

FRIARS DRIVE INDUSTRIAL FACILITY

5 WAY REALTY TRUST SITE PLAN

SITE PLAN APPLICATION #10-21

STAFF REPORT #3

(Please refer to 9/22/21 & 10/20/21 reports for earlier comments)

November 10, 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.

ATTACHMENTS

- A. Request for deferral from Applicant's attorney, Morgan Hollis, Esq., dated November 4, 2021.
- B. Public Input received October 13, 2021 up to November 9, 2021.

Note: Packet materials are typically due the Tuesday prior to the meeting, however given the unique circumstances of this meeting, these materials are being provided to the Board at the meeting, affecting the deadline requirements.

CURRENT STATUS

The applicant has requested a deferral to December 15, 2021 to allow sufficient time for their consultants to review peer review comments and, if necessary provide responses and/or revised the proposed plan and submittals and also to allow the Planning Board sufficient time to review such documents.

DRAFT MOTIONS

DEFER the public hearing to a date certain:

I move to defer 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, December 15, 2021.

Motion by: _____ Second: _____ Carried/Failed: _____

Groth, Brian

From: Morgan Hollis <mhollis@nh-lawyers.com>
Sent: Thursday, November 4, 2021 12:38 PM
To: Groth, Brian
Cc: Julia Hefferan; Hayley Palazola; Karl Dubay; Robert Duval
Subject: 161 Lowell Rd Site Plan

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

Brian,
My client requests that the public hearing on the site plan for 161 Lowell Rd now scheduled for November 10 be deferred/continued to a date certain of December 15, 2021, in order to allow my client’s consultants sufficient time to review peer review comments and, if necessary provide responses and/or revise the proposed plan and submittals and also to allow the Planning Board sufficient time to review such documents. Both my client and I will be in attendance at the meeting of the Planning Board on November 10 to reiterate the request if necessary.
Please forward this email to all members of the Planning Board in advance of the meeting on November 10.
Thank you.
Morgan

Morgan A. Hollis, Esquire
Gottesman & Hollis P.A.
39 East Pearl Street
Nashua, NH 03060-3407
Direct Dial: 603-318-0455
Main Number: 603-889-5959 ext. 203
Facsimile: 603-886-0380
Email: mhollis@nh-lawyers.com

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Groth, Brian

From: Julia Paquin <julesjup@gmail.com>
Sent: Wednesday, October 20, 2021 3:02 PM
To: Groth, Brian; Ulery, Jordan; Coutu, Roger; McGrath, Marilyn; Malley, Tim; Collins, William; Veloso, Elliott; Vanderveen, Ed; Morin, Dave; mlawler@hudsonnh.gov; Ifauvel@hudsonnh.gov; voates@hudsonnh.gov
Subject: Friars drive

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

I am concerned about the proposed building on Friar's dr. This is the size of the Pheasant Lane Mall, and is so close to us on Atwood Ave, Fox Hollow and Hickory st. We already have a hard time turning left from Atwood and at times the traffic already can take us over 30 minutes to get from exit 2 to home, or vice versa. We can already hear the sound of the traffic from the highway and Lowell road and I can't even imagine the sounds and smell of the traffic coming from a business that size. That is such a beautiful property with many animals we have turkeys, foxes, deer, raccoons, hawk, opossum, rabbits, and others and the sheer size of that construction will cause a great disturbance. This isn't a barren area that would be built on.

Please consider NOT approving this project. If it wasn't for my health issues, I would be there in person.

Thank you.

Julia Paquin and family

Handed To
Tim Melley
10/20/21
Before meeting

Town of Hudson Planning Board
12 School Street
Hudson, NH 03051

Dear Sir/Madam:

I've come to this evening's Planning Board meeting to express my concerns over the interest in developing the wooded area that is situated between the new housing complex on Friars Drive and the Fox Hollow Condominium Complex.

The wooded area has provided many of us with a source for quiet exercise either through dog walking, hiking or snow shoeing. It maintains a buffer between the industrial areas of Executive Drive and the residential places of Fox Hollow, and as well as the homes on Hickory St and other streets immediately off Lowell Road. This buffer is one that provides both a sound and visual barrier to the busy activity that occurred during the construction project of Friars Drive and the ongoing traffic to and from Executive Drive to Lowell Road.

It is habitat to many species of wildlife such as squirrels, chipmunks, turkeys, Cooper's hawks, kestrels, foxes, Great Horned Owls and coyotes. If one were to venture as far as the Merrimack River on the trails, you may catch a glimpse of the eagles that hunt on the river or other waterfowl, that not only use the river for hunting/fishing but may also utilize the wooded areas for nesting, etc. The trees provide the important purification of our air by using our carbon dioxide and other gases and converting them to oxygen in this primarily urban area. This is an important resource for our community and to see it decimated with the construction of 504,000 square foot industrial facility with 104 loading doors, 362 car parking areas and 71 trailer spaces would be a huge loss.

I wasn't able to access a specific map delineating the wetland area currently marked in the woods by the creek and pond, but it is likely considered large enough to warrant protection as part of the Department of Environmental Services (DES) wetland mitigation program. This program strives to maintain the valuable wetlands we still have and to restore any lost or impaired wetlands wherever possible. I will quote from the DES website on wetland preservation "In 2004, mitigation rules were adopted that establish what an applicant is required to provide for wetland compensation. The rules spell out ratios for wetland construction, restoration of existing impaired wetlands, land acquisition and upland preservation relative to the type of wetland lost due to development. " Their value is seen through these contributions by:

- Absorbing flood waters.
- Treating stormwater.

- Recharging groundwater supplies.
- Providing habitat for fish and wildlife.
- Providing economic and recreational value.

Please consider the importance of this natural resource and how it might be utilized in some other way in order to maintain it or even improve it. The forest could be managed to provide lumber while facilitating the growth of new trees so that it can live on. By doing so it would continue to provide a home and source of food for the wildlife that would be displaced with the proposed project. Also consider what this industrial facility truly provides to the community and whether it is indeed something in its best interest.

Thank you,

Dana and Andrew Plank
523 Fox Hollow Drive
Hudson, NH 03051

Dubowik, Brooke

From: Ron Brown <ron-brown@comcast.net>
Sent: Saturday, October 23, 2021 9:15 PM
To: Planning
Subject: Follow-up to Wednesday's (10/20/21) PB Meeting

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

I am using Bcc, to hide email addresses I don't have permission to expose or share, as I keep the Friar's Drive friends and neighbors informed.

Good day Planning Board Members,

Where are the reports for the studies that GFI Partners said that they had already had done (i.e. environmental, wildlife, soil testing, wetland, noise) and that the PB had received? When will they be posted please?

Will the droan fly over pictures of the property that GFI Partners mentioned going to be posted too, if so when please?

Will the meeting on 11/10/2021 and all subsequent meetings involving the Friars Drive project (SP# 10-21) have a Public input portion? If not I would request that adequate time for Public Input/Q&A be added.

I would like to request too after the evidence on Wed. 10/20/2021 that each of the areas of the proposal (traffic, storm water management, noise, light, site lines, etc.) be taken up individually at individual meetings until they are worked through and no further questions or concerns exist from the abutters/neighbors per topic.

When will the negotiation session(s) be scheduled between the builder (GFI Partners) and the abutters/neighbors? It was clearly stated on Wed. 10/20/2021 that GFI Partners wants to be good neighbors and wanted to work with the abutters/neighbors and "working with the abutters/neighbors" means sitting down and hearing their concerns, their asks and being willing to compromise on the project (compromise means give and take on both sides). Please advise when these will be scheduled soon.

Where are the numbers for the maximum possible traffic in/out of the facility being proposed? There was a lot of discussion about the 2 peak time periods and it was quickly obvious this was presented as a way to not tell us about the rest. There are several numbers that just don't add up, to mention a few:

On the slide with the Dunkin Donuts reference, at the top, it indicates 3 numbers, max PM peak of 55 trips, max AM peak of 50 trips and a daily total of 815 but yet they didn't explain what the other 710 trips were (car/truck) or when they would be taking place. Where are those in any of the traffic study reports?

Then they told us there were 240 employees per shift times 3 shifts means that there will be up to 720 people in/out of the building and assuming worse case (they all drive one to a car) that's 1440 trips a

day, where are those in that 815/day number they showed us? Where are those in any of the traffic study reports?

