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FOCUSED KNOWLEDGE. REAL SOLUTIONS.

December 2, 2021

Lowell Road Property Owner, LLC
c/o GFI Partners, LLC
Attn: Hayley Palazola
133 Pearl Street, Suite 300
Braintree, MA 02110

Re: HMMH Peer Review of Sound Study of 161 Lowell Road, Hudson, NH Ref 4686

Dear Hayley:

Tech Environmental, Inc. (Tech) is pleased to provide this response to the comments and findings of a *"Peer Review of the Updated Sound Study for the Proposed Lowell Road Warehouse Facility in Hudson, New Hampshire"* prepared by Harris Miller & Hanson, Inc. (HMMH) and dated November 30, 2021. Tech does not object to any of the comments or findings provided by HMMH. And, attached is a revised Sound Study of 161 Lowell Road, Hudson, NH, which addresses the comments and findings of HMMH.

The HMMH comment labeled #1 states an opinion that the sound power levels assumed for idling trucks were underestimated, and proposed that the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) reference sound levels for medium and heavy trucks range from 100 dBA to 106 dBA. We would like to clarify that those FHWA TNM reference sound levels represent "cruise throttle" emissions for medium and heavy trucks, respectively, and would be a very conservative representation for trucks "idling". However, the revised report utilizes the reference sound level of 106 dBA to represent idling trucks, which is a conservative approach. Trucks in motion are represented as an additional sound source in the model.

The HMMH comment labeled #2 asks what kind of trucks will access the loading docks, e.g. medium trucks or heavy trucks. It is our understanding that both medium trucks and heavy trucks will access the loading docks. Thus, the revised report utilizes reference sound levels for heavy trucks, as mentioned above, to be conservative.

The HMMH comment labeled #3 states that the study should address the effects of backup alarms during trucking activity. The revised report addresses the effects of backup alarms. Those impacts comply with the Hudson Noise Ordinance limits for impulsive sounds, and do not demonstrate the presence of a pure tone condition.

The HMMH comment labeled #4 asked if a single idling truck at the loading docks along the center of the south façade of the building and one truck along the north façade is a realistic scenario. The comment further states that the model should consider a worst-cast scenario in which multiple trucks are idling at the loading docks. The reality is that truck activities are dynamic in nature for any facility, however the traffic study for this project indicates that the facility expects a maximum of approximately four (4) trucks per hour during the peak AM and peak PM hours (i.e. 7 to 9 truck trips). Thus, the revised report assumes

two (2) trucks idling along the north façade and two (2) trucks idling along the south façade (i.e. a total of four (4) idling trucks), which is consistent with the peak hour projections in the traffic study. Furthermore, the revised report assumes that each idling truck will be limited to ten (10) minutes per the Hudson Town Code. This is a conservative approach for demonstrating compliance during late night/early morning hours, when truck traffic is presumably much less than the peak daytime hours.

The HMMH comment labeled #5 states that the trucking operations into and out of the facility appear to have modeled as a line source, which is an accurate statement. Furthermore, the comment asks the report indicate the volume of truck traffic, as well as the operating speed of the trucks used in the model. The revised report states the modeling assumes the volume to be 4.5 trucks per hour, which is consistent with the peak PM hour projections stated above, and an operating speed of 15 miles per hour (mph).

If you have any questions, please call me at 781-890-2220.

Sincerely,

TECH ENVIRONMENTAL, INC.

Marc C. Wallace, QEP, INCE
Vice President

December 2, 2021

Lowell Road Property Owner, LLC
c/o GFI Partners, LLC
Attn: Hayley Palazola
133 Pearl Street, Suite 300
Braintree, MA 02110

Re: Sound Study of 161 Lowell Road, Hudson, NH Ref 4686

Dear Hayley:

Tech Environmental, Inc. (Tech) is pleased to provide this letter report summarizing the results of an acoustic modeling study of the proposed 161 Lowell Road warehouse facility in Hudson, New Hampshire. The goal of this work was to demonstrate that the proposed warehouse development will comply with sound limits in Chapter 249 of the Town of Hudson General Code (herein referred to as Noise Ordinance).

This letter report summarizes the modeling analysis performed for this study. Section 1.0 provides an introduction to the common measures of environmental sound. Section 2.0 presents ambient sound monitoring results, Section 3.0 presents the applicable noise regulations, and Section 4.0 presents the acoustic modeling approach and results. The study concludes that the proposed warehouse development will generate sound level impacts that fully comply with the Town of Hudson Noise Ordinance.

1.0 Common Measures of Environmental Sound

Noise is defined as "unwanted sound", which implies sound pressure levels that are annoying or disrupt activities that people are engaged in. The human sense of hearing is subjective and highly variable between individuals. Noise regulations and guidelines set quantitative limits to the sound pressure level (measured with sound analyzers and predicted with computer models) in order to protect people from sound exposures that most would judge to be annoying or disruptive.

The loudness of a sound is dependent on the radiated energy of the sound source and the propagation and attenuation characteristics of the air. The standard unit of sound pressure level (L_p) is the decibel (dB). A property of the decibel scale is that the sound pressure levels of two separate sounds are not directly additive. For example, if a sound of 40 dB is added to another sound of 40 dB, the total is only a 3 dB increase, not a doubling to 80 dB. For broadband sounds, a 3 dB change is the minimum change perceptible to the human ear. Table 1 presents the perceived change in loudness of different changes in sound pressure levels.

There are various measures of sound pressure designed for different purposes. To establish the background ambient sound level in an area, the L_{90} metric, which is the sound level exceeded 90 percent of the time, is typically used. The L_{90} can also be thought of as the level representing the quietest 10 percent of any time period. The L_{eq}, or equivalent sound level, is the steady-state sound level over a period of time that

has the same acoustic energy as the fluctuating sounds that actually occurred during that same period. It is commonly referred to as the average sound level. The L_{max}, or maximum sound level, represents the one second peak level experienced during a given time period.

TABLE 1

SUBJECTIVE EFFECT OF CHANGES IN SOUND PRESSURE LEVELS

Change in Sound Pressure Level	Perceived Change in Loudness
3 dB	Just perceptible
5 dB	Noticeable
10 dB	Twice (or half) as loud

The acoustic environment in a suburban commercial/residential area, such as that surrounding 161 Lowell Road in Hudson, primarily results from motor vehicle traffic on Route 3 and local roadways. Typical sound levels associated with various activities and environments are presented in Table 2.[1]

TABLE 2

COMMON SOUND LEVELS

Sound Level (dBA)	Common Indoor Sounds	Common Outdoor Sounds
110	Rock Band	Jet Takeoff at 1000’
100	Inside NYC Subway Train	Chain Saw at 3’
90	Food Blender at 3’	Impact Hammer (Hoe Ram) at 50’
80	Garbage Disposal at 3’	Diesel Truck at 100’
70	Vacuum Cleaner at 10’	Lawn Mower at 100’
60	Normal Speech at 3’	Auto (40 mph) at 100’
50	Dishwasher in Next Room	Busy Suburban Area at night
40	Empty Conference Room	Quiet Suburban Area at night
25	Empty Concert Hall	Rural Area at night

[1] U.S. DOT, FHWA, Noise Fundamentals Training Document, Highway Noise Fundamentals, September, 1980.

2.0 Existing Sound Levels

2.1 Long-term Monitoring

To identify the lowest L_{90} background level of the nearest residential areas surrounding the proposed warehouse development, a long-term sound analyzer was used to measure hourly sound levels over a seven-day period, including a weekend, to provide a complete picture of 24-hour sound conditions at the site. The location of the long-term sound level measurements are presented in Figure 1. The long-term sound analyzer measured hourly sound levels and octave band levels from Tuesday, October 5, 2021 through Wednesday, October 13, 2021.

