES CROWLEY <jkcrowleynh@comcast.net>  
**Sent:** Saturday, February 27, 2021 9:36 PM  
**To:** Planning  
**Subject:** HLC plan notes concerning Stormwater design requirements  
**Attachments:** PB 03-10-2021 Stmwtr Notes letter 02-27-2021.pdf

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

To: Planning Board (via email) Please include the attached letter in the 3/10/2021 Planning Board packet.

Respectfully submitted  
James Crowley  
4 Fairway Drive

Date: February 27, 2021

To: Planning Board (via email) Please include this letter in the 3/10/2021 Planning Board packet.

Re: HLC plan notes concerning Stormwater design requirements.

I am writing this letter since I was not allowed to discuss the above issue at the 02/24/2021 Planning Board meeting which was limited to Sound, Building Height, Snow Storage and Property Values. I realize the Planning Board is trying to hold issue oriented meetings so review of this project may reach some type of finalization. However, I want you to realize some problems that are occurring with strict adherence to this approach. The Applicants engineer's main presentation for Stormwater Design was made at the 01/13/2021 meeting. At the start of the following 01/27/2021 Planning Board meeting I gave a verbal presentation about lack of field testing data required for Stormwater design. I also informed the Planning Board I would submit written supporting information to them. I was not allowed to talk at the 02/10/2021 Planning Board meeting because it was reserved for members of the public that had not presented at the previous meeting. In the 02/24/2021 Planning Board packet there was a letter from the Applicants engineers and the town's peer review engineering firm concerning Stormwater design reviews and proposed revisions. What I am trying to make you aware of it seems that the Applicant can add information beyond the current issue oriented meeting into Planning Board packets that you have to read and be prepared for. The public is not allowed to verbally respond to the additional Planning Board packet information when it is fresh in the Planning Board members mind if the issue is not being discussed. What I find especially entertaining in this case is the Applicant's engineers dated their letter as **February 24, 2020** (in the 02/24/2021 packed) when responding to Fuss & O'Neil Stormwater Design Review letter, dated **December 17, 2020**. So a word of caution do not file the Applicant's engineer's letters by date.

Before I explain my concerns with adding notes to Hudson Logistic Center plans that would diminish adherence to published Hudson Code I need to explain some history.

First a missing letter dated 01/28/2021 by me was added to the previous Planning Board 02/24/2021 packet by the Town Planner. Again I want to express my appreciation for his extra effort. In that letter was a table empathizing the large volume of missing required field data necessary for stormwater design. At the heart of the Hudson Logistics Center Stormwater Management system are 10 Infiltration Basins, yet only 2 of them meet the necessary regulatory prerequisite for field testing for design verification. The Applicant's engineers in their erroneously dated as **February 24, 2020** letter states: "The Town Engineer has requested that the applicant add a note to the plans that additional testing shall be performed during construction and test results provided to the Town for review" Also statements are made that the Town Engineer is comfortable in giving this "private stormwater system" exception allowances to time tested engineering minimum standards. These multiple additional proposed plan notes and waivers are supposed to address all these Hudson Logistics Center stormwater minimizing design allowances. **However, it circumvents Town and NHDES standards and regulations.** If allowed these notes and this practice is very concerning for many reasons:

- By adding the field testing note to the plans you remove the public's ability to be informed or see published peer review of necessary design parameters. Will the Planning Board hold future public meetings say a year or more from now to review required field work information **that can and should be done now?** I doubt that will happen.

- It appears the future coordinating technical reviewer will be the Town's Engineer who has already stated he is comfortable with allowing a pass on other engineering minimum standards since the Hudson Logistics Center Stormwater treatment is a "private system". I'm sorry but I have to state the obvious that Town officials and Planning Board members even acting with good faith and best of intentions cannot give an appearance of prejudice in any direction for a project. Anything contrary to this is not a position or appearance the Town should be in to gain legal and public confidence in the degree of review of this major complex project.
- Please look closely at the plans, there are multiple discharge points from this "private system" that go directly to the Merrimack River, Limit Brook and the eastern wetland areas which are not private. This immediately raises a red flag for allowing use of less than engineering minimum standards for stormwater management design. Every future developer can argue for the same "private system" allowances for their project by using infiltration basin designs. The precedence for delaying regulatory field testing for design purposes until the construction phase is also set.
- Why would the Town even want to go on record condoning less than time tested engineering standard practices in plan notes which are contrary to existing Hudson land development code for all projects?
- There are reasons time tested engineering practices for minimum pipe slopes and velocities for stormwater systems are adhered too. If you want I can addendum several more pages to this letter to explain why. So why is the Town even considering approving less than these engineering stormwater design standards? If so please give me advance notice and I will debate the subject further in greater detail. Please believe me when I say standard time tested engineering practices are on my side of the argument. The peer review engineering firm was forced into the position that if the Town Engineer approves the less than minimum engineering design standards for this project they have to concede to his final authority to do so.

Again please ask yourself would you **APPROVE** any other project that promises to do the actual required preliminary field work after Planning Board approval? I Hope Not. This is a complex multi-million dollar project with no public health emergency that it has to be built in a fast track review and approval manner. The landowner has the right to development the parcel(s) within Town Ordinance and Land Development regulations. However, of equal importance is the communities right for all proposed land development to meet published ordinances, regulations and design standards. I will have to live next to this Hudson Logistics Center project, cannot my neighbors or I at least expect the Town to request the developer to meet published regulatory requirements or even time tested minimum engineering standards? They have the time and resources to comply, so please make them do it.

I firmly disagree with any plan NOTES to reduce these Hudson and even NHDES Stormwater design protections and the Planning Board should also to avoid any possible future ligation concerning this issue.

I will agree with notes that NHDES Alteration of Terrain and NHDES Wetlands Bureau Dredge & Fill Permits **ARE** required for this project and are necessary before any construction phases can start. Please remember the part where, **and are necessary before any construction phases can start**

Respectfully submitted  
James Crowley  
4 Fairway Drive

**Dubowik, Brooke**

---

**From:** JAMES CROWLEY <jkcrowleynh@comcast.net>  
**Sent:** Sunday, February 28, 2021 11:39 AM  
**To:** Planning  
**Subject:** HLC known missing time sensitive Stormwater information and Town's Right To Know problems  
**Attachments:** PB 03-10-2021 RTK Stmwtr Info letter 02-28-2021.pdf

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

To: Planning Board (via email) Please include this attached letter in the 3/10/2021 Planning Board packet.

Respectfully submitted  
James Crowley  
4 Fairway Drive

Date: February 28, 2021

To: Planning Board (via email) Please include this letter in the 3/10/2021 Planning Board packet.

Re: HLC known missing time sensitive Stormwater information and Town's Right To Know problems.

First it should be noted that if something is submitted to the Town Planer it will be incorporated into the most recent Planning Board packet, however, he cannot include documents if they have not been submitted to him. More on that later.

I am writing this letter since I was not allowed to discuss the above issue at the 02/24/2021 Planning Board meeting which was limited to Sound, Building Height, Snow Storage and Property Values. The main presentation for Stormwater Design was made at the 01/13/2021 meeting by the Applicants engineers. During the following 01/27/2021 Planning Board meeting I gave a verbal presentation about lack of field testing data required for Stormwater design. However, a 3 minute limit on speaking time does not give me time to verbally mention basic stormwater design problems as well. The 02/10/2021 meeting I was not allowed to speak on Stormwater Design issues. In the 02/24/2021 Planning Board packet there was a letter from the Applicants engineers and the town's peer review engineering firm concerning Stormwater design reviews and proposed revisions. I also had a letter dated 02/16/2021 in that packet concerning the proposed Groundwater table disturbance.

The previously miss dated February 24, **2020** memorandum by the Applicants engineers in your 02/24/2021 Packet stated the existence of additional information on **groundwater modeling** in Appendix K of the Stormwater Management Report.

The history behind all this is I wrote a letter dated 12/12/2020 to the Town's peer review engineering firm Fuss and O'Neill concerning the plugged constant flow rate values for groundwater, use of 100 acre artificial watersheds, and avoidance of Water Quality Volume requirements in the stormwater design modeling calculations. I routed the letter through the Town Planner. It is not exactly light reading material and I could not easily put the questionable stormwater modeling in terms that the Planning Board would care to know. However, Fuss and O'Neill then put official peer review weight behind my engineering concern by requesting the Applicants engineers to justify the plug values and other items. For more supporting detail read my 12/12/2020 letter which is now part of the public record and Fuss & O'Neill's letter dated 12/17/2020 Item 7 ak requesting the important detailed backup. I am honored that Fuss & O'Neill considered my comments to be of professional engineer quality and value.

Now fast forward to the present.

Stormwater as mentioned earlier was presented at the 01/13/2021 Planning Board meeting by the applicant's engineers. The current Fuss & O'Neill report dated February 8, 2021 states: "The applicant has provided additional information on constant groundwater flow calculations, and provided information on the groundwater modeling procedure in Appendix K of the Stormwater Management report. No further Fuss & O'Neill comment". However, no mention is made on the quality of the additional information, only that the applicant's engineers submitted additional information. Did any Planning Board member read or even see Appendix K or the revised Appendix F Infiltration Feasibility Report in the 02/10/2021 or 02/24/2021 Planning Board packets? **IF NOT** you are like the NHDES Alteration of Terrain reviewer who I have recently contacted and the general public. A copy of Appendix F and K is currently unavailable to everyone I mentioned.

When does the public get to see this information? The rate it is being released and disseminated to the public it will be after meaningful discussion and analysis can be presented to the Planning Board. Remember the issue oriented meetings problems I noted earlier. This does not even come close to the public being well informed in a timely manner by our future self-proclaimed "good neighbor". This is shaping up to a serious Right To Know problem for the Town since this acknowledged relevant information documented in Planning Board packet letters has not been released to the public in a time sensitive manner. How can the public respond to or comment on missing information? Currently, this missing information is not being allowed to be seen or discussed by the public in Planning Board meetings. I will agree the average layman would not be interested in some of this information. However, multiple letters and public speeches at Planning Board meetings has demonstrated to the Town and the Applicant that anything stormwater related can intelligently be and will be analyzed closely by the public. It requires full transparency to do it though.

Finally, surely the engineering department must possess this stormwater new and revived related information which would add to the non-disclosure Right To Know problem for the Town. Why has not the Engineering Department insisted that this important information be released to the public in a time sensitive manner?

This project is already complex enough. The Town should make every effort to not let this missing information continue to fester on the public's Right To Know rights. Plus I want to see the quality of the Appendix K information from a technical viewpoint. I do not believe the public should be required to go to extra petitioning measures to view it.

Respectfully submitted  
James Crowley  
4 Fairway Drive

## Dubowik, Brooke

---

**From:** Scott Wade <sjwade7422@gmail.com>  
**Sent:** Sunday, February 28, 2021 9:53 AM  
**To:** Planning  
**Cc:** Groth, Brian  
**Subject:** Question about the sound wall-Hudson Logistics Center

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Good morning,

At the February 24th planning board meeting, Mr. Plante showed photos of what the prospective sound wall would look like. Essentially a large wooden fence.

In the December 1, 2020, Site Sound Evaluation and Control report by Ostergaard Acoustical Associates, on page 20, their recommendation states the following for the construction of the sound wall:

### RECOMMENDATIONS

1. Construct the earthen berm as designed at the height and length shown in drawings to mitigate truck court sound from Buildings B and C to residences to the south.
2. Install a 550-foot-long noise control fence as proposed around the southeastern corner of Building C, carried to a height of 15 feet above grade, to mitigate Building C truck activity noise to off-site residential receptors. Note that to be effective, the sound fence needs to meet the following requirements:
  - The fence needs to be solid, without openings, and be of sufficient surface weight to force sound to travel over or around the fence and not leak through it. A recommended minimum surface weight for the fence is 7 lbs/ft<sup>2</sup>.
  - Appropriate materials of construction for the fence include 5/8-inch thick sheet steel piling, precast or poured-in-place concrete, acoustical metal panels, or other hybrid system specifically manufactured for the purpose.
  - The fence, being solid, must be designed to resist wind load and will require engineered footings.

The second bullet under #2 states that the appropriate material for the construction of the sound wall needs to use "acoustical metal panels, or other hybrid system specifically manufactured for the purpose."

Could you please ask Langan and Hillwood, what material they plan to use in constructing this wall? I don't recall any mention of **acoustical metal panels**. They showed a wood fence. I may have heard Mr. Plante say something about composite materials but I don't know if that is sufficient according to Ostergaard.

A clarification is needed.

Thank you,  
Scott

The example they showed on Feb 24, 2021





SOUND FENCE SAMPLES

HILLWOOD 3

--  
Scott J. Wade  
1 Fairway Drive

## Dubowik, Brooke

---

**From:** ED LENZI <lenziconstruction@gmail.com>  
**Sent:** Monday, March 1, 2021 7:44 AM  
**To:** Planning  
**Subject:** Fwd: amazon center

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Hey Tim,  
Hope you are well. Hope business is smoking busy for you.  
What is the boards position on the Amazon center. I live on Eayers Pond and 100% against it and don't think our infrastructure can handle it even if they put another exit. Try driving down rt 3 now during rush hour. also river rd and dracut rd will have all these vans and trucks coming and going 24/7. I won't be able to get out of my street. home values will plummet also.



Best,  
Ed Lenzi  
Lenzi Construction & Remodeling LLC.  
603-880-5094  
[www.lenziconstruction.com](http://www.lenziconstruction.com)

SEE OUR REVIEWS - CLICK LINKS BELOW

<https://www.houzz.com/professionals/decks-patios-and-outdoor-enclosures/lenzi-construction-and-remodeling-llc-pfvwus-pf~1577831828>

**CONFIDENTIALITY NOTICE:** This email including any attachments contains information which may be privileged or confidential. The information is intended for the use of the individual or entity named above. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the contents of this information is prohibited. If you have received this email in error please notify the sender immediately by "reply to sender only" message and destroy all electronic and hard copies of the communication including attachments.

**Dubowik, Brooke**

---

**From:** JAMES CROWLEY <jkcrowleynh@comcast.net>  
**Sent:** Monday, March 1, 2021 10:13 AM  
**To:** Planning  
**Subject:** HLC Applicants 02/10/2021 Conditional Use Permit CU#2-20 presentation  
**Attachments:** PB 03-10-2021 CUP compliance issue letter 03-01-2021.pdf

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

To: Planning Board (via email) Please include this attached letter in the 3/10/2021 Planning Board packet.

Respectfully submitted  
James Crowley  
4 Fairway Drive

Date: March 01, 2021

To: Planning Board (via email) Please include this letter in the 3/10/2021 Planning Board packet.

Re: HLC Applicants 02/10/2021 Conditional Use Permit CU#2-20 presentation

The Planning Board is approaching a vote on the referenced Conditional Use Permit. I do not know when this will occur but want to remind board members there is still an issue that warrants its denial.

