
MEMORANDUM

To: Town of Hudson, Planning Board
Cc: Brian Groth, Planning Director
From: Hayley Palazola, Lowell Road Property Owner, LLC
Subject: Response to Planning Board and Public Comments from Dec 15th 2021
Date: January 20, 2022

The purpose of this memorandum is to provide responses to the comments made by the Town of Hudson Planning Board members and the Public during the December 15th continued Site Plan Application Public Hearing for the proposed development at 161 Lowell Road Hudson, NH.

1. Lowell Road is full and cannot accept more traffic.

The applicant has completed a full traffic impact analysis for the proposed project that has been peer reviewed and accepted by the Town's third-party traffic expert. Peak hour traffic along Lowell Road is between 2000-3000 vehicles per hour. Traffic from this development adds 50 and 55 trips to Lowell Road during morning and evening peak hours, respectively. This level of new traffic falls within normal day-to-day traffic variations and has no significant impact on the corridor.

2. Impact to wildlife will be extreme in that there is insufficient land left to allow reasonable survival of wildlife.

The applicant has revised the proposed project plans to retain an additional 4.6 acres of wooded buffers for a total of 66% green space remaining on the 75-acre parcel. In addition, the applicant has committed to a +/- 23-acre protective covenant surrounding the project development on three sides which will allow for a natural wildlife corridor from the Riverfront area.

3. There is no upside to the Town excepting for tax revenues.

The proposed project brings significant benefits to the Town of Hudson. In addition to the annual \$675,000+ in reoccurring tax revenue, the project will bring job and economic growth to the Sagamore Industrial Park, Hudson's largest concentration of employment. Most importantly, it will increase the commercial tax base and in return keep residential taxes low for Hudson town residents. Industrial development is shown to have a net positive impact on communities, with little impacts on the Town's resources.

5. There will be a negative impact on the environment as a result of all of the pavement and buildings.

The applicant has revised the proposed project plans to retain an additional 4.6 acres of wooded buffers for a total of 66% green space on the 75-acre parcel. In addition, the applicant has committed to a +/- 23-acre protective covenant surrounding the project development on three sides, which will allow for a natural wildlife corridor from the Riverfront area.

6. The site is 100 yards from the Fox Hollow Condominium.

The proposed project includes a required 200' setback buffer from all three residential abutting developments. The proposed building is +/- 535' away from the nearest Fox Hollow Condo building, 325' from the closest truck parking spot, and 210' from the nearest employee parking aisle. The proposed building grade is at +/- 160' while the Fox Hollow existing grade is +/- 188' and average second floor elevation is +/- 203'. This is a 43-foot elevation drop from the Fox Hollow Condominium 2nd floor window to the proposed project grade.

For perspective, Lowell Rd (3A), is 185 feet from Fox Hollow Condos which sees between 2000-3000 car trips during the peak hour and has continuous 24/7 traffic. The proposed project will limit truck traffic between the hours of 6am-7pm.

7. No trucks should be allowed to park between the building and the Fox Hollow Condominium.

The proposed building is +/- 535' away from the nearest Fox Hollow Condo building and 325' from the closest truck parking spaces. For perspective, Lowell Rd (3A), is 185 feet from Fox Hollow Condos which sees between 2000-3000 car trips during the peak hour and has continuous 24/7 traffic. The proposed project will limit truck traffic between the hours of 6am-7pm.

8. The amount of the property being paved is too extreme leaving too little percentage of green area.

The applicant has revised the proposed project plans to retain an additional 4.6 acres of wooded buffers for a total of 66% green space remaining on the 75-acre parcel. In addition, the applicant has committed to a +/- 23-acre protective covenant surrounding the project development on three sides which will allow for a natural wildlife corridor from the Riverfront area.

9. There will be air, noise and light pollution from the building and parking areas to Fox Hollow Condominium.

The proposed project plans include full lighting design plans (beginning on pg. 58 of the Plan Set on the Town's website.) and show the limits of the zero footcandle point x point calculations at grade to be well within the limits of the property boundary. A foot-candle is a determination of horizontal light intensity at a point(s). The calculation grid shows points at 20 ft. X 20 ft. at ground level–The proposed project specifies Full Cut Off lighting fixtures that are designed to be consistent with Dark Sky Friendly lighting principles. Full Cut Off is an IESNA (Illuminating Engineering Society of North America) classification for fixtures that do not emit up light and direct all of their output downward. Full Cut Off fixtures are less bright to the human eye when viewed from a distance, as they significantly reduce offensive glare from the source. Details of this classification are published in the IESNA Technical Manual TM-15. The project lighting statistics are included below. Average foot-candle for the exterior pavement of a commercial warehouse facility is between 3-5 fc. In addition, we have compared other exterior commercial uses to illustrate how our project of an avg FC of 3.3 fc compares below.