The long-term measurements were collected with a Larson Davis 831 sound level analyzer. This analyzer is equipped with a 1/2" precision condenser microphone and has an operating range of 5 dB to 140 dB, and an overall frequency range of 3.5 to 20,000 Hz. This analyzer meets or exceeds all requirements set forth in the American National Standards Institute (ANSI) Type 1 Standards for quality and accuracy. Prior to and immediately following the measurement session, the sound analyzer was calibrated (no level adjustment was required, therefore it was monitoring accurately) with an ANSI Type 1 calibrator, which has an accuracy traceable to the National Institute of Standards and Technology (NIST). For the measurement sessions, the microphone was fitted with a 7-inch windscreen to negate the effect of air movement across microphone diaphragm. All data were downloaded to a computer following the measurement session for the purposes of storage and further analysis. Sound measurements that included high-frequency natural sounds, such as from insects and birds, were removed and broadband L_{90} sound levels were recalculated.[2]

A summary of the long-term sound measurement results are provided in Table 3. One-hour background levels (L_{90}) ranged from 39 to 52 dBA. The overall sound levels measured are typical of a suburban area located near busy roads. For the long-term measurements the lowest one-hour L_{90} levels of 39 dBA were selected as the existing background sound level at the site. This sound level was measured on Sunday October 10, 2021 between 1:00 a.m. and 6:00 a.m.

[2] Acoustical Society of America, American National Standard ANSI/ASA S3/SC1.100-2014 and ANSI/ASA S12.100 "Methods to Define and Measure the Residual Sound in Protected Natural and Quiet Residential Areas", 2014.

TABLE 3

SUMMARY OF LONG-TERM BASELINE SOUND LEVELS (L_{90}, dBA)
Tuesday, October 5, 2021 to Wednesday, October 13, 2021

Hour Starting	Measured L_{90} Broadband Hourly Sound Levels (dBA)								
	Tues 10/5/21	Wed 10/6/21	Thurs 10/7/21	Fri 10/8/21	Sat 10/9/21	Sun 10/10/21	Mon 10/11/21	Tues 10/12/21	Wed 10/13/21
Midnight	--	40	42	44	41	40	41	40	42
1 a.m.	--	41	42	44	40	39	41	40	42
2 a.m.	--	40	42	44	40	39	41	40	41
3 a.m.	--	41	41	43	40	39	41	40	42
4 a.m.	--	40	41	43	40	39	41	41	43
5 a.m.	--	44	44	44	41	39	42	44	47
6 a.m.	--	46	45	46	41	41	43	45	49
7 a.m.	--	47	47	47	41	42	44	48	51
8 a.m.	--	46	43	46	42	42	42	45	49
9 a.m.	--	43	44	44	43	41	42	47	47
10 a.m.	--	42	43	45	43	42	42	45	45
11 a.m.	--	41	42	44	43	44	44	44	--
Noon	--	41	43	45	42	44	43	48	--
1 p.m.	--	42	43	46	43	44	43	44	--
2 p.m.	--	43	46	46	45	45	47	44	--
3 p.m.	44	44	52	46	45	45	43	44	--
4 p.m.	42	45	46	46	44	44	43	46	--
5 p.m.	42	45	46	46	43	43	43	46	--
6 p.m.	42	47	48	44	43	42	44	48	--
7 p.m.	43	47	47	43	42	42	44	47	--
8 p.m.	41	47	47	42	42	42	43	45	--
9 p.m.	41	45	47	41	41	42	43	45	--
10 p.m.	41	44	46	41	42	41	42	44	--
11 p.m.	41	43	46	41	41	41	41	43	--

* Lowest hourly sound level was measured on Sunday, October 10, 2021 between 1:00 a.m. and 6:00 a.m.

2.2 Short-term Monitoring

Short-term baseline sound levels were measured during the late night hours (12:00 a.m. to 1:56 a.m.) on Wednesday, October 13, 2021 at four (4) additional monitoring locations. Skies were clear with no precipitation; the temperature was 57°F, and wind speeds were calm. The approximate locations of the short-term sound level measurements are presented in Figure 1. One (1) set of sound level measurements, of 20 minutes in duration, was conducted at each of these locations during the late night hours. Broadband A-weighted maximum (L_{max}), average (L_{eq}) and background (L_{90}) sound levels were measured at each location to provide a complete picture of sound conditions in the residential areas surrounding the site.

All short-term (20-minute) sound level measurements were collected by an acoustic engineer using a Brüel & Kjær Model 2250 ANSI Type 1 (high precision) real-time sound level analyzer, which was equipped with a precision condenser microphone, windscreen, and frequency analyzers. This analyzer is equipped with a 1/2" precision condenser microphone and have an operating range of 5 dB to 140 dB, and an overall frequency range of 3.5 to 20,000 Hz. This analyzer meets or exceeds all requirements set forth in the American National Standards Institute (ANSI) Type 1 Standards for quality and accuracy. Prior to, and immediately following, each measurement session, the sound analyzer was calibrated (no level adjustment was required, therefore it was monitoring accurately) with an ANSI Type 1 calibrator, which has an accuracy traceable to NIST. For each measurement session, the microphone was fitted with a 7-inch windscreen to negate the effect of air movement across microphone diaphragm. All data were downloaded to a computer following the measurement session for the purposes of storage and further analysis. Concurrent observations of audible activity from sound-producing sources was recorded by the acoustic engineers. Sound measurements that included high-frequency natural sounds witnessed by Tech, such as from insects and birds, were removed and broadband L_{90} sound levels were recalculated.[3]

A summary of the short-term sound level measurement results is provided in Table 4. The background levels (L_{90}) ranged from 34 to 37 dBA in the late night hours. The dominant sources of sound were distant and local traffic and natural sounds such as birds and insects. The overall sound levels measured are typical of a suburban area located near busy roads.

TABLE 4
SUMMARY OF LATE NIGHT SHORT-TERM SOUND LEVELS (dBA)
SURROUNDING THE PROJECT SITE
Wednesday, October 13, 2021, 12:00 a.m. to 1:34 a.m.

Measured Broadband Sound Levels (dBA)	Location #1: 800 Fox Hollow Drive	Location #2: 500 Fox Hollow Drive	Location #3: Hickory Street & Locust Street	Location #4: Hickory Street & Juniper Street
	12:00 a.m. – 12:20 a.m.	12:24 a.m. – 12:44 a.m.	12:44 a.m. – 1:14 a.m.	1:26 a.m. – 1:56 a.m.
Baseline Sound Level (L_{90})	34	35	37	36

Ambient (L_{90}) sound levels concurrently collected at the long-term monitoring location were not consistent with the short-term monitoring results, presented above. That is, the sound level measured at the long-term monitoring location, during the same time period (42 dBA), was eight (8) dBA more than at Location #1 (800 Fox Hollow Drive, 34 dBA), was seven (7) dBA more than at Location #2 (500 Fox Hollow Drive, 35 dBA), was five (5) dBA more than at Location #3 (Hickory Street & Locus Street, 37 dBA) and was six (6) dBA more than at Location #4 (Hickory Street & Juniper Street, 36 dBA). This is not surprising given that the monitoring locations are varying distances from Route 3 and Route 3A, which are the principal sources of continuous sound in the area.

[3] Acoustical Society of America, American National Standard ANSI/ASA S3/SC1.100-2014 and ANSI/ASA S12.100 "Methods to Define and Measure the Residual Sound in Protected Natural and Quiet Residential Areas", 2014.

Furthermore, the lowest one-hour L_{90} level measured by the long-term monitor of 39 dBA (see Section 2.1) was three (3) dBA less than the sound level measured by the meter during the short-term monitoring. Thus, sound levels measured at the short-term monitoring locations could have been three (3) dBA less if measured on the quietest night (i.e. 10/10/21 at 1:00 a.m.). Thus, this analysis assumes that the lowest ambient sound levels at each of the nearest sensitive locations are three (3) dBA less than was measured during the late night short-term sound monitoring (i.e. 31 dBA at Location #1, 32 dBA at Location #2, 34 dBA at Location #3 and 33 dBA at Location #4).

3.0 Noise Regulations

3.1 New Hampshire

The State of New Hampshire has not established regulations that set community noise exposure criteria. It is up to each individual community to establish noise regulations through community by-laws. Many local communities have some form of community noise ordinance.

3.2 Hudson Noise Ordinance

Noise is regulated under Chapter 249 Noise in the Town's general code. A summary of the applicable quantitative sound limits is presented below.