On 01/29/2021 I submitted a detailed letter included in the 02/10/2021 Planning Board packet which states that the proposed primary access road way does not meet Town Code 334-36 (C) (2) requirements and why the Conditional Use Permit CU#2-20 should be denied. Here is a clear example of where the Applicant is incorrect that they are in compliance with regulations in their Conditional Use Permit presentation statements at the 02/10/2021 Planning Board meeting. The current final design for Planning Board consideration does not comply with the Town Code. At the 02/10/2021 Planning Board meeting the Applicant showed many slides and gave the Planning Board a large 47 page glossy handout. The intent was to make everyone feel good about reductions accomplished in wetlands impacts during multiple Conservation Commission reviews. The original quantity of wetlands impact should never have been proposed by the Applicant. From the very start of the Conditional Use Permit process the Applicant did not take seriously requirements to minimize wetlands impacts from access road way alignment. The process was like trying to get a child to comply with cleaning their room. The rules and stated goal are clear, however, achieving compliance can get to be a major challenge. Anyone who has raised children knows this. I have observed that for this project the word **Minimization** does not seem to register with the Applicant for wetlands impacts or for building sizes.

Anyway back to the 02/10/2021 Planning Board meeting and the Applicants 47 page **Making Communities Work Better** handout to board members.

On Page 13 titled "Western Cul-de-Sac Shift" is a design which complies with Wetlands Impact minimization. The Applicant's presentation quickly went to their preferred layout of what they call a "critical Intersection" which is still not in compliance with minimization of wetlands impact requirements. In my letter I point out in detail why the Applicants arguments are less than creditable for not using the wetlands compliant Western Cul-de-Sac Shift design. The Planning Board should deny the Conditional Use Permit for failure to meet Town Code if the Applicant does not use the workable ALTERNATIVE design that is available to them.

If you still have a copy of the 02/10/2021 handout please note the following color coding in it and applicable comments associated with the page 13 of 47 for the WESTERN CUL-DE-SAC SHIFT drawing.

1. Reduces wetlands impact area 3 **GREEN** locations.
2. Does not eliminate any Building Floor area that the Applicant maintains is critical for this project
3. Note the "critical intersection" is a four way stop, operating at reduced speeds, has room for truck turning radii and ample sight distances. So **ORANGE** Impractical Traffic Layout areas of design are not creditable
4. The Building A parking area can be modified without having a real detrimental impact.
5. Most importantly the 3 Stormwater Management system **BLUE** areas when incorporated into the total of 10 infiltration basin design has enough capacity to accommodate the necessary modifications. Note areas are not eliminated only modified.
6. Please re-read my 01/29/2021 letter in your 02/10/2021 packet before voting on the CUP.

Respectfully submitted

James Crowley  
4 Fairway Drive

PB 03-10-2021 CUP compliance issue letter 03-01-2021

Date: March 01, 2021 PM

To: Planning Board (via email) Please include this letter in the 3/10/2021 Planning Board packet.

RE: February 24, 2021 Applicant Presentation on Building Heights and also loading dock safety notes

At the February 24, 2021 Planning Board meeting the Applicants engineer gave a handout and presentation on how proposed buildings A and B met HTC 334-14A requirements for building height.

However, calculations for building C are missing. One might assume the Applicant is eliminating that building because so far they can only divulge it has a mystery tenant.

Per 334-14A Height is measured from the average elevation of the finished grade within five feet of the structure to the **highest point of the roof**, excluding accessory, unoccupied protuberances such as antennas, flagpoles and the like. Per 334-14A the height of any proposed buildings at the Hudson Logistics Center site is allowed to be a total of 50 feet.

Since elimination of building C is most likely not the case, a HTC 334-14A calculation is needed. Please note that Building C is not similar in size or function to buildings A and B. Building C is a Dual Load Facility and is unique because it has loading docks on both long sides of the proposed structure. This additional drop in elevation on both sides of building C and grading of loading dock pavement away from the structure will have a noticeable impact on 334-14A calculations. So HTC 334-14A calculations are needed for the unique building C design.

I also have to mention the safety aspects of sloping pavement away from the structure in any loading dock area as currently proposed on project plans. Generally, the pavement is sloped towards a loading dock structure so the trailer will rest against it with no possibility of drifting away during loading or unloading operations of it. Elongated drainage structures near the building eliminate stormwater runoff ponding problems.

So I suggest two things to the Planning Board:

1. Request HTC 334-14A calculations to verify the regulation is met for building C.
2. Request the Applicant to revise loading dock grading to a standard safety design at all buildings or require appropriate plan notes for chocking trailer wheels and safety monitoring measures to ensure it is done correctly. Since the Applicant in previous meetings has stated health and safety of all employees is a top priority, this should be no problem for them to want to comply.

Just "Making Communities Work Better" like other people and companies

Respectfully Submitted  
James Crowley  
4 Fairway Drive

**Dubowik, Brooke**

---

**From:** JAMES CROWLEY <jkcrowleynh@comcast.net>  
**Sent:** Monday, March 1, 2021 9:37 PM  
**To:** Planning  
**Subject:** HLC February 24, 2021 Applicant Presentation on Building Heights and also loading dock safety notes  
**Attachments:** PB 03-10-2021 Bldg C height and loading dock safety letter 03-01-2021.pdf

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

To: Planning Board (via email) Please include this attached letter in the 3/10/2021 Planning Board packet.

Just "Making Communities Work Better" like other people and companies

Respectfully Submitted  
James Crowley  
4 Fairway Drive

## Dubowik, Brooke

---

**From:** John Dubuc <johnnygd24@gmail.com>  
**Sent:** Monday, March 1, 2021 12:09 PM  
**To:** ~BoS; Planning; Malizia, Steve; Groth, Brian  
**Subject:** Noise Concerns  
**Attachments:** JDubucNoiseConcerns1March2021.docx

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Good Morning,

I am writing this morning to let you know some concerns that I have with the Sound Study.

With a project his size, it is quite concerning that the neighborhoods around this proposed development may be disrupted 24 Hours a Day, 7 Days a Week, 365 Days a Year. I know that you are all invested in Hudson and want to do the right thing for our Town and I hope that you will commission a more comprehensive INDEPENDENT sound study to ensure we get this right.

1. The OAA Sound Study December 1, 2020 does not list the Microphone and Shroud that was used when the Background Testing was performed
  - a. This is required for "Certified Class 1" Testing, which is called out in the Hudson Town Sound Ordinance 249-3(B)
2. A windscreen is required when outdoor measurements are taken according to the manufacturer's instructions
  - a. The report does not indicate that a Windscreen was utilized. This should have been included in a comprehensive report if it was a part of the testing
3. The Sound Meter must be "calibrated before and after each set of measurements" (Hudson Town Ordinance 249-3(D)(2))
  - a. The report states," The sound level meters were calibrated before and after deployment" and "Weather details for a weather monitor in the area and calibration certificates for survey equipment are included in the Appendix"
  - b. The calibration reports included in the report do not show any calibrations on Aug 6 – 10, 2020
  - c. The calibration reports included have dates between 10 Months and 1 Year/1 Month before testing was performed
4. Town Ordinance 249-3(D)(7) states: Impulsive noise shall be made with the sound-level meter set for fast C-weighting response (This is REQUIRED)
  - a. The report does not indicate that Impulsive noises were measure with the fast C-weighted response.
  - b. The reports states:
    - i. To meet the requirements and standards of Noise Limit 10, site activities including horns and certain idling activities will need to be complied with to ensure that no prohibited noise generating activities are undertaken.
    - ii. Assuming these performance standards are complied with, we conclude the Project will have no issues with meeting these Noise Limits under the Noise Ordinance.

iii. Why are these assumptions made and what happens if they do not comply?

iv. Information about C-weighted sound:

1. The C-weighted sound level does not discriminate against low frequencies and measures uniformly over the frequency range of 30 to 10,000 Hz. This weighting scale is useful for monitoring sources such as engines, explosions, and machinery. The sound levels measured with these two weightings have units of “dBA” and “dBC”, respectively

5. Sound over the water

a. Sound will travel over water for long distances and can also be amplified. The Sound Study did not account noise travelling over the water. The building sides that are facing the water have minimal items that will absorb or stop the sounds and many neighborhoods about the river and will be exposed to sound that have NOT been taken into effect. We do not know if the Town Sound Ordinance will be violated for sound over the river

b. The generators for Buildings A and B are on the River Facing side and what will the impact be for a sound source that have a sound power level of 114dbA with no sound wall along the river to block the noise, Again, the Sound Study did not measure sound over the river so we do not know this impact

i. My neighborhood can hear the Nashua HS Band Practicing at the Pheasant Lane mall. We can hear this at the end of Eagle drive, far away from the river. This is an enjoyable sound, the sound of 625kW Generators is not a pleasant sound

c. Noise Control Fence

i. The Sound Study notes the following for the fence

1. Note that to be effective, the sound fence needs to meet the following requirements

a. The fence needs to be solid, without openings, and be of sufficient surface weight to force sound to travel over or around the fence and not leak through it.

A recommended minimum surface weight for the fence is 7 lbs/ft<sup>2</sup>

b. Appropriate materials of construction for the fence include 5 /8-inch thick sheet steel piling, precast or poured-in-place concrete, acoustical metal panels, or other hybrid system specifically manufactured for the purpose

2. Please see #2 above “acoustical metal panels, or other hybrid system specifically manufactured for this purpose”

a. The fence that was shown during the February 24, 2021 Planning Board meeting by the developer was a wooden fence

b. John Plante from Langan showed a Wooden or Wood Composite Sound Fence “keeping with the rural nature”

c. He did not state that this is a Hybrid System as required by the Sound Study

3. If the Berm was sufficiently high enough to block the buildings, would the sound fence be required?

6. Berm

a. The developer showed the Sight Line study to show no buildings would be seen. As you all saw in my markup, many neighbors will see the buildings from their second-floor rooms and neither the Berm or Sound Wall will block any sound to these second-floor homes.

b. It makes sense that “If you can see it, You can hear it”

c. The developer spoke about the Berm at the February 24, 2021 Planning Board Meeting and stated according to Town Ordinance there must be a “Reasonably effective buffer”



i. I believe that a “Reasonably Effective Buffer” means that no resident should be able to see the buildings and all of the items on top of the building from their second floor

ii. This does not seem unreasonable to me and many more residents, living next to a golf course and then having 2.5 Million Square Feet of Industrial Warehouses built.

iii. I am still upset that when this was pointed out, the developer did not ask to work with us, instead they told you that this was reasonable, I disagree with them and so should you

iv. This is for YOU THE BOARD to determine and NOT the developer, Hillwood should not be telling the board that a Berm and Sound Fence that does not buffer the neighbors abides by the Ordinance. Hillwood cannot read determine what is reasonable, that is your job with input from the neighbors that will need to live with this unsightly Industrial Warehouse for eternity

I know this was a lot of information and I have included it as an attachment which may be easier to read.

I hope that you will get answers to these issues to ensure Hudson is making the right decision for the Town, its residents and the future of Hudson. Please do not vote on anything until all of these outstanding questions and concerns are resolved. I know that I am not the only one with questions but once this project is approved and construction begins the project cannot be undone.

Thank you,

John Dubuc

11 Eagle Drive

--

John Dubuc

Good Morning,

I am writing this morning to let you know some concerns that I have with the Sound Study.

With a project his size, it is quite concerning that the neighborhoods around this proposed development may be disrupted 24 Hours a Day, 7 Days a Week, 365 Days a Year. I know that you are all invested in Hudson and want to do the right thing for our Town and I hope that you will commission a more comprehensive INDEPENDENT sound study to ensure we get this right.

1. The OAA Sound Study December 1, 2020 does not list the Microphone and Shroud that was used when the Background Testing was performed
  - a. This is required for "Certified Class 1" Testing, which is called out in the Hudson Town Sound Ordinance 249-3(B)
2. A windscreen is required when outdoor measurements are taken according to the manufacturer's instructions
  - a. The report does not indicate that a Windscreen was utilized. This should have been included in a comprehensive report if it was a part of the testing
3. The Sound Meter must be "calibrated before and after each set of measurements" (Hudson Town Ordinance 249-3(D)(2))
  - a. The report states," The sound level meters were calibrated before and after deployment" and "Weather details for a weather monitor in the area and calibration certificates for survey equipment are included in the Appendix"
  - b. The calibration reports included in the report do not show any calibrations on Aug 6 – 10, 2020
  - c. The calibration reports included have dates between 10 Months and 1 Year/1 Month before testing was performed
4. Town Ordinance 249-3(D)(7) states: Impulsive noise shall be made with the sound-level meter set for fast C-weighting response (This is REQUIRED)
  - a. The report does not indicate that Impulsive noises were measure with the fast C-weighted response.
  - b. The reports states:
    - i. To meet the requirements and standards of Noise Limit 10, site activities including horns and certain idling activities will need to be complied with to ensure that no prohibited noise generating activities are undertaken.
    - ii. Assuming these performance standards are complied with, we conclude the Project will have no issues with meeting these Noise Limits under the Noise Ordinance.
    - iii. Why are these assumptions made and what happens if they do not comply?
    - iv. Information about C-weighted sound:
      1. The C-weighted sound level does not discriminate against low frequencies and measures uniformly over the frequency range of 30 to 10,000 Hz. This weighting scale is useful for monitoring

sources such as engines, explosions, and machinery. The sound levels measured with these two weightings have units of “dBA” and “dBC”, respectively

5. Sound over the water

- a. Sound will travel over water for long distances and can also be amplified. The Sound Study did not account noise travelling over the water. The building sides that are facing the water have minimal items that will absorb or stop the sounds and many neighborhoods about the river and will be exposed to sound that have NOT been taken into effect. We do not know if the Town Sound Ordinance will be violated for sound over the river
- b. The generators for Buildings A and B are on the River Facing side and what will the impact be for a sound source that have a sound power level of 114dbA with no sound wall along the river to block the noise, Again, the Sound Study did not measure sound over the river so we do not know this impact
  - i. My neighborhood can hear the Nashua HS Band Practicing at the Pheasant Lane mall. We can hear this at the end of Eagle drive, far away from the river. This is an enjoyable sound, the sound of 625kW Generators is not a pleasant sound
- c. Noise Control Fence
  - i. The Sound Study notes the following for the fence
    1. Note that to be effective, the sound fence needs to meet the following requirements
      - a. The fence needs to be solid, without openings, and be of sufficient surface weight to force sound to travel over or around the fence and not leak through it. A recommended minimum surface weight for the fence is 7 lbs/ft<sup>2</sup>
      - b. Appropriate materials of construction for the fence include 5 /8-inch thick sheet steel piling, precast or poured-in-place concrete, acoustical metal panels, or other hybrid system specifically manufactured for the purpose
    2. Please see #2 above “acoustical metal panels, or other hybrid system specifically manufactured for this purpose”
      - a. The fence that was shown during the February 24, 2021 Planning Board meeting by the developer was a wooden fence
      - b. John Plante from Langan showed a Wooden or Wood Composite Sound Fence “keeping with the rural nature”
      - c. He did not state that this is a Hybrid System as required by the Sound Study
    3. If the Berm was sufficiently high enough to block the buildings, would the sound fence be required?