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Entire Calculation Area	+	0.8 fc	14.0 fc	0.0 fc	N/A	N/A
Paved	✕	3.3 fc	14.0 fc	0.7 fc	20.0:1	4.7:1

<i>Commercial Use</i>	<i>Avg. Exterior fc</i>
<i>Office Building Parking Lot</i>	<i>1.5-2 fc</i>
<i>Friars Drive Warehouse Facility</i>	<i>3.3 fc</i>
<i>Hospital Parking Lot</i>	<i>4-5 fc</i>
<i>CVS/Rite Aid Parking Lot</i>	<i>5-6 fc</i>
<i>Gas Station Canopy</i>	<i>12-15 fc</i>

10. There needs to be a designated idling spot for layover truckers, particularly away from Fox Hollow and Hickory Street.

The applicant and future landlord of this proposed facility does not allow for layover truckers to stay on the leased premises. This is enforced through the Lease Agreement with the tenants. If the Landlord finds that the tenants are not following all federal, state, local and other governmental statutes, laws, rules, regulations, ordinances, and governmental or judicial orders affecting the Leased Premises or the Building, including permitting overnight, layover truck vehicles on the property, they are in default of their lease and subject to fines or further, eviction.

11. Peak hours of traffic and/or trucking do not apply to truckers in that they come and go as they please.

All federal, state, local and other governmental statutes, laws, rules, regulations, ordinances, and governmental or judicial orders affecting the Leased Premises or the Building, and further any governmental permits (including zoning, development, and special use permits) which are necessary for the lawful operation of the Leased Premises for the Permitted Use are all clauses pulled from the applicant's existing Lease Agreement forms. Any tenant found in default of their Lease Agreement is subject to fines and further eviction from the property. Based on the applicant's experience and current portfolio across many New England municipalities, the Tenant's ensure their truck drivers abide by all the provisions of the Lease Agreement and all governmental statutes.

Based on the applicant's experience with warehouse users, Tenants typically employ a logistics and supply chain management team to coordinate the timing of delivery and truck arrivals. In 2017, the Federal Motor Carrier Safety Administration (FMCSA) rolled out new hours of service (HOS) regulations for all drivers operating commercial motor vehicles (CMVs) to comply with.

In addition, all drivers are required to use Electronic Logging Devices (ELDs) congressionally mandated as a part of MAP-21 and intended to help create a safer work environment for drivers, and make it easier and faster to accurately track, manage, and share records of duty status (RODS) data. The logistic operators know where their drivers are at all times and provide them with resources of where to stay along the truck routes prior to reaching their final destination.

12. Back up alarms will be heard throughout the night.

In conformance with the Town by laws, Truck traffic will be restricted on town roads from the hours of 7pm-6am. The applicant completed a Noise Study with a conservative approach using assumptions the

facility would not restrict truck traffic to those hours and includes truck idling. Even with these additional assumptions, the proposed warehouse remains compliant with the Town's noise ordinance. The sound study has been peer reviewed and accepted to as being compliant with the Town's noise ordinance. The applicant's most recent plan submission includes no idling signage.

Based on the proposed shift schedule and limitations on town roads, the applicant does not expect to have truck idling and backing up during the late night and early morning hours. Although the proposed facility is open 24/7, based on our experience with other similar warehouse uses, vast majority of the activities occur inside the warehouse preparing for the next day's shipments.

13. Property values at Fox Hollow will go down because no one will want to live there.

The Fox Hollow development is currently assessed based on its proximity to General zoned land, direct access off State highway 3A (Lowell Rd) and the Sagamore Industrial Park which allows for our project's proposed use. The Town's master plan anticipated this use, therefore values based upon a known future use will not change due to permitted construction, particularly where the use complies with the restrictions of light and sound ordinances and where additional mitigation is incorporated in the planned development. There is no study that suggests that the abutting property values will be impacted negatively.

To the contrary, the new tax revenue generated from our proposed project will add significant value to the Town's overall tax base and annual budgets. Communities that experience economic growth and increased budgets for spending on schools, infrastructure, town departments historically result in higher home values.

14. There will be an extreme problem with the smells of fuel and regeneration fluids from idling trucks.

The project will fully comply with U.S. Environmental Protection Agency (EPA) Clean Air Act (CAA). New Hampshire regulations help to minimize the health and environmental impacts of idling by establishing a limit on the amount of time that engines are permitted to idle. If the outside temperature is above 32 ° F, maximum idling time is 5 minutes.

Furthermore, the project assumes that each idling truck will be limited to ten (10) minutes per the Town Ordinance (per §249-4(J)(2)). The applicant has revised the plan set to include no idling signage at the entrance to the project site.

15. Will the fencing be on the property line or in the woods?

The proposed fencing along the Fox Hollow Condo development and the Friars Court Apartments will be set off of the property line by 10' to allow for a buffer of natural woodlands before the fence is seen. The fencing along Hickory Street is located on the top of the 20' landscape berm located approximately 250' from the property line and behind the existing wooded buffers that will remain.

16. The type of fencing proposed, metal fencing, between Fox Hollow and the building, is inappropriate and it should be the same kind of fencing as proposed along the Hickory Street border.

The applicant met with the Fox Hollow Condo Association on January 5, 2022 at the Fox Hollow Condo clubhouse to discuss possible fencing materials and specifications. During the meeting the applicant agreed to install an 8' dark green vinyl coated chain link fence with dark green privacy slats. The fence is to be installed 10' off the applicant's property line to allow for maintenance on either side and provide a wooded buffer prior to the fence line. The applicant has agreed to lift the fence +/- 6" off

the ground to allow for a wildlife corridor in the event NH Fish & Game requests this during the review of the applicant's AOT application review.