Under § 249-4. Prohibited noise emissions and conditions, no person or persons owning, leasing or controlling the operations of any source or sources of noise shall willfully, negligently or through failure to provide necessary equipment or facilities or through failure to take necessary precautions make or permit the emission of noise levels or conditions exceeding the following noise limits for the applicable land use:

B. Noise Limit 2: Continuous sound-level limits. No person shall cause the continuous sound level to exceed the following limits, as measured at the applicable locations in accordance with the provisions of § 249-3D(5) of this chapter:

Continuous L_{eq} (One-Hour[3]) Sound Limits (dBA)

Receptor Land Use Category	Daytime	Nighttime
Residential/Rural/Institutional[1]	55	50
Business/Recreational[2]	65	55
Industrial	75	75

[1] Hospitals, schools, places of worship, libraries, public parklands, etc.
[2] Public playgrounds, swimming pools, athletic fields, golf courses, etc.
[3] Where the offending source of noise is nearly constant over a one-hour period, a measurement sampling period of less than one hour, but no less than five minutes, is permitted. This measurement shall be made with the sound-level meter set to slow A-weighting responses.

Note the ordinance defines ambient sound level as the hourly energy-equivalent noise level that is produced by transportation vehicles, natural phenomena and distant activity which is not related to an offending sound source.

C. Noise Limit 3: Impulsive sound-level limits. No person shall cause an impulsive sound level that exceeds the following limits, as measured at the applicable locations in accordance with the provisions of § 249-3D(5) of this chapter:

Impulsive Sound Limits (dBC fast)

Receptor Land Use Category	Daytime	Nighttime
Residential/Rural/Institutional[1]	67	62
Business/Recreational[2]	77	67
Industrial	87	87

[1] Hospitals, schools, places of worship, libraries, public parklands, etc.
[2] Public playgrounds, swimming pools, athletic fields, golf courses, etc.

D. Noise Limit 4: Background referenced sound level. No person shall cause the background noise level, as defined in § 249-2 of this chapter, to increase by more than 10 dBA in any receptor area at any time of day.

Note the ordinance defines background noise as the highest A-weighted sound-pressure level which is exceeded 90% of the time period during which measurement is taken.

E. Noise Level 5: Pure-tone conditions. No person shall produce a pure-tone condition at the nearest receptor buildings or activity areas in rural/residential/institutional or business/recreational/industrial zoned property.

Note the ordinance defines a "pure tone" condition occurs when any octave band sound pressure level exceeds both of the two adjacent octave band sound pressure levels by 3 dB or more.

F. Noise Level 6: High noise-level areas. In areas where the ambient sound level is already as high as or higher than three dB below the sound-level limits of Noise Limit 2, no person shall cause the noise level in any area to increase by more than three dB. This limit is in lieu of Noise Limit 2, but shall not supersede any other noise limit as defined in this chapter.

The Noise Ordinance limits for continuous sounds from the project are 55 dBA during daytime hours and 50 dBA during nighttime hours. Continuous sound level impacts from the proposed warehouse development may not exceed those levels. The Noise Ordinance limits for background sounds are 49 dBA in the areas off of Lowell Road and Friars Drive, 41 dBA in the area of Location #1 (800 Fox Hollow Drive, 42 dBA in the area of Location #2 (500 Fox Hollow Drive), 44 dBA in the area of Location #3 (Hickory Street & Locust Street), and 43 dBA in the area of Location #4 (Hickory Street & Juniper Street). Background sound level impacts from the proposed warehouse development may not exceed those levels. The Noise Ordinance limits for impulsive sounds from the project are 67 dBC during daytime hours and 62 dBC during nighttime hours. A "pure tone" condition occurs when any octave band sound pressure level exceeds both of the two adjacent octave band sound pressure levels by 3 dB or more.

4.0 Modeling Assumptions and Results

This section describes the modeling approach and assumptions included in our acoustic modeling analysis, and predicted sound levels at the residences nearest to the proposed warehouse development.

4.1 Modeling Assumptions

Future sound levels of the proposed warehouse development were calculated with the CadnaA acoustic model assuming both continuous and background sources associated with the facility. The assumptions in our noise modeling analysis are as follows:

1. The location of the proposed warehouse development and associated grading was based on revised site plans by The Dubay Group, Inc.[4] The plans show the proposed location of the warehouse building in the center of the lot, with loading docks to the north and south, and with car and trailer parking stalls in all directions surrounding the building. The location of the building and loading docks are unchanged in the revised site plans, however the buffer between the parking areas and the property lines have been increased. Furthermore, the revised site plans include a raised berm to the west of the warehouse development.
2. The primary sources of continuous operational sounds are rooftop-mounted heating, ventilation, and air conditioning (HVAC) equipment, and rooftop units (RTUs) on top of the building. Other sound sources assumed to be continuous are heavy trucks traveling to and from the facility, and four (4) trucks idling in the loading dock areas prior to leaving the facility. The modeling assumes that each idling truck will be limited to ten (10) minutes per the Hudson Town Code[5,6], and the volume of heavy trucks traveling to and from the facility to be 4.5 trucks per hour with an operating speed of 15 miles per hour (mph).
3. The primary sources of background operational sounds are rooftop-mounted heating, ventilation, and air conditioning (HVAC) equipment, and rooftop units (RTUs) on top of the building.
4. The primary sources of impulsive operational sounds are backup alarms in the loading dock areas when trucks are arriving to the facility.
5. The proposed warehouse development will operate up to 24 hours per day, seven days per week.

4.2 Future Sound Levels

Cadna-A is a sophisticated 3-D model for sound propagation and attenuation based on International Standard ISO 9613.[7] Atmospheric absorption is the process by which sound energy is absorbed by the air and was calculated using ANSI S1.26-1995.[8] Absorption of sound assumed standard conditions and is

[4] Friars Drive, Tax Map 209, Lot 001-000, 161 Lowell Road, Hudson, NH, Project #475. August 3, 2021, Revision November 23, 2021.
[5] Hudson Town Code Chapter 249 (Noise), §249-4(J)(2) prohibits a vehicle from idling in excess of 10 minutes.
[6] The modeling assumes an acoustical usage factor of 17% for the idling trucks, assuming each idles no more than 10 minutes in an hour.
[7] International Standard, ISO 9613-2, Acoustics – Attenuation of Sound During Propagation Outdoors, -- Part 2 General Method of Calculation.
[8] American National Standards Institute, ANSI S1.26-1995, American National Standard Method for the Calculation of the

significant at large distances and at high frequencies. ISO 9613 was used to calculate propagation and attenuation of sound energy by hemispherical divergence with distance, surface reflection, ground, and shielding effects by barriers, buildings, and ground topography. Offsite topography was determined using MassGIS digital terrain models.[9] The residential modeling locations are illustrated in Figure 2.

The predicted maximum sound levels are conservative because:

1. The model assumes a ground-based temperature inversion, such as may occur on a clear, calm night when sound propagation is at a maximum. This worst-case condition is infrequent.
2. The model assumes that all rooftop equipment operate at maximum load simultaneously (a worst-case condition not likely to occur).
3. The model assumes that truck traffic occurs at all hours of the day and night, although the Town of Hudson currently limits commercial truck traffic from any Town road after 7:00 pm and until 6:00 am, except by special permit.[10] This is a conservative approach.
4. The model assumes that all trucks are heavy trucks, although it is our understanding that both medium trucks and heavy trucks will access the site. This is a conservative approach.

Sound levels were predicted for the continuous operation of HVAC equipment and RTUs on top of the building, as well as heavy trucks traveling to and from the facility, trucks idling at the loading docks and backup alarms at the loading docks when trucks arrive at the facility. The reference sound levels for all sound sources are presented in Appendix A. The locations of the sound sources are illustrated as graphical inputs in Appendix B.

