

# **FRIARS DRIVE INDUSTRIAL FACILITY**

## **5 WAY REALTY TRUST SITE PLAN**

**SITE PLAN APPLICATION #10-21**

**STAFF REPORT #2**

**(Please refer to September 22, 2021 report #1 for earlier comments)**

October 20, 2021

**SITE:** 161 Lowell Road; Map 209 Lot 001-000

**ZONING:** General (G), Industrial (I)\*

\*All proposed work is within the G zone.

**PURPOSE OF PLANS:** Site Plan for a 504,000 square foot warehouse building.

### **PLANS UNDER REVIEW:**

Site Plan, Friars Drive, Parcel 209-001-000, @ Sagamore Industrial Park, Hudson, New Hampshire; prepared by the Dubai Group, Inc., 136 Harvey Rd, Bldg B101, Londonderry, NH 03053; prepared for owners: GFI Partners / Lowell Road Property Owner, LLC, 133 Pearl Street #300, Boston, MA 02110 & 5 Way Realty Trust (Peter Horne, Trustee) PO Box 1435, N. Hampton, NH 03862; consisting of 100 sheets (including proposed elevations prepared by aF+S), with general notes 1-10 on Sheet 4; dated August 3, 2021, last revised October 5, 2021.

### **ATTACHMENTS:**

- A. Peer Review Comments on Traffic Impact and Access Study, by Fuss & O'Neill, dated September 21, 2021.
- B. Applicant's Response to Peer Review Traffic Comments, by TF Moran, dated October 6, 2021.
- C. Public Input received September 15, 2021 to October 12, 2021.
- D. NHDES Alteration of Terrain / Stormwater Management Report, prepared by The Dubai Group, Inc.; prepared for Lowell Road Property Owner, LLC, dated & received September 28, 2021. (Provided Digitally)
- E. Revised Traffic Impact and Access Study (Provided Digitally)

### **APPLICATION TRACKING:**

- August 3, 2021 – Application received.
- September 7, 2021 - Traffic Impact and Access Study received.
- September 22, 2021 – Public hearing deferred to October 20, 2021.
- September 28, 2021 – Alteration of Terrain/Stormwater Management Report received.
- October 20, 2021 – Public hearing scheduled.

**ADDITIONAL COMMENTS:**

**PEER REVIEW COMMENTS & APPLICANT’S RESPONSE**

1. **Traffic Review:** See **Attachment A** for the Town’s peer review comments on the Traffic Impact and Access Study (**part of September 22, 2021 packet**) submitted by the applicant. Aside from noting several necessary but minor fixes and clarifications, the Peer Reviewer found the Traffic Study employs reasonable procedures and concurred with its conclusion – under the scenario provided, which include the currently proposed traffic mitigation, the proposed development will create minimal observable impacts on traffic operations. The Peer Review also concluded that the proposed development should not be responsible to propose further traffic mitigation beyond what is currently proposed.

The applicant’s traffic engineer responded to the peer review traffic comments (see **Attachment B**), noting the required fixes had been made and providing the required clarifications.

2. **Stormwater Review:** The NHDES Alteration of Terrain / Stormwater Management Report (**Attachment D**) is currently under the Peer Reviewer’s review.

**DRAFT MOTIONS**

**ACCEPT the site plan application:**

I move to accept the site plan application #10-21, for the Friars Drive Industrial Facility at 161 Lowell Road; Map 209 Lot 001-000.

Motion by: \_\_\_\_\_ Second: \_\_\_\_\_ Carried/Failed: \_\_\_\_\_

**To GRANT a waiver:**

I move to grant a waiver from § 275-8:C(2)(g), to allow for a reduction in required parking spaces, based on the Board’s discussion, the testimony of the Applicant’s representative, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

Motion by: \_\_\_\_\_ Second: \_\_\_\_\_ Carried/Failed: \_\_\_\_\_

**CONTINUE the public hearing to a date certain:**

I move to continue the public hearing for the site plan application #10-21 for the Friars Drive Industrial Facility at 161 Lowell Road; Map 209 Lot 001-000 to date certain, \_\_\_\_\_, 2021.

Motion by: \_\_\_\_\_ Second: \_\_\_\_\_ Carried/Failed: \_\_\_\_\_



September 21, 2021

Mr. Brian Groth  
Town Planner  
Town of Hudson  
12 School Street  
Hudson, NH 03051

Re: Town of Hudson Planning Board Review – Traffic Study Review  
Friars Drive Industrial Facility Site Plan, 161 Lowell Road  
Tax Map 209 Lot 1; Acct. #1350-975  
Reference No. 20030249.2060

Dear Mr. Groth:

Fuss & O'Neill, Inc. has reviewed the Traffic Impact and Access Study prepared by TF Moran (TFM) dated September 7, 2021, for the proposed warehouse development on Friars Drive at the north end of the Sagamore Industrial Park in Hudson, New Hampshire (Parcel 209-001-000). The project proposes the development of a 504,000 square foot (sf) high-cube transload and short-term storage warehouse on the currently vacant land. Access and egress to the site will be provided via a proposed driveway on the north side of Friar's, with a channelized right turn lane and a receiving lane for left turns for access. For egress, a stop-controlled shared left turn/through lane and a stop-controlled, channelized right turn lane will be provided.