Please in your considerations do not get misled into thinking that the 2X required green space was a gift to us, it's created because of the brook and their not being able to cross the brook without major work to protect the wetlands associated (hope you recognize this space too on the walk through).

Thank you,
Ronald Brown
5 Hickory Street

Groth, Brian

From: M Larose <lively603@aol.com>
Sent: Thursday, November 4, 2021 4:58 PM
To: Groth, Brian
Subject: Friary Land

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

Hello Mr. Groth,

I live on Hickory St. and I fee that there are concerns that the board needs to consider.

* Concerning the walk through, the wild animals that are present in the spring and summer are no longer there due to the time of year.

* The amount of water that is present on the site has lessened due to time of year .

* Have you ever been outside on a snowy night? When it snows, it is so peaceful walking in our neighborhood at night. There is a wonderful silence. This will be taken away by the sound of the trucks, fork lifts, and plowing of that lot. Also, during the winter, there would be bare trees which would make the site more visible.

*If you look on the developers website, all the centers on the site are less in square footage than the one for the Friary land and also none of the building are close to houses as this would be.

* The surrounding neighborhoods are always being used by families and couples walking, joggers, and children on bikes.

Are people going to want to enjoy being outside with the noise from the development surrounding us?

* The new 80 unit development on Lowell Road could bring up to 160 more cars to that area since many families have 2 cars and Lowell Road from Market Basket North is not only busy at rush hours , it is busy with parents going to PMA, shoppers on Saturdays and shoppers during holiday season.

* The value of houses on the surrounding streets will greatly be affected and there are currently a number of houses that are already on the market or that have been sold.

* The small town feel that we love about Hudson and about our neighborhoods will be gone. Would anyone on the board want this development at their doorstep?

* The 3 that spoke for the developer at the last meeting were not organized with facts.

***Below are URL links to articles that show how distribution centers have ruined neighborhoods .

1. <https://sites.google.com/view/distributioncenters/home>

2. <https://www.latimes.com/california/story/2019-10-27/fontana-california-warehouses-inland-empire-pollution>

Thank you for listening

Maria Larose
4 Hickory st
Hudson

Groth, Brian

From: Lauren.Fletcher <Lauren.Fletcher@comcast.net>
Sent: Thursday, November 4, 2021 7:58 PM
To: Groth, Brian
Subject: Proposed warehouse behind Fox Hollow

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

Dear Brian,

I am a resident of Hudson for 18 years, and the past 12 at Fox Hollow. The choice was very easy to move to Fox Hollow due to the area and everything it offers. My condo faces the back of the woods where my daughter and I would spend time on the lawn playing games in the summer as well as sledding in the winter. We also take our dog outside for walks. I know many other young families enjoy it as well.

To hear that there could potentially be a warehouse distribution center built behind this area that involves cutting down the forest and having trucks operating 24/7 would not only be a disappointment to say the least, it would be so noisy no one would be able to function! I am certain that you would not want this type of disruption at your own home.

I ask you to please refrain from approving this. The only people who would gain from this would be the warehouse, and I feel there are other options more conducive. There is an Amazon warehouse in the old Building 19 at Exit 8 in Nashua. They don't appear to be using all this space and perhaps they could be side by side and not disturb any residents. Just a suggestion.

Our town, and in particular, Fox Hollow residents, would like to keep our community perfect the way it is!

Thank you for your time.
Lauren

Sent from my Verizon, Samsung Galaxy smartphone

Groth, Brian

From: Erin Fabian <efabian26@gmail.com>
Sent: Sunday, November 7, 2021 10:57 AM
To: Groth, Brian
Subject: STOP the Distribution Center

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

Mr Groth,

I am writing you due to finding out that a Large 24 hour distribution center is planning on being built behind where I live in the Fox Hollow Condo's. As I understand that things change over time, I just bought a condo here 2 years ago and was happy to find it quiet and peaceful. I know Hudson will grow and change over time but a distribution center will drastically change the feel of the area and make it less desirable for people to live here. Please do not allow this growth to happen. Please consider declining the offer.

Thank you,
Erin Fabian

Groth, Brian

From: Kristine Holzhauser <polarswim@yahoo.com>
Sent: Sunday, November 7, 2021 7:00 PM
To: Groth, Brian
Subject: Friar's Drive Site Plan Community Input Letter

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

Kristine Holzhauser
517 Fox Hollow Drive
Hudson, NH 03051
(603) 459-9072
polarswim@yahoo.com

November 7, 2021

Town of Hudson Planning Board
12 School Street
Hudson, NH 03051

Dear Brian Groth,

I am writing regarding GFI Partners application to build a warehouse in the biodiverse forest abutting Fox Hollow and Hickory Street. Approval of this application would be devastating not only for all the residents of Hudson, but also for the wildlife and surrounding wetlands.

I understand that GFI partners have put a lot of time and money into this proposal; I hope the Town of Hudson Planning Board and GFI Partners will be open to the residents' concerns and discuss other options for use of the site in question.

I am sure you have heard many concerns about the eye sore for abutting residents, its effect on property values and traffic, as well as concern about the noise from trucks backing up to loading docks during the night. While it is clear that adjacent residents will be deeply affected, I think it is helpful to remember that this proposed site plan affects much more than just the surrounding property owners and renters.

Clearing this parcel of forest will displace the abundant wildlife. A two hundred foot setback to residential use (approximately half of which will be cleared) is not enough habitat to sustain the wildlife including, but not limited to white-tailed deer, eastern coyote, red fox, fisher, wild turkey, porcupine, striped skunk, American beaver, raccoon, eastern cottontail, and [New England cottontail](#).

It is true that a warehouse will bring jobs into town, but at what cost? Are these the types of jobs the Town of Hudson wants to develop in the community? How is this going to influence the character of the town in which we live? Will strangers wander through our communities, where our children play and sleep, during breaks and before and after shifts (including throughout the night)? Can GFI Partners ensure the continued health and safety of the surrounding community and wetlands?

I'd like to encourage the board to consider the impact that approval of this plan would have on abutting residents and their families' health, air quality, wildlife, wetlands, the Merrimack River, and the Town of Hudson. Please do not approve GFI Partners' application to replace this vital habitat and pollute the community in which we live.

Thank you for your consideration.

Sincerely,

Kristine Holzhauser

P.S. I've included a hyperlink above for you to review the critical threat that habitat loss has on the New England Cottontail. (<https://newenglandcottontail.org/>)

Groth, Brian

From: MARGARET PEARCE <mspearce1@comcast.net>
Sent: Sunday, November 7, 2021 11:06 AM
To: Groth, Brian
Subject: Friars Drive 504,000 sq ft Warehouse

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

Dear Mr. Groth,

I am a homeowner at the Fox Hollow Condominium complex. I, after many months of research, purchased my condominium over 18 years ago. One of my main concerns was noise and crime and found that traffic noise pollution was extremely minor, the crime rate was very low in the area and I was satisfied that my right to having a quiet enjoyment of my property was satisfied.

The proposed Friars Drive Warehouse would deny me that. The noise pollution of trucks going in and out all day and night would deny me that peace and quiet. It would also increase the poor traffic situation we now experience on Lowell Road.

Another concern is the growing loss of wildlife habitat. We have enjoyed nesting Owls and various Hawk species, Deer, Fox, Rabbits, Porcupine, etc. There have also been Pink Lady Slippers seen blooming over the years.

I am disappointed that Hudson has no regard for natural habitat and the species it supports and for the residents it would impact.

I therefor I say NO to this project and urge the the Planning Board and the Town of Hudson to reject this project.

Sincerely,
Margaret Pearce
522 Fox Hollow Drive
Hudson, NH 03051

Dubowik, Brooke

From: Brynn Campbell <campbellbrynn@gmail.com>
Sent: Monday, November 8, 2021 3:16 PM
To: Planning
Subject: Friars Drive Industrial Facility

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

Monday, November 08, 2021

Members of the Planning Board

RE: Friars Drive Industrial Facility

There is already too much traffic on Lowell Road in Hudson. If you drive this road almost anytime of the day, there are MANY other cars with you and a lot of stop and go traffic.

There is especially a problem near Country Brook Farm where the northbound lane decreases from 2 lanes to 1 lane. This is a very deadly area with cars cutting other cars off and backing up the traffic even further.

The Friars Drive entrance is on Lowell Road just N of Country Brook Farm and the loss of one northbound lane. I can't even imagine what adding hundreds of semis and cars to this area each day will add to the traffic, chaos and number of accidents and injuries.