17. The proposed traffic will impact the ability of the fire station, schools and nursing homes located on Lowell Road to access their venues.

Peak hour traffic along Lowell Road is between 2000-3000 vehicles per hour. Traffic from this development adds 50 and 55 trips to Lowell Road during morning and evening peak hours, respectively. This level of new traffic falls within normal day-to-day traffic variations and has little impact on the corridor. Typical impacts at each intersection are less than 1 sec of delay for through movements, and queue length increases of one car or less.

Even at the Sagamore Bridge intersection, which carries the most project-related traffic, this project adds less than one new vehicle per cycle at the signal, and the impacts even at the Sagamore Bridge interchange are negligible. These impacts have been peer reviewed and accepted.

In addition, access to our project site can occur at multiple intersections along Lowell Road, including Flagstone Drive, Executive Drive, Hampshire Drive and travel through the Sagamore Industrial Park.

18. Currently, residing in Fox Hollow, you don't hear any noise after darkness and therefore all noises on the site will be extra loud.

The Town Ordinance limits the increase of the background noise level to no more than ten (10) dBA in any receptor area at any time of day (per §249-4(D)).

The Sound Study of 161 Lowell Road, Hudson, NH by Tech Environmental, Inc. was approved by the Town's peer review sound consultant after being prepared October 15, 2021, revised November 3, 2021 per peer review comments and findings, and revised again December 22, 2021. The Town's consultant found that the proposed warehouse development will fully comply with the Town Ordinance limits for increases in the background noise level. Specifically, the sound study concludes that the resulting change in background noise level would range from +0 dBA to +2 dBA at the surrounding residential areas, which are less than the Town Ordinance allowable limit of +10 dBA.

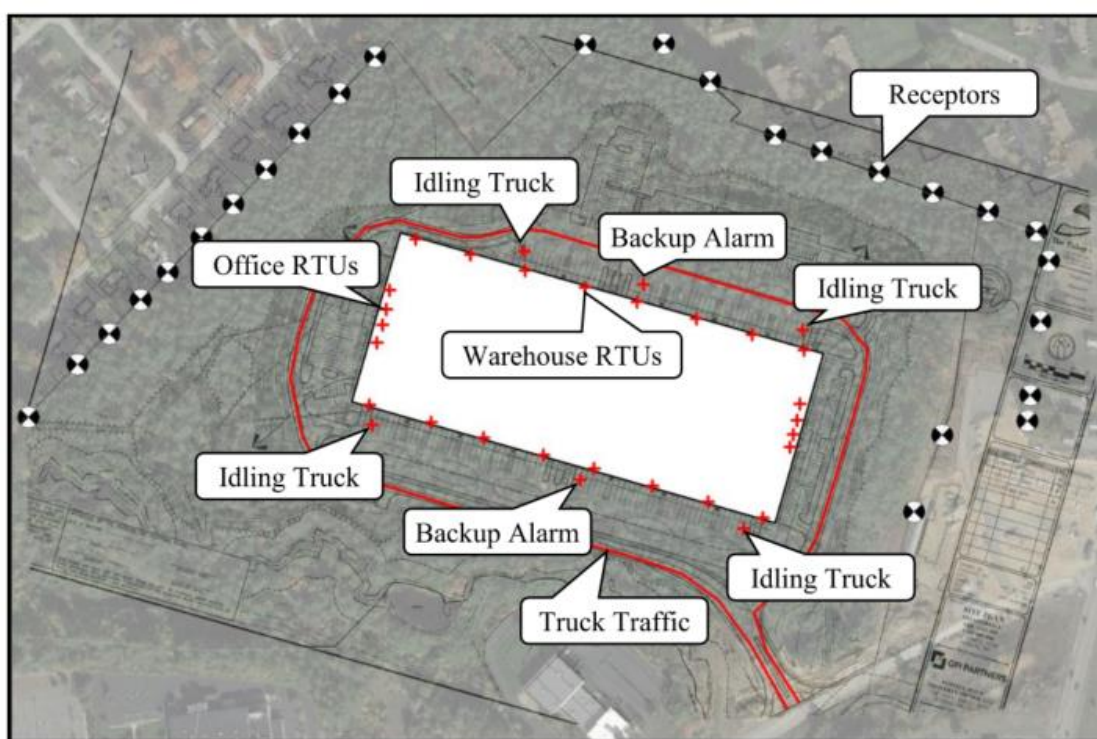
The Town of Hudson's Noise Ordinance regulates continuous sound levels, impulsive sound levels, background sound levels, and pure-tone sound levels. The accepted sound study for the project completed both long term and short-term monitoring sound levels to measure the lowest levels of background sounds. The overall sound levels were typical of a suburban area located near busy roads and the results of the sound monitoring can be found in the applicant's Sound Study, final revised December 22, 2021 and posted on the Town's website <https://www.hudsonnh.gov/planning/page/friars-drive-industrial-facility>.

The Sound study modeled sound from warehouse operations including backup alarms, warehouse roof top units, idling trucks and truck movements (see below).