Continuous Sound Levels

Table 5 summarizes the modeling results for the continuous sound level impacts from the warehouse development. The primary sources of continuous sounds are HVAC equipment, RTUs, and heavy trucks. Those impacts range from 29 dBA to 45 dBA at the nearest residential property lines. The sound level impacts of the warehouse development at locations further away would be even less. Furthermore, the modeled sound level impact at the nearest residences does not demonstrate the presence of a pure tone condition. Table 5 confirms that the proposed warehouse development will comply with the Hudson Noise Ordinance limits for continuous sounds (i.e. 55 dBA daytime/50 dBA nighttime). Graphics that show sound level contours for continuous sounds are illustrated in Appendix C. Furthermore, a table of predicted octave band sound levels to demonstrate compliance with the pure tone condition of the Noise Ordinance are presented in Appendix E.

Absorption of Sound by the Atmosphere, 1995.

[9] https://docs.digital.mass.gov/dataset/massgis-data-digital-terrain-model-dtm-files

[10] Chapter 317 Trucks, commercial vehicles and heavy vehicles in the Town's general code (§ 317-13(B)).

TABLE 5

CONTINUOUS SOUND LEVELS FROM THE WAREHOUSE DEVELOPMENT

Sensitive Receptor Location	Sound Level Impact of Project	Hudson Limit (Day/Night)	Complies?
7 Juniper Street	29 dBA	55/50 dBA	**Yes**
26 Hickory Street	30 dBA	55/50 dBA	**Yes**
24 Hickory Street	30 dBA	55/50 dBA	**Yes**
22 Hickory Street	30 dBA	55/50 dBA	**Yes**
20 Hickory Street	31 dBA	55/50 dBA	**Yes**
18 Hickory Street	32 dBA	55/50 dBA	**Yes**
16 Hickory Street	33 dBA	55/50 dBA	**Yes**
14 Hickory Street	34 dBA	55/50 dBA	**Yes**
12 Hickory Street	34 dBA	55/50 dBA	**Yes**
10 Hickory Street	35 dBA	55/50 dBA	**Yes**
8 Hickory Street	35 dBA	55/50 dBA	**Yes**
Fox Hollow Apartments	32 to 45 dBA	55/50 dBA	**Yes**
145 Lowell Road	33 dBA	55/50 dBA	**Yes**
149 Lowell Road	37 dBA	55/50 dBA	**Yes**
153 Lowell Road	43 dBA	55/50 dBA	**Yes**
155 Lowell Road	42 dBA	55/50 dBA	**Yes**
Friars Court Apartments	44 to 45 dBA	55/50 dBA	**Yes**
171 Lowell Road	45 dBA	55/50 dBA	**Yes**
173 Lowell Road	43 dBA	55/50 dBA	**Yes**

Background Sound Levels

Table 6 summarizes the modeling results for the background sound level impacts from the warehouse development. The primary sources of background sounds are HVAC equipment, and RTUs. Those impacts range from 24 dBA to 35 dBA at the nearest residential property lines. The sound level impacts of the warehouse development at locations further away would be even less. These projected sound levels are greater than the existing lowest ambient sound levels of 31 dBA to 39 dBA (see Section 2.0). The predicted total sound level during the quietest late night and early morning periods would therefore range from 32 dBA to 40 dBA. And, the resulting change in sound level would range from approximately + 0 dBA to + 2 dBA, which are less than the Hudson Noise Ordinance limit of + 10 dBA. Furthermore, the modeled sound level impact at the nearest residences does not demonstrate the presence of a pure tone condition. Table 6 confirms that the proposed warehouse development will comply with the Hudson Noise Ordinance limits for background sounds (i.e. less than a 10 dBA increase). Graphics that show sound level contours for background sounds are illustrated in Appendix D. Furthermore, a table of predicted octave band sound levels to demonstrate compliance with the pure tone condition of the Noise Ordinance are presented in Appendix E.

TABLE 6

BACKGROUND SOUND LEVELS FROM THE WAREHOUSE DEVELOPMENT

Sensitive Receptor Location	Lowest Ambient Sound Level	Sound Level Impact of Project	Total Future Sound Level	Sound Level Increase
7 Juniper Street	33 dBA	24 dBA	34 dBA	**+ 1 dBA**
26 Hickory Street	33 dBA	26 dBA	34 dBA	**+ 1 dBA**
24 Hickory Street	33 dBA	26 dBA	34 dBA	**+ 1 dBA**
22 Hickory Street	33 dBA	28 dBA	34 dBA	**+ 1 dBA**
20 Hickory Street	33 dBA	28 dBA	34 dBA	**+ 1 dBA**
18 Hickory Street	33 dBA	30 dBA	35 dBA	**+ 2 dBA**
16 Hickory Street	34 dBA	31 dBA	36 dBA	**+ 2 dBA**
14 Hickory Street	34 dBA	31 dBA	36 dBA	**+ 2 dBA**
12 Hickory Street	34 dBA	30 dBA	36 dBA	**+ 2 dBA**
10 Hickory Street	34 dBA	29 dBA	35 dBA	**+ 1 dBA**
8 Hickory Street	34 dBA	27 dBA	35 dBA	**+ 1 dBA**
Fox Hollow Apartments	31 to 32 dBA	25 to 30 dBA	32 to 34 dBA	**+ 1 to + 2 dBA**
145 Lowell Road	39 dBA	27 dBA	39 dBA	**+ 0 dBA**
149 Lowell Road	39 dBA	28 dBA	40 dBA	**+ 1 dBA**
153 Lowell Road	39 dBA	32 dBA	40 dBA	**+ 1 dBA**
155 Lowell Road	39 dBA	33 dBA	40 dBA	**+ 1 dBA**
Friars Court Apartments	39 dBA	35 dBA	40 dBA	**+ 1 dBA**
171 Lowell Road	39 dBA	30 dBA	40 dBA	**+ 1 dBA**
173 Lowell Road	39 dBA	29 dBA	39 dBA	**+ 0 dBA**

Impulsive Sound Levels

Table 7 summarizes the modeling results for the impulsive sound level impacts from the warehouse development. The primary sources of impulsive operational sounds are backup alarms in the loading dock areas when trucks are arriving to the facility. Those impacts range from 25 dBA to 53 dBC at the nearest residential property lines. The sound level impacts of the warehouse development at locations further away would be even less. Furthermore, the modeled sound level impact at the nearest residences does not demonstrate the presence of a pure tone condition. Table 7 confirms that the proposed warehouse development will comply with the Hudson Noise Ordinance limits for impulsive sounds (i.e. 67 dBC daytime/62 dBC nighttime). Furthermore, a table of predicted octave band sound levels to demonstrate compliance with the pure tone condition of the Noise Ordinance are presented in Appendix E.

TABLE 7

IMPULSIVE SOUND LEVELS FROM THE WAREHOUSE DEVELOPMENT

Sensitive Receptor Location	Sound Level Impact of Project	Hudson Limit (Day/Night)	Complies?
7 Juniper Street	34 dBC	67/62 dBC	**Yes**
26 Hickory Street	33 dBC	67/62 dBC	**Yes**
24 Hickory Street	31 dBC	67/62 dBC	**Yes**
22 Hickory Street	29 dBC	67/62 dBC	**Yes**
20 Hickory Street	25 dBC	67/62 dBC	**Yes**
18 Hickory Street	26 dBC	67/62 dBC	**Yes**
16 Hickory Street	30 dBC	67/62 dBC	**Yes**
14 Hickory Street	35 dBC	67/62 dBC	**Yes**
12 Hickory Street	37 dBC	67/62 dBC	**Yes**
10 Hickory Street	38 dBC	67/62 dBC	**Yes**
8 Hickory Street	38 dBC	67/62 dBC	**Yes**
Fox Hollow Apartments	39 to 53 dBC	67/62 dBC	**Yes**
145 Lowell Road	39 dBC	67/62 dBC	**Yes**
149 Lowell Road	41 dBC	67/62 dBC	**Yes**
153 Lowell Road	45 dBC	67/62 dBC	**Yes**
155 Lowell Road	44 dBC	67/62 dBC	**Yes**
Friars Court Apartments	29 to 30 dBC	67/62 dBC	**Yes**
171 Lowell Road	49 dBC	67/62 dBC	**Yes**
173 Lowell Road	48 dBC	67/62 dBC	**Yes**

4.3 Conclusions

An acoustic modeling study was performed revealing that the proposed 161 Lowell Road warehouse development in Hudson, New Hampshire will not create a noise nuisance condition and will fully comply with the Hudson Noise Ordinance.