If a light is installed at Friars Drive to allow trucks and cars to turn left from the northbound lane, this will mean that there will be 3 lights VERY close together on Lowell Road, one at Pelham Road, one at Fox Hollow and then an additional light at Friars Drive. There are already large backups on Lowell Road from just the Pelham Road and Fox Hollow lights and an additional light will only exacerbate the traffic problem in this small region.

Please do not add this industrial facility and its extra traffic to Lowell Road's traffic difficulties.

Thank you,

Brynn Campbell

5 Sandalwood Road, Hudson, NH

campbellbrynn@gmail.com

Groth, Brian

From: Andrew Doyle <adoyle1237@gmail.com>
Sent: Tuesday, November 9, 2021 8:39 AM
To: Groth, Brian
Subject: 22 Friars Dr

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

Hi,

My name is Andrew Doyle and I am writing to you on behalf of the proposal at 22 Friars Dr. I will keep this very brief as I am sure you are getting plenty of emails related to this project. I lived in Fox Hollow for about 8 years and I still own two condos there. One is rented to my best friend so I am there frequently. I love the area and I love Hudson, so I am sure you know why I am writing to you! I fear that the future of Hudson is not bright as we are continuing to develop the town. We are starting to feel more like an extension of Nashua, than the family friendly and welcoming community that Hudson used to offer. I can tell you that if this project is approved I will be selling both condos, for obvious reasons, so I am hoping that it is not for my sake and the sake of the residents in the condos. It seems that the values of the town are changing, and I know there is necessity in that. You have a very difficult decision to make and I trust that you will all make the best decision for the community.

I know the meeting is tomorrow and I was hoping you could tell me if that will be broadcasted? I have a cold and I don't want to make people feel uncomfortable.

Thanks!
Andrew Doyle

November 9, 2021

Via E-Mail (bgroth@hudsonnh.gov)

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

Re: Friars Drive Site Plan, Friars Drive/161 Lowell Rd. Map 209/Lot 001-000

Dear Mr. Groth:

We are eighteen year residents of the Town of Hudson and are writing this letter to you today strongly opposing the potential development of a 504,000 square foot building with 104 dock doors for trucks operating 24/7. There is no advantage in removing open space to build this monstrosity, other than financial gain. In turn, financial gain will be offset by the decrease in home values. If this goes through, we will sell our condo due to the fact that Hudson will now be a "Truck Stop". This project is overly inappropriate for a heavily populated residential area, as this land abuts a variety of neighborhoods which stand to lose viable open space if this is approved.

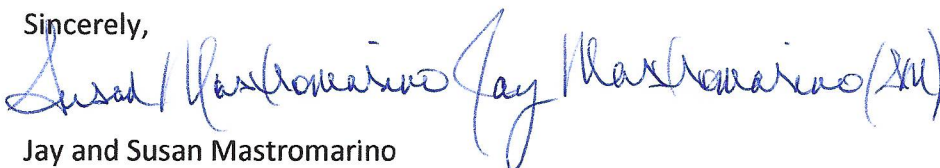
There are other locations in the Industrial Park for this type of building that would be better suited to support this development. Hudson does not have much open land left and it would be a disgrace to uproot trees that are homes to a variety of wildlife, clean the air of pollution and provide aesthetic beauty to the area. In addition, have you factored in the traffic on Lowell Road? It is at an all-time high with weekly accidents and was recently closed on Friday evening, November 5th due to a serious car crash.

As any educated person should be aware, climate change is ongoing, therefore destroying valuable land to put up a building that will only add to pollution is counterproductive. In addition to land destruction, noise and increased air pollution from this facility running 24/7 would be substantial, and have a terrible and long-lasting effect on our quality of life along with decreases in our property values, as mentioned above. The majority of people do not want to live next door to a large facility that is open day and night. We believe you are aware of this fact by the petition signed during the site walk last Saturday.

I plead with you to protect our open space and to leave the land as is.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Susan Mastromarino Jay Mastromarino (SM)".

Jay and Susan Mastromarino

October 28, 2021

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

Hudson Planning Board:

I wish to submit additional comments for public input as an indirect abutter to the Friars Drive Industrial Facility. At the October 20, 2021 Planning Board meeting GFI Partners representative, Hayley Marsh, referenced the June 2018 Economic Development Assessment prepared by the Nashua Regional Planning Commission while explaining the 'site context' by directly quoting from that report: "Economic conditions in NH and Nashua region are strong. Current demand in the region is strongest for industrial space with a particular high demand for large footprint (500,000+ SF) high bay warehousing and distribution space." **However, Ms. Marsh failed to mention the report also stated a major qualifying portion of this report, "it would maximize road capacity in the corridor and would result in significant increases in congestion, particularly during peak hours, without additional road improvements."** I have attached the report for the full context.

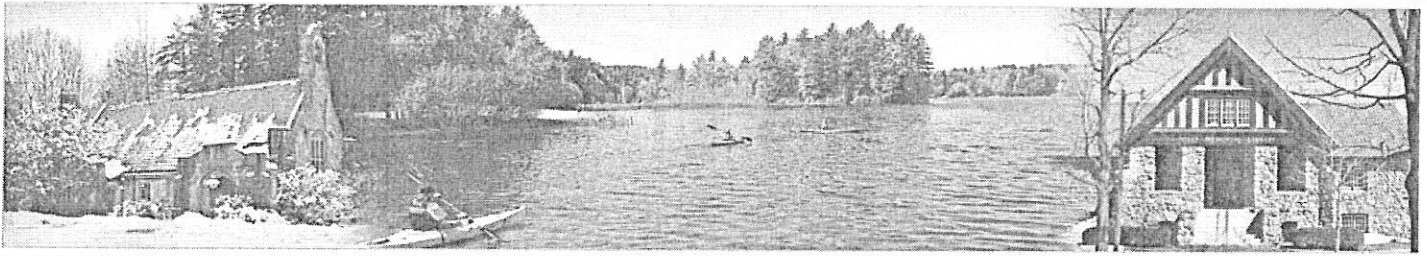
This 2018 Assessment Report was officially presented to the Hudson Board of Selectmen at their June 12, 2018 meeting by then Town Planner, George Theborge and NRPC Director, Jay Minkarah. As written in the minutes of this meeting, the Town Planner stated, **"I just wanted to clarify that the purpose of this report is not to propose an economic development program. It's simply to set the stage if the community decides to pursue doing and economic development program. This will be kind of a base platform with which to go out and do public participation and begin to formulate some goals for the community."** During the presentation Mr. Minkarah states with regards to the Friar Property, **"I should note that any use you put on the Friary of substance, traffic is going to be an issue just because that a limited corridor. That segment in particular is limited especially heading south toward Sagamore. So, anything we do is going to have a traffic impact in the area."** **"... adding the additional lane. Should that happen, it will help but that will still be a challenge."** I have attached the actual minutes of the selectmen meeting with the reports synopsis as presented by NRPC.

At the October 20th Planning Board meeting, Ms. Marsh's concluding comments stated, "This project is in line with the economic goals of the Town of Hudson and what the area was initially thought for and this is a master planned park and economic generator for the town." This is a **misleading conclusion that this is a "fit" for our Town, and is unsubstantiated** by the 2018 Assessment Report or even the 2006 Master Plan. The Friar Property is addressed in the assessment as having potential development **but with traffic concerns** and the Master Plan barely mentions the property other than for Riverwalk access but no such "economic goal", as she stated, has ever been established.


As to traffic and reading the various traffic statistics and studies, it is very concerning the vast number differences in data. There is the Master Plan listing vehicles per day at 35,500 based on a traffic study of 2001 and then Congestion Management Report done in 2018 (attached), presented with the Assessment Report, utilizes data from 2016 which lists daily traffic volume from 7,000 to 31,000, and then there is the traffic stats provided by the developer that are based on the Hudson Logistic Center's theoretical data. How can data that has not yet been proven (HLC) be used as a foundation for calculations on yet another development? How can we continue to add to our main corridor without accurate data and expect to have "insignificant" impact on our Town?

Lastly, if the above does not put doubt on how this will affect our town or in the board's decision process, I hope the Planning Board sets forth firm stipulations with regard to noise, especially addressing idling trucks and back up signals on them; and the reinforcing the limit of truck traffic before 6 am after 7 pm; and affirming all ways available to diminish lighting and other noise impacts to the area. I would also encourage all possible efforts be stipulated to offer the best scenario possible to retain as much existing vegetation and berms in the buffer area and beyond to lessen the impact to the residential neighbors. Lastly, the Planning Board should pointedly request the applicant disclose the tenants for a full review and accurate planning of this development.