6. Berm

- a. The developer showed the Sight Line study to show no buildings would be seen. As you all saw in my markup, many neighbors will see the buildings from their second-floor rooms and neither the Berm or Sound Wall will block any sound to these second-floor homes.

- b. It makes sense that “If you can see it, You can hear it”
- c. The developer spoke about the Berm at the February 24, 2021 Planning Board Meeting and stated according to Town Ordinance there must be a “Reasonably effective buffer”
  - i. I believe that a “Reasonably Effective Buffer” means that no resident should be able to see the buildings and all of the items on top of the building from their second floor
  - ii. This does not seem unreasonable to me and many more residents, living next to a golf course and then having 2.5 Million Square Feet of Industrial Warehouses built.
  - iii. I am still upset that when this was pointed out, the developer did not ask to work with us, instead they told you that this was reasonable, I disagree with them and so should you
  - iv. This is for YOU THE BOARD to determine and NOT the developer, Hillwood should not be telling the board that a Berm and Sound Fence that does not buffer the neighbors abides by the Ordinance. Hillwood cannot read determine what is reasonable, that is your job with input from the neighbors that will need to live with this unsightly Industrial Warehouse for eternity

I know this was a lot of information and I have included it as an attachment which may be easier to read.

I hope that you will get answers to these issues to ensure Hudson is making the right decision for the Town, its residents and the future of Hudson. Please do not vote on anything until all of these outstanding questions and concerns are resolved. I know that I am not the only one with questions but once this project is approved and construction begins the project cannot be undone.

Thank you,

John Dubuc

11 Eagle Drive

## Dubowik, Brooke

---

**From:** Rita <ritamrsb@gmail.com>  
**Sent:** Monday, March 1, 2021 9:09 PM  
**To:** Planning  
**Subject:** HLC real estate studies presented Feb 24, 2021  
**Attachments:** 23 Fairway Patriot Properties Nov 2020.png; 23 Fairway Dr, Hudson, NH 03051 \_ MLS# 4840917 \_ Redfin.pdf; 23 Fairway Drive Hudson, NH Real Estate Property \_ MLS # 4840917 \_Pelletier.pdf; 23 Fairway Drive, Hudson, NH 03051 - NEREN.pdf

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Hello Hudson Planning Board,

I gathered the real estate data that Ben Mueller attempted to disparage after I spoke in the public input in the Feb 24th Planning Board Meeting here for you. I am trying to save you some time by sharing what I found.

Attached are printed PDF files of the real estate [redfin.com](http://redfin.com), NEREN and Pelletier webpages about 23 Fairway. All of these real estate pages state the property as 3482 sq. ft. The town's Patriot Property assessment is from November 2020 which for this property is old since renovations were done before the property was put on the market and sold again. Ben Mueller stated that any space below grade is not counted, but I believe for tax purposes in Hudson NH any finished living space is counted and apparently by multiple real estate agencies as well. Some of the finished living space at 23 Fairway Dr is below grade, but it is finished. Feel free to do an internet search on '23 Fairway Dr 03051', and you will see even more real estate agencies listing the property as having 3482 sq ft. Additionally, from our town website, when you go to Patriot Properties Assessment Data and look up the data on 23 Fairway Dr. you see the last sale date was 5/16/2013. Therefore, you know the data is old when the real estate analysis acknowledges the recent renovations followed by a sale in December 2020.

Patriot Property assessment is from **November 2020** (<http://hudsonnh.patriotproperties.com/default.asp>):

245-012-000	23 FAIRWAY DR	OFFER TRUST LEBOURDAIS, RICHARD R. LEBOURDAIS, AUDREY S.	1980 RANCH	\$409,600	3 3	99,317 2,204
-------------	---------------	--	---------------	-----------	--------	-----------------

### Sales

Sale Date	Sale Price	Legal Reference	Grantor Last Name
5/16/2013	0	8578-1327	LEBOURDAIS, RICHARD R.,
12/16/2003	379900	7138-1450	VRABLIC, WALTER S., TR,
2/12/2003	0	7038-1225	VRABLIC, WALTER S. ,
12/14/1979	0	2742-0121	

Using the above data from Patriot Property Assessment and applying part of the information to a sale of **5 December 2020**, without noting the differences is misleading. Things are strange when the property's living space went from 2,527 in 2017 to 2,204 in 2020. The following is from the Feb 24th Planning Board Packet. It is on Pages 6, 7 and 22 of the following document: Atch H\_Real Estate Appraisal Services Report Update & Response to Public Comment.

annual increase in value of 4.6%. The most recent sale is 23 Fairway which *backs to the golf course* was listed 5 December 2020 for \$564,000 and it closed on 29 January 2021 at the full asking price.

Year	Property Type	Price	Sq. Ft.	Price/Sq. Ft.
2017	7 Eagle	\$385,000	2,200	\$175.00
	5 Par	\$365,000	1,858	\$196.45
	23 Par	\$389,900	2,527	\$154.29
	11 Muldoon	\$375,000	1,896	\$197.78
	9 Muldoon	\$385,000	2,254	\$170.81
2018	20 Par	\$400,500	2,058	\$194.61
2019	8 Muldoon	\$400,000	2,086	\$191.75
	25 Par	\$455,000	2,357	\$193.04
	9 Par	\$460,000	2,447	\$187.99
2020	20 Fairway	\$424,900	2,156	\$197.08
2021	23 Fairway *	\$564,000	2,204	\$255.90

More recently, the property at 23 Fairway which does back to the golf course was listed for sale (see photograph on following page). A total renovation was completed just prior to the listing of this property on 5 December 2020 for \$564,000. It went under agreement of sale on 8 December (3 days) and closed at the asking price of \$564,000 on 29 January 2021. The dwelling has a total of 2,204 square feet above grade with another 1,278 square feet of good quality, below-grade finished space. The sales price is \$255.90 per square foot. At \$564,000, this is now by far the highest price to be paid in the history of Green Meadow. Currently, there are no properties listed for sale through the local multiple listing service in this 78-lot subdivision, which shows current stability for the immediate area.

If all the living space is counted, then the cost per square foot is approximately \$162/sq. ft. instead of the stated \$255.90/sq. ft. The number crunching changes the perception of the properties increased value. While its value did increase, the increase in living space should also be considered. When analyzing all of the submitted application real estate values, please consider the impacts once the proposed development is well-known to a buyer and if built, what the actual impacts are to Hudson's real estate.

Thank you for all your energy and time,  
Rita Banatwala  
29 Fairway Dr.  
Hudson, NH Resident, but not an abutter to the property being discussed

## 23 Fairway Drive Hudson, NH 03051 MLS Number 4840917

Sale Price: **\$564,000**

27 Days Since Sale

[Print](#)

Price

\$

Down Payment

\$

Interest Rate

%

Years

**\$1,856/month over 360 payments**

Federal 30-year interest rate: 2.81% last updated on Feb 18, 2021

\* All Figures are estimates. Check with your bank or proposed mortgage company for actual interest rates.

This product uses the FRED® API but is not endorsed or certified by the Federal Reserve Bank of St. Louis.

**Sold**





**4Bedrooms**  
**2.28Acreage**  
**4Bathrooms**  
**1980Year Built**

#### Driving Directions

Driving Directions

[Virtual Tour Inquire Visit Click to Call](#)

Listed by Jeffrey Gordon of EXIT Assurance Realty

Listing Sold by Keller Williams Realty-Metropolitan  
BEAUTIFUL WATERFRONT HOME on The Merrimack River. NEWLY UPDATED, Expansive 12 Room Ranch Home with 153 Feet of Quiet Waterfront! Your DREAM Kitchen with Many Built-In Utility/Storage/Pantry Features, Bar-Top Peninsula and High-End Stainless Appliances. Custom, Unique Hardwood Floors Throughout the Home. The Primary Bedroom is adjoined with its Exclusive Bathroom. Built-In Surround Media Room and Family Room (Equipment Included), Giant Office, Quiet and Removed Fireplaced Living Room. With Enticing Water Views, enjoy your Custom Rear Patio with a myriad of Perennials and Beautiful Gardens. Abuts Green Meadows Golf Club. Bonfire's on the Waterfront! Obviously, a MUST-SEE ??

**Ask A Question**



Full Name

Email

Phone

I would like to know more about 23 Fairway Drive Hudson NH 03051

Questions or Comments?

## More Info

### Parking

**Parking Spaces**2

**Garage**Direct Entry, Finished

**Parking Description**Driveway, Garage, Off Street, Parking Spaces 6+, Paved

### Building

**Year Built**1980

**Building Construction**Wood Frame

**Construction**Existing

**Property Style**Ranch

**Bedrooms**4

**Bathroom**4

**Total Baths**4

**Full Baths**3

**Half Bath**1

**Total Rooms**12

**Square Feet**3,482

**APX Unfin Below Grade**500

**Basement**Bulkhead, Climate Controlled, Finished, Full, Insulated, Stairs - Interior, Exterior Access

**Foundation**Poured Concrete

### Exterior

**Exterior Features**Patio, Shed

**Exterior Color**Yellow

**Exterior**Vinyl Siding

**Roof**Shingle - Architectural

### Amenities

**Accessibility Amenities**1st Floor 1/2 Bathroom, 1st Floor Bedroom, 1st Floor Full Bathroom, 1st Floor Hrd Surfce Flr, Hard Surface Flooring, Paved Parking, 1st Floor Laundry

### Legal

**Taxes**\$8,307  
**Occupant Restrictions**None  
**Tax Reduction**No  
**Assessment #**409600  
**Assessment Year**2019  
**Zoning**G-3  
**Surveyed Y/N**No  
**Docs Available**Deed, Property Disclosure  
**Possession**At Closing, Immediate

## Basic Information

**MLS Number**4840917  
**MLS Status**Closed  
**Status**SLD  
**Property Type**Single Family  
**List Price**\$564,000  
**Listing Agent Name**Jeffrey Gordon  
**Broker Name**EXIT Assurance Realty  
**Selling Agent Name**Matt Thompson  
**Sale Price**\$564,000  
**LM MST WGAR**Attached

## Property

**Acreage**2.28  
**Lot Description**Corner, Landscaped, River, River Frontage, Subdivision, View, Waterfront, Wooded  
**Area**Abuts Golf Course, Near Golf Course, Near Shopping, Neighborhood  
**Driveway**Paved  
**Roads**Paved, Public  
**Road Frontage**153  
**Suitable Use Land Type Farms**Residential

## Utilities

**Heat Fuel**Electric, Gas - LP/Bottle, Oil  
**Heat System**Baseboard, Electric, Energy Star System, Multi Zone, Programmable Thermostat, Stove - 2, Stove - Gas  
**Water**Public, Reverse Osmosis  
**Water Heater**Off Boiler  
**Sewer**Private  
**Electric**200 Amp, Circuit Breaker(s)

## Water Body

**Water Body Name**Merrimack River  
**Water Body Type**River  
**Waterfront**221  
**Water Access**Owned  
**Water View**Yes  
**Water Access Details**Directly Adjoining

## Other

**Delayed Showings**No

**Seasonal**No

**Page**1327

**View Count**237

## Location

**Building Number**23

**Street**Fairway Drive

**Town**Hudson

**State**NH

**Zip**03051

**County**Hillsborough

**District**Hudson School District

**Elementary School**Nottingham West Elem

**Junior High**Hudson Memorial School

**High School**Alvirne High School

**Map**245

**Flood Zone Y/NN**No

## Interior

**Interior Features**Attic, Cedar Closet, Dining Area, Fireplace - Gas, Fireplace - Wood, Fireplaces - 2, Home Theatre Wiring, Kitchen/Dining, Lighting - LED, Master BR w/ BA, Surround Sound Wiring, Walk-in Closet, Laundry - 1st Floor, Smart Thermostat

**Room 1 Type**Kitchen/Dining

**Room 1 Level**1

**Room 1 Dimensions**27 x 16

**Floors**Ceramic Tile, Hardwood, Vinyl

**Room 2 Type**Family Room

**Room 2 Level**1

**Room 2 Dimensions**27 x 14

**Room 3 Type**Living Room

**Room 3 Level**1

**Room 3 Dimensions**19 x 13

**Room 4 Type**Master Bedroom

**Room 4 Level**1

**Room 4 Dimensions**15 x 14

**Room 5 Type**Bedroom

**Room 5 Level**1

**Room 5 Dimensions**14 x 12

**Stories**1

**Room 6 Type**Bedroom

**Room 6 Level**1

**Room 6 Dimensions**11 x 10

**Room 7 Type**Laundry Room

**Room 7 Level**1

**Room 7 Dimensions**9 x 8

**Room 8 Type**Media Room

**Room 8 Level**Basement

**Room 8 Dimensions**26 x 13  
**Room 9 Type**Bedroom  
**Room 9 Level**Basement  
**Room 9 Dimensions**13 x 10  
**Room 10 Type**Other  
**Room 10 Level**Basement  
**Room 10 Dimensions**13 x 10  
**Room 11 Type**Office/Study  
**Room 11 Level**Basement  
**Room 11 Dimensions**15 x 12  
**Room 12 Type**Exercise Room  
**Room 12 Level**Basement  
**Room 12 Dimensions**13 x 13

## Your Local Office

[Email Us About This Property »](#)

[More Info »](#)

Pelletier Realty Group

Office: [603-529-2020](tel:603-529-2020)

153 Concord Stage Rd

Weare, NH 03281

## Share



Copyright 2021 New England Real Estate Network, Inc. All rights reserved. This information is deemed reliable, but not guaranteed. The data relating to real estate for sale on this web site comes in part from the IDX Program of NEREN. The information being provided is for consumers' personal, non-commercial use and may not be used for any purpose other than to identify prospective properties consumers may be interested in purchasing. Data last updated February 24, 2021.

Name

Your Email Address

Phone

I would like to know more about  
23 Fairway Drive Hudson NH 03051

Your Questions & Comments

Name

Your Email Address

Phone

Date

Time

I would like to schedule a viewing for (ID # 4840917)

Your Questions & Comments

Name

Your Email Address

Phone

Recipient's Name

Recipient's Email

I found a listing on "Pelletier Realty Group" which you may be interested in:

Your Questions & Comments

Name

Your Email Address

Phone

Send me the deed for 23 Fairway Drive Hudson NH 03051 (ID#:4840917)

Message

Name

Your Email Address

Phone

Send me the survey or tax map  
for 23 Fairway Drive Hudson NH  
03051 (ID#:4840917)

Message

Name

Your Email Address

Phone

I would like more information  
for 23 Fairway Drive Hudson NH  
03051 (ID#:4840917)

Message

Name

Your Email Address

Phone

Your Offer \$



### 23 Fairway Dr

Hudson, NH 03051

**\$577,469**

Redfin Estimate

**3,482** Sq. Ft.

\$162 / Sq. Ft.