If you have any questions, please call me at 781-890-2220.

Sincerely,

TECH ENVIRONMENTAL, INC.

Marc C. Wallace, QEP, INCE
Vice President

4686/161 Lowell Road Sound Study rev 12-2-2021

Figure 1
Sound Monitoring Locations
161 Lowell Road Warehouse Development, Hudson, NH

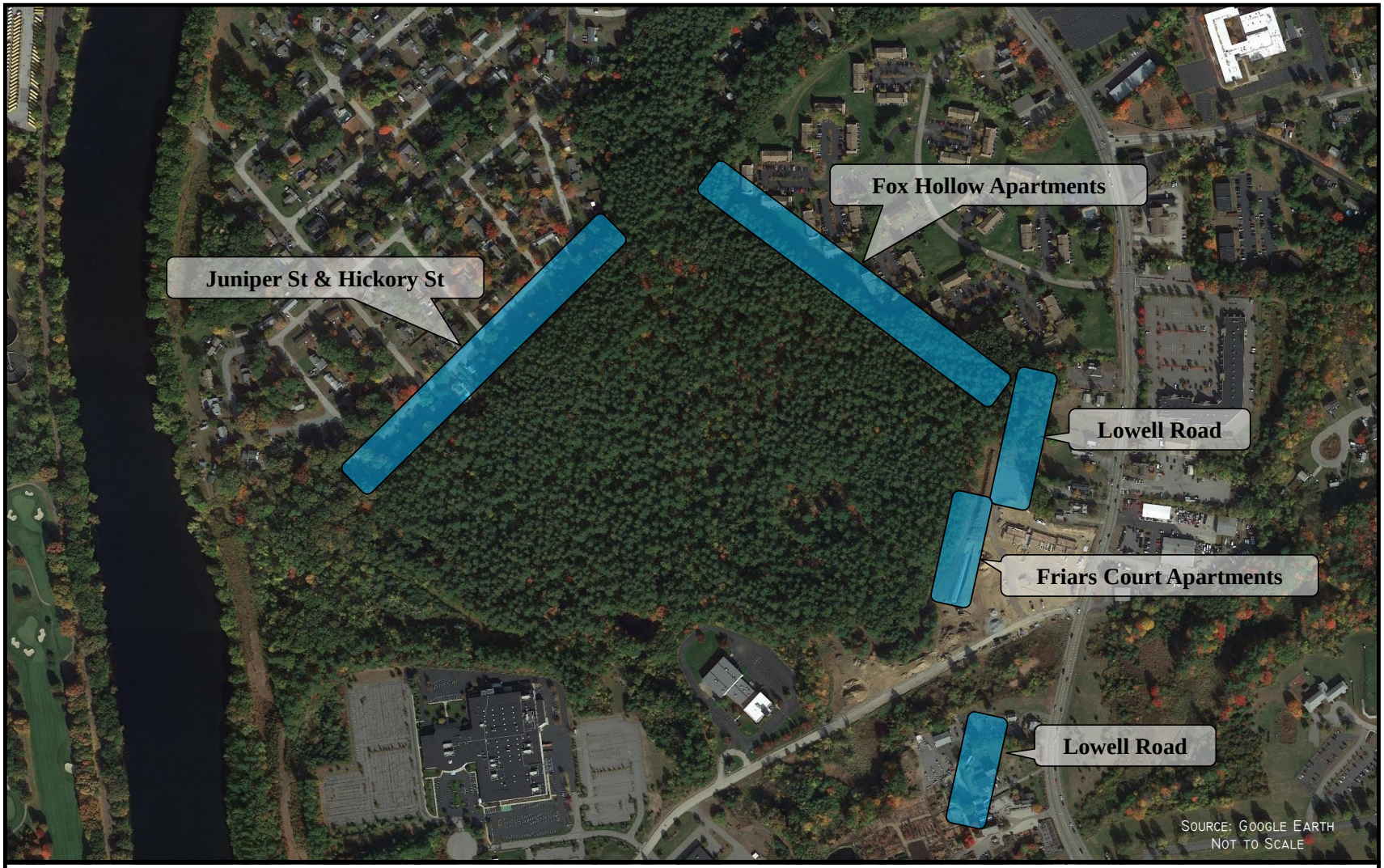
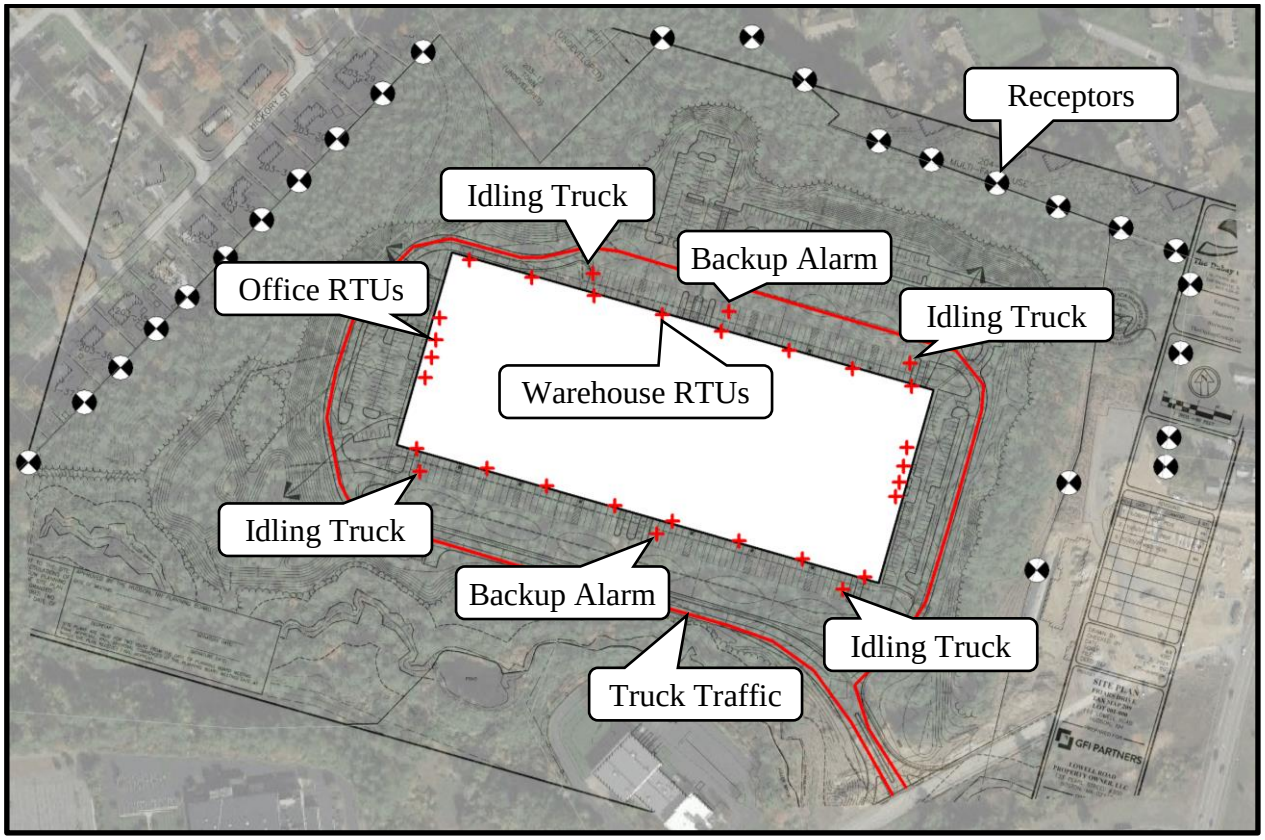


Figure 2
Residential Modeling Locations
161 Lowell Road Warehouse Development, Hudson, NH