Please note that site plan, stormwater, and other project related review comments were provided under a separate letter dated August 27, 2021.

#### 4. Traffic

In review of the TFM report, we have the following comments:

- a. According to the Town of Hudson, NH Zoning Ordinance 334-11, Pelham Road is classified as a collector road. Pelham Road's classification should be revised in the report.
- b. The report lists the construction of an additional receiving lane on Wason Road eastbound to accept the two right-turning lanes from Lowell Road northbound as a traffic mitigation improvement from the CMAQ and HLC projects. As the northbound Lowell Road approach currently exists, only one right-turn lane is provided. If the CMAQ and HLC projects propose to construct an additional right-turn lane at the northbound Lowell Road approach or restripe the approach, it should be clarified in the report.
- c. Additionally, the report lists the construction of an extra lane from Flagstone Drive to Sagamore Bridge as part of the CMAQ project, which will also involve moving a mast arm.

50 Commercial Street  
Manchester, NH

03101

t 603.668.8223

800.286.2469

[www.fando.com](http://www.fando.com)

California

Connecticut

Maine

Massachusetts

New Hampshire

Rhode Island

Vermont

Mr. Brian Groth  
September 21, 2021  
Page 2 of 3

Analyzing the provided Synchro reports, it appears that the southbound approach at the Lowell Road and Flagstone Drive intersection was modeled with an additional lane under No-Build conditions. The report should clarify whether the extra lane from Flagstone Drive to Sagamore Bridge is this additional southbound lane.

- d. The westbound Executive Drive approach signal timings seem to have been modeled with 3 seconds of lost time in the 2022 AM No-Build and Build conditions, as well as 2022 and 2032 PM No-Build and Build conditions. It appears that the timings in the Langan traffic impact study for the HLC project, which are the timings used for the No-Build conditions in the TFM report, also had this same lost time. While the TFM report signal timings, at this approach, does correctly match the timings proposed by the Langan traffic impact study for the HLC project, the reasoning behind this lost time is unclear. If there is a reason this lost time has been included in the signal timings for this intersection, it should be provided. See attached PDF.
- e. Similarly, the southbound Lowell Road approach at its intersection with Pelham Road signal timings seem to have been modeled with 13 seconds of lost time under all No-Build and Build conditions. It appears that the timings in the Langan traffic impact study for the HLC project, which are the timings used for the No-Build conditions in the TFM report, also had this same lost time. While the TFM report signal timings at this approach do correctly match the timings proposed by the Langan traffic impact study for the HLC project, the reasoning behind this lost time is unclear. If there is a reason this lost time has been included in the signal timings for this intersection, it should be provided. See attached PDF.
- f. Overall, the procedures that the TFM report uses are reasonable and use appropriate ITE trip generation information for the scenario provided. We agree that although the Sagamore Bridge interchange is expected to operate over-capacity in the Build condition, the proposed warehouse development will contribute almost negligibly to this and should not be responsible to propose further mitigation. The mitigation proposed at the Lowell Road and Executive Drive intersection, one of the major access points to the proposed development, for the 2022 AM peak hour is reasonable and should suffice in relieving any potential issues there. We concur with TFM's overall conclusion that, given the relatively low increase in site-related trips (50 trips during the weekday morning peak hour and 55 trips during the weekday afternoon peak hour) compared to the existing traffic volumes on Lowell Road in this area, there should be minimal observable impacts on traffic operations at any of the study area intersections as a result of the proposed development.

Mr. Brian Groth  
September 21, 2021  
Page 3 of 3

Please feel free to call if you have any questions.

Very truly yours,



Steven W. Reichert, P.E.

**Steven W.  
Reichert, PE**

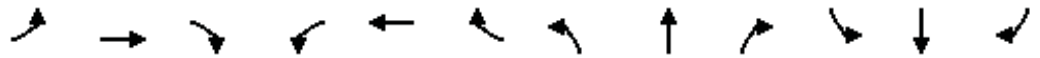
Digitally signed by Steven W. Reichert,  
PE  
DN: cn=Steven W. Reichert, PE, c=US,  
o=Fuss & O'Neill, Inc., ou=Fuss &  
O'Neill, Inc.,  
email=sreichert@fando.com  
Date: 2021.09.21 17:03:40 -0400

SWR:

Enclosure

cc: Town of Hudson Engineering Division – File  
The Dubai Group – karl@thedubaygroup.com