**\$564,000**

Sold Price

Built: 1980

Status: Closed



## About This Home

BEAUTIFUL WATERFRONT HOME on The Merrimack River. NEWLY UPDATED, Expansive 12 Room Ranch Home with 153 Feet of Quiet Waterfront! Your DREAM Kitchen with Many Built-In Utility/Storage/Pantry Features, Bar-Top Peninsula and High-End Stainless Appliances. Custom, Unique Hardwood Floors Throughout the Home. The Primary Bedroom is adjoined with its Exclusive Bathroom. Built-In Surround Media Room and Family Room (Equipment Included), Giant Office, Quiet and Removed Fireplaced Living Room. With Enticing Water Views, enjoy your Custom Rear Patio with a myriad of Perennials and Beautiful Gardens. Abuts Green Meadows Golf Club. Bonfire's on the Waterfront! Obviously, a MUST-SEE ??

[Show Less](#) ^

Listed by Jeffrey Gordon • EXIT Assurance Realty

Redfin last checked: 2 minutes ago | Last updated Feb 1, 2021 • Source: NEREN

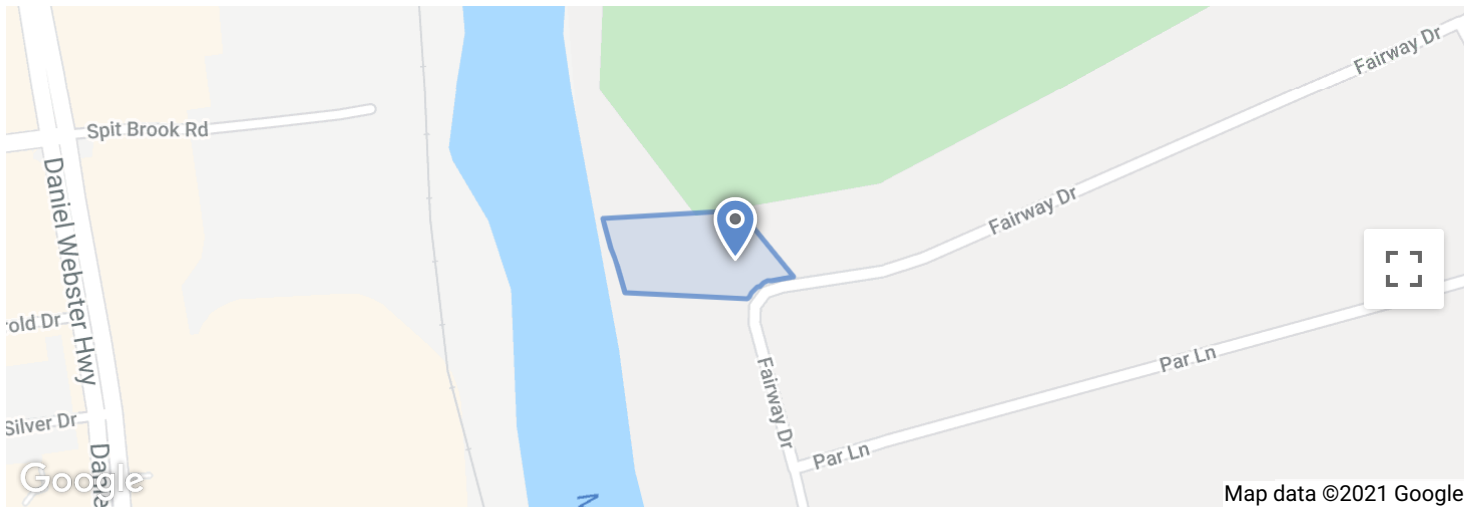
Bought with Matt Thompson • Keller Williams Realty-Metropolitan

### Price Insights

Redfin Estimate	\$577,469
Price/Sq.Ft.	\$162

### Home Facts

Status	Closed
Property Type	Single Family
Year Built	1980
Style	Ranch
Community	Hudson
Lot Size	2.28 Acres
MLS#	4840917



[Map Nearby Homes For Sale](#)

[Expand Map](#)

[Street View](#)

[Directions](#)

## Redfin Estimate



[Edit Home Facts](#) to improve accuracy.


[Create an Owner Estimate](#)

**\$577,469**

+\$13K since sold in 2021

[Track This Estimate](#)

Estimate history not available – we'll add it here when we have enough quality data.

Redfin Estimate based on recent home sales. 

## Homeowner Tools



[Edit home facts](#)

Review property details and add renovations.



### Manage photos

Update home photos or make them private.



### Create an Owner Estimate

Select recent home sales to estimate your home's value.

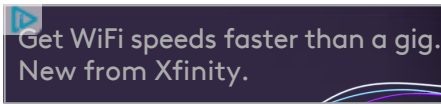


### View Owner Dashboard

Track your estimate and nearby sale activity.

Advertisement

[Hide this ad](#)



## Sale Proceeds

Home Sale Price i

\$577,469

Outstanding Mortgage i

\$451,000

	Selling with Traditional Agent	Selling with Redfin Agent
<u>Your Total Sale Proceeds</u>	\$85,463	+\$8,662 \$94,125
<u>Seller Agent Commission</u>	3% (\$17,324)	1.5% (\$8,662)

Compare Agent Services



Show Taxes and Fees

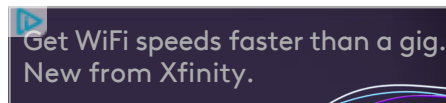


Get \$8,662 More Selling Your Home with a Redfin Agent

Schedule Selling Consultation

Advertisement

[Hide this ad](#)



## Cost of home ownership

**\$2,176 per month**

30 year fixed, 5.88% interest ⓘ

[Customize calculations](#)

● Mortgage payment	\$1,657
● Property taxes	\$408
● HOA dues	<a href="#">Add</a>
● Homeowners' insurance	\$111
● Utilities & Maintenance	<a href="#">Add</a>

You could save by refinancing.

[Browse all rates](#)

## Rental Estimate for 23 Fairway Dr

[Edit Home Facts](#) to improve accuracy.

**\$2,893 - \$3,470 / mo**

Rental estimate based on recent rentals. 

---

## Property Details for 23 Fairway Dr

Virtual Tour, Parking / Garage, Financing, Misc. Information

### Virtual Tour

- Previsit VTour URL: [Virtual Tour \(External Link\)](#)
- Branded Tour URL: [Virtual Tour \(External Link\)](#)

### Parking & Garage

- Garage Capacity: 2
- Location: Attached
- Direct Entry, Finished
- Driveway, Garage, Off Street, Parking Spaces 6+, Paved

### Financing Information

- Possible Options: Cash, Conventional, FHA, Private

### Water Body Information

- River

### Interior Features

#### Bathroom Information

- # of Baths (full): 3
- # of Baths (1/2): 1

#### Basement Information

- Basement: Yes
- Basement Access: Interior
- Bulkhead Climate Controlled Finished Full Insulated Stairs - Interior Exterior Access

- Barnhead, Climate Controlled, Finished, Full, Insulated, Stairs - Interior, Exterior Access

## Other Interior Features

- # of Rooms: 12
- Level B: Bedroom, Level B: Exercise Room, Level B: Media Room, Level B: Office/Study, Level B: Other
- Flooring: Ceramic Tile, Hardwood, Vinyl
- Water Heater: Off Boiler
- Attic, Cedar Closet, Dining Area, Fireplace - Gas, Fireplace - Wood, Fireplaces - 2, Home Theatre Wiring, Kitchen/Dining, Lighting - LED, Master Bedroom With Bath, Surround Sound Wiring, Walk-in Closet, Laundry - 1st Floor, Smart Thermostat

## Accessibility Information

- 1st Floor 1/2 Bathroom, 1st Floor Bedroom, 1st Floor Full Bathroom, 1st Floor Hrd Surface Flor, Hard Surface Flooring, Paved Parking, 1st Floor Laundry

## Equipment & Appliance Information

- Cooktop - Down-Draft, Dishwasher - Energy Star, Dryer - Energy Star, Exhaust Hood, Microwave, Oven - Double, Refrigerator-Energy Star, Trash Compactor, Washer - Energy Star, Stove - Electric
- Central Vacuum, Carbon Monoxide Detector, Security System, Smoke Detectr-Hard Wired With Battery, Whole Building Ventilation

## Room 1 Information

- Kitchen/Dining
- Kitchen/Dining
- Dimensions: 27 x 16
- Level: 1

## Room 2 Information

- Family Room
- Dimensions: 27 x 14
- Level: 1

## Room 3 Information

- Living Room
- Dimensions: 19 x 13
- Level: 1

## Room 4 Information

- Master Bedroom
- Dimensions: 15 x 14

- Level: 1

### **Room 5 Information**

- Bedroom
- Dimensions: 14 x 12
- Level: 1

### **Room 6 Information**

- Bedroom
- Bedroom
- Dimensions: 11 x 10
- Level: 1

### **Room 7 Information**

- Laundry Room
- Dimensions: 9 x 8
- Level: 1

### **Room 8 Information**

- Media Room
- Dimensions: 26 x 13
- Level: Basement

### **Room 9 Information**

- Bedroom
- Dimensions: 13 x 10
- Level: Basement

### **Room 10 Information**

- Other
- Dimensions: 13 x 10
- Level: Basement

### **Room 11 Information**

- Office/Study
- Dimensions: 15 x 12
- Level: Basement

### **Room 12 Information**

- Exercise Room
- Dimensions: 13 x 13
- Level: Basement

## Exterior Features

### **Building Information**

- Construction Status: Existing
- Approximate Sq. Ft. Total Finished: 3482
- Approximate Sq. Ft. Total: 3982
- Color: Yellow
- Patio, Shed
- Construction: Wood Frame
- Foundation: Poured Concrete
- Roof: Shingle - Architectural
- Exterior: Vinyl Siding

### **Driveway**

- Paved

## School / Neighborhood

### **School Information**

- School District: Hudson School District
- Elementary School: Nottingham West Elem
- Elementary School: Nottingham West Elem
- Middle/Jr School: Hudson Memorial School
- High School: Alvirne High School

### **Neighborhood Information**

- Abuts Golf Course, Near Golf Course, Near Shopping, Neighborhood

## Utilities

### **Heating & Cooling Information**

- Cooling: Whole House Fan
- Heat: Baseboard, Electric, Energy Star System, Multi Zone, Programmable Thermostat, Stove - 2, Stove - Gas
- Heat Fuel: Electric, Gas - Liquid Propane Bottle, Oil

## **Sewer Information**

- Private

## **Electric Information**

- 200 Amp, Circuit Breaker(s)

## **Water Information**

- Public, Reverse Osmosis
- Water Frontage Length: 221

## **Other Utilities Information**

- Cable, Fiber Optic Internet Avail, Gas - LP/Bottle, Internet - Fiber Optic

## Taxes / Assessments

### **Assessment Information**

- Assessment Amount: 409600
- Assessment Year: 2019

### **Tax Information**

- Tax Year: 2019
- Gross Amount Tax: 8307

### **Other Tax Information**

- Page Deed: 1327

## Property / Lot Details

### **Lot, Zoning, & Easement Information**

- Lot: 000
- Easements: Unknown
- Corner, Landscaped, River, River Frontage, Subdivision, View, Waterfront, Wooded

### **Boat, Moorage, and Water Information**

- Water Body Name: Merrimack River

### **Other Property & Lot Information**

- Year Built: 1980
- Water View: Yes
- Water View: Y



- Waterfront: Yes
- Waterfront Rights: Exclusively Owned
- Water Body Name: Merrimack River
- Water Body Access: Yes
- Directly Adjoining

## Location Details

### Road Information

- Road Frontage: Yes
- Road Frontage Length: 153
- Paved, Public

### Other Location Information

- Directions: River Road (Rt 3A) to Chalifoux Road. Right on Muldoon Drive. Left on Fairway Drive.
- Block: 012

## Documents & Disclosures

### Documents & Disclosures

- Documents Available: Deed, Property Disclosure

Property information provided by NEREN when last listed in 2020. This data may not match [public records](#). [Learn more](#).

## Sale & Tax History for 23 Fairway Dr

**Sale History**   Tax History

### Today

○ Jan 29, 2021 Date	Sold (MLS) (Closed) NEREN #4840917	\$564,000 Price
○ Dec 8, 2020 Date	Contingent (Active with Contract) NEREN #4840917	— Price

NEREN # 4840917

- Dec 5, 2020  
Date
- Listed (Active)  
NEREN #4840917
- \$564,000  
Price

### Dec 2003, Sold for \$379,933

- Dec 17, 2003  
Date
- Sold (Public Records)  
Public Records
- \$379,933  
Price

---



## Public Facts for 23 Fairway Dr

 [Edit Facts](#)

Beds	3
Baths	3.5
Sq. Ft.	2,204
Stories	1
Lot Size	2.28 Acres
Style	Single Family Residential
Year Built	1980
Year Renovated	—
County	Hillsborough County
APN	280764




Home facts updated by county records on Jan 4, 2021.

## Activity for 23 Fairway Dr

 <b>7</b> Views	 <b>15</b> Favorites	 <b>5</b> X-Outs	 <b>0</b> Redfin Tours
--	---	--	---

## Schools

### GreatSchools Rating

<b>5</b> /10	548 Students	 7 reviews	2.9 mi Distance
<a href="#">Nottingham West Elementary School</a> Public • 2 to 5 • Serves this home			
<b>3</b> /10	823 Students	 4 reviews	3.7 mi Distance
<a href="#">Hudson Memorial School</a> Public • 6 to 8 • Serves this home			
<b>4</b> /10	1189 Students	 6 reviews	5.9 mi Distance
<a href="#">Alvirne High School</a> Public • 9 to 12 • Serves this home			

School data provided by [GreatSchools](#). School service boundaries are intended to be used as reference only. To verify enrollment eligibility for a property, contact the school directly.

## Flood Risk

**Flood Factor: Moderate (3/10) • Estimated FEMA Zone: X**

Most homes have some risk of flooding. Learn more in these two independent assessments, [Flood Factor](#) and [FEMA](#)

## Neighborhood Info for 23 Fairway Dr

[Redfin](#) > [New Hampshire](#) > [Hudson](#) > [03051](#)

### Transportation in 03051



**40** /100

Car-Dependent  
Walk Score®

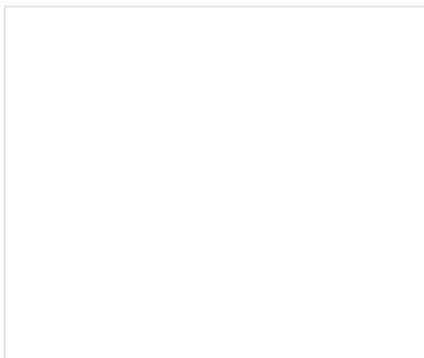


**36** /100

Somewhat Bikeable  
Bike Score®

This area is **car dependent** — most errands require a car. There is a **minimal amount of infrastructure for biking**.