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



19. Warehousing is an unnecessary industrial intrusion in this zone.

The project site is the last remaining vacant parcel in the Sagamore Industrial Park. The Sagamore Industrial Park is Hudson’s largest industrial district and the town’s largest concentration of employment. According to the Nashua Regional Planning Commission, Hudson Economic Development Assessment date June 12, 2018, market demand in the region is currently strongest for industrial type development, with particularly strong demand for warehousing & distribution. Industrial development also offers strong job creation potential with relatively high wages. The Sagamore Industrial Park is home to an extensive list of companies ranging from both small to national corporations and its proximity to Route 3 and the Interstate network makes this project location extremely attractive to potential users and potential employers for the local economy.

Warehousing is fundamental to the success of any physical goods business, not just used by third party logistics and ecommerce delivery companies. It allows companies big and small to stock inventory, repack and use shipping solutions at scale. Warehousing and the demand for warehouse space is more important now than it has ever been due to the supply chain shortages and challenges as well as the need to manufacture and store goods domestically. The warehouse often supports a manufacturing operation nearby, giving businesses enough room to store, package, and ship their products. A warehouse makes this possible, so you don't need to work out of your office or home. The warehouse is only one element of the supply chain but plays a major part in the entire success.

20. There are currently traffic jams on Lowell Road every morning, and when the trucks are first trying to arrive, because the time frame for local roads is limited, there will be increased traffic jams in the morning.

The roadway peak hour was measured by 2019 traffic counts in the HLC study. It shows the morning roadway peak is 715-815am; and the evening roadway peak is 415-515 pm. NHDOT has 24-hour counts taken in 2017 (the most recent pre-COVID data) that show the am peak at 7-8am, and pm peak at 5-6pm.

The peak traffic generated by the project occurs at shift change, which the applicant has agreed to schedule during off-peak hours. Our model shift schedule shows the morning shift change at 5-6am (145 new trips), and the evening shift change at 2-3pm (275 new trips). At these hours, the traffic volume on Lowell Road drops by nearly 600 vehicles in the morning, and nearly 800 in the evening. Even with higher shift change volume, there is substantially less total traffic on the corridor at these times than during the roadway peak hours.

21. The applicant should present a 3-dimensional picture of the proposed building and improvement area.

*During the applicant's first public hearing in October, we presented a 3D rendering of the proposed project site. This presentation was sent to the Planning Board and can be found on the Town's website. Based on the applicant's revisions to the proposed site plan, an updated rendering for the project is included in this memo as **Exhibit A**.*

22. Where will the tractor trailers be parking offsite when they cannot get onto the property at night?

Based on the applicant's experience with warehouse users, the tenant typically employs a logistics and supply chain management team to coordinate the timing of delivery and truck arrivals. In 2017 the Federal Motor Carrier Safety Administration (FMCSA) rolled out new hours of service (HOS) regulations for all drivers operating commercial motor vehicles (CMVs) must comply.

In addition, all drivers are required to use Electronic Logging Devices (ELDs) congressionally mandated as a part of MAP-21 and intended to help create a safer work environment for drivers, and make it easier and faster to accurately track, manage, and share records of duty status (RODS) data. The logistic operators know where their drivers are at all times and provide them with resources of where to stay along the truck routes prior to reaching their final destination.

*The applicant created a list and location map to show where the nearest overnight truck stops are located that provide food, showers, and overnight parking. In addition, the applicant included nearby Walmart stores that allow for overnight vehicle parking. The map link is provided below and attached to this memo as **Exhibit B**.*

<https://www.google.com/maps/d/u/0/edit?mid=1oUIwKgPZSQOntWMUNGXCAYxm69UfPnx&usp=sharing>.

23. Where will tractor trailers be parking onsite now that the parking area for tractor trailers has moved from the side of the property facing Hickory Drive?

The proposed project site contains 46 trailer storage spaces after the elimination of trailer parking along Hickory Street. The proposed plan also includes 104 loading docks. It is important to note, the trailer storage spaces are overflow parking as needed and that users park trailers at the loading dock spaces. Because this is a speculative development, we don't have the final user's requirement for the number of loading doors. This was a conservative approach, and it is possible the truck trailer spaces will not be needed.

24. There are significant cottontail rabbit species onsite and the wildlife assessment needs to be more specific about what will happen once the construction occurs.

The New England cottontail rabbit was not one of the species included in the Wildlife Assessment because the qualified wildlife biologist concluded the habitat on site does not support this species. There is some potential habitat closer to the river, but that is well outside of the scope of the project and is not in danger of being developed or lost. The dominant habitat onsite is open woods which is not used by cottontails, as they are too vulnerable to prey and depend on thick, dense shrub cover for protection. As noted on the NHF&G website they use "Early successional habitat, shrublands, shrub wetlands". None of this exists on the north side of the brook and the brook itself is a wide-open stream with large mature trees on both sides

25. The buffers that are present won't keep the noise from drifting from the developed portion of the property to the boundary lines.