Thank you for the opportunity to share my comments.
Brenda Collins, 5 Locust Street, Hudson NH



Hudson Economic Development Assessment

Nashua Regional Planning Commission  Town of Hudson, NH

June 12, 2018

Introduction

The Town of Hudson wishes to enhance its economic development efforts with a primary goal of increasing its tax base. A key element of an effective strategy is an analysis of the potential benefits versus impacts of differing types of commercial and industrial development as well as the potential for future expansion of business and industrial uses. To assist policy makers, this report includes an analysis of existing business and industrial areas as well as future development potential.

This assessment of development potential in Hudson's business, industrial and general zones is based on an analysis of vacant and underdeveloped properties overlain with natural and man-made development constraints together with consideration for the availability of critical infrastructure including highway access and public water and sewer. These factors were evaluated within the context of broader economic conditions and market trends. NRPC surveyed Hudson's existing commercial and industrial districts and other areas with commercial and industrial expansion potential during the winter and spring of 2018 both in the field and by utilizing Geographic Information Systems (GIS) technology. In addition, interviews were conducted with commercial real estate brokers, developers and other development professionals to establish a deeper understanding of current trends in commercial and industrial property development. Recognizing that traffic is a critical issue in many of Hudson's busiest commercial districts, traffic counters were also placed in key areas to measure traffic volumes and estimate future trip generation.

Regional Economic Climate

Economic conditions in New Hampshire, the Nashua region and Boston metro area are strong. Currently, demand in the region is strongest for industrial space with particularly high demand for large footprint (500,000 sq. ft.+), high bay warehousing and distribution space. In the first quarter of 2018, Warehouse/Distribution rents in the Nashua submarket (which includes Hudson) increased to \$5.82 per sq. ft. over the prior quarter, the largest increase in the state (Colliers International NH Industrial Trends). Overall industrial lease rates were \$6.39 per square foot. With a total of 19,234,616 sq. ft., the Nashua area market has by far the largest concentration of industrial space in the state with an overall vacancy rate of 6.83%. The combination of low vacancy rates and increasing lease rates is likely to stimulate demand for new construction.

The market for office space in the region is less strong. Nashua market area currently market offers 3,555,209 square feet of office space. The vacancy rate for the area's office market stood at a relatively high 13.24% and rents have essentially remained flat at an average asking rate of \$14.02 per square foot. Recent projections indicate that vacancy rates and rents will remain close to current rates in the near future; an indication that new office space construction will be limited. Demand for new retail space, especially regional retail, is also expected to be limited with few new entrants into the market and several significant facility closures, both recent and pending, impacting the market.

Hudson's Economic Climate

Over the past few decades, the Town of Hudson has emerged as a major economic engine for the southern New Hampshire Region. As stated in the Town's 2006 Economic Development Master Plan chapter, "Hudson has evolved into one of the Nashua region's major employment centers over the past few decades as the number of jobs and the amount of non-residential development has increased considerably." Today, approximately 19.1% of Hudson's land area is commercial land and buildings.

While retail uses in Hudson are scattered along NH 3A (Lowell Rd), within the Hudson Mall, and on NH 102, there are several discrete industrial regions in the Town. Going north to south, these areas include the Continental Paving and its immediate vicinity on NH 102, the Brox Industries on Greeley St, the Clement Industrial Park along NH 111, the Sagamore Industrial Park off of NH 3A, and the BAE compound on the Massachusetts border.

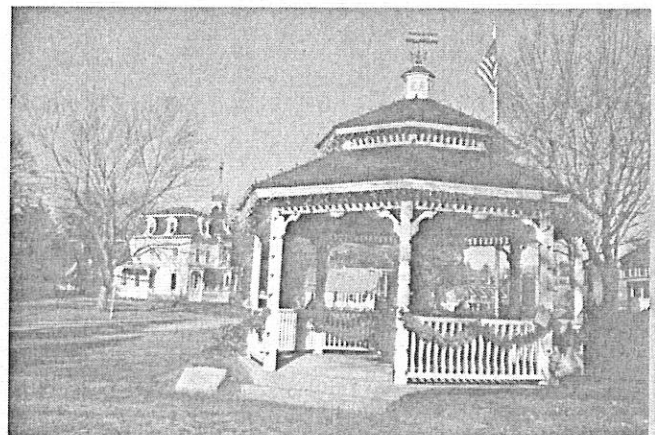
Annual Average Covered Employment	2006	2016
Goods Producing Industries		
Average Employment	5,239	4,119
Average Weekly Wage	\$1,158	\$1,481
Service Providing Industries		
Average Employment	4,871	5,252
Average Weekly Wage	\$657	\$837
Total Private Industry		
Average Employment	10,110	9,371
Average Weekly Wage	\$917	\$1,120
Government (Federal, State, and Local)		
Average Employment	835	925
Average Weekly Wage	\$837	\$979
Total, Private Industry plus Government		
Average Employment	10,945	10,295
Average Weekly Wage	\$911	\$1,107

Largest Business	Product/Service	Employees
BAE Systems	Signal analysis and jamming technology	678
Hudson School District	Education	571
Atrium Medical	Pharmaceuticals	400
APW Enclosures	Sheet metal fabrication & integration	300
Presstek	Printing, imaging technology	230
Mercury Systems	Defense electronics	200
Comcast	Cable television call center	105
Hudson Mills	Apparel, textile	100

As the chart above shows, these industrial parks serve as a major source of employment for Hudson and the Nashua Region. They also are a major source of tax revenue for Hudson, with a cumulative assessed value of









\$348,632,452 and a 2017 tax revenue of almost \$7 million.

Hudson currently has a civilian labor force of 14,574 people out of a total population of 24,682 (ACS 2011-2015). The per capita income is \$38,009, while the median family income is \$96,788 and the median household income is \$86,024. The low unemployment rate of 3.4% and the low poverty rate of 4.4% indicate a healthy economy.