### 03051 Real Estate Sales (Last 30 days)



Median List Price	\$435K
Median \$ / Sq. Ft.	\$236
Median Sale / List	102.9%

### Market Competition in 03051

Calculated over the last 3 months

**88**

Very Competitive

Redfin Compete Score™ 

- Many homes get multiple offers, some with waived contingencies.
- The average homes sell for about **2%** above list price and go pending in around **13 days**.
- Hot homes can sell for about **5%** above list price and go pending in around **4 days**.

### What It Takes to Win an Offer near 03051

#### ~\$350K Offer

6 Weeks Ago

2 Beds, 2.25 Baths, ~2,500 Sq. Ft. Townhouse

**Offer Not Accepted — Sold for \$350K**

4%

3

13

—

Over List Price

Days on Market

Competing Offers

Down Payment

13 offers on this property. A cash offer was chosen.

[Charlene Gauthier](#)

Redfin Agent

#### ~\$325K Offer

6 Weeks Ago

2 Beds, 2.25 Baths, ~2,500 Sq. Ft. Townhouse

**Offer Not Accepted — Sold for \$350K**

0%

3

14

~20%

Over List Price

Days on Market

Competing Offers

Down Payment

[Briana Burke](#)

Redfin Agent

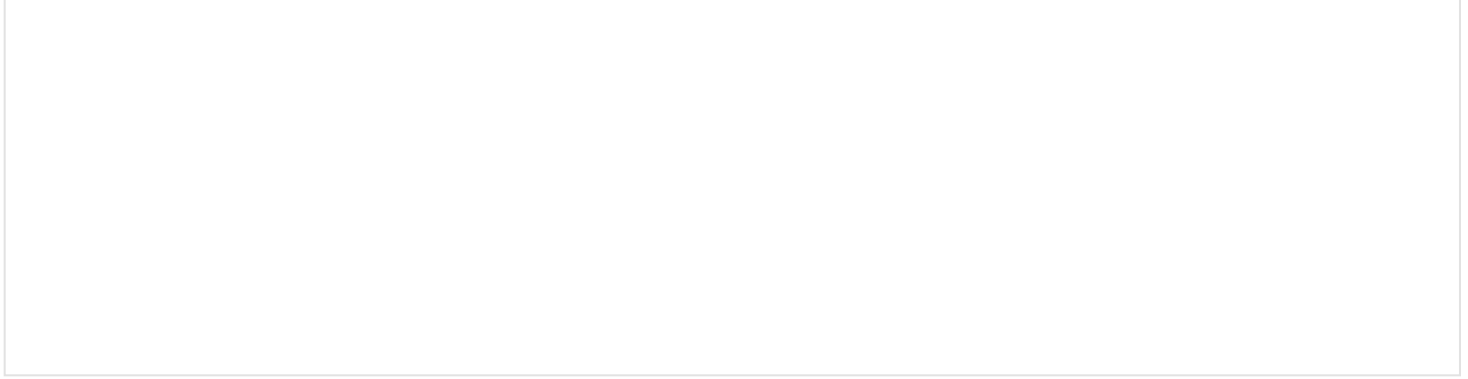
### Median Real Estate Values

Location	List Price	\$/ Sq. Ft.	Sale / List
<a href="#">03051</a>	\$434,950	\$236	102.9%
Location	List Price	\$/ Sq. Ft.	Sale / List

Hudson	\$434,950	\$236	102.9%
Nashua	\$329,900	\$211	102.7%
Hillsborough County	\$361,212	\$195	102.1%

This information was calculated in part using data from NEREN and public records.

### **\$/Sq. Ft. Houses in 03051**



---

## **Nearby Similar Homes**

Homes similar to 23 Fairway Dr are listed between \$350K to \$1,425K at an average of \$265 per square foot.

---

OPEN SAT

**\$653,974**

3 Beds 2 Baths 2,065 Sq. Ft.

33 Majestic Ave Lot 60, Pelham, NH 03076

Garage

Hardwood Floor

Deck

Central Air

Walk-In Closet

---

**\$449,900**

4 Beds 1 Bath 1,728 Sq. Ft.

49 Parham Rd, Tyngsborough, MA 01879

Garage

Parking

Fireplace

Hardwood Floor

Brick Exterior

Deck

---



**\$1,425,000**

5 Beds 3.5 Baths 5,583 Sq. Ft.

2 Martin Dr, Tyngsborough, MA 01879

Garage

Parking

Fireplace

Hardwood Floor

Deck

Walk-In Closet

Spa

Kitchen Island

Contempor

---

OPEN SUN, 11AM TO 1PM

**\$349,900**

3 Beds 2 Baths 1,560 Sq. Ft.

33 Woodlawn St, Tyngsborough, MA 01879

Yard

Parking

Low Street Noise

Deck

Porch

---

[View More Homes](#)

---

## Nearby Recently Sold Homes

Nearby homes similar to 23 Fairway Dr have recently sold between \$425K to \$667K at an average of \$205 per square foot.

---

SOLD DEC 18, 2020

3D WALKTHROUGH

**\$667,000** Last Sold Price

4 Beds 4 Baths 3,752 Sq. Ft.

5 Pasture Dr, Hudson, NH 03051

Garage

Fireplace

Deck

Porch

Granite Countertops

Central Air

Kitchen Island

Colonial

---

SOLD AUG 31, 2020

**\$424,900** Last Sold Price

4 Beds 3 Baths 2,156 Sq. Ft.

20 Fairway Dr, Hudson, NH 03051

Yard

Garage

Parking

Fireplace

Hardwood Floor

Deck

Colonial

SOLD NOV 12, 2020

**\$515,000** Last Sold Price

3 Beds 2.5 Baths 2,872 Sq. Ft.

216 Sherburne Rd, Pelham, NH 03076

Yard

Parking

Hardwood Floor

Deck

Walk-In Closet

Colonial

---

---

[View More Recently Sold Homes](#)

---

## Nearby Properties

Data from public records.

[20 Par Lane, Hudson, NH](#)

4 Beds | 3 Baths | 2058 Sq. Ft.

---

[25 Fairway Drive, Hudson, NH](#)

4 Beds | 2.5 Baths | 2058 Sq. Ft.

---

[20 Fairway Drive, Hudson, NH](#)

4 Beds | 3 Baths | 2156 Sq. Ft.

---

[13 Fairway Drive, Hudson, NH](#)

4 Beds | 3 Baths | 2904 Sq. Ft.

---

[15 Par Lane, Hudson, NH](#)

4 Beds | 2.5 Baths | 2422 Sq. Ft.

---

[Show More](#) ▾



The information is being provided by NEREN. This display of listings may or may not be the entire Cor  
NEREN does not guarantee the accuracy of such information. Information is provided for consumers  
be used for any purpose other than the identification of potential properties for purchase. Copyright :

## More Real Estate Resources

### New Listings in 03051

[22 Sunrise Dr](#)

[19 Brackett Ln Unit B](#)

[All 03051 New Listings](#)

### Neighborhoods

[North End Homes For Sale](#)

[Southeast Nashua Homes For Sale](#)

[Northeast Nashua Homes For Sale](#)

[Downtown Nashua Homes For Sale](#)

## Nearby Cities

[Waltham Homes For Sale](#)  
[Boston Homes For Sale](#)  
[Reading Homes For Sale](#)  
[Sudbury Homes For Sale](#)  
[Woburn Homes For Sale](#)  
[Westford Homes For Sale](#)  
[Show More](#) ▼

## Zip Codes

[03060 Homes For Sale](#)  
[03064 Homes For Sale](#)  
[03051 Homes For Sale](#)

## Minor Civil Divisions

[Hollis Homes For Sale](#)  
[Pelham Homes For Sale](#)  
[Bedford Homes For Sale](#)  
[Windham Homes For Sale](#)  
[Merrimack Homes For Sale](#)

## Popular Searches

[Hudson New Listings](#)  
[Hudson Cheap Homes](#)  
[Hudson Townhouses](#)  
[Hudson Single Story Homes](#)  
[Hudson New Homes](#)  
[Hudson Condos](#)  
[Show More](#) ▼

23 Fairway Dr is a house in Hudson, NH 03051. This 3,482 square foot house sits on a 2.28 acre lot and features 4 bedrooms and 3.5 bathrooms. It was last sold on January 29, 2021 for \$564,000. Based on Redfin's Hudson data, we estimate the home's value is \$577,469. Comparable nearby home values range from \$480,000 to \$650,000. According to Redfin's Rental Estimate, we expect that this home would rent for between \$2,893 and \$3,470. The closest school is Woodbury Elementary School. Nearby amenities include Market Basket and Shaw's Supermarkets. Nearby coffee shops include Starbucks, Starbucks and Teavana. Nearby restaurants include The Greenhouse Cafe. This address can also be written as 23 Fairway Drive, Hudson, New Hampshire 03051.

---

About  
Press  
Investor Relations  
Blog  
Jobs

Agent Referrals  
Contact Us  
Help  
Mobile  
News & Data



#### Countries

United States

[Canada](#)

Updated January 2020: By searching, you agree to the [Terms of Use](#), and [Privacy Policy](#).

Copyright: © 2021 Redfin. All rights reserved. Patent pending.

REDFIN and all REDFIN variants, TITLE FORWARD, WALK SCORE, and the R logos, are trademarks of Redfin Corporation, registered or pending in the USPTO.

 California DRE #01521930

TREC: [Info About Brokerage Services](#), [Consumer Protection Notice](#)

If you are using a screen reader, or having trouble reading this website, please call Redfin Customer Support for help at [1-844-759-7732](tel:1-844-759-7732).

GreatSchools Ratings provided by [GreatSchools.org](https://www.GreatSchools.org).

# 23 FAIRWAY DRIVE

Hudson, NH 03051

MLS ID# 4840917 **CLOSED** Single Family

 EST. PAYMENT

## CLOSED \$564,000

4 3/0/1 2 3482  
   sqft  


[Get Pre-Approved Now](#)



[U.S. Military Veterans: See if You Qualify for a \\$0 Down VA Home Loan](#)

## FEATURES AND DETAILS

<b>CLOSED PRICE</b>	\$564,000
<b>LIST PRICE</b>	\$564,000
<b>CATEGORY</b>	Residential
<b>TYPE</b>	Single Family
<b>VILLAGE/NEIGHBORHOOD</b>	
<b>SUBMARKET</b>	
<b>COUNTY</b>	
<b>CLOSED DATE</b>	



<b>CLOSED DATE</b>	1/29/2021
<b>LOT SQFT</b>	99317
<b>ACREAGE</b>	2.28
<b>MLS ID#</b>	4840917
<b>YEAR BUILT</b>	1980

<b>LEVELS</b>	1
<b>GARAGE CAPACITY</b>	2
<b>LIVING AREA</b>	3482 sqft

<b>KITCHEN/DINING</b>	27 x 16 Level 1
<b>FAMILY ROOM</b>	27 x 14 Level 1
<b>LIVING ROOM</b>	19 x 13 Level 1
<b>MASTER BEDROOM</b>	15 x 14 Level 1
<b>BEDROOM</b>	14 x 12 Level 1
<b>BEDROOM</b>	11 x 10 Level 1
<b>LAUNDRY ROOM</b>	9 x 8 Level 1
<b>MEDIA ROOM</b>	26 x 13 Level 0
<b>BEDROOM</b>	13 x 10 Level 0
<b>OTHER</b>	13 x 10 Level 0
<b>OFFICE/STUDY</b>	15 x 12 Level 0
<b>EXERCISE ROOM</b>	13 x 13 Level 0

<b>Basement</b> Bulkhead, Climate Controlled, Finished, Full, Insulated, Stairs - Interior, Exterior Access, Interior	<b>Construction</b>
Wood Frame	<b>Driveway</b> Paved
<b>Appliances</b> Cooktop - Down-Draft, Dishwasher - Energy Star, Dryer - Energy Star, Exhaust Hood, Microwave, Oven - Double, Refrigerator- Energy Star, Stove - Electric, Trash Compactor, Washer - Energy Star	<b>Equipment</b>
Central Vacuum, CO Detector, Security System, Smoke Detectr-HrdWrdw/Bat, Whole BldgVentilation	<b>Floors</b> Ceramic Tile, Hardwood, Vinyl
<b>Gar</b>	
Driveway, Garage, Off St	
3+, Paved	
<b>Con</b>	

**Listing** Whole House Part  
1st Floor 1/2 Bathroom, 1st Floor Bedroom,  
1st Floor Full Bathroom, 1st Floor Hrd Surface  
Flr, Hard Surface Flooring, Paved Parking, 1st  
Floor Laundry

**Features - Accessibility**  
**Features - Exterior** Patio, Shed

**Features - Interior** Attic, Cedar Closet, Dining Area, Fireplace -  
Gas, Fireplace - Wood, Fireplaces - 2, Home  
Theatre Wiring, Kitchen/Dining, Lighting - LED,  
Master BR w/ BA, Surround Sound Wiring,  
Walk-in Closet, Laundry - 1st Floor, Smart  
Thermostat

**Lot Description**

Corner, Landscaped, River, River Frontage,  
Subdivision, View, Waterfront, Wooded

**Occupant Restrictions** None

**Schools - District** Hudson School District

**Schools - Elementary**

Nottingham West Elem

**Schools - High** Alvirne High School

**Schools - Middle/Jr** Hudson Memorial School

**Sewer**

Private

**Style** Ranch

**Siding** Vinyl Siding

**Water**

Public, Reverse Osmosis

**Water Body** Merrimack River

**Water Body Type** River

**Water Access**

Water Access: Yes

**Water View** Water View: Yes

**Waterfront** Waterfront: Yes

**Waterfront Rights**

Exclusively Owned

**Water Frontage** 221 SqFt

**Water Body Restrictions** No

**Year Built**

1980

**Tax** Year: 2019, Amount: \$8307

**Deed** Book: 8578, Page: 1327

**Foreclosed/Bank-Owned**

Foreclosed/Bank-Owned: No

**Delayed Showings** No

**Sale Type** Sale

Copyright 2021 New England Real Estate Network, Inc. All rights reserved. This information is deemed reliable, but not guaranteed. Subject to errors, omissions, prior sale, change or withdrawal without notice.

This listing was last updated on 2/1/2021 2:29:10 PM.

LISTING COURTESY OF



**EXIT ASSURANCE REALTY**

Web: <http://www.EXITAssurance.com>



**JEFFREY GORDON**

508-4

LISTING SOLD BY





**MATT THOMPSON**

603-860-2927



## Dubowik, Brooke

---

**From:** Scott Wade <sjwade7422@gmail.com>  
**Sent:** Monday, March 1, 2021 2:53 PM  
**To:** Planning; ~BoS; Groth, Brian  
**Subject:** What is the real tax revenue from the proposed HLC?