The Town Ordinance limits the increase of the background noise level to no more than ten (10) dBA in any receptor area at any time of day (per §249-4(D)). The Sound Study of 161 Lowell Road, Hudson, NH by Tech Environmental, Inc. prepared October 15, 2021, revised November 3, 2021 per peer review comments and findings, and revised again December 22, 2021 and approved by the Town's peer review sound consultant found that the proposed warehouse development will fully comply with the Town's Noise Ordinance.

26. The decibels of truck noise is not far from train decibel level and we know that trains can be heard all night long from quite a distance.

Please see answer to question No. 21 and the applicant's complete sound study which has been peer reviewed and approved by the Town's peer review sound consultant HMMH.

27. The proposed fencing along Fox Hollow boundary will have no impact on noise reduction and the metal fencing is ugly.

The proposed fencing along Fox Hollow was not intended to reduce noise. Based on the sound study completed by the applicant's sound engineer Tech Environmental there is no need for sound barriers as the existing site design complies with the Town's noise ordinance. In addition, the proposed grade of the warehouse facility is 28' below the Fox Hollow development grade and 43' below the 2nd floor window of the nearest Fox Hollow condo building.

The applicant met with the Fox Hollow Condo Association on January 5, 2022 at the Fox Hollow Condo clubhouse to discuss possible fencing materials and specifications. During the meeting the applicant agreed to install an 8' dark green vinyl coated chain link fence with dark green privacy slats. The fence is to be installed 10' off the applicant's property line to allow for maintenance on either side and provide a wooded buffer prior to the fence line. The applicant has agreed to lift the fence +/- 6" off the ground to allow for a wildlife corridor in the event NH Fish & Game provides these comments during the review of the applicant's AOT application review.

28. This type of industry should not be located on the border of single-family residential properties such as Hickory Street.

The project site is the last remaining vacant parcel in the Sagamore Industrial Park. The Sagamore Industrial Park is Hudson's largest industrial district and the town's largest concentration of employment. According to the Nashua Regional Planning Commission, Hudson Economic Development Assessment date June 12, 2018, market demand in the region is currently strongest for industrial type development, with particularly strong demand for warehousing & distribution. Industrial development also offers strong job creation potential with relatively high wages.

The Sagamore Industrial Park is home to an extensive list of companies ranging from both small to national corporations and its proximity to Route 3 and the Interstate network makes this project location extremely attractive to potential users and potential employers for the local economy.

29. The proposed hill with increased berm is not enough, even with a fencing at the top.

The proposed hill along Hickory Street is 20' above the residential homes existing grade and 775' long. In addition, there is a 6' stockade fence on top of the hill for added screening. For perspective, the height of a regulation basketball hoop is 10' tall. The hill will be double in height and almost double the length of the building's west wall. The applicant has included 3D renderings of this view from the warehouse side on Exhibit A.

30. Why isn't there a sound barrier proposed like there was for the Hudson Logistics Center?

Based on the sound study completed by the applicant's sound engineer Tech Environmental there is no need for sound barriers as the existing site design complies with the Town's noise ordinance. In addition, the proposed grade of the warehouse facility is 28' below the Fox Hollow development grade and 43' below the 2nd floor window of the nearest Fox Hollow condo building. Please refer to the applicant's sound study on the Town's website.

31. The plantings in the disturbed portion of the buffer do not seem to be sufficient enough to create any type of landscape screen.

The plantings along the landscaped berm are in addition to the +/-215' wooded buffer that will remain in place. The applicant has proposed a protective covenant of 23 acres along the boundary of the proposed development that will restrict the cutting down of the natural wooded buffers.

32. Can the limitation on white noise backups be required and will it be listed on the site plan and posted on signs on the property?

The applicant has agreed to encourage future tenants to use white noise back up alarms. In addition, the applicant has prepared a sound study that included assumptions on back up alarm noise throughout

the day and found that even with these assumptions the proposed warehouse will fully comply with the Town's noise ordinance.

33. The traffic study is still not of sufficient detail to reflect what is actually going to occur from 2:00 p.m. on until 6:00 p.m. on Lowell Road.

The peak traffic generated by the project occurs at shift change, which the applicant has agreed to schedule during off-peak hours. Our model shift schedule shows the am shift change at 5-6am (145 new trips), and the pm shift change at 2-3pm (275 new trips). At these hours, the traffic volume on Lowell Road drops by nearly 600 vehicles in the am, and nearly 800 in the pm. Even with higher shift change volume, there is substantially less total traffic on the corridor at these times than during the roadway peak hours.

34. Who will maintain the proposed fences and why is chain link versus stockade proposed along the Fox Hollow boundary?

The applicant and property owner of the proposed project will maintain the fences proposed on the property.

35. 6 foot fence is insufficient, and a minimum of 8 feet should be required.

Confirmed, the applicant has agreed to install an 8' fence along the property line abutting the Fox Hollow Condo development and the Friars Court Apartment complex. The 6' fence along Hickory Street is on top of a 20' landscape berm.

36. As to the Town property adjacent to the site, will the Town paper road end at the property line or will it go into the project?