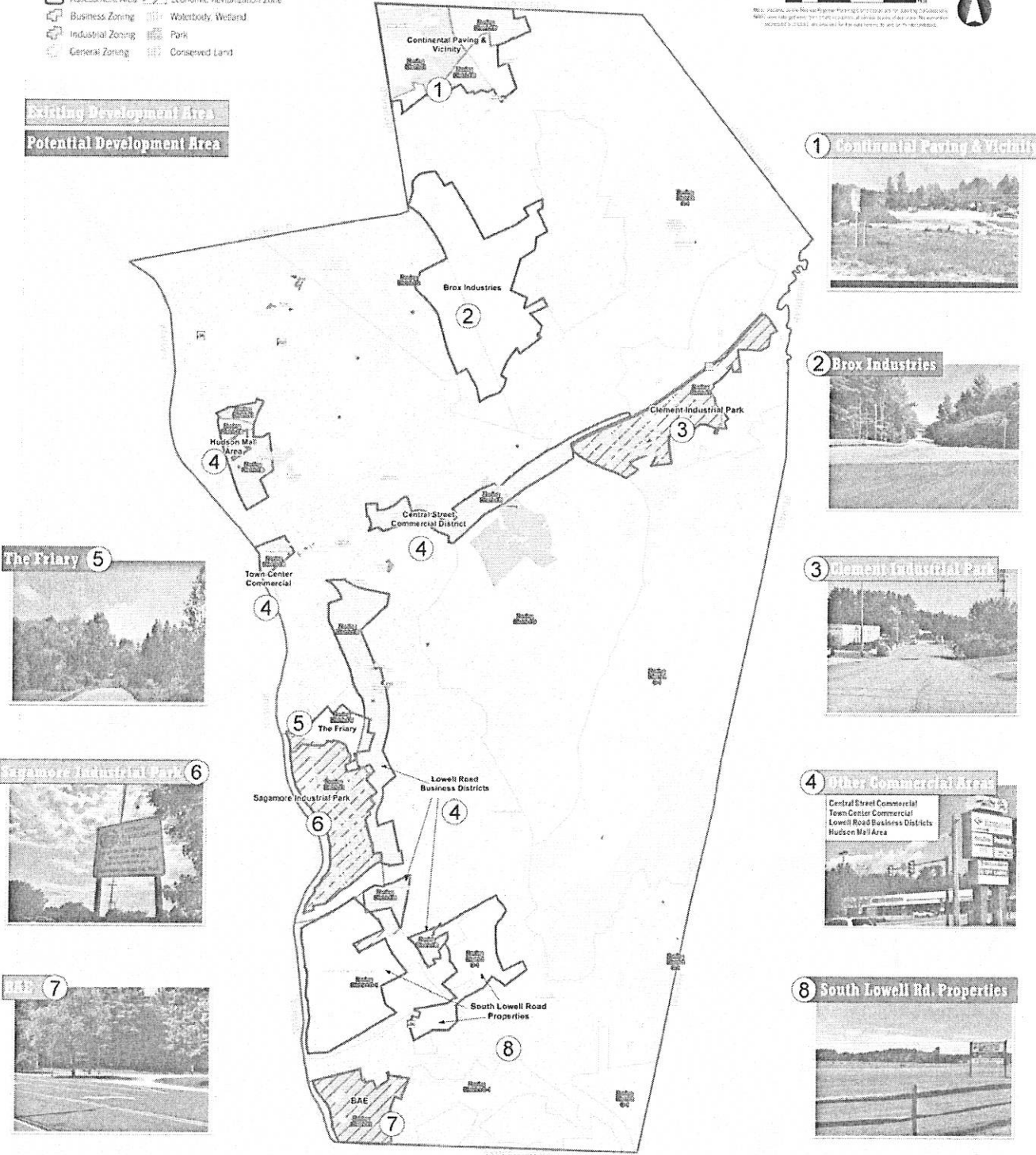
Target Areas for Economic Development

Legend

-  Assessment Area
-  Business Zoning
-  Industrial Zoning
-  General Zoning
-  Economic Revitalization Zone
-  Waterbody/Wetland
-  Park
-  Conserved Land



Existing Development Area
Potential Development Area



Map prepared by [unreadable] on [unreadable] for [unreadable].

Profiles of Development Areas in Hudson

This section provides brief profiles of Hudson's existing business and industrial districts as well as areas identified as having potential for significant commercial and industrial growth. The areas identified as having significant growth potential are based on several factors including land availability, land -use, and access to transportation networks. Existing business and industrial districts are labeled in blue and include an overview of existing conditions and a description of opportunities for expansion. Potential development areas are highlighted in purple, and include parcels that are currently vacant or underutilized. The development potential for each of these areas takes into account possible building area, potential property valuations, tax revenue, employment, and other factors. In some cases, both industrial and retail development scenarios are provided. It should be noted that commercial and industrial development types vary widely and potential impacts can vary considerably. These analyses are based on development scenarios that could be reasonably anticipated given existing development patterns and market conditions.

1

Continental Paving & Vicinity



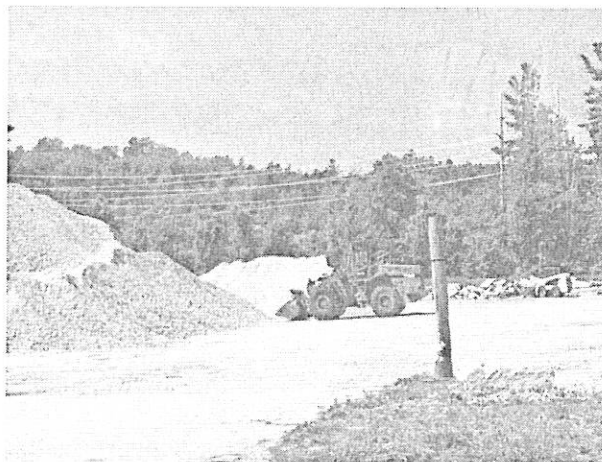
Located off of NH 102 in between Londonderry and Litchfield, this area is characterized by a diverse mix of land uses including retail, office and industrial uses such as paving operations. Its location in a heavily travelled corridor in close proximity to Londonderry and Litchfield are strengths, however, future development potential is limited by land availability and natural constraints such as wetlands.

DEVELOPMENT POTENTIAL

- Additional Building Area: 121,783 sq. ft.
- Additional Property Assessment: \$7,535,730
- Additional Tax Revenue: \$148,605
- Additional Employment: 170
- Additional Traffic: 396 Average Daily Trips

EXISTING AREA PROFILE:

- Approximately 800 jobs
- 64 parcels totaling 404 acres
- Combined Property Assessment: \$67,311,651
- Total Building Square Footage: 583,749 sq. feet
- Combined 2017 Tax Revenue: \$1,327,386
- Zones: General, Business & Industrial
- Traffic: 2,626 Average Daily Trips



2 Brox Industries Property

EXISTING AREA PROFILE:

- 5 parcels totaling 592 acres
- Property Assessment: \$8,572,493
- Total Building Square Footage: 14,442 sq. feet
- 2017 Tax Revenue: \$169,050
- Zone: General



Brox Industries, Inc. owns five parcels comprising the largest contiguous site under common ownership in the northern section of town. The property, however, does not front on a state highway. Access is provided by local, heavily residential streets which could limit future development potential. The site currently includes a quarry, which processes hot mix asphalt and aggregates, though large areas are entirely undeveloped.

DEVELOPMENT POTENTIAL:

- Additional Building Area: 2,993,851 sq. ft.
- Potential Property Assessment: \$189,241,306
- Potential Tax Revenue: \$3,731,839
- Additional Employment: 2,789
- Additional Traffic: 9,733 Average Daily Trips
- Sewer Demand: 296,000 gpd

3 Clement Industrial Park

EXISTING AREA PROFILE:

- Approximately 1,000 jobs
- 64 parcels totaling 281 acres
- Combined Property Assessment: \$67,844,808
- Total Building Square Footage: 1,073,268 sq. feet
- Combined 2017 Tax Revenue: \$1,337,900
- Zone: Industrial
- Traffic: 4,790 Average Daily Trips



Located along NH Route 111 near the Windham border, the Clement Industrial Park is one of Hudson's designated Economic Revitalization Zones. There are a number of uses within the district including contractors and job shops which feed into larger construction and automobile-focused industries, municipal services and several single family residences. Though largely developed, a number of vacant parcels remain available.

DEVELOPMENT POTENTIAL

- Additional Building Area: 182,765 sq. ft.
- Additional Property Assessment: \$11,552,571
- Additional Tax Revenue: \$227,817
- Additional Employment: 170
- Additional Traffic: 594 Average Daily Trips
- Additional Sewer Demand: 24,783 gpd

4 Various Commercial Areas Throughout Town

EXISTING AREA PROFILES:

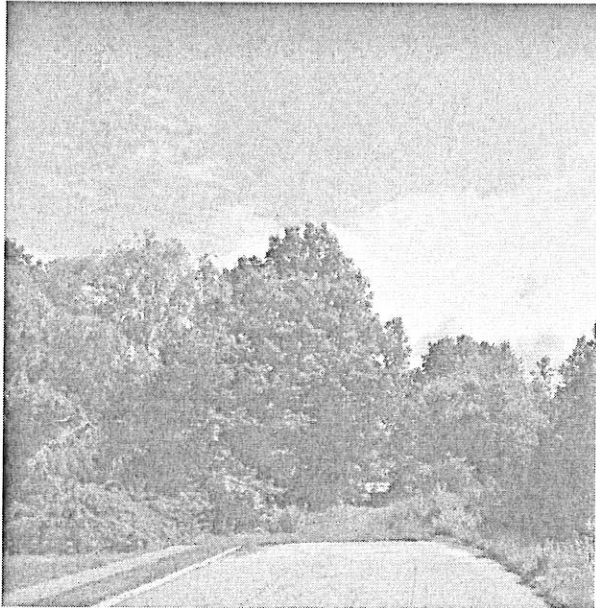
- Approximately 3,024 jobs
- 446 parcels totaling 1,097 acres
- Combined Property Assessment: \$428,030,989
- Total Building Square Footage: 3,369,735 sq. feet
- Combined 2017 Tax Revenue: \$8,440,772
- Zones: Business

Hudson plays a role as a commercial hub that draws both local and regional customers. The majority of the commercial areas are characterized by strip development with small

businesses that serve Hudson residents and immediate surrounding communities.