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Good afternoon,

This proposal has thrown out a very large tax revenue number for all to see. \$5.1 million/year to the town of Hudson. The developer even did a town-wide mailing letting everyone know about the millions they will rain down upon the town. However, many months ago, I wrote to Brian Groth and the planning board right after a Conservation Commission meeting, at which Hillwood announced they would donate 120 acres for conservation. That land wouldn't be taxed. I asked, what would the tax impact of that donation be? I was told the town assessor would need to look at it and get back to us. I'm still waiting for an answer. This really shouldn't take months to get an answer.

Now we have the possible and highly likely issue of solar panels being put on the rooftops of the warehouses. (<https://www.popularmechanics.com/technology/infrastructure/a25505/amazon-adding-solar-panels-to-fulfillment-centers/> and <https://sustainability.aboutamazon.com/>) This topic was mentioned recently and the Hillwood engineer feigned to not know anything about it. But Amazon has a company-wide program to put solar panels on the roofs of their warehouses. It's well known. It's also known that tax breaks are given when this happens. In an email obtained via a Right to Know request, the town assessor expressed concerns about this very topic:

From: Jim Michaud

To: Brian Groth, Steve Malizia

Subject: Solar Exemption - Hudson Logistics Center So, below are 3 attachments, one is to a 2018 DRA report on what towns have solar exemptions from property taxes in NH report, 68% of them have full, unlimited, solar exemptions like Hudson does with our solar exemption. At the time that Hudson adopted the solar exemption, no one could have imagined that large bldg. roof covers would also have solar farms on them, that would receive multi-multi-million dollar solar exemptions from their assessed value. The other two detail that both No. Andover and Fall River Amazon facilities have solar farms on them. So, now we have Amazon potentially coming along, and they will likely build massive solar farm at their facility. It might be worth the BOS considering a limit on the amount of solar exemption value that could be exempted, less we end up with less assessed value on this kind of project than we could. The same holds true for any other potential solar farms we could have on other large rooftop properties. It's definitely a BOS policy discussion and decision, and timing is important, but the Town does have the ability to limit the amount of the exemption if that is so desired. I am ambivalent on it, I just enforce the policy that the legislative/governing bodies decide on. Jim

<https://www.nh.gov/osi/energy/saving-energy/documents/dra-solar-exemption-report.pdf>

<https://patch.com/massachusetts/northandover/amazon-applications-offers-new-details-north-andover-project>

<https://electrek.co/2017/03/03/electrek-green-energy-brief-amazon-going-big-solar-3-million-advanced-energy-jobs-military-continuing-its-green-march-more/> (Fall River facility has solar)

Jim Michaud, CNHA  
Chief Assessor12 School Street

It may not be on the plan at this very moment. But it will come up soon thereafter. How many millions of dollars will solar reduce the amount of property taxes Hillwood would pay? Does it wipe out the financial windfall this town has been told about for nearly a year?

We need ALL of the facts before any vote takes place.

Sincerely,  
Scott

--

Scott J. Wade  
1 Fairway Drive

## Dubowik, Brooke

---

**From:** Scott Wade <sjwade7422@gmail.com>  
**Sent:** Monday, March 1, 2021 3:13 PM  
**To:** Planning; ~BoS  
**Cc:** Marilyn McGrath  
**Subject:** Property values and the Logistics Center

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Good afternoon,

Just a bit more on this topic as I'm still baffled by the report Mr, Reeks submitted and the crazy idea that a home next to a golf course and a home next to a 24/7 industrial park is worth the same. It goes against everything anyone has ever said about real estate. Would he say the same about a home on a lake or oceanfront versus the homes across the street or further inland?

Today I went to look at a new home over in Windham. Yes, as an abutter to the golf course for 20 years, for the first time I've gone looking for a new home BECAUSE of the proposed logistics center. While there, I told the realtor about the proposed HLC and Mr. Reeks conclusions. She nearly choked. She then told me about a new development over in Derry, NH. On one side of the street, all of the lots have sold, with million-dollar homes going up on those lots. On the opposite side, not a single lot has sold. Why? They abut a storage facility. Who wants to live next to that?

As Mr. Willam Marks stated at the last planning board meeting, on one side of the room were lots of abutters. If you want to know whether living next to a golf course versus living next to an industrial park is the same, just see how hard people are fighting against this project.

The eminent destruction of property value is real. One just needs to use common sense to realize that none of the mitigation they have proposed would make it ideal to live next to a logistics center. Ever.

Thanks,  
Scott

--

Scott J. Wade  
1 Fairway Drive

**Dubowik, Brooke**

---

**From:** JAMES CROWLEY <jkcrowleynh@comcast.net>  
**Sent:** Tuesday, March 2, 2021 8:48 AM  
**To:** Planning  
**Subject:** Request for Open Public Session  
**Attachments:** PB 03-10-2021 Public Session letter 03-02-2021.pdf

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

To Planning Board  
Please add the attached file to the 03/10/2021 Planning Board packet  
James Crowley  
4 Fairway Drive

Date: March 02, 2021

To: Planning Board (via email) Please include this letter in the 3/10/2021 Planning Board packet.

Re: RE: Request for Open Public Planning Board Session on Unresolved HLC issues

The Planning Board is approaching what appears to be voting on the: Conditional Use Permit CU#02-20, waiver requests, plan notes final design plans and documents, and Development Agreement criteria.

This may not be the largest project to come to New Hampshire according to previous testimony by the Applicant, however, it certainly is for the Town of Hudson. A letter from the Governor concerning the impact this project can have on New Hampshire kind gives emphasis to that. The Planning Board has to determine a way to balance the Applicants rights and public's right to express their concerns on all project related material being used in the final Planning Board vote. The Hudson Logistics Center is not a "normal" project it is a mega project with numerous components to consider.

The Applicant has already expressed concern about a public session at the 02/24/2021 Planning Board meeting. Their justification seems to be that they:

1. Are following the process of Planning Board **issue oriented meetings**.
2. Are following **due process and rule of law**
3. Are submitting plans and documents to **applicable peer reviewers**
4. Are applying for all appropriate **permits at State of New Hampshire** and Federal levels
5. Are **compliant with all Town of Hudson** land development standards, regulations and ordinances by obtaining approval of all necessary additional waivers, plan notes, permits, etc.

In short the Applicant feels if all of the above criteria are met the Hudson Logistics Center project should be approved without further deliberations once they request the Planning Board to vote on final design plans and documents.

Members of the Public have already requested the Planning Board to consider an Open Issue Public Session verbally and I expect in the future many times in a written format. For each Applicant point please consider some of these public concerns and positions:

1. **Issue oriented meetings:**
  - 1.1. A tremendous amount of documents in each Planning Board packet were usually made public less than a week prior to each meeting.
  - 1.2. It was often confusing what the issue oriented meeting topics were until the Friday prior to the Wednesday Planning Board meeting. Historically, the Town Planner setup a schedule for documentation submittal and public meetings to review particular issues. However, as the project review continued the Applicant released documentation as they completed it. My observation from the earlier Planning Board Application Acceptance to the present is the projects design and necessary field work should have been more complete to start with. The Planning Board, peer reviewers and public seem to be on a continuous treadmill in receiving new documents or revised plans and documents yet to come. Both the NHDES Alteration of Terrain and NHDES Wetlands Bureau reviewers have even had to allow multiple time extensions for this project.



- 1.3. Only three minutes are officially allowed at the meeting for public response to any of these documents. I will admit though the Planning Board has made many efforts to allow additional time. I for one appreciate the curiosity
- 1.4. Since the Planning Board packets and notification of the issue oriented meeting is after the written public comment cutoff date a timely detailed well vetted written response does not happen until the project moves on to the next issue oriented meeting. The process is quite frustrating to the public.
2. **Public's due process and rule of law**
  - 2.1. Timely notification of Issue Oriented Meeting agenda items and allowed method to respond does not approach that of the Applicant. See issue oriented meeting comments.
  - 2.2. The public is very concerned that the Planning Board will close the meetings to public input before we can respond to the ever changing and seemingly random presentation of documents and plans.
  - 2.3. The public is concerned that commenting on proposed plan notes, waivers and CUP will be limited prior to when public input time is discontinued.
3. The public is also submitting plans and documents to applicable **peer reviewers**. The public has experienced professionals in many areas of items being reviewed. However, the public's review is hindered by the way documents are released to them.
  - 3.1. Stormwater issue comments are well documented in letters to the Planning Board. This has been noted by both Planning and Board of Selectmen members in attendance at the meetings. When the Applicant finally releases what is known to be existing Stormwater Management Report documentation there is a strong possibility a few more letters will end up in Planning Board packets.
  - 3.2. Sound issues still unresolved. Does the Planning Board honestly believe per the Applicant's expert testimony that summer and winter ambient noise levels are equal? The project's noise levels will be mechanical 24/7/365 where existing ambient noise does not occur this way anytime of the year. The Applicant's expert seemed to not elaborate on that during the presentation.
  - 3.3. Traffic issues are still outstanding and not answered. The Applicant has NHDOT approval for trip generation calculations only. However, Level of Service (LOS) calculated results vary significantly depending on using the industry standard method or special modeling programs. Hint the special modeling program gives favorable results where the industry standard does not at certain intersections and buildout periods. The plans before the Planning Board are only conceptual. It is unknown that if the Site Plans are approved by the Planning Board and onsite construction is completed will there be a land taking dilemma result to make the final traffic corridor plans actually work? It has already been pointed out in public meetings and written NHDOT and independent peer reviews multiple problems with the conceptual corridor design. Does the Planning Board feel comfortable allowing any onsite construction to start before a higher confidence level in traffic corridor design has been demonstrated to board members before voting on the project?
4. Are **applying for all appropriate permits** at State of New Hampshire and Federal levels.
  - 4.1. The public has communicated with these agencies. We have noticed at the Town level statements by the Applicant that NHDES Alteration of Terrain is reviewing the same stormwater and site plan documents. This implies that they have the most current information as the Town

of Hudson does to make informed decisions. They do not per recent communications with them. As an example the most current Stormwater Management Report they have is September 2020. If the Town were to approve the project before the Alteration of Terrain permit is issued, it gives the Applicant leverage that should not be accorded to them in negotiating with the NHDES. The Planning Board should request this permit to be issued prior to a Planning Board decision on the project.

- 4.2. Plans and documents are not currently compliant with Env-Wq 1504.13 (c).
- 4.3. Plans and documents are not currently compliant with Env-Wq 1508.06 (f)
- 4.4. Plans and documents are not currently compliant with Env-Wq 1504.10
5. The public does not see where the **project is compliant** with all Town of Hudson land development standards, regulations and ordinances by obtaining approval of all necessary additional waivers, plan notes, permits, etc.
  - 5.1. Plans and documents are not currently compliant with HTC 334-36 (C) (2)
  - 5.2. Plans and documents are not currently compliant with HTC HR 290-7.A.6
  - 5.3. Plans and documents are not currently compliant with HETGTD Section 930.4
  - 5.4. Plans and documents are not currently compliant with HETGTD Section 920.3.13
  - 5.5. Missing calculations for Building C HTC 334-14A
  - 5.6. Plans and documents are not currently compliant with HR 290-5 A (4)

Hopefully the above which are just a few of my reasons as to why a Public Session is needed for this particular project, helps convince the Planning Board to grant it. Believe it or not other members of the public and I can provide even more detail if any Planning Board member is unsure of the importance of a Public Session for this project because of many remaining outstanding and unanswered issues.

I might as well state what is on everyone's mind. This project will end up in litigation no matter what the outcome is of the Planning Board final vote. The justification each Planning Board member uses in their final vote will be of up most importance. Just because the Applicant has supplied a significant quantity of documentation, the actual quality of its detail provided for the overall project also carries as much consideration by board members. The Applicant and Public completely agree on at least one thing, we simply want the Planning Board to be completely aware of what we believe are issues that a litigator would consider as pertinent to the final decision process and outcome.

Please consider scheduling a Public Session.

Respectfully submitted  
James Crowley  
4 Fairway Drive

## Dubowik, Brooke

---

**From:** Groth, Brian  
**Sent:** Tuesday, March 2, 2021 2:49 PM  
**To:** Dubowik, Brooke  
**Subject:** FW: HLC Sound Peer Reviewer Contact  
**Attachments:** HLC\_Property\_Values\_March\_Tim\_Monk.pdf;  
HLC\_Sound\_Letter\_to\_HMMH\_Tim\_Monk.pdf

FYI

---

**From:** Tim Monk <tamonk@ucdavis.edu>  
**Sent:** Tuesday, March 2, 2021 12:20 PM  
**To:** Groth, Brian <bgroth@hudsonnh.gov>  
**Subject:** Re: HLC Sound Peer Reviewer Contact

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Brian,

Thank you. I've attached two letters, the first for just the Planning Board focused on property values (and referencing the second letter), the second directed at Mr. Bajdek, but also for inclusion in the next packet for the Planning Board.

Regards,  
Tim

On Tue, Mar 2, 2021 at 9:13 AM Groth, Brian <[bgroth@hudsonnh.gov](mailto:bgroth@hudsonnh.gov)> wrote:

Hi Tim,

You can pass your comments/questions on to me/Planning Board and I will pass them on to our peer review consultant.

Thank you,

Brian

---

**From:** Tim Monk <[tamonk@ucdavis.edu](mailto:tamonk@ucdavis.edu)>  
**Sent:** Saturday, February 27, 2021 7:44 PM  
**To:** Groth, Brian <[bgroth@hudsonnh.gov](mailto:bgroth@hudsonnh.gov)>  
**Subject:** HLC Sound Peer Reviewer Contact

---

EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.

Brian,

I have a number of concerns about OAA's sound study for the HLC proposal that I'd like to raise with the town's peer reviewer, Christopher Bajdek at HMMH. Do you know a way that I can contact him?

Thanks,

Tim

Dear Planning Board Members,

I write concerning the recent updates to the sound and property values studies related to the proposed Hudson Logistics Center (HLC). I believe that the applicant has yet to meet the requirements for approval related to these two issues.

The property value analysis by Mr. Reeks updated in February contains a large amount of material repeated from his previous report that Mr. Thibeault, the town's peer reviewer, rightly critiqued as being "not sufficiently comparable".

Regarding the new material:

- 1) Significant weight is put on the fact that house sales after the HLC announcement have been for higher prices per square foot. However, there is no consideration of the counterfactual. That is, Mr. Reeks did not consider what the sales prices would have been without the announcement of the HLC. Many factors go into the sale price of a home, not just neighborhood and square footage, as indicated in data presented on the Ridgecrest sales in 2020, ranging from \$189.27/SF to \$338.65/SF, a ratio of about 1.8.
- 2) While several public comments were responded to, not all were included. For example, I previously brought up studies that show golf courses raise surrounding property values and also noted the failed sale of 5 Par Ln, which occurred after the prospective buyers learned of the HLC proposal. These points stand unaddressed by the applicant and strongly indicate that the HLC can significantly diminish nearby property values.
- 3) While several impacts such as traffic, noise, and air quality are mentioned, it is assumed without justification that if they meet the legal requirements then there could be no impact on property values. On the contrary, there are differences between meeting and exceeding requirements that can drive property values. Many places have safe drinking water, fewer places have good tasting water. Many places are acceptably quiet, fewer are blissfully quiet. The same goes for air quality and other issues.