Lanes, Volumes, Timings

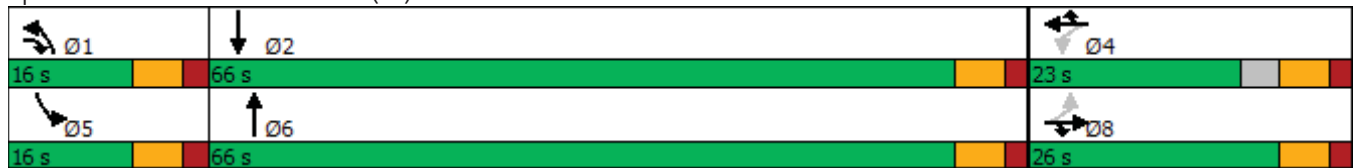


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		41.0			49.3			35.5				25.2
Approach LOS		D			D			D				C
Queue Length 50th (ft)		38	0		122	12	109	92		67		324
Queue Length 95th (ft)		82	12		#227	51	#293	133		#172		433
Internal Link Dist (ft)		412			497			1711				1088
Turn Bay Length (ft)			225			80	350			150		
Base Capacity (vph)		163	547		298	436	189	2274		191		2303
Starvation Cap Reductn		0	0		0	0	0	0		0		0
Spillback Cap Reductn		0	0		0	0	0	0		0		0
Storage Cap Reductn		0	0		0	0	0	0		0		0
Reduced v/c Ratio		0.44	0.04		0.72	0.29	0.97	0.25		0.62		0.61

Intersection Summary

Area Type:	Other
Cycle Length:	108
Actuated Cycle Length:	92.1
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	31.7
Intersection LOS:	C
Intersection Capacity Utilization	76.2%
ICU Level of Service	D
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 7: Lowell Road (3A) & Executive Drive/PMA Drive



9: Lowell Road (3A) & Pelham Road  
Lanes, Volumes, Timings

2022 AM NoBuild.syn



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Queue Delay	0.0	0.0	2.4		0.0	0.0	
Total Delay	74.7	34.6	31.4		111.3	40.3	
LOS	E	C	C		F	D	
Approach Delay	65.1		31.4			44.2	
Approach LOS	E		C			D	
Queue Length 50th (ft)	308	48	468		82	1002	
Queue Length 95th (ft)	#529	109	715		#210	#1798	
Internal Link Dist (ft)	432		469			1229	
Turn Bay Length (ft)		75			150		
Base Capacity (vph)	410	508	1100		102	1281	
Starvation Cap Reductn	0	0	309		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.64	0.16	0.83		0.66	0.90	

Intersection Summary

Area Type: Other  
 Cycle Length: 190  
 Actuated Cycle Length: 190  
 Offset: 30 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 43.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 81.4%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Lowell Road (3A) & Pelham Road





Civil Engineers  
Structural Engineers  
Traffic Engineers  
Land Surveyors  
Landscape Architects  
Scientists

October 6, 2021

Mr. Brian Groth, Town Planner  
Town of Hudson  
12 School Street  
Hudson, NH 03051

Re: Town of Hudson Planning Board Review – Traffic Study Review  
Friars Drive Industrial Facility Site Plan, 161 Lowell Road  
Tax map 209 Lot 1, #1350-975  
Reference No. 20030249.2060

Dear Mr. Groth,

We have received the review comments from Fuss & O'Neill regarding the traffic report that was prepared for the proposed High-Cube Warehouse project on Friars Drive as noted above. We offer the following responses to the concerns.

#### 4. Traffic

- a. According to the Town of Hudson, NH Zoning Ordinance 334-11, Pelham Road is classified as a collector road. Pelham Road's classification should be revised in the report.

**The report has been updated stating Pelham Road is a collector road on page 3 of the traffic report.**

- b. The report lists the construction of an additional receiving lane on Wason Road eastbound to accept the two right-turning lanes from Lowell Road northbound as a traffic mitigation improvement from the CMAQ and HLC projects. As the northbound Lowell Road approach currently exists, only one right-turn lane is provided. If the CMAQ and HLC projects propose to construct an additional right-turn lane at the northbound Lowell Road approach or restripe the approach, it should be clarified in the report.

**The report has been updated on page 8 to note that a second northbound right turn lane is also proposed by HLC as part of their improvements at the Lowell Road/Wason Road intersection.**

- c. Additionally, the report lists the construction of an extra lane from Flagstone Drive to Sagamore Bridge as part of the CMAQ project, which will also involve moving a mast arm.



Analyzing the provided Synchro reports, it appears that the southbound approach at the Lowell Road and Flagstone Drive intersection was modeled with an additional lane under No-Build conditions. The report should clarify whether the extra lane from Flagstone Drive to Sagamore Bridge is this additional southbound lane.