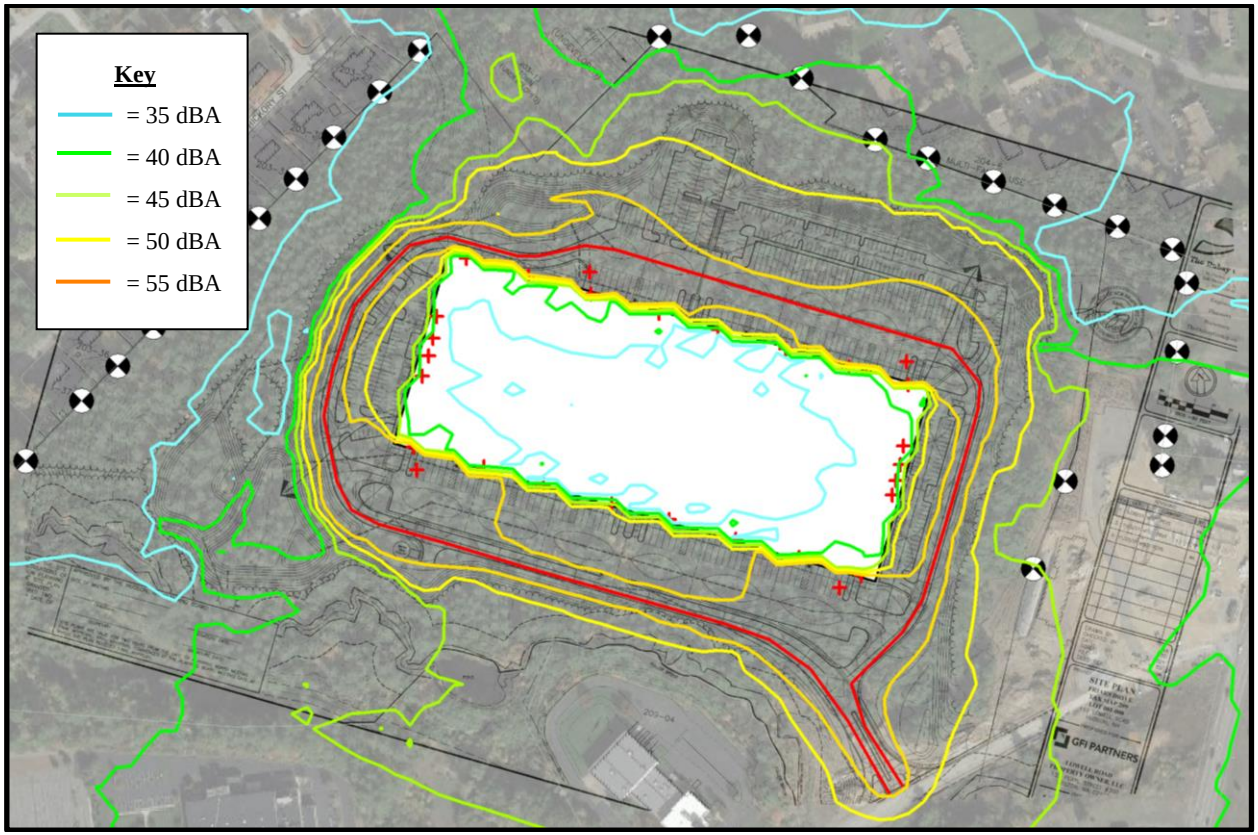
APPENDIX A – REFERENCE SOUND POWER LEVELS (Lw, dB)

Sound Source	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1K Hz	2K Hz	4K Hz	8K Hz	Total (dBA)
Office RTUs	89	89	85	82	80	77	74	71	66	**83**
Warehouse RTUs	96	88	80	77	72	72	69	67	63	**78**
Idling Trucks	78	87	96	100	100	101	100	98	93	**106**
Truck Traffic	72	81	90	94	94	95	94	92	87	**100**
Backup Alarms	0	0	0	0	104	105	104	0	0	**109**

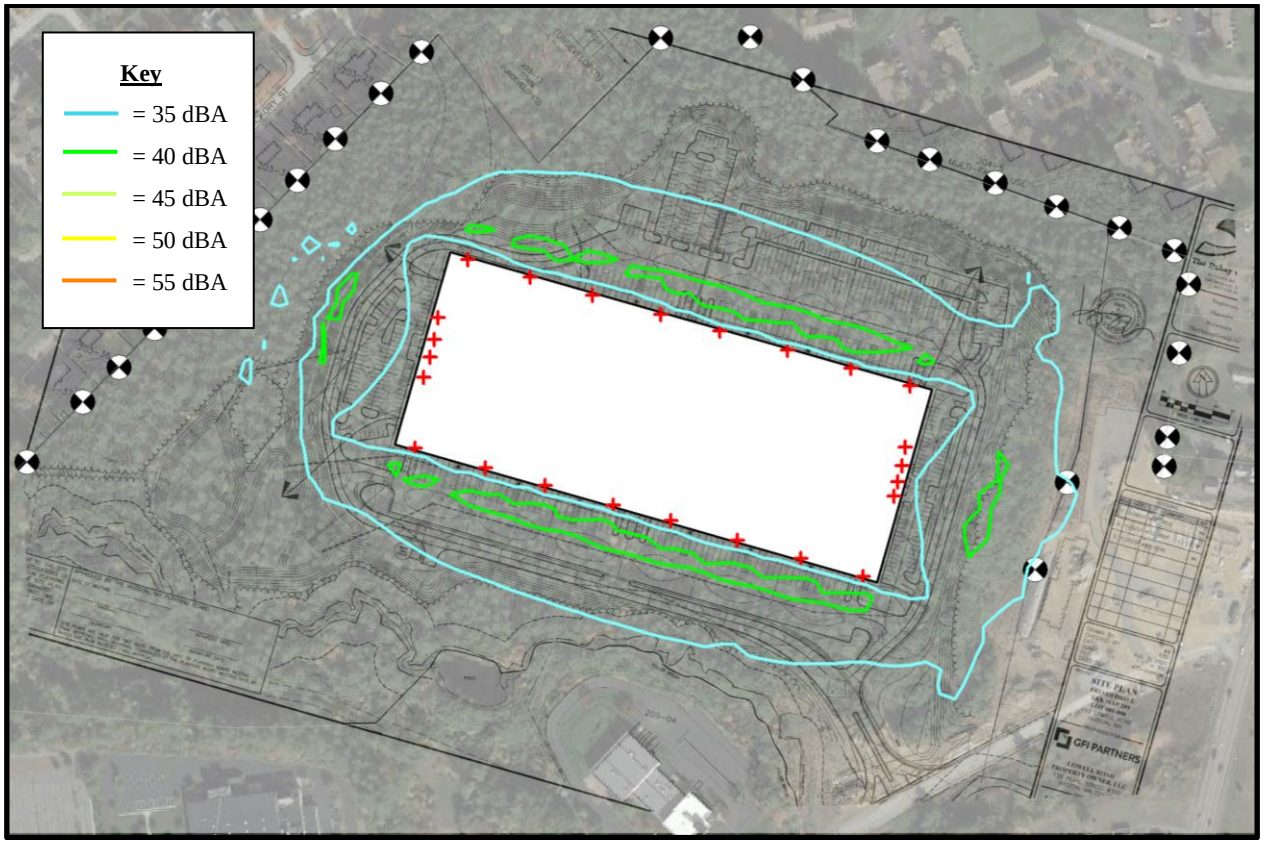
APPENDIX B – GRAPHICAL INPUTS OF ACOUSTIC MODEL



APPENDIX C – GRAPHICAL OUTPUT OF ACOUSTIC MODEL FOR CONTINUOUS SOUNDS



APPENDIX D – GRAPHICAL OUTPUT OF ACOUSTIC MODEL FOR BACKGROUND SOUNDS



APPENDIX E – OCTAVE BAND RESULTS & PURE TONE ASSESSMENTS (dB)

Continuous Sound Level Impacts of Project (i.e. Modeling Results)