Hudson’s main retail areas are primarily on Lowell Rd (NH 3A), with other notable areas within its Town Center, along NH 111, and within the Hudson Mall. Businesses like Sam’s Club and Walmart serve as major regional attractions bringing in customers from Massachusetts. They also increase traffic volumes for the area (respective average daily trips of 5,369 and 9,148). Few development sites are available within existing business zoned districts though there is potential for expansion into General zones, particularly in south Hudson along Lowell Road.

5 The Friary



This undeveloped parcel is located north of the Sagamore Industrial Park and has frontage along Lowell Rd and the Merrimack River. This site could serve as an expansion of the Sagamore Industrial Park since Friar Rd terminates at the border of the property (pictured left).

INDUSTRIAL DEVELOPMENT POTENTIAL:

- Additional Building Area: 781,830 sq. ft.
- Potential Property Assessment: \$52,616,160
- Potential Tax Revenue: \$1,037,591
- Additional Employment: 844
- Additional Traffic: 2,542 Average Daily Trips
- Additional Sewer Demand: 62,672 gpd

RETAIL DEVELOPMENT POTENTIAL:

- Additional Building Area: 556,335 sq. ft.
- Potential Property Assessment: \$62,613,448
- Potential Tax Revenue: \$1,234,737
- Additional Employment: 508
- Additional Traffic: 11,878 Average Daily Trips
- Additional Sewer Demand: 72,567 gpd

EXISTING AREA PROFILE:

- 1 parcel totaling 90 acres
- Combined Property Assessment: \$5,007,600
- Total Building Square Footage: 0 sq. feet
- Combined 2017 Tax Revenue: \$98,750
- Zone: General

6 Sagamore Industrial Park



EXISTING AREA PROFILE:

- Approximately 2,700 jobs
- 56 parcels totaling 288 acres
- Combined Property Assessment: \$168,366,800
- Total Building Square Footage: 2,501,783 sq. feet
- Combined 2017 Tax Revenue: \$3,320,193
- Zone: Industrial
- Traffic: 8,133 Average Daily Trips

The Sagamore Industrial Park is Hudson’s largest industrial district and its largest concentration of employment. The park is located just north of the Sagamore Bridge between Route 3A and the Merrimack River. There are a variety of businesses in the park, ranging from small companies to national corporations. The business park is mostly built out but has the possibility of expanding to nearby vacant parcels, such as the Friary property.

7 BAE



EXISTING AREA PROFILE:

- Approximately 670 jobs
- 1 parcel totaling 170 acres
- Combined Property Assessment: \$31,971,100
- Total Building Square Footage: 559,778 sq. feet
- Combined 2017 Tax Revenue: \$630,470
- Zone: Industrial

BAE Systems is a major employer in southern New Hampshire. It is a British multinational defense, security, and aerospace company. The Hudson campus focuses on research and development and is one of the Town’s Economic Revitalization Zones. It is located on NH 3A near the Massachusetts border. Though considered a developed site, there is expansion potential.

8 South Lowell Rd. Properties



With its large contiguous parcels of vacant and underutilized land, direct access to Lowell Road (3A), proximity to the FE Everett Turnpike and potential availability of water and sewer, the South Lowell Road properties offer perhaps the greatest opportunity for both commercial and industrial development in Hudson and in the overall region. 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 estimated 16,545 Average Daily Trips at buildout is relatively moderate, 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. Retail commercial development offers higher overall property values and therefore tax revenues, however, wage rates are significantly lower and current market conditions are less favorable for retail commercial uses. Though sufficient land area is available to support up to 3.6 million square feet of retail development (an area equivalent to 3.5 Pheasant Lane Malls) demand for that level of additional retail is not at all likely and the existing road capacity in the area could not support anything close to that level of development.

EXISTING AREA PROFILE:

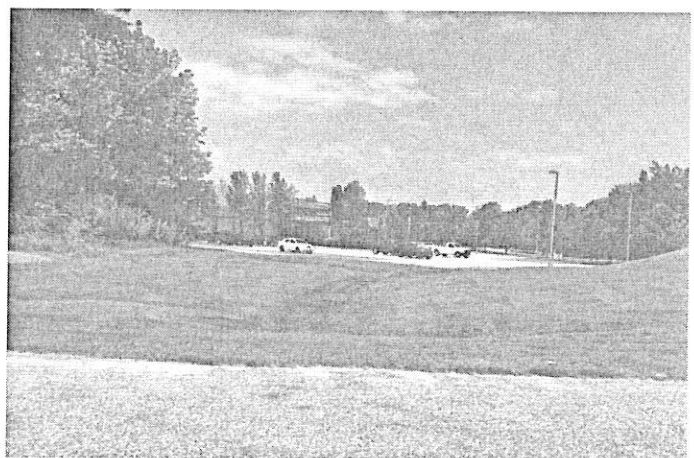
- 7 parcels totaling 583 acres consisting of vacant or private recreationally used land
- Existing Property Assessment: \$4,584,689
- Existing Building Square Footage: 14,785 sq. feet
- 2017 Tax Revenue: \$90,410
- Zone: General

INDUSTRIAL DEVELOPMENT POTENTIAL:

- Additional Building Area: 5,064,521 sq. ft.
- Additional Property Assessment: \$340,842,263
- Additional Tax Revenue: \$6,721,409
- Additional Employment: 5,466
- Additional Traffic: 16,545 Average Daily Trips
- Additional Sewer Demand: 342,000 gpd

RETAIL DEVELOPMENT POTENTIAL:

- Additional Building Area: 3,603,814 sq. ft.
- Additional Property Assessment: \$404,596,003
- Additional Tax Revenue: \$7,998,353
- Additional Employment: 3,122
- Additional Traffic: 76,941 Average Daily Trips
- Additional Sewer Demand: 342,000 gpd



per week. There's a lot of preparation which has already started. I feel this not to exceed \$20,000 contract is apropos especially so giving the Board's action with Attorney Boldt's firm of the last meeting.

Motion by Selectman McGrath, seconded by Selectman Martin, to waive the competitive bidding requirements as outlined in Town Code 98-1(C) and to sign the consulting services agreement for the tax appeal filed by PSNH/Eversource with George E. Sansoucy, Professional Engineer, at amount not to exceed \$20,000 with funds from Assessing, Professional Services Account 5410-252. This contract is for fiscal year 2019 therefore no services shall be performed prior to July 1, 2018, carried 5-0.

C. Economic Development Analysis Report

Chairman Coutu recognized Interim Town Planner George Theborge and NRPC Director Jay Minkarah. I want to thank both of you for the work that was put into this. The brochure that you color printed for us - very well done - very impressed.

George Theborge addressed the Chairman and members of the Board, I just wanted to thank you for the opportunity for us to bring this report to you tonight. You can recall I think it was back in February we came before you with a proposal to utilize some of the money that had been donated for economic development purposes to develop a base line analysis of economic development in Hudson looking for a better understanding of what the conditions in the community currently are as well as what future opportunities might present themselves for pursuing an economic development program. I just wanted to clarify that the purpose of this report is not to propose an economic development program. It's simply to set the stage if the community decides to pursue doing an economic development program. This will be kind of a base platform with which to go out and do public participation and begin to formulate some goals for the community. With that brief introduction, I will turn it over to Jay to give you the results of the study that NRPC prepared.

Jay Minkarah indicated we do have a brief summary which we'll pass out. I'm just going to kind of give you the overview with what we did and then I'm going to turn it over to Sarah to talk a little bit about the map and then I'll kind of sum up with some of our analysis on what we think the development potential of some key areas is.

Just kind of starting off with the process, Mr. Minkarah indicated we started earlier this year really doing a number of different things. First of all we did field surveys of all the existing commercial/industrial areas to really get a good sense of what's out there on the ground, what vacancy rates look like, what the business mix looks like, as well as the areas that we identified as having potential for expansion. A lot of work was also done on GIS which you'll hear a little bit more about. We did a lot of data diving. So going into a lot of State data. We also did a fair amount of our own data collection in particular in a couple of areas. Employment was one and another area that we felt we really wanted to go out in the field was traffic. Again Sarah will talk a little bit more about that but we did traffic collection out in the field in a number of locations. We also did a number of interviews with real estate brokers, developers, and other development professionals to really get a good sense of what's happening in the market now. Based on that, what you're going to see is basically an overview analysis of some of the exiting areas and then what we think the development potential could be and some of the issues that we see associated with that. If I could, I'm going to turn it over to Sarah to speak a bit to the map.