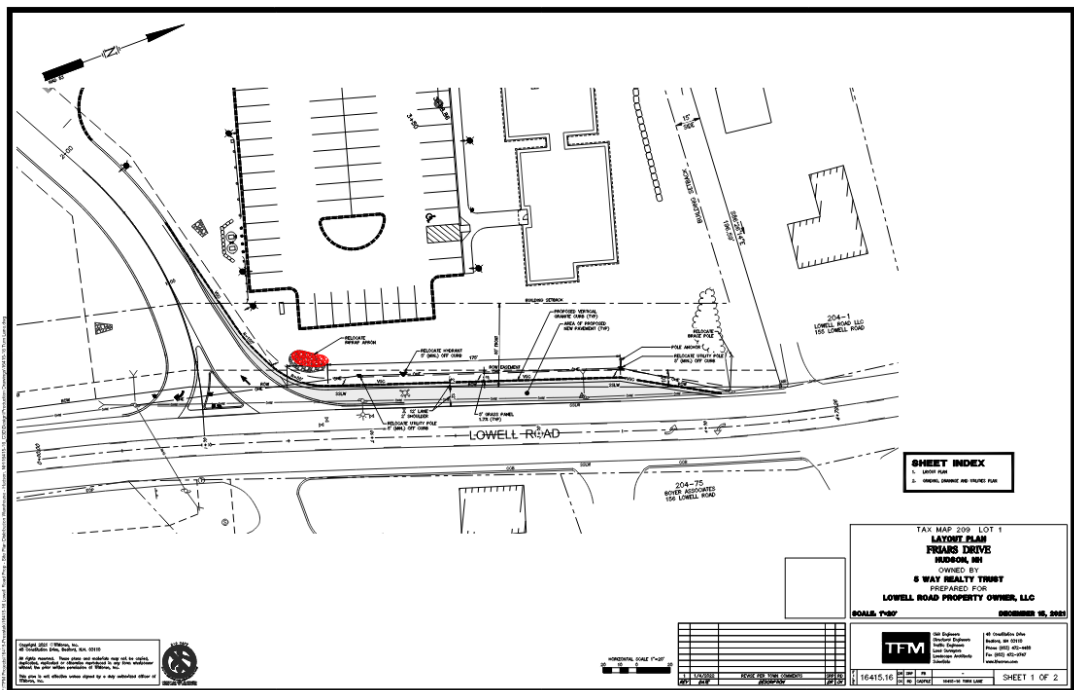
There are no future plans for the Town to create a road into the project site. In addition, the applicant has included the 100' buffer surrounding the Town's property in the proposed protective covenant that would limit any future tree clearing or grading of this area.

37. There is a hawk's nest in the middle of the property which is proposed to be excavated, will the hawk's nest be removed?

The applicant is not aware of the hawk's nest that was mentioned by the resident abutter but will maintain best practices during construction to protect any wildlife habitats that may exist and will seek guidance from our wildlife scientist.

38. How will you control trucks heading off the site and going north on Lowell Road from Friar's Drive?

The applicant has included signage on site to direct all truck traffic right out of the project site. In addition, the curb design of the intersection at Friars Drive and Lowell Road does not allow for a left turn. Similar to the rest of the town's traffic laws, we expect the police will take action if the future tenants are not abiding by the traffic laws. See below for a snapshot of the proposed intersection design which is currently being constructed.



39. Isn't the traffic study inaccurate given that GPSs direct all traffic to the site to go north on Lowell Road and take a left at the Irving station?

The applicant has completed a full traffic study that has been peer reviewed and accepted by the Town's peer review traffic expert consultant.

40. Has anyone looked at the increase in accidents at the intersection of Lowell Road and Flagstone Drive?

The applicant's traffic study includes crash data. The traffic study has been peer reviewed and accepted by the Town's peer review traffic expert consultant.

41. What is going to be mitigation or control over the noise during the construction? How long will construction last and what will be the hours of operation of the construction?

Construction work hours will comply with the Town of Hudson ordinances which limit construction from 7am-7pm and no exterior construction on Sundays. We expect construction to take anywhere from 16 -18 months but is dependent on many factors including timing of entitlements, design, construction materials.

42. There will be a negative impact on home values during construction.

We do not believe the current construction along Friars Drive has had negative impact on property values during construction and therefore do not believe the proposed construction at our site will have any impact on home values.

43. Will the shift changes occur at the same time as the school arrival and departure times? If so, perhaps the shift changes need to be modified so as to avoid traffic safety issues.

The peak traffic generated by the project occurs at shift change, which the applicant has agreed to schedule during off-peak hours. Our model shift schedule shows the am shift change at 5-6am (145 new trips), and the pm shift change at 2-3pm (275 new trips). At these hours, the traffic volume on Lowell Road drops by nearly 600 vehicles in the morning, and nearly 800 in the evening. Even with higher shift change volume, there is substantially less total traffic on the corridor at these times than during the roadway peak hours.

44. There was a concern over the pollutants from vehicles driving on the pavement being absorbed into infiltration basins and polluting into the ground. What is the control?

The applicant has designed the plans to include proper storm drainage controls including possible runoff. The fully engineered plan set is being reviewed by the Town's peer review consultant to ensure the stormwater designs meet all requirements and standards. In addition, the proposed project is currently under NHDES AOT application review and has been designed to comply with the state's standards.

45. Will there be pollution from the site into the catch basins which are located near the brook and as a result, there will be pollution of the brook?