**The report has been updated on page 8 to identify this and other CMAQ improvements that are included in the baseline conditions of this study.**

- d. The westbound Executive Drive approach signal timings seem to have been modeled with 3 seconds of lost time in the 2022 AM No-Build and Build conditions, as well as 2022 and 2032 PM No-Build and Build conditions. It appears that the timings in the Langan traffic impact study for the HLC project, which are the timings used for the No-Build conditions in the TFM report, also had this same lost time. While the TFM report signal timings, at this approach, does correctly match the timings proposed by the Langan traffic impact study for the HLC project, the reasoning behind this lost time is unclear. If there is a reason this lost time has been included in the signal timings for this intersection, it should be provided. See attached PDF.

**The lost time was carried through to match the Langan traffic report. The models have been revised to add the 3 seconds of lost time to Phase 4 ( $\phi 4$ ) to correspond with Phase 8 ( $\phi 8$ ) which shares the ring. The results tables have been updated in Section 10 of the traffic report and the updated Synchro runs attached (Appendix G – I). The updated results continue to show the impacts of the development on the corridor are negligible.**

- e. Similarly, the southbound Lowell Road approach at its intersection with Pelham Road signal timings seem to have been modeled with 13 seconds of lost time under all No-Build and Build conditions. It appears that the timings in the Langan traffic impact study for the HLC project, which are the timings used for the No-Build conditions in the TFM report, also had this same lost time. While the TFM report signal timings at this approach do correctly match the timings proposed by the Langan traffic impact study for the HLC project, the reasoning behind this lost time is unclear. If there is a reason this lost time has been included in the signal timings for this intersection, it should be provided. See attached PDF.

**The lost time was carried through to match the Langan traffic report. The model will be revised to add the 13 seconds of lost time to Phase 2 ( $\phi 2$ ) to match the total time of phases 5 & 6 ( $\phi 5$  &  $\phi 6$ ) which share the ring. The results tables have been updated in Section 10 of the traffic report and the updated Synchro runs attached (Appendix G – I). The updated results continue to show the impacts of the development on the corridor are negligible.**

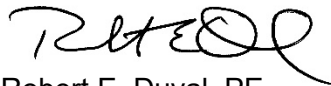
- f. Overall, the procedures that the TFM report uses are reasonable and use appropriate ITE trip generation information for the scenario provided. We agree that although the Sagamore Bridge interchange is expected to operate over-

capacity in the Build condition, the proposed warehouse development will contribute almost negligibly to this and should not be responsible to propose further mitigation. The mitigation proposed at the Lowell Road and Executive Drive intersection, one of the major access points to the proposed development, for the 2022 AM peak hour is reasonable and should suffice in relieving any potential issues there. We concur with TFM's overall conclusion that, given the relatively low increase in site-related trips (50 trips during the weekday morning peak hour and 55 trips during the weekday afternoon peak hour) compared to the existing traffic volumes on Lowell Road in this area, there should be minimal observable impacts on traffic operations at any of the study area intersections as a result of the proposed development.

**Noted.**

We believe that we have adequately addressed all the above mentioned comments. Please let me know if you have any further questions.

Sincerely,  
**TFMoran Inc.**



Robert E. Duval, PE  
Chief Engineer

**Groth, Brian**

---

**From:** JAMES CROWLEY <jkcrowleynh@comcast.net>  
**Sent:** Wednesday, September 15, 2021 10:55 AM  
**To:** Groth, Brian  
**Subject:** Friars Drive Site Plan SP# 10-21 Application acceptance

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

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September 15, 2021

Brian Groth  
Hudson Town Planner

RE: Friars Drive Site Plan SP# 10-21

Mr. Groth

It has come to my attention that an Application acceptance & hearing for a Site Plan for Friars Drive Site Plan SP# 10-21 is scheduled for September 22, 2021.

Has a check list for necessary minimum submittal of documents for a Site Plan Application acceptance for the SP# 10-21 project been completed? If so may I view it or obtain an electronic copy?

One of my concerns is that the Planning Board approved a "state-of-the-art industrial facility" in May 2021 without complete necessary field work for their proposed Stormwater Management system. I view this as prerequisite work that should be completed prior to any Application Acceptance let alone Site Plan approval. I am wondering if the Friars Drive Map 209/Lot 001 project September 22, 2021 Planning Board meeting might be more appropriately listed as a Preliminary conceptual Site Plan review per Hudson regulations than an Application acceptance?

Additionally, please inform me of the public input cutoff date for inclusion of it in the Planning Board packet for SP# 10-21.