Good evening members of the Board. Sarah stated just to give you a quick orientation to what this map is showing. Essentially it's a parcel based map. Some of the major line work on here and the shading represents zoning districts in the community. In the sort of faint yellow is the distinct business districts. The gray is industrially zoned and anything else that is shown in this sort of muted yellow is general zoning district. You'll see here in sort of these purple, these are the analysis areas that we studied and they're numbered 1 through 8 roughly north to south. What you won't see on this map but Jay mentioned the other data that went into this map is sort of key is we actually decided against modeling some traffic and actually went out and collected traffic volumes with our

traffic counting equipment. In key areas up here in area 1, and Sagamore area 6, and area 3. That helped to serve to provide a baseline comparison for some scenario planning in these other areas. One of the major distinctions you'll see on this map is that you've got some of these areas 1 through 8 shaded and sort of a bluish color versus the purple. We made a kind of a key distinction here between areas that had some substantial development already versus those that really stood out as being primary targets for potential development sites. That's what those two colors represent.

Sarah said I won't go through every single data point on this map because it is dense but just to sort of step through some of the existing. So these are the blue areas here some notable observations. Number 1 - we're calling it "Continental Paving vicinity". That's north Robinson Road. Definitely the most heterogeneous of all the areas that we took a look at in terms of zoning, in terms of land use. There is quite a bit of vacant land. A lot of it is wet. Clement Industrial Park - I should note too this crosshatching here indicates an economic revitalization zone. Here and in here you'll see that hatched symbol. Again a mixture of uses. Some vacant land to both town owned and DOT owned but not comparably as much as some of the other areas.

Number 4 - you'll see 4 in several places on the map here. Essentially these are existing business districts. Some strip development, the town center, downtown area, Hudson Mall area, and the sort of Central Street commercial district. In terms of number of parcels, there's quite a number. That represents a substantial amount of tax base of revenue for the town for the community.

Sagamore Industrial Park - existing revitalization zone. Quite a bit of commercial manufacturing, small business space there. Very much a significant source of revenue for the community.

Number 7 - BAE. 165 jobs there. Still quite a bit of development potential but very much a parcel with homogeneous use, research, and development.

Jay Minkarah stated if I could, I'd just like to kind of run down some of the key findings that we've had in a few of these areas. You don't necessarily have to follow along but I'm going to start right up by 102 in the Continental Paving area/vicinity. As Sarah mentioned, there's a real mix of uses there. There is some vacant land available overall. Not a huge amount. We estimated about 121,000 - 122,000 square feet of additional development could happen in that area. I should just back up a little bit too on how we came to our assumptions. Obviously these are assumption. When we say this amount of industrial square footage, by industrial what I mean is warehousing and distribution, manufacturing, some of the mix of uses that you already see in those areas like contractors, businesses. You've got job shop. You've got a lot of different types of businesses so it's really I'm using industrials a catch all phrase to mean all of the types of uses that you're going to find typically in those parks. We did make a distinction between the differences that we saw in the area. As an example the mix that you see in the Sagamore Business Park is very different than what you see in the Clement Industrial Park. We also when we make these assumptions we were looking at what that existing mix looks like when we came up with our estimates. So you're going to see that they're different on numbers in different areas per acre. The same thing was true with the values. When we projected the values, we look at the values within these existing areas to kind of establish what the average is and then move forward. Again obviously there's assumptions. The range could be higher or lower depending on the actual uses. Again modest opportunity for some additional development in that area. Roughly equating to about another 170 jobs. Traffic is pretty moderate - about a 400 additional vehicles. Yes there's development potential there. I think that's likely to happen naturally over time as it fills in.

The same thing is really true for Clement. Mr. Minkarah said a little bit larger so right now there's actually about 1,000 jobs in that park which was I thought was a lot. More than I expected. Currently we see that there is a development potential of about 180,000 square feet. Again not tremendous but not insignificant. That could generate another 11 ½ million in assessed value and we estimate about 227,000 in additional tax revenue and about 170 jobs. Again traffic demand there is also not that significant - about 600 vehicles per day. In both cases, there's capacity to accommodate that and I think in both cases we think that could happen pretty naturally.

Brox was the next one. Jay Minkarah indicated it was actually number two. I jumped ahead. Obviously that's an enormous property. That's almost 600 acres. You do have of course an active industrial use on it now that's really only a fraction of the property. The better part of that property remains undeveloped. Our assumptions on this were that if you were to develop this industrially, it would be similar to what the kind of mixes that you do see in the northern part of town. Potentially you could see almost 3 million square feet of additional building area on that property. Obviously that's quite substantial, 2,700 jobs, significant tax base, also significantly we estimate about 9,700 vehicles. Access is really the biggest challenge to that property. It is not on a State road. The access to that property comes from roads that are heavily residential in their nature. I think there is a lot of thinking that needs to go in to how this property develops. It's not going to develop naturally industrial realistically in a large scale unless the access issue can be addressed in some way. Of course obviously this is not a recommendation to develop in that way, it's simply this is what the potential could be. We did not do a retail scenario because we don't see realistically that property developing as retail. By the way, please feel free to pepper me with questions as we go along. I'm going to keep moving but you can always ask me after as well.

So we said 4 was all of these existing business zones throughout town. Mr. Minkarah indicated these are really largely developed at this point. There is not a whole lot of vacancy or vacant land. There is redevelopment potential. Of course you're going to see some older buildings taken down and redeveloped. There still remain some homes that are located that could convert. It really is huge though what is out there. Overall you've got a combined 3,366,000 square feet of built area which is really quite substantial. As Sarah alluded to, it's a significant source of revenue \$428 million in value or over \$8 million in annual revenue coming from those areas. So really quite substantial and over 3,000 jobs. That's quite significant. There's not a lot of room for growth within those areas.

The next property - Jay Minkarah stated we tried to stay away from identifying particular properties but it's really hard to do sometimes. One of those was the Friary because it just really stands out as a significant site. On that site we did both a retail/commercial analysis as well as an industrial analysis. Obviously it's located right next to the Sagamore Business Park. There is the opportunity to extend into it so how that property develops either naturally or could be obviously guided. Nevertheless for industrial development we figured it could hold up to about 780,000 square feet. That could generate about 844 jobs at 2,500 trips per day. I should note that any use you put on the Friary of substance, traffic is going to be an issue just because that's a limited corridor. That segment in particular is limited especially heading south toward Sagamore. SO anything we do is going to have a traffic impact in that area.

We also looked at sewer demand in both of these areas because maximizing this property would require sewer. That's again going to be another issue. Retail we estimate it could support about 550,000 square feet. Generally you can get more industrial per acre than you can for retail mainly because the big driver there is parking. The larger parking fields for retail development. The per square foot value though is higher on retail generally. We do estimate that the potential value for retail is \$390 million. That's probably about 30 percent higher than you would see for commercial. The traffic generation however is much higher. We estimate close to 12,000 additional vehicle trips per day. Obviously there's some balancing. The sewer demand could be higher as well.

Talking about the existing Sagamore Business Park. Mr. Minkarah said this area is really substantially developed. There's a little bit of opportunity for expansion but it really is pretty efficiently max. There is quite a diversity of different uses in that park right now. A pretty good balance of warehousing and distribution, manufacturing, and office type use. Although there is some vacancy in there, some properties vacant, they can see it's clearly not an issue. It think it's more of an example of turnover. Right now we're estimating about 2,700 jobs currently in the park. This is also one of the sites that we did take traffic counts. It's very easy obviously to do to understand what's coming in and out. It's about 8,100 vehicle trips per day coming out of that park. I'll come back to why I think that that's significant but one of the things that jumped out at us I'm guessing going out in a little bit of a segway is we also took traffic counts at Sam's and at Walmart. Just the Walmart alone has almost 1,000 more vehicle trips per day. For us, that was really quite

a startling find than the entire Sagamore Business Park. We do feel that Walmart is a bit of an anomaly so we did not take those generation rates and apply them to all of the retail but it was definitely something that we noted. Sam's Club comes in lower but it's also very, very high. I again as I mentioned before, there's also the potential to expand Sagamore to the Friary if that were the direction that we wanted to go.

Jay Minkarah mentioned BAE we did not look at as a development site. We do consider that a development site. We do consider that a developed site. It is a single user and of course a lot of the land area that they have they have for a reason. Should there be a demand on their part, there is the potential to expand. That's not a maxed out campus but we didn't analyze it as a development area.