The applicant has designed the plans to include proper storm drainage controls including possible runoff. The full engineered plan set is being reviewed by the Town's peer review consultant to ensure the stormwater designs meet all requirements and standards. In addition, the proposed project is currently under NHDES AOT application review and has been designed to comply with the state's standards.

46. The proposed height of lighting needs to be reduced from 35 feet to a lower height so as to not shine on abutting properties.

The proposed lighting is designed to comply with all federal and state safety codes. As answered in question no. 9 the lighting plan submitted as part of the full plan set from the applicant demonstrates light from the proposed parking lot fixtures will not bleed into adjacent properties and is well within the proposed project property boundaries.

47. There has been no peer review of wetland delineation or of the wildlife study and it should be required.

The wildlife study is currently under review as part of the NHDES AOT application. The proposed project does not include any wetland impacts or wetland buffer impacts. The proposed project is located ¼ mile to the river.

48. Study shows a 24-hour distribution of traffic although there is a 13-hour limitation for in and out, therefore the traffic study is faulty.

The applicant's traffic study is based on the proposed warehouse operation that will run 24/7. The traffic study shows cars and trucks into the site between 6am-7pm and shows only cars arriving at the facility during 7pm-6am. A proposed shift schedule was included as part of the traffic study and as part of the applicant's response memo presented at the Planning Board public hearing on December 15, 2021. These can both be found on the Town's website.

49. Are existing operating facilities included in the recent 2020 ITE warehouse data?

Yes, the 2020 ITE warehouse data includes all the existing warehouse data to date and at the traffic scoping meeting this past fall with the Town, the applicant and traffic engineer, the applicant was instructed to include two additional proposed projects in the traffic analysis, the Friars Court Apartments, and the expansion of 36 Executive Drive.

50. The applicant should present actual traffic data from actual sites so that the public can see whether or not the actual data matches the estimated data from ITE.

ITE data is based on actual traffic counts taken and used as a metric to predict future traffic volume.

51. There should be a real estate value analysis showing before and after values of residential real estate near industrial development.

The surrounding abutting properties are currently assessed based on their proximity to General zoned land and the Sagamore Industrial Park which allows for our project's proposed use. The Town's master plan anticipated this use, therefore values based upon a known future use will not change strictly because that permitted use is constructed. This is particularly true for a project like this, when the use complies with the restrictions of light and sound ordinances and when additional mitigations are incorporated. There is no study that suggests abutting home values will be negatively impacted.

In addition, the new tax revenue generated from our proposed project alone will add significant value to the Town's overall tax base and annual budgets. Communities that experience economic growth and increased budgets for spending on schools, infrastructure, town departments historically result in higher home values.

52. Does there really have to be traffic on a 7-day basis?

It is important for commercial business operations to allow for traffic to and from the property on a 7-day basis. Truck traffic will be limited on town roads between the hours of 6am and 7pm.

53. When will Fish & Game review the wildlife report?

The applicant has filed the NHDES AOT application and as part of the application process Fish & Game will review the wildlife study.

54. If the fencing is not located on the boundary, will the applicant be demarcating the boundary line by permanent bound marks and/or signage?

Yes, the applicant and property owner plan to install private property signage.

55. Renderings of specific fence proposals need to be presented at the next meeting.

The applicant met with the Fox Hollow Condo Association on January 5, 2022 to discuss possible fencing materials and specifications. During the meeting, the applicant agreed to install an 8' dark green vinyl coated chain link fence with dark green privacy slats. The fence is to be installed 10' off the applicant's property line to allow for maintenance on either side and provide a wooded buffer prior to the fence line. The applicant has agreed to lift the fence +/- 6" off the ground to allow for a wildlife corridor in the event NH Fish & Game provides these comments during the review of the applicant's AOT application review.

56. If the fence is going to be raised due to wildlife concerns, what will happen if pets are able to access under the fence, escaping from a leash or tether? How will homeowners access the site to retrieve their pets?

As currently designed, the fence is not lifted off the ground. The applicant has agreed to lift the fence +/- 6" off the ground to allow for a wildlife corridor in the event NH Fish & Game request this during the review of the applicant's AOT application review.

57. What happens when trucks are on the property and the drivers run out of time as to ability to drive offsite? Where do they stay? Where do they park? Are the cabs going to run constantly? Are there stations for electrical plug in or other alternative means of keeping the cabs warm for drivers to sleep?

The applicant and future landlord of the proposed site does not allow for overnight parking by it's tenant's employees or fleet drivers. This is governed by the lease agreement between the Landlord and Tenant.

Based on the applicant's experience with warehouse users, the tenant employs a logistics and supply chain management team to coordinate the timing of delivery and truck arrivals. In 2017, the Federal Motor Carrier Safety Administration (FMCSA) rolled out new hours of service (HOS) regulations for all drivers operating commercial motor vehicles (CMVs) must comply.

In addition, all drivers are required to use Electronic Logging Devices (ELDs) congressionally mandated as a part of MAP-21 and intended to help create a safer work environment for drivers, and make it easier and faster to accurately track, manage, and share records of duty status (RODS) data. The logistic operators know where their drivers are at all times and provide them with resources of where to stay along the truck routes prior to reaching their final destination.