Sensitive Receptor Location	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1K Hz	2K Hz	4K Hz	8K Hz	Total (dBA)
7 Juniper Street	44	39	31	29	27	25	19	7	0	**29**
26 Hickory Street	46	40	33	29	27	26	21	11	0	**30**
24 Hickory Street	44	40	33	30	27	25	19	10	0	**30**
22 Hickory Street	45	41	34	30	28	26	19	11	0	**30**
20 Hickory Street	44	41	35	31	28	26	20	12	0	**31**
18 Hickory Street	45	42	36	32	29	28	22	14	0	**32**
16 Hickory Street	46	43	37	33	30	29	23	15	0	**33**
14 Hickory Street	48	44	37	33	31	29	24	16	0	**34**
12 Hickory Street	50	44	37	33	31	30	25	17	0	**34**
10 Hickory Street	50	43	36	33	31	31	27	19	0	**35**
8 Hickory Street	49	42	34	32	31	31	27	19	0	**35**
Fox Hollow Apartments #1	50	43	35	34	33	34	31	23	0	**38**
Fox Hollow Apartments #2	49	41	33	31	29	29	24	15	0	**33**
Fox Hollow Apartments #3	50	42	34	33	32	32	28	20	0	**36**
Fox Hollow Apartments #4	51	43	38	35	37	39	36	29	6	**43**
Fox Hollow Apartments #5	52	44	39	37	38	41	39	32	12	**45**
Fox Hollow Apartments #6	51	44	36	37	36	36	33	27	8	**40**
Fox Hollow Apartments #7	51	43	36	35	33	32	28	19	0	**36**
Fox Hollow Apartments #8	50	43	36	35	34	33	28	19	0	**37**
Fox Hollow Apartments #9	49	43	35	33	31	30	24	14	0	**34**
Fox Hollow Apartments #10	47	41	34	32	30	29	23	13	0	**32**
145 Lowell Road	48	42	35	32	30	30	25	16	0	**33**
149 Lowell Road	49	44	37	34	33	34	30	23	1	**37**
153 Lowell Road	50	45	39	35	36	39	37	29	8	**43**
155 Lowell Road	49	44	39	35	36	39	36	29	8	**42**
Friars Court Apartments #1	51	47	41	37	38	41	38	33	18	**44**
Friars Court Apartments #2	50	46	42	38	39	42	39	34	19	**45**
171 Lowell Road	49	43	38	36	38	42	40	33	16	**45**
173 Lowell Road	48	41	36	34	36	40	37	29	6	**43**

APPENDIX E – OCTAVE BAND RESULTS & PURE TONE ASSESSMENTS (dB)

Assumed Background Sound Level*

Measured L_{90} Hourly Sound Level	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1K Hz	2K Hz	4K Hz	8K Hz	Pure Tone?
Sunday, 10/10/2021, 1:00 am	62	56	50	43	37	31	25	27	18	**No**

* The sound level measured by the long term meter at the quietest hour of the seven-day monitoring period. Background sound levels at other times were higher. This is a conservative approach for demonstrating compliance with the pure tone restriction.

Estimated Total Continuous Sound Levels & Pure Tone Assessment

Sensitive Receptor Location	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1K Hz	2K Hz	4K Hz	8K Hz	Pure Tone?
7 Juniper Street	62	56	50	43	37	32	26	27	18	**No**
26 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
24 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
22 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
20 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
18 Hickory Street	62	56	50	43	37	33	27	27	18	**No**
16 Hickory Street	62	56	50	43	38	33	27	27	18	**No**
14 Hickory Street	62	56	50	43	38	33	28	27	18	**No**
12 Hickory Street	62	56	50	43	38	34	28	27	18	**No**
10 Hickory Street	62	56	50	43	38	34	29	28	18	**No**
8 Hickory Street	62	56	50	43	38	34	29	28	18	**No**
Fox Hollow Apartments #1	62	56	50	43	38	36	32	28	18	**No**
Fox Hollow Apartments #2	62	56	50	43	37	33	28	27	18	**No**
Fox Hollow Apartments #3	62	56	50	43	38	34	30	28	18	**No**
Fox Hollow Apartments #4	62	56	50	44	40	40	37	31	18	**No**
Fox Hollow Apartments #5	62	56	50	44	41	42	39	33	19	**No**
Fox Hollow Apartments #6	62	56	50	44	39	37	34	30	18	**No**
Fox Hollow Apartments #7	62	56	50	44	38	35	30	28	18	**No**
Fox Hollow Apartments #8	62	56	50	44	38	35	30	28	18	**No**
Fox Hollow Apartments #9	62	56	50	43	38	33	28	27	18	**No**
Fox Hollow Apartments #10	62	56	50	43	38	33	27	27	18	**No**
145 Lowell Road	62	56	50	43	38	33	28	27	18	**No**
149 Lowell Road	62	56	50	43	38	36	31	28	18	**No**
153 Lowell Road	62	56	50	44	40	40	37	31	18	**No**
155 Lowell Road	62	56	50	44	39	39	36	31	18	**No**
Friars Court Apartments #1	62	56	50	44	41	41	38	34	21	**No**
Friars Court Apartments #2	62	56	50	44	41	42	39	35	21	**No**
171 Lowell Road	62	56	50	44	41	42	40	34	20	**No**
173 Lowell Road	62	56	50	43	39	40	37	31	18	**No**

APPENDIX E – OCTAVE BAND RESULTS & PURE TONE ASSESSMENTS (dB)

Background Sound Level Impacts of Project (i.e. Modeling Results)

Sensitive Receptor Location	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1K Hz	2K Hz	4K Hz	8K Hz	Total (dBA)
7 Juniper Street	44	39	31	24	21	20	13	3	0	**24**
26 Hickory Street	46	40	32	25	23	22	16	6	0	**26**
24 Hickory Street	44	40	33	26	23	22	16	7	0	**26**
22 Hickory Street	45	41	34	27	24	23	17	9	0	**28**
20 Hickory Street	44	41	34	28	25	24	18	10	0	**28**
18 Hickory Street	45	42	36	29	27	26	20	13	0	**30**
16 Hickory Street	46	43	36	30	28	27	21	14	0	**31**
14 Hickory Street	48	44	37	30	28	27	22	15	0	**31**
12 Hickory Street	50	44	36	30	27	26	21	14	0	**30**
10 Hickory Street	50	43	35	28	25	24	18	11	0	**29**
8 Hickory Street	49	42	33	27	23	22	16	8	0	**27**
Fox Hollow Apartments #1	50	43	33	27	23	23	17	9	0	**27**
Fox Hollow Apartments #2	49	41	31	25	21	20	14	5	0	**25**
Fox Hollow Apartments #3	50	42	32	26	22	22	16	8	0	**26**
Fox Hollow Apartments #4	51	43	33	28	24	23	18	10	0	**28**
Fox Hollow Apartments #5	52	44	34	29	25	25	20	13	0	**29**
Fox Hollow Apartments #6	51	44	34	29	25	25	20	13	0	**29**
Fox Hollow Apartments #7	51	43	34	28	25	24	19	12	0	**29**
Fox Hollow Apartments #8	50	43	35	29	26	26	21	13	0	**30**
Fox Hollow Apartments #9	49	43	34	28	25	24	18	10	0	**28**
Fox Hollow Apartments #10	47	41	33	26	23	22	16	7	0	**27**
145 Lowell Road	48	42	33	27	24	23	18	9	0	**28**
149 Lowell Road	49	44	36	30	28	28	23	15	0	**32**
153 Lowell Road	50	44	37	31	29	29	25	17	0	**33**
155 Lowell Road	49	44	37	31	29	29	25	17	0	**33**
Friars Court Apartments #1	51	46	40	33	31	31	26	20	5	**35**
Friars Court Apartments #2	50	46	40	33	31	30	26	20	5	**35**
171 Lowell Road	49	42	34	29	26	26	22	13	0	**30**
173 Lowell Road	48	41	33	27	25	25	20	9	0	**29**

APPENDIX E – OCTAVE BAND RESULTS & PURE TONE ASSESSMENTS (dB)

Assumed Background Sound Level*

Measured L_{90} Hourly Sound Level	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1K Hz	2K Hz	4K Hz	8K Hz	Pure Tone?
Sunday, 10/10/2021, 1:00 am	62	56	50	43	37	31	25	27	18	**No**

* The sound level measured by the long term meter at the quietest hour of the seven-day monitoring period. Background sound levels at other times were higher. This is a conservative approach for demonstrating compliance with the pure tone restriction.