Respectfully,

James Crowley  
4 Fairway Drive

**Groth, Brian**

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**From:** Hudson New Hampshire <noreply@hudsonnh.gov>  
**Sent:** Thursday, September 16, 2021 3:34 PM  
**To:** Groth, Brian  
**Subject:** Form submission from: Contact a Board or Committee

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Thank you. Your submission has been received. Submitted on Thursday, September 16, 2021 - 3:34pm Form: Contact a Board or Committee Form ID: 42624 Submission ID: 26842 Your Contact Information  
First Name James  
Last Name Crowley  
Phone Number 603-886-3441  
Email jkcrowleynh@comcast.net  
Select the Board or Committee you would like to contact Planning Board  
Question/Comments you'd like to share  
September 16, 2021

Hudson Town Planner &  
Planning Board Members

RE: Friars Drive Site Plan SP# 10-21 Application Acceptance

It has come to my attention that an Application acceptance & hearing for a Site Plan for Friars Drive Site Plan SP# 10-21 is scheduled for September 22, 2021.

I respectfully request that the Site Plan Acceptance for SP# 10-21 be DENIED at that meeting. The Applicant has submitted an extensive amount of plans and documents however, as per 275-9A and supporting Note to it a Stormwater Management Plan is important in project reviews. To adequately design a Stormwater Management Plan actual field conditions have to be examined and verified. Per applicable regulations in Ch. 290 Stormwater; test pits, infiltration testing and their exact locations, quantities of them are specified and the results are necessary for Stormwater Management design.

This prerequisite field information is missing in the Site Plan Application currently before the Planning Board.

The lack of field data in the Site Plan Application can have significant impact on the Site Plan layout if it doesn't support what is being proposed. Why should the Planning Board accept an Application where its basic design is not supported by necessary field data?

The Planning Board should reject applications that do not supply this basic field data. Lack of it can result in significant extra revision of plans and Planning Board and peer review consultant engineering review time and effort. This can be largely avoided for Stormwater Management related design if supporting field testing is made a requirement and provided for an application to be considered for acceptance.

Please do not consider this letter as stating an opinion in favor of or against the proposed project but of what I have determined to be a deficiency in the Application before the Planning Board. If the Planning Board were to DENY the Application Acceptance on September 22, 2021 the worst that can happen is the Applicant would be notified of the importance of the field data and the regulatory 90 day review period would not start until the

revised Application materials are formerly accepted.

This should not be an unacceptable burden to submit what should have been provided. The Planning Board has a Traffic Study for the project why is necessary basic field test data for Stormwater Management design missing before the start of the 90 day review period per Site Plan regulation?

Respectfully submitted,  
James Crowley  
4 Fairway Drive

**Dubowik, Brooke**

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**From:** Hudson New Hampshire <noreply@hudsonnh.gov>  
**Sent:** Thursday, September 16, 2021 5:20 PM  
**To:** Dubowik, Brooke  
**Subject:** Form submission from: Contact a Board or Committee

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Thank you. Your submission has been received. Submitted on Thursday, September 16, 2021 - 5:19pm Form: Contact a Board or Committee Form ID: 42624 Submission ID: 26847 Your Contact Information

First Name David

Last Name Yuds

Phone Number 6038189242

Email david.yuds@gmail.com

Select the Board or Committee you would like to contact Planning Board

Question/Comments you'd like to share

Dear Hudson Planning Board,

I am strongly opposed to the new 500,000 sq. ft. distribution center proposed for Friars Drive. Your earlier approval of the Hudson Logistics Center on the Green Meadows Golf Course property was bad for our community and now this new proposed development is another unfortunate threat to our small town. Hudson does not need these types of mega facilities that reduce us to being nothing more than a dumping ground for other, larger cities that already have the infrastructure and workforce this boondoggle will demand. It is a naïve and detrimental use of our limited space and demonstrates that developers have no respect for Hudson. If even the proponents of the HLC admitted that the HLC was a tight fit for our town in terms of resources, then the FDDC will cause us to burst at the seams and will effectively cut off the south end of Hudson in the future. Please reject the Friars Drive distribution center proposal and do anything remaining in your power to also stop the HLC project from moving further forward.

Sincerely,  
David Yuds

**Groth, Brian**

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**From:** Hudson New Hampshire <noreply@hudsonnh.gov>  
**Sent:** Monday, September 20, 2021 2:48 PM  
**To:** Groth, Brian  
**Subject:** Form submission from: Contact a Board or Committee

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

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Thank you. Your submission has been received. Submitted on Monday, September 20, 2021 - 2:48pm Form: Contact a Board or Committee Form ID: 42624 Submission ID: 26873 Your Contact Information

First Name James

Last Name Crowley

Phone Number 603-886-3441

Email jkcrowleynh@comcast.net

Select the Board or Committee you would like to contact Planning Board

Question/Comments you'd like to share

September 20, 2021

To:

Brian Groth

Hudson Town Planner

and

Planning Board members

RE: Friars Drive Site Plan SP# 10-21 Application Acceptance

I have just read the Planning Board Agenda for September 22, 2021 which includes an Application acceptance & hearing for a Site Plan for Friars Drive Site Plan SP# 10-21..