ELD data gathered from large over-the-road carriers does reveal drivers consistently quit driving about 2 hours before their 14-hour clock runs out to locate truck parking stops. There are emerging solutions for truck parking happen in real time.

- 1. **Use Radar to Find Open Spots.** As part of an 8-state partnership with the Mid America Association of State Transportation Officials (AASHTO), Iowa is using its share of a \$25 million grant to install in-ground “puck” sensors and radar sensors that will help truckers locate open parking spaces in rest stops and private locations along I-80 (FreightWaves). Florida also installed a Truck Availability Parking System to monitor spaces at weigh stations and rest stop locations along heavily traveled interstates (FleetOwner). We expect this to carry on throughout the Northeast.*
- 2. **Reserve a Parking Space.** Several websites and mobile apps allow drivers to reserve parking spots online, some free and some for a fee, with the idea to integrate data with ELDs in the future. The idea is to help drivers plan their routes around safe, available parking. Available apps include TruckPark, TruckerPath, TA, Prime Parking, Truck Parking USA, and others.*
- 3. **Park with a Shipper of Choice.** The terms “shipper of choice,” “receiver of choice,” and “preferred shipper” are often touted as best-case-scenarios for drivers and shippers alike. Such shippers are known to offer parking spaces to drivers for breaks, which earns them preferred status among weary drivers. Unfortunately, parking at shipper locations is not in abundance, but a new mobile app called Dock411 could change that. The app provides crowd-sourced driver reviews of loading dock locations and lets shippers outline services they offer to drivers, including parking. Shippers, take note: Rising freight demand, tougher regulations, and a current shortage of 60,000 drivers mean less available capacity for shippers. Because carriers will have the power to choose which customers they work with, it’s imperative to position your business as a preferred shipper. Offering amenities like safe overnight parking can go a long way in ensuring load coverage.*

The applicant created a list and location map to show where the nearest overnight truck stops are located that provide food, showers, and overnight parking. In addition, the applicant included nearby Walmart stores that allow for overnight vehicle parking. The map link is provided below and attached to this memo as Exhibit B.

<https://www.google.com/maps/d/u/0/edit?mid=1oUIwKgPZSQOntWMUNGXCAYxm69UfPnx&usp=sharing>

58. What is the plantings mix and is it adequate and should a landscape architect review the plans presented for types and sizes?

The landscape plans were included in the applicant’s full plan set submission and has been peer reviewed by the Town’s peer reviewer. They did not provide any recommended revisions or changes to the landscape plan. In addition, the applicant is retaining 66% of green space on the property and 100’ of wooded buffers along.

59. Why shouldn’t there be a restriction against southbound traffic coming from north of the site on Lowell Road taking a right on Friar’s Drive?

This is a public road and traffic would be allowed with or without the proposed development. Additionally, if there are concerns about traffic along Lowell Rd, this would be the most efficient way to get vehicles off 3A and into the project site.

Exhibit A

3D Renderings



View of Proposed
1/2" = 1'-0"

View from the southwest corner of the project site at an elevation of 350 feet looking east.

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Owner
GFI Partners
133 Pearl Street
Boston MA 02110

Project
Friars Drive
161 Lowell Road
Hudson NH

No.	Date	Revision/Issue

Date
1.18.2022
Scale
1/2" = 1'-0"
aF+S Job No.
2113a FRDR

View of Proposed



View A of Proposed from Friars Drive
 1/2" = 1'-0"

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View A of Proposed
 from Friars Drive



View B of Proposed from Friars Drive
12" = 1'-0"

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View B of Proposed
from Friars Drive



View C Tenant 'B' Drive (Hickory Street)
 1/2" = 1'-0"

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View C Tenant 'B'
 Drive (Hickory Street)



View D Tenant 'B' Drive (Hickory Street)
 1/2" = 1'-0"

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View D Tenant 'B'
 Drive (Hickory Street)

Exhibit B

Truck Stop Map

OVERNIGHT TRUCK PARKING NEAR FRIARS DRIVE HUDSON, NH

The following map was generate in Google Maps. For the best experience, we recommend viewing the map online by using this link: <https://www.google.com/maps/d/u/0/edit?mid=1oUIwKgPZSQQtWMUNGXCAYxm69UfPnx&usp=sharing>
The map illustrates all nearby truck stops that allow for overnight parking and provide showers and other amenities for truck drivers.

Friars Drive -Truck Stop M...

- ▼ Pilot Travel Center
- Myles Travel Plaza
- Candia First Stoppe Country Store
- RMZ Truck Stop Inc
- ... 11 more

Walmart- Truck Parking

- Walmart Supercenter
- Walmart Supercenter
- Walmart, Littleton, NH
- Walmart Supercenter

Project Location

- 161 Lowell Rd

The map displays a region in New Hampshire, including towns like Woodstock, Lebanon, Bristol, Laconia, Wolfeboro, Wakefield, Waterboro, New London, Tilton, Concord, Hillsboro, Manchester, and Nashua. Major roads such as I-93, I-89, and I-95 are visible. Numerous truck stop icons are scattered across the map, with a concentration around the Manchester area. A 'Sign in' button is located in the top right corner of the map interface.