Estimated Total Background Sound Levels & Pure Tone Assessment

Sensitive Receptor Location	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1K Hz	2K Hz	4K Hz	8K Hz	Pure Tone?
7 Juniper Street	62	56	50	43	37	31	25	27	18	**No**
26 Hickory Street	62	56	50	43	37	31	25	27	18	**No**
24 Hickory Street	62	56	50	43	37	31	26	27	18	**No**
22 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
20 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
18 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
16 Hickory Street	62	56	50	43	37	32	27	27	18	**No**
14 Hickory Street	62	56	50	43	37	32	27	27	18	**No**
12 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
10 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
8 Hickory Street	62	56	50	43	37	31	26	27	18	**No**
Fox Hollow Apartments #1	62	56	50	43	37	32	26	27	18	**No**
Fox Hollow Apartments #2	62	56	50	43	37	31	25	27	18	**No**
Fox Hollow Apartments #3	62	56	50	43	37	31	26	27	18	**No**
Fox Hollow Apartments #4	62	56	50	43	37	32	26	27	18	**No**
Fox Hollow Apartments #5	62	56	50	43	37	32	26	27	18	**No**
Fox Hollow Apartments #6	62	56	50	43	37	32	26	27	18	**No**
Fox Hollow Apartments #7	62	56	50	43	37	32	26	27	18	**No**
Fox Hollow Apartments #8	62	56	50	43	37	32	26	27	18	**No**
Fox Hollow Apartments #9	62	56	50	43	37	32	26	27	18	**No**
Fox Hollow Apartments #10	62	56	50	43	37	31	26	27	18	**No**
145 Lowell Road	62	56	50	43	37	32	26	27	18	**No**
149 Lowell Road	62	56	50	43	37	33	27	27	18	**No**
153 Lowell Road	62	56	50	43	37	33	28	27	18	**No**
155 Lowell Road	62	56	50	43	37	33	28	27	18	**No**
Friars Court Apartments #1	62	56	50	43	38	34	29	28	18	**No**
Friars Court Apartments #2	62	56	50	43	38	34	29	28	18	**No**
171 Lowell Road	62	56	50	43	37	32	27	27	18	**No**
173 Lowell Road	62	56	50	43	37	32	26	27	18	**No**

APPENDIX E – OCTAVE BAND RESULTS & PURE TONE ASSESSMENTS (dB)

Impulsive Sound Level Impacts of Project (i.e. Modeling Results)

Sensitive Receptor Location	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1K Hz	2K Hz	4K Hz	8K Hz	Total (dBC)
7 Juniper Street	0	0	0	0	31	30	24	0	0	**34**
26 Hickory Street	0	0	0	0	31	29	22	0	0	**33**
24 Hickory Street	0	0	0	0	29	26	18	0	0	**31**
22 Hickory Street	0	0	0	0	26	25	17	0	0	**29**
20 Hickory Street	0	0	0	0	22	20	14	0	0	**25**
18 Hickory Street	0	0	0	0	24	22	17	0	0	**26**
16 Hickory Street	0	0	0	0	28	26	19	0	0	**30**
14 Hickory Street	0	0	0	0	32	31	25	0	0	**35**
12 Hickory Street	0	0	0	0	33	33	28	0	0	**37**
10 Hickory Street	0	0	0	0	34	34	29	0	0	**38**
8 Hickory Street	0	0	0	0	34	34	29	0	0	**38**
Fox Hollow Apartments #1	0	0	0	0	42	41	38	0	0	**45**
Fox Hollow Apartments #2	0	0	0	0	39	38	33	0	0	**42**
Fox Hollow Apartments #3	0	0	0	0	41	40	36	0	0	**44**
Fox Hollow Apartments #4	0	0	0	0	42	48	46	0	0	**50**
Fox Hollow Apartments #5	0	0	0	0	44	50	49	0	0	**53**
Fox Hollow Apartments #6	0	0	0	0	43	43	41	0	0	**47**
Fox Hollow Apartments #7	0	0	0	0	41	41	36	0	0	**45**
Fox Hollow Apartments #8	0	0	0	0	39	38	33	0	0	**42**
Fox Hollow Apartments #9	0	0	0	0	38	37	32	0	0	**41**
Fox Hollow Apartments #10	0	0	0	0	36	35	30	0	0	**39**
145 Lowell Road	0	0	0	0	36	35	29	0	0	**39**
149 Lowell Road	0	0	0	0	37	37	33	0	0	**41**
153 Lowell Road	0	0	0	0	36	42	40	0	0	**45**
155 Lowell Road	0	0	0	0	36	42	40	0	0	**44**
Friars Court Apartments #1	0	0	0	0	25	25	21	0	0	**29**
Friars Court Apartments #2	0	0	0	0	26	26	22	0	0	**30**
171 Lowell Road	0	0	0	0	40	46	45	0	0	**49**
173 Lowell Road	0	0	0	0	39	45	43	0	0	**48**

APPENDIX E – OCTAVE BAND RESULTS & PURE TONE ASSESSMENTS (dB)

Assumed Background Sound Level*

Measured L_{90} Hourly Sound Level	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1K Hz	2K Hz	4K Hz	8K Hz	Pure Tone?
Sunday, 10/10/2021, 1:00 am	62	56	50	43	37	31	25	27	18	**No**

* The sound level measured by the long term meter at the quietest hour of the seven-day monitoring period. Background sound levels at other times were higher. This is a conservative approach for demonstrating compliance with the pure tone restriction.

Estimated Total Impulsive Sound Levels & Pure Tone Assessment

Sensitive Receptor Location	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1K Hz	2K Hz	4K Hz	8K Hz	Pure Tone?
7 Juniper Street	62	56	50	43	38	33	27	27	18	**No**
26 Hickory Street	62	56	50	43	38	33	27	27	18	**No**
24 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
22 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
20 Hickory Street	62	56	50	43	37	31	25	27	18	**No**
18 Hickory Street	62	56	50	43	37	31	26	27	18	**No**
16 Hickory Street	62	56	50	43	37	32	26	27	18	**No**
14 Hickory Street	62	56	50	43	38	34	28	27	18	**No**
12 Hickory Street	62	56	50	43	38	35	30	27	18	**No**
10 Hickory Street	62	56	50	43	39	36	31	27	18	**No**
8 Hickory Street	62	56	50	43	39	36	31	27	18	**No**
Fox Hollow Apartments #1	62	56	50	43	43	42	38	27	18	**No**
Fox Hollow Apartments #2	62	56	50	43	41	39	34	27	18	**No**
Fox Hollow Apartments #3	62	56	50	43	42	41	36	27	18	**No**
Fox Hollow Apartments #4	62	56	50	43	43	48	46	27	18	**No**
Fox Hollow Apartments #5	62	56	50	43	45	50	49	27	18	**No**
Fox Hollow Apartments #6	62	56	50	43	44	44	41	27	18	**No**
Fox Hollow Apartments #7	62	56	50	43	42	41	37	27	18	**No**
Fox Hollow Apartments #8	62	56	50	43	41	39	34	27	18	**No**
Fox Hollow Apartments #9	62	56	50	43	40	38	33	27	18	**No**
Fox Hollow Apartments #10	62	56	50	43	39	36	31	27	18	**No**
145 Lowell Road	62	56	50	43	39	36	31	27	18	**No**
149 Lowell Road	62	56	50	43	40	38	33	27	18	**No**
153 Lowell Road	62	56	50	43	40	43	40	27	18	**No**
155 Lowell Road	62	56	50	43	39	42	40	27	18	**No**
Friars Court Apartments #1	62	56	50	43	37	32	26	27	18	**No**
Friars Court Apartments #2	62	56	50	43	37	32	27	27	18	**No**
171 Lowell Road	62	56	50	43	42	47	45	27	18	**No**
173 Lowell Road	62	56	50	43	41	45	43	27	18	**No**