I respectfully request that the Application Acceptance for SP# 10-21 be RESCHEDULED to a later date.

The Application does not meet Chapter 276-5 for 14 days' notice and 276-11.1 A requirements for notification of OWNERS and ABUTTERS.

Specifically the ABUTTER / OWNER that is listed on the "Existing Conditions and Overview Plan" Sheet 4 of plans and who was sent the notification for Map 203 / Lot 27 aka 6 Hickory Street is incorrect and false.

The correct OWNER / ABUTTER per Hillsborough County Registry of Deeds Book 9495 Page 560 Warranty Deed dated 7/9/2021 are Katlin Marie Coumas and Mathew Thomas Burriss. They were not properly noticed per Town of Hudson regulations.

Therefore, Chapter 276-5 and 276-11.1 requirements for Application Acceptance consideration has not been met for SP# 10-21 and the meeting should be rescheduled until correct notification is completed correctly. It is currently inappropriate per Town regulations for anyone to show or even discuss SP# 10-21 plans and documents on September 22, 2021 or even conduct an Application acceptance and hearing by the Planning Board for it.

Additionally, requests for compliance to Town regulations for Application Acceptance is not limited to noticed OWNERS and ABUTTERS. Therefore, the general public can object to the items listed on the Town of Hudson

SP #10-21 - Friars Drive Industrial Facility - SR #2 Attachment C

Planning Board – September 22, 2021 Agenda and request their removal if they are noncompliant with Town regulations. The general public can also request compliance to any applicable regulations concerning a proposed development and expect them to be followed.

Respectfully submitted,  
James Crowley  
4 Fairway Drive



## **Friary Project**

### **Review for Public Comment**

#### **Hudson Planning Board Members**

My name is Denise Hulse, my husband Jim and I own and live at 16 Hickory St. (lot 203-32 on the plan) and are direct abutters to SP# 10-21 Friars Drive Site Plan. We have been residing in Hudson for 27 years and have great concern about the proposed building and type of industry that it will house.

My argument is not that the wooded area should remain untouched, because I fully understand that it has always been Zoned General "G", which allows for light industrial to be built. My concern and argument are the type of industries that this building is set up to appeal to, such as a distribution center or other warehouse type of operation that necessitates large trucks coming in and out at all hours. This type of industry does not belong where it borders on residential property.

While I appreciate that the Town of Hudson has an ordinance that requires a 200-foot buffer zone, that distance will not protect abutters from the noise and light pollution that they will be subjected to daily. This will diminish our enjoyment and quality of life on the property for which we pay taxes on.

After reviewing the documents related to this proposed project, as well as the site plan my initial points of concern as an abutter are:

- According to the site plan it appears that the 200ft buffer zone will include roughly 100-150 ft of existing trees, a small land berm, and additional new plantings. My property is one of the closest to this project and this is a very thinly wooded area in which noise carries easily. As such, at all hours that the industries are operational, we will be subject to the following:
  - Constant loud truck back-up warning systems
  - The sound of large diesel engines idling
  - The percussive down-throttling of engines
  - The pollution of diesel exhaust in the immediate area
  - 35-foot-tall light posts illuminating the area behind us
  - The banging of loading dock doors

- Most of the abutters have their bedrooms in the back of their homes, this level of noise will prevent them being able to enjoy open windows and fresh air in the evenings.

**Town-Wide Infrastructure Concerns Are:**

- High volume of large truck traffic on Lowell Rd., which our current road infrastructure is already overburdened by residential and business traffic. Additionally, we have not yet seen or experienced the impact that the Hillwood Project will have on traffic, yet the sizable Friars Drive Industrial Facility proposal is being presented/considered and will add additional traffic burdens.
- The impact of additional large trucks combined with existing traffic patterns will increase volume and create longer response times from Police, Fire and EMT Responders.
- Lowell Road's narrow turning lanes, in areas such as the entry of the Mission Point neighborhood with large truck traffic would be hazardous, especially for the older population of residents who reside there.

I understand that the Planning Board is tasked with making sure that any new building, industry, and operations fits within scope and character of the town. However, you are also tasked with making sure that there is a proper balance between industry and residential quality of life for those of us who call Hudson our home.

**Groth, Brian**

---

**From:** Kathleen Martinek <kmmartinek@msn.com>  
**Sent:** Thursday, October 7, 2021 12:36 PM  
**To:** Groth, Brian; Planning  
**Subject:** Re: Proposed Friary Project on Lowell Road in Hudson

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

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Brian Groth and all members of the Planning Board:

Please add this email to your packet for the October 10/20/21 meeting.

We are requesting that appropriate speaking time be given to any Hudson resident that wishes to speak during the Planning Board meeting on 10/20/2021 about the Proposed Friary Project.

Many concerns continue to exist about this project and its long-term effects to our Town of Hudson.

Traffic remains the formidable issue in any new project that will impact Lowell Road.