Attached is a letter directed at Christopher Bajdek at HMMH, the town's peer reviewer, regarding the issues with the current sound study, included for your reference and consideration also.

Finally, let me highlight the errors and omissions that are or have been in these reports. The first property value study missed several sales in the area, while the current one misses at least some public comments. The sound study misrepresents multiple sections of the Hudson Noise Ordinance, incorrectly stating that noise limits apply to only noise from HLC, when it actually applies to the total noise level. It also contradicts the applicant's own data in stating that the surrounding area is not a high noise-level area. Please consider this as you evaluate how reliable the applicant's submissions are.

Sincerely,  
Tim Monk  
13 Fairway Dr.

Dear Mr. Bajdek,

I am a resident of Hudson, NH and have been following the proposed Hudson Logistics Center (HLC) here. You recently wrote a letter reviewing the sound studies prepared by Ostergaard Acoustical Associates (OAA). I was surprised that you concluded “that the applicant has demonstrated that the Project can operate in compliance with the Town’s Noise Ordinance.” I see a number of deficiencies in the sound study, even factoring in the revision in December and the supplemental letter in February. I will go through several sections of the Hudson Noise Ordinance and point out these deficiencies.

**I. §249-4B Noise Limit 2: Continuous sound-level limits**

OAA’s noise modeling approach is acceptable in principle. However, the specifics mean that we cannot draw conclusions about whether or not the HLC operations will comply with this provision.

**A. Missing noise sources**

There are three noise sources missing from the model.

**1) Truck or generator noise**

Three scenarios are considered: HVAC alone, HVAC with trucks, and HVAC with generators. A scenario with both trucks and generators is not considered. Depending on which numbers are considered, this means that either truck noise or generator noise has been ignored.

**2) Car noise**

While the December sound study does acknowledge that “sound from ... car activity will also be created and will occur at all hours of the day potentially affecting residential receptors” it makes no further mention of this noise source. The sound study in May states “[w]hile there will also be cars arriving and departing the facility, sound produced by these is of a much lower magnitude than trucks and therefore is typically not an acoustical issue”, from which I infer that they have ignored this. However, as they do not quantify the car noise, there is insufficient information provided to conclude that it is small enough to not affect the total noise level.

**3) Existing noise levels**

The February update misrepresents the Hudson Noise Ordinance when it states that “[t]his provision limits continuous sound from a site to not exceed an average sound level over the period of one hour”. §249-4B actually restricts the total noise (“No person shall cause the continuous sound level to exceed the following limits”), which means that the existing noise levels must be included. Because there are separate limits provided for day and night, each of these limits must be considered based on the maximum existing levels during day and night, respectively. See also more on this when considering §249-4F.

**B. Truck activity modeled does not match expected use**

The December sound study uses 27 trucks in its model. However, this does not match the expected activity at HLC. This limit in §249-4B looks at the noise level averaged over one hour.

In the September Traffic Impact Study in Appendix C

([https://www.hudsonnh.gov/sites/default/files/fileattachments/planning\\_board/page/48681/traffic\\_impact\\_study\\_-\\_september\\_2020\\_langan.pdf#page=115](https://www.hudsonnh.gov/sites/default/files/fileattachments/planning_board/page/48681/traffic_impact_study_-_september_2020_langan.pdf#page=115)), the applicant provided planned trip schedules for buildings A and B. The worst-case hour is not clear, as it depends on the relative noise of trucks and cars, but from 5-6am, there are expected to be 22 tractor trailer truck trips, 40 box truck trips, and 201 car trips, ignoring building C. Additionally, a memo from Langan ([https://www.hudsonnh.gov/sites/default/files/fileattachments/planning\\_board/page/48681/hlc\\_peak\\_season\\_trip\\_gen\\_2020-09-22-2-\\_langan.pdf](https://www.hudsonnh.gov/sites/default/files/fileattachments/planning_board/page/48681/hlc_peak_season_trip_gen_2020-09-22-2-_langan.pdf)) predicts that peak season trip generation will be 60% higher. Even higher than this, the applicant has explained to the Planning Board that typical operating conditions are designed to be at 40% capacity, which means that the facility is capable of generating 250% of the trip counts in the Traffic Impact Study. The worst-case operating condition needs to be analyzed.

#### C. Averaging vs. maximum

OAA's method of estimating the maximum instead of the average (Leq) would be sufficient if the maximum met the level limits for the average. However, the maximum predicted levels exceed allowed limits, the above deficiencies notwithstanding,. For example, at points C' and D in Figure 3 of the December sound study both predict 51dBA, which exceeds the 50dBA residential nighttime limit, and points G and I are at 71dBA and 68dBA, respectively, which exceeds the both the nighttime (55dBA) and daytime (65dBA) commercial receptor limits.

The February update takes a measurement of sound levels at an existing truck court and scales it to the above 51dBA maximum, predicting an Leq of 37dBA. However, OAA does not establish that this measurement is expected to have the same relationship between average and maximum noise levels. There are a number of reasons that we would believe that they would not have the same relationship, including likely differences in the number of trucks, uncertainty as to whether the measurement included similar HVAC, generator, car, and background noise, and the frequency response of the berm.

#### D. Noise at elevation

Only select points are called out at 15' elevation. There are additional locations at bedroom elevations which are likely to have higher noise levels than at ground level. Additional plots of these noise levels or details of some automated check should be done to indicate that all relevant elevations conform with the Noise Ordinance.

## II. §249-4C Noise Limit 3: Impulsive sound-level limits

For this limit, OAA repeats most of the errors for the previous sound-level limit and also abandons the noise model they created for unspecified reasons. Considering that they predict the impulsive sound-level to be equal to the 62dBC night-time limit for residential receptors, I expect HLC to violate this provision if in operation.

#### A. Missing noise sources

In addition to the missing generator, car, and existing noise levels, the analysis here ignores HVAC noise.

B. Truck activity modeled does not match expected use  
For this limit, OAA only used a single coupling/decoupling instead of considering the several trucks that could be active simultaneously.

C. Noise only predicted at “nearest residential receptor”  
In contrast with the detailed modeling for §249-4B, which predicted noise levels throughout the area surrounding the proposed Hudson Logistics Center, for this limit they only predicted a single unknown location. Given the variation in sound levels evidenced in their model, it would be appropriate to provide similar figures showing predicted impulsive sound levels.

### III. §249-4D Noise Limit 4: Background referenced sound level

Since this analysis relies on the one done for the continuous noise-level limit, all the problems associated with that analysis are repeated here.

### IV. §249-4F Noise Limit 6: High noise-level areas

The February update incorrectly states that “[t]his is not applicable to this project as existing ambient sound levels do not exceed Noise Limit 2 criteria”, in contradiction to their own measurements on page 8 of the December sound study, which shows night-time levels up to 51dBA (Leq). Since levels down to 43dBA were also measured, we can reasonably expect there to be times when the ambient sound level is at 47dBA (3dB below the 50dBA residential night-time limit), the lowest level at which this limit applies. In order to avoid increasing the noise level by 3dB, the sound contributions of the HLC must be 47dBA or less. Since HVAC and generators alone can generate 46dBA at B’ in Figure 4 of the December sound study, relatively little car and truck noise can cause the total to violate this limit.

### V. §249-4I Noise Limit 9: Construction

No effort was made to quantify the level of construction noise, instead it was noted that “experience shows that construction equipment is generally on the same order of magnitude as the heavy trucks analyzed in this project”. If true, even if the analyses of the previous limits in normal operation are corrected and indicate compliance with the Noise Ordinance, the 10dB variation of being “on the same order of magnitude” could cause construction to exceed limits.

Concerningly, they also state “there may be temporary high sound levels when constructing the earthen berm”, which implies they expect to violate the Noise Ordinance during that time.

### Conclusion

I believe these points show that OAA has more to do to demonstrate that the Hudson Logistics Center would comply with the Hudson Noise Ordinance if approved. I would appreciate your input and an update to the Hudson Planning Board if you agree with any or all of my points.

Sincerely,  
Tim Monk



## Dubowik, Brooke

---

**From:** Urs Nager <unager@msn.com>  
**Sent:** Tuesday, March 2, 2021 3:54 PM  
**To:** Planning  
**Cc:** Urs Nager  
**Subject:** Comments for March 10, 2021 Meeting Packet

---

EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.

To: Brian Groth and Members of the Planning Board

From: Kathleen Leary  
8 Par Lane, Hudson

1. I noticed on the Town's website that there is a link to the Hudson Boulevard. From there you can click on "The Bike and Pedestrian Path," which is described as a "vital part" of the trail linking Route 111 and the Circumferential Highway and points beyond.

Sounds like the Town is assuming the Hudson Boulevard will be constructed. People who live along that proposed path would sure like to know if that is true or not, as do those of us in south Hudson who have heard talk of a connection between the approval of the proposed Hudson Logistics Center and the Hudson Boulevard. The letter from the Governor last year certainly implied that if the Planning Board approved the Logistics Center he would work to obtain funding for the Hudson Boulevard. Sounds too much like a quid pro quo for my tastes. Even some of Hudson's state representatives were dismayed by the Governor's letter.

2. We would like to hear from the Fire and Police Departments regarding the impact of the proposed HLC. Supposedly, the fire department would need a platform truck, but I have heard that such a truck has minimum staffing requirements as do the existing fire vehicles. Would the department have enough personnel to staff all these vehicles 24/7 365 days a year?

3. The Town may want to ask Hillwood how long they own such developments. The Town also needs to know how long Amazon stays in a facility. They have already said that if this facility became too small, etc., they would move in to the next "dot" on the map. No wonder why Amazon often leases its facilities versus owning them. We certainly don't want these buildings built only to be empty in the future, like the many empty buildings in the Sagamore Industrial Park.

Thank you  
Kathleen Leary

Sent from my iPhone

## Dubowik, Brooke

---

**From:** Groth, Brian  
**Sent:** Tuesday, March 2, 2021 4:34 PM  
**To:** Dubowik, Brooke  
**Subject:** Fwd: Sound Study Comments  
**Attachments:** HLC Sound Study .pdf

Begin forwarded message:

**From:** MARTHA MARSCH <m\_bfairway@comcast.net>  
**Date:** March 2, 2021 at 4:30:36 PM EST  
**To:** "Groth, Brian" <bgroth@hudsonnh.gov>  
**Subject:** Sound Study Comments

---

EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.

Hi Brian,

Attached is a letter containing comments I have about the HLS sound study. Please include the comments in the Packet for next weeks meeting

Warm Regards,  
Bill Marsch

Date: March 2, 2021

To: Planning Board (via email)

RE: Noise Study:

My name is Bill Marsch and my house sits at the highest elevation on Fairway Drive. Based on information provided by the developer at the February 28, 2021 Planning Board Meeting I will see the South facing side of building A and not the roof. For building C, I will see about 15 feet of the South side and have a partial view of the West side and roof. My view of building B will include both the top 15 feet of the South facing side (includes building and Parapet) and the top 15 feet of the entire East facing side (about 1600' long) including the parapet and roof.

I determined that I would see the roof of building B from the building height drawings that show the East and West facing sides are five feet lower than the North and South facing sides. The roof slopes up five feet to the apex that runs the entire length of the building. Since I will be able to see most of the 25 Ton HVAC units on building B, I am very concerned that the noise from the units will come through my bedroom windows. I don't believe the 4' 6" parapet along the East facing side of building B will contain the noise of the HVAC units that are installed on a roof sloping up from the parapet. The top row of HVAC units will be completely above the East facing parapet and in my direct line of sight and noise.

Reference the December 2020 Sound Study, figure 3. The figure shows the results of 27 trucks generating maximum sound levels along with all HVAC units operating. The figure also shows that my residence and my neighbors at the top of Fairway all fall within the marginally accepted noise level. The figure should include all noise sources and show results during surge periods.

Models can only try to emulate real world results. Most people who use models include a category called management reserve in case the model does not predict expected results. I do not see any reserve used in the sound study to account for any actual results that are higher than expected. Based on my concerns and the fact that many of my neighbors are already in a marginally acceptable noise category I still believe the berm, fence and plantings are inadequate.

Respectfully submitted,  
William Marsch  
3 Fairway Drive

## Dubowik, Brooke

---

**From:** Ruth Sessions <ruthsessions03051@yahoo.com>  
**Sent:** Tuesday, March 2, 2021 8:31 PM  
**To:** Coutu, Roger; Martin, Normand; McGrath, Marilyn; Morin, Dave; Roy, Kara; Groth, Brian; Planning  
**Cc:** Christopher Thatcher; Scott Wade  
**Subject:** Hudson Logistics Center: Public Meeting

---

**EXTERNAL: Do not open attachments or click links unless you recognize and trust the sender.**

Hudson Select Board Members:

We'd like to request that there be a special meeting for public input on the Hudson Logistics Center. The meeting should allow both in-person and WebEx participation.

We think having this meeting would give many Hudson resident who have not been able to attend the many Planning Board meetings with Hillwood due to the pandemic a chance to ask questions and make statements about their concerns.

Please take this suggestion into consideration.

Thank you,  
Ruth & Pete Sessions  
68 Schaefer Circle

---

**603/886-7355**

**Dubowik, Brooke**

---

**From:** Jerome Bento <jeromejbento@gmail.com>  
**Sent:** Tuesday, March 2, 2021 9:59 PM  
**To:** Planning  
**Subject:** March 10, 2021 Planning Board Meeting  
**Attachments:** Planning Board 10 March 2021.docx

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Please include the attached in the packet for the above meeting.

Thank you

Jerome J. Bento

7 Muldoon Dr

Hudson, NH 03051

Thank you, Mr. Chairman and members of the board.

First, it is challenging for those of us in the public to provide timely feedback when 14 documents are posted to the Web Site on Friday afternoon prior to the meeting. I hope the members of the Board have had more time than us to review the provided documentation.

At the Feb 10<sup>th</sup> meeting and again at the Feb 24<sup>th</sup> meeting I asked for clarification of the number of people that will be working at the proposed facilities. At that both meetings, Mr Plante indicated that ITE counts cars and so all functions would be accounted for in the ITE numbers. Does ITE account for the indirect jobs?

Why the secrecy with the employee numbers? This question has been asked multiple times since September 2020. The Town deserves to have clarification of the total people working at the site, both direct and indirect.

That still does not answer the question of how many people will be working at these proposed facilities. Some background:

- On December 30<sup>th</sup> Mr Griggs from Amazon stated there would be a maximum of **1650** people working at the site.
- On January 11<sup>th</sup> myself and probably all Hudson residents received a flyer from Hillwood stating there would be **1400** direct jobs and **1000** indirect jobs. I would like the applicant to define the type and potential location of the indirect jobs.
- On February 19<sup>th</sup> and February 23<sup>rd</sup> Hillwood posted on their LinkedIn page that the proposed facility would employ ~**2500** people. (I did to ask for clarification on February 19<sup>th</sup> and I have received no response) The February 23<sup>rd</sup> post does not allow comments. Way to go with the transparency!

In December 2020 Hudson had an employment rate of 4.3% with 640 people unemployed. Where will the people come from to staff these positions?

These direct and indirect staff counts are necessary so that the Town has full documentation regarding project impact relative to traffic before proceeding.

And speaking of traffic, the proposed changes at the Lowell Road / Wason Road intersection and the Lowell Road / Dracut Road / River Road intersections as only benefiting the applicant as it will clear traffic away from Green Meadows Drive and Walmart Boulevard.

These clarifications are also required for the Fiscal Impact study as our police and fire departments can not provide accurate financial estimates without the complete picture of the onsite workforce. Every person at the facility is a potential customer for our Police and Fire services.

Also, at the Feb 10<sup>th</sup> meeting and again at the Feb 24<sup>th</sup> meeting, I asked what the tax revenue impact would be after the 120 acres are deeded to the town for conservation. At the Feb 10<sup>th</sup> meeting, Attorney Smolak indicated he had been in contact with Assessors office and will follow up. Attorney Smolak did not have updated tax numbers available at the Feb 24<sup>th</sup> meeting.

This question has been asked multiple times since September 2020.

Mr Chairman, this review of the tax impact should be performed by the Town Staff as the applicant has little incentive to provide an updated tax impact as that would change a major talking point of the applicant.

Another item I have is from the staff report for the 24 Feb meeting:

“The applicant will coordinate with both NHDES and the Town to allow field verification of infiltration rates after the approval is granted.” And “[s]hould future infield testing during construction result in higher rate of infiltration, and engineered soil with a specific infiltrative capacity will be explored and installed in accordance with the NHDES guidelines.”

I am not a Civil Engineer and I have no experience with the science behind infiltration rates, but why even consider project approval if we are not sure that the soil can handle the water. I see this as a potential risk to both the Merrimack River, Limit Brook and all cities and towns that use the water from the Merrimack and from Limit Brook.

Thank you for your time and all that you do.

Jerome J. Bento  
7 Muldoon Dr  
Hudson, NH 03051

**Dubowik, Brooke**

---

**From:** Jerome Bento <jeromejbento@gmail.com>  
**Sent:** Tuesday, March 2, 2021 10:11 PM  
**To:** Planning  
**Subject:** March 10, 2021 Planning Board Meeting  
**Attachments:** Hudson Logistics Center Approval Stipulations March 10 2021.docx

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

If the Hudson Logistics Center meets all the legal requirements and the Planning Board approves the project, please consider adding the attached stipulations to the approval.

Please include the attached in the packet for the above meeting.

Thank you  
Jerome J. Bento  
7 Muldoon Dr  
Hudson, NH 03051



# Hudson Logistics Center Approval Stipulations

- **Infrastructure:**

- Hillwood shall maintain the residence side of the berm in a neatly landscaped fashion and not permit the area of the berm visible from residences to become unkempt, including that it shall have the grassed portions of the berm mowed regularly.
- Hillwood shall maintain all plantings on top and on the south side of the Berm. Dead plantings shall be replaced.
- Hillwood shall purchase any new equipment required for the Fire Department to support the Hudson Logistics Center. Hardware to be owned by the Town of Hudson. Total shall not exceed \$1.5 Million. Any equipment purchased as result of this condition must be in service prior to the issuance of an Occupancy Permit.
- Hillwood shall purchase any new equipment required for the Police Department to support the Hudson Logistics Center. Hardware to be owned by the Town of Hudson. Total shall not exceed \$500,000. Any equipment purchased as result of this condition must be in service prior to the issuance of an Occupancy Permit.
- Hillwood shall signalize with adaptive technologies the intersection of Chalifoux Road, Philbrick St and River Roads. (Lights shall turn red on River Road only when cars are trying to enter River Road from either Chalifoux Road or Philbrick St.

- **Blasting:**

- Home inspections to be performed by Hillwood contractor prior to blasting.
- All residents of Fairway Drive and Eagle Drive will be offered free home inspections.
- Hillwood contractors will provide a 24 hour notice to the residents of Fairway Drive and Eagle Drive prior to blasting.
- Property owners will be compensated for damages within 45 days of blasting.
  - Hillwood will pay for all Legal Costs associated with any damages incurred due to blasting.
  - Hillwood will agree to binding arbitration for disagreements associated with any damages incurred due to blasting.

- **Hillwood to put Conservation Property in trust managed by a non-profit**

- Hillwood to establish \$500,000 Conservation Trust Fund with the Town of Hudson, managed by the Trustees of the Trust Fund.
- Conservation Trust Fund to be used to provide, maintain, and upgrade facilities for use by Hudson Residents at any public recreation area in the Town of Hudson.
- Conservation Trust Fund expenditures to be approved by the Hudson Board of Selectmen.

- **Site Monitoring**

- Hillwood to establish a \$500,000 Monitoring Trust Fund with the Town of Hudson, managed by the Trustees of the Trust Fund.
- Monitoring Trust Fund expenditures to be approved by the Hudson Board of Selectmen.
  - Only environmental chemicals will be used for both fertilization and snow removal.
  - Water quality of Limit Brook to be tested in April and October each year.

- **Air Monitoring Hardware and Software.**

- 3 monitoring units purchased by Hillwood.
  - Space and power provided by the Hillwood.
  - Locations:
    - South property line at Muldoon Drive
    - Northern property line halfway between Merrimack River and Sam's Club property line
    - East side of property at cul-de-sac
- Maintenance and licensing costs for above units to be paid from the Conservation Trust Fund account
- Monitoring station to be installed in the office of Hudson Town Engineer.
- Violations to be reported to Hillwood, the State of New Hampshire, and the Town of Hudson
- If violations exceed 10 in 1 calendar year, Hillwood will pay a fine of \$100,000 with \$75,000 to the Town of Hudson and \$25,000 to the Conservation Trust Fund for each violation over 10.
- If violations exceed 25 in 1 calendar year the Town of Hudson will issue a cease and desist order for all business to stop until a remediation plan has been approved by the Town of Hudson and the State of New Hampshire.

- **Traffic Hardware and Software**

- 2 monitoring units purchased by developer
  - Space and power provided by the developer
  - Locations:
    - Walmart Blvd just west of Sam's Club entrance
    - Green Meadows Blvd at intersection of Lowell Road
- Maintenance and licensing costs for above units to be paid from the Conservation Trust Fund account
- Monitoring station to be installed in the office of Hudson Town Engineer.
- Violations to be reported to Hillwood, the State of New Hampshire and the Town of Hudson
- If violations exceed 14 in 1 calendar year, Hillwood (or successor company) will pay a fine of \$100,000 with \$75,000 to the Town of Hudson and \$25,000 to the Conservation Trust Fund for

each day that agreed upon traffic volume is exceeded. (Traffic volume to be part of conditions attached to Planning Board approval)

- If violations exceed 25 in 1 calendar year the Town of Hudson will issue a cease and desist order for all business to stop until a remediation plan has been approved by the Town of Hudson and the State of New Hampshire.

- **Hillwood (or successor company) will pay for all Legal Costs associated with any violations of the above environmental, noise or traffic monitoring.**
- **Hillwood (or successor company) will agree to binding arbitration for disagreements arising from any environmental, noise or traffic monitoring**

## Hudson Planning Board Meeting – February 10, 2021

- 1. Site Comparison.** Where is a “real” site comparison? There have been two sites provided to us that are not even close. Do you have one? If so what is the specific date that we will see the accurate site plan?
- 2. Site Line Views.** The plans were delivered way too late and were submitted at the last minute which did not give all of us time to provide a thoughtful response or ask questions.  
I believe residents need to submit information to be included in the packet 7 days prior to the Planning Board Meeting. You will likely hear from other residents here this evening that will share more on the site plan views.
- 3. Traffic Study.** How are we to know the level of traffic generated by this Hillwood project? Hillwood gives us projections of the number of tractor trailers, box truck and passenger vehicles but are these just their BEST guess or are they guaranteed maximum numbers? If the numbers are just a good guess then those numbers should not be good enough for the planning board to base a vote. If they are a guarantee then Hillwood and Amazon should agree to fixed penalties if those numbers are exceeded. Of course a guarantee would have to come with a way of assurance through a monitoring system and a penalty for exceeding those numbers. We have repeatedly been told 240 Tractor Trailer Trucks and 40 Box Trucks. Is this really the total or is it 480 Tractor Trailer Trucks and 80 Box Trucks? This makes a huge difference to our town.
- 4. NOISE study.** During that site plan review their representative said “we would get used to it and it would become white noise”. Let’s get a Noise study done by professionals that will provide accurate data to the Planning Board and residents of Hudson.
- 5. Air pollution.** With the potential for between 500 and 1000 Tractor Trailer and Box trucks vehicle trips per day and all the Diesel particulate matter they will spew out along with the 2500+ car trips per day we need serious air monitors as well as a serious air impact study done to the neighborhoods. “Industry standards” as those are the bare minimum allowed. Do you want bare minimum standards? I sure as heck do not. The air will not be cleaner once this starts and after it starts it is too late. You will need a gas mask to come to south Hudson or just over the bridge in Nashua.
- 6. Employment Study.** Where will all the employees really be coming from. I have heard all the information on unemployment rates and pre-pandemic levels were approx. 3%. Anyone that wanted to work was working and this will not help Hudson. Amazon employees will come from south of the border. Who’s going to provide an accurate employment study? Why should Hudson have this facility to destroy our town but give benefits to others?

- 7. Tax Abatements. What about the addition of “green energy” tax reductions when solar panels go in? Has anyone asked about this plan? Are these exempt from building height regulations? We need to be provided additional information on this. This is significant and we need to look into this in greater detail.**

**Are there plans on green energy or solar panels and if so will the solar panels be within the height levels of not over 50 feet which have been submitted or will these exceed the height limitations set forth in the site plan? We all need to see an up to date accurate site plan.**
- 8. What about the buffering land that has been proposed to be put in? How is all that land getting taxed? Is it exempt as it is going to be declared conservation land? Does not make any sense at all.**
- 9. Drone usage? I haven’t heard anything asked about this site’s plan for drones. Make no mistake about it, it will be coming. Amazon has been in the news regarding this and in August 2020 received FAA approval.**
- 10. Monitoring stations built and set up. We have asked but still haven’t heard this being addressed. Where will and how will they be tracked for Air, Water, Noise, and Traffic?**
- 11. Building C. What are the plans for this building? Hillwood knew who the tenant was for Building A and B but for months would not tell us. Does anyone know what the proposed Building C tenant will be? How will Building C impact the traffic, noise, water and air pollution? The 240 Tractor Tailor Trucks, 40 Box trucks and 2500 plus vehicle usage is data for Building A and B. Correct? We need to look at the entire package and impact not just piece meal. Planning Board Members please request and require this information be provided.**
- 12. Hydrogen tanks and usage is another concern for residence and the town. This is not safe and an explosion could very well be in our future. Is Hudson Fire and Police equipped to handle and respond to an incident such as this?**
- 13. Speaking of Hudson Fire and Police it was asked months ago that Hudson Fire and Police were to provide what would be needed to put into place regarding purchasing of additional fire trucks and equipment, hiring additional personnel to support such a massive project. When is the Hudson Fire and Police Departments planning on presenting to the Planning Board and residents? Will current size of the Hudson Fire Department be able to handle a 1 million square foot building if a fire should occur?**

## Dubowik, Brooke

---

**From:** Groth, Brian  
**Sent:** Thursday, March 4, 2021 12:06 PM  
**To:** Dubowik, Brooke  
**Subject:** FW: Hillwood Issues

---

**From:** rogerec <rogerec@comcast.net>  
**Sent:** Thursday, March 4, 2021 11:58 AM  
**To:** cowen67@comcast.net; Groth, Brian <bgroth@hudsonnh.gov>  
**Subject:** RE: Hillwood Issues

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Connie:

As you should be aware, having served as Chair of the Library Committee, the Board of Selectmen are not responsible for the Planning Board agenda. That decision rests, solely, with the Chairman of the Planning Board.

I will forward your email and my response to our Town Planner who, in turn, will include it with our ndxt packet.

As always, thank you for your observations and comments. Know that we consider them all seriously.  
Selectman Roger Coutu

Sent from Samsung Galaxy smartphone.

----- Original message -----

**From:** [cowen67@comcast.net](mailto:cowen67@comcast.net)  
**Date:** 3/4/21 11:19 AM (GMT-05:00)  
**To:** [bos@hudsonnh.gov](mailto:bos@hudsonnh.gov)  
**Subject:** Hillwood Issues

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

To Selectperson Coutu, Morin, McGrath, Martin and Roy:

I am concerned about the lack of information regarding the impact of the proposed Hillwood Development on aspects of public safety and increased costs related to police, fire, emergency services and highway budgets.

I am still waiting to have representatives from police, fire and highway departments answer residents' questions directly. The request for these departments to appear before the citizens of Hudson has continually been postponed. Several weeks ago Selectman Coutu gave a brief summary which

reported "no additional costs to the Police Department; no additional cost to the Highway Department because the State will cover the improvement of Lowell Road."

Mr. Coutu passed on a response from the Fire Department which stated the increased costs would be limited to adding a platform truck to serve the needs of the Hillwood development. What is the cost of this equipment and having the necessary staff assigned to this new truck?

How would these increased pressures affect the level of service provided to the entire town as well as southern Lowell Road area? How will surrounding communities be able to provide significant support for handling large fires or public safety incidents on Hillwood property?

How will the police department be able to handle the massive increase of traffic and commercial density with the current staffing and budget level?

I could continue listing questions but the thorough and appropriate information needs to be provided in a public forum. Stop delaying and provide what all town residents need to know!!

Thank you for your response.

Connie Owen 3 Bruce St. Hudson, NH 03051 603-880-8818

## Groth, Brian

---

**From:** Michael Ruby <mrrubymichael@gmail.com>  
**Sent:** Wednesday, March 3, 2021 11:48 AM  
**To:** ~BoS; Groth, Brian  
**Subject:** Hudson Logistic Center

---

**EXTERNAL:** Do not open attachments or click links unless you recognize and trust the sender.

Dear Board of Selectmen,

I am writing to ask that you schedule a meeting for public input concerning the HLC project before you make a final decision on the issue. Over the past year the public has had short sessions at meetings to ask questions and make comments, yet many of these questions have gone unanswered and many of the comments have yet to be addressed.

The BOS represents the people of the town and I feel that it is important to hear all of their concerns before committing to such a large project. A meeting of the BOS with just the town residents should be a given before this decision is made. Town residents should be able to have a say in an undertaking of this magnitude.

Thank you very much for your consideration in this matter.

Michael Ruby  
7 Eagle Dr. Hudson, NH