Wetlands and wildlife habitats in surrounding areas being affected by this project.

Noise issues affecting the abutting neighborhoods and all other town residents.

Please consider this request and listen to the residents of Hudson that look for you to represent and protect them and our town.

Thank you.

Kathy and Steve Martinek  
4 Birdie Lane - Hudson

SP #10-21 - Friars Drive Industrial Facility - SR #2 Attachment C

Proposed Friars Drive Distribution/Ware House Facility

To: Town Planner Mr. Brian Groth  
Hudson Planning Board Chairman Mr. Tim Malley  
And Esteem Planning Board Members, et al.

Mr. Chairman and Planning Board Members,

Please read my comments below into the record at the October 20, 2021 meeting

I have the distinct pleasure of serving on the Planning Board with some of the town's finest volunteers. The job can both be tough and rewarding as we hear cases for various types of development in our community. These developments, some popular and some not, all take their toll on local resources, infrastructure and government in the form of impacts and, for the most part these impacts can be mitigated through road improvements, monies for equipment and other means. Typically this is accepted method of doing business in any community because there will always be some kind of tradeoffs.

With the recent approval by the Planning Board of a 2.5 million square foot warehouse/distribution center in the south end of town I find it perplexing that yet another very large facility that will mostly likely be used for Warehouse and Distribution, and could potentially "break" a somewhat delicate road system is being proposed. Presently, the community has yet to realize the full implications of increased truck traffic and other unforeseen complications that the Hudson Logistics Center project will bring and until the HLC is built and its operations analyzed in real time further acceptance of similar projects should be put on hold.

As a Planning Board member you have an obligation to the community to weigh development impacts and to make the hard choice as to whether or not a project can be satisfactorily and safely be incorporated into any area of the town. Unfortunately for this present case, you cannot isolate your views on the matter to just this site. Because of its close proximity the HLC, a "bigger picture" scenario will need to be considered and part of that picture should include whether or not the current roadway and supporting infrastructure can handle an additional onslaught of more trucks heading into town"? In my opinion it can't at this time. If the overall plan for future development of the Sagamore area is Warehouse and Distribution development then proactive steps should be taken to ensure the best possible traffic flow into and out of that area. Adding a few more white lines and a couple extra feet of pavement is no way to address a matter such as this. Before we create a truck and warehouse metropolis in the south end of town significant improvements need to be considered ahead of time and in place or else it's just poor planning. Therefore, I implore the planning board members bring this matter to rapid conclusion by voting to deny acceptance of the Friars Drive Industrial Facility application without prejudice until such a time that a better understanding of the complexities involved with the day to day operations of a large distribution facility can bring. Denying this project without prejudice now and using the future HLC as a model will afford the planning board a real opportunity to gather information it needs to make a wise and just decision on projects of this magnitude and for the collective good of Hudson as a whole.

Thank you for your time and considerations. Hudson is truly a great place to live.

Bill Collins  
5 Locust Street

October 8, 2021

RE: Friars Drive Industrial Facility | 161 Lowell Road; Map 209 Lot 001-000

Planning Board:

I wish to submit my comments for public input as an indirect abutter to the Friars Drive Industrial Facility as I am out of town and unable to attend the meeting. I am not averse to the economic potential the Town of Hudson has yet to realize, however there does need to be a thoughtful approach to how and what this will look like for our community.

In reading the traffic study for this project, even with consideration of the supposed Hudson Logistics Center calculations, the theory of these statistics can't be confirmed until the realization of the full impacts of the largest distribution center in the region is established. Directing more traffic onto a corridor that is already the major contention in our community will only exasperate the limited roadways, not to mention the affects that the existing industries in the Executive Park will have to contend with by adding yet another project of this caliber. Concern about trailers and the impact they will have in the area should be the peak of considerations.

As reported in the Economic Development Assessment of the Nashua Regional Commission of June 2018, "Market demand in the region is currently strongest for industrial type development, with particularly strong demand for warehousing & distribution. **However, it would maximize road capacity in the corridor and would result in significant increases in congestion, particularly during peak hours, without additional road improvements.**"

Our Town has an obligation to heed these concerns and consider the well-being and quality of life with well thought out goals and objectives. Growth can be a positive direction for a community, but it needs to be done wisely and with more directed planning. Hudson continues to take a reactive path rather than a proactive path to the detriment of the vitality for our community.

The Planning Board has already painstakingly been through the process of proper planning for the recent HLC, I hope that the stipulations and considerations given to that project will also be put into play, such as traffic, noise and light impacts. I would also encourage the applicant to further reveal the tenant(s) and the actual proposed use. Will this be a 24/7 operation? How have their past developments been mitigated to accommodate residential neighborhoods concerns with regards to noise, etc.? The proposed project does offer the required 200' setback to residential use, could this increase to further mitigate concerns of the neighbors?

Lastly, I believe that our Zoning Map as a whole has not been reviewed or studied in decades. Our Town has grown exponentially, our residential areas and business zones intermixed. We have many other large parcels in Hudson that could well be developed in the imminent future. Do we have in place appropriate buffer spacing, could we do better to plan ahead? Do we have the infrastructure to handle more large developments, no matter the industry? It is a deep concern that not just the Planning Board, but the Selectmen as well, look to the future in how we see our community grow rather than be dictated by old plans, outdated zoning districts or relic regulations. I appeal to this board and other leaders in our town to be proactive in our approach to growing Hudson and what it looks like for the well-being of all the residents. In 2019, through our Master Plan visioning sessions the number one weakness was 'lack of vision' and the greatest threat was 'lack of community vision' we need to listen to our residents and put action into play with regards to their input.

Thank you for the opportunity to share my comments and your dedication as volunteers in our community, it truly is a thankless position but very much appreciated

Regards,

Brenda Collins, 5 Locust Street, Hudson NH

RECEIVED

OCT 08 2021

TOWN OF HUDSON  
PLANNING DEPARTMENT

10 Hickory Street

Hudson, NH 03051

October 8, 2021

Brian Groth, Town Planner

Town of Hudson

12 School Street

Hudson, NH 03051

Dear Mr. Brian Groth;

While referencing the Public Meeting of the Planning Board scheduled for October 20, 2021, 7 p.m. at the Community Center at Lions Ave., we noticed that there is no public input scheduled according to your letter posted 10/04/21. We are interested in New Business :

Friars Drive Site Plan SP# 10-21

Friars Drive Map 209/Lot 001-000

Public input is necessary and requested as we wish to speak. Remote access is also requested for those that are unable to attend due to covid or other situations.

We also request that all town meetings concerning the Friars Drive project be held at the Community Center at Lions Ave. so that all will be able to attend. At your first meeting at Town Hall attendance was restricted and all that wished to attend could not because of covid safety numbers.

Please have this letter read into the meeting and included in the planning board documents. Thank you.

Sincerely,



Philip and Joan MacSweeney

10 Hickory Street Hudson, NH 03051

This letter is being personally delivered and handed to Mr. Brian Groth.

RECEIVED

OCT 12 2021

HUDSON FIRE DEPARTMENT  
INSPECTIONAL SERVICES DIVISION

10 Hickory Street  
Hudson, New Hampshire 03051  
October 12, 2021

Mr. Brian Groth , Town Planner  
Town of Hudson  
12 School Street  
Hudson, NH 03051

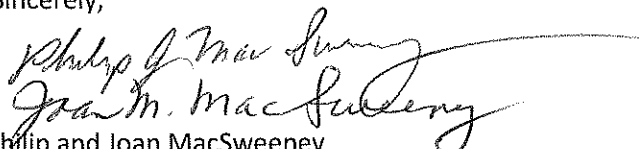
Dear Mr. Brian Groth:

Concerning all future meetings of the Planning Board and other town meetings for Friars Drive Site Plan SP#10-21 and Friars Drive Map 209/Lot 001-000 we have some specific concerns. Looking at Tract Overview Plan (Sheet 26) we have lived at 10 Hickory Street since 1966 and have our family home and former Sesame World Kindergarten there from 1975-2008. We selected that home to purchase because of the prime forest behind it owned by the Friary. The Friars groomed and maintained the entire pine grove forest and had among other things their own large swimming pool, hockey rink, ball parks, fruit trees, and at one time a toboggan shoot. The head friar had allowed Joan, the teacher and her kindergartners to hike the beautifully manicured forest to enjoy the pond area with blankets and our kindergarten reading books. When the friars left, they offered the land to the town of Hudson as they wanted the town to have it for future development. At the March 11, 1980, meeting it included 172 acres of land and buildings. On the second vote the plan was adopted by more than a 2/3 majority and the people wanted to obtain the purchase. Our selectmen at the time decided to ignore the voters wishes and eventually the land was sold to another buyer. This parcel of land is one of the last remaining vacant parcels of natural land in Hudson according to the Master Plan.

We have an important specific concern on Project #475. Referencing Existing Conditions Map-Plan F (Sheet 10) look at the steep hill behind our home with reference to parking lots and building. Referencing Landscape Overview Map (sheet 26) the design does not keep our 200 foot setback without cutting the huge grove of pine trees behind us and sloping the hill to make room for a small parking lot as shown in Landscape Plan E (Sheet 21). You might also look at Grading and Drainage Plan E (Sheet 45). As you can see the complete hill should remain in its original state without any changes and the small parking adjustments be made. Thank you for your time and efforts.

Please have this letter read into the meeting and included in document packages.

Sincerely,

  
Philip and Joan MacSweeney  
10 Hickory Street Hudson. NH 03051

This letter is being personally delivered to Mr. Brian Groth