Mr. Minkarah indicated the area really that has the greatest potential and I'll step up for just a moment is south Lowell Road properties in this area here that we identified in the general zone. There's about seven parcels total. There's obviously a huge land area. I think we have 583 acres total and that's property that has the potential to develop as retail. It has the potential to develop industrially or some mixture of both. The amount of contiguous land I think is what really jumps out in terms of opportunity and the access to the Sagamore which gives you highway access. Just in terms of accessibility and in terms of the amount of contiguous land, this area really does represent the greatest opportunity for commercial/industrial development if that were the direction that the town wanted to go in.

We did two scenarios for this area. Mr. Minkarah stated for industrial development, it's tremendous. Potentially up to 5 million additional square feet could be developed in this area. Kind of again we assumed that this was a mix of both warehousing and distribution, manufacturing, and office but much heavier on the warehousing and distribution. So that has more of a building footprint but generally less traffic generation and somewhat less value on a per square foot basis. Potentially 340 million in additional property assessment. About 6.7 million in additional tax revenue, and about 5,400 additional jobs quite significant, and of course importantly that's 16,500 additional vehicles per day. Obviously that's an issue. I say that, that's total. That's in an area this large. There will be multiple points that won't be all at one point but there's no question that realize that level of development where we are now there would need to be clearly some improvements. In particular just worth noting, I think it's immediately the area that the capacity is the lowest right now is kind of where the conversation was happening earlier about adding the additional lane. Should that happen, it will help but that still will be a challenge.

Jay stated the retain analysis shows about 3.6 million additional square footage potential, about 404 million in additional value so significantly more value or just under 8 million annual revenues. Very, very significantly though the traffic estimate is much higher and astonishing almost 77,000 additional vehicles per day. I'll just back up a little bit and say when you're looking at 3.6 million, that's three Pheasant Lane Malls. We do not imagine that the market or demand exists for that level of development. Backing up a couple of steps when we looked at the market from everything that we could see including looking at the data as well as the interviews that we did, the strongest demand right now for space is industrial space. We're seeing rents increasing and vacancy rates dropping. Vacancy rates are below 7 percent - about 6. Something, 6.6, 6.7 so that indicates a pretty strong demand and what we are hearing is the biggest demand seems to be for these large footprint high bay warehousing and distribution type spaces similar to what you may see they're developing up in Londonderry up close to the airport. There's a lot of demand for that. Manufacturing is actually growing again in our region so there is demand for manufacturing space. The office market is really flat. Rents are not increasing. Vacancy rates are depending on which reports you look at between 10 and 14 percent in our area. So there is a fair amount of office space out there. Not to say nobody is going to develop office. Nobody is going to develop spec office so you still could see a business developing its own office facility. Certainly could see something like medical office open but there's not a strong demand for office. If this were going in the industrial direction, we think the balance is going to be much heavier in the warehousing and distribution.

The retail demand we're just not seeing for that volume. There is some demand. Mr. Minkarah believed there is some demand. I think you will continue to see some retail development but it's going to be more on the smaller scale. The likelihood that you're going to see anything approach it - developing a major regional mall or a lifestyle center here I think at this point is pretty remote. There are not too many big box retailers out there that are looking for new space that aren't already in the region. We put it in there as a potential simply based on the acreage. I think the likelihood of that kind of demand happening. It isn't very strong. Some restaurants, some gas stations, those kinds of things I think could certainly happen especially if you saw more industrial development in the area and then obviously that level of traffic is just completely unsupportable. I can't imagine that you could widen enough and add enough turning lanes and improvements to accommodate something at that level of development.

Looking at the industrial at about 16,500, Jay said that's far more manageable. It's still going to require improvements but that's something that is more conceivable that could be done. Obviously these are also totals. These are saying if you built out everything, needless to say that's something that would happen over a period of years. So traffic a huge issue obviously and so is sewer capacity. To develop to this level of density really does require these areas or sewer. Whether or not there really is sufficient capacity to get to this max I think is a real question mark and something that would have to be looked at pretty closely both whether the capacity is there and if there's a willingness to devote that capacity to this development or again some portion of it. Maybe you're looking at 583 acres. Maybe all of that shouldn't develop. Industrial maybe should be developed in a different area which kind of leads to the last part because of course we can look at road capacity, and we can look at sewer capacity, and what the capability of the land is but what is the community for. What is consistent with the vision of Hudson for how any of these areas should develop is obviously a question beyond this report. Needless to say, that's going to be a very significant driver for whatever happens. Obviously there's a lot more data than what you see here. We tried to boil it down so that it's digestible. I'm open to any questions.

Selectman McGrath had a couple of questions. I found this really interesting but there were a couple of areas that you didn't include or at least I couldn't tell. My vision isn't great. The really small print on this was hard to digest. There's property on Dracut Road that there has been some thought of developing that by the current owner for the last 20 or more years there's been discussion about developing that. Initially back in the '80s he was looking at a combination of residential and retail - more commercial type development. There's restrictions on the property because there's a lot of wetland on it plus there's a lot of ledge. There are restrictions but I didn't know if you included that site. That's up near St. Kathryn's Church on Dracut Road.

Jay Minkarah said I'll double check and if not, we could certainly add more properties if there are other properties that we feel should be addressed.

Selectman McGrath thought BAE - I remember when they developed that property and it was for their use only. At one point, they rented some space in one of the buildings in part of the building but it was a similar type of use so the security wasn't jeopardized. Those facilities need security.

Selectman McGrath indicated you talked about the traffic analysis for Section 7 BAE. So you didn't look south of that to see what traffic is coming over the State line into that area. Jay Minkarah didn't think we did. We didn't count at the State line and we didn't count at BAE. Again that's something we certainly could do. I'm sure we do have counts. I can look to see actually how far south we go. We do have counts basically running from Walmart down. So we have existing counts for that. We didn't go out and get new ones. It was about 13,000.

Selectman McGrath indicated traffic counts too from Dracut Road going north would be at some point - I don't think right today you'd need those. Then you talked about Section 7 the revitalization. Again that's BAE and I think that that would be again restricted because of BAE's business that they do and the security that they're required. If anything is added, it would be for their benefit and not anything else. Mr. Minkarah indicated it is an existing designation though.

Selectman McGrath indicated you talked about Brox development. As you were talking, I wrote the word "access" and circled it and then you mentioned it. First of all it's just a blasting place. They're blasting rock all the time. Until they consume that commodity for themselves, I don't imagine that they're going to be developing anything beyond that but access certainly would be a critical issue for that particular location.

The last thing Selectman McGrath commented on is the Friary - actually two more things. The Friary you talked about that and I don't know George if you know about it or if you ever saw it in the files upstairs but there was a development that came in a couple of years ago to the Planning Board. It wasn't a firm development but they were looking for quick approval and they couldn't reveal who the end user was. It ended up that it turned out to be a business that moved up into Londonderry so that they could be closer to the airport. The development for the Friary has been pretty much flat all of these years. Thank you very much.

Chairman Coutu asked if anyone had any observations, comments.

Selectman McGrath stated I'll make an observation if I can. Traffic is going to be critical for any development that we're going to be facing. It's not just in the south end of town but it's going to be all over. That's going to be difficult to expand any of the roadways. Lowell Road there would have to be significant land takings in order to widen Lowell Road to accommodate that traffic and I just don't see that happening any time soon.

Chairman Coutu indicated we have a solution. If we could get everybody on board, we do have a solution but anyway be it as it may. Again I want to thank you Mr. Thebarg and you as well Jay. Very well done. An awful lot for us to consume. When I was reading this at home this morning the first thing that came to mind was I need to stop seeing Jim Donchess at special events and social events. I need to sit down and have a serious discussion with him about sewer capacity and water capacity for the Town of Hudson. It isn't that we haven't made an attempt. We realize that we're running pretty close right now. If a major developer were to come in - the Friary I've always had high hopes for. The biggest problem with the Friary property based on conversation I've had with other planners in other municipalities when they looked at it for potential development is Lowell Road. It's the biggest problem. It's very difficult to handle the amount of vehicles that a large development would need and they feel that Lowell Road is a hindrance at this point. They think it's very difficult because if you have a lot of people coming in to work from Nashua to Concord, getting down to the Sagamore Bridge and they trying to get off, and then back up Lowell Road, and the same thing with the exodus. Those are all things that we have to look at but we do realize that within the existing industrial parks with perhaps the exception of the Sagamore, there is potential for development and it's conceivable that there's going to be some interest. 111 has always been a prime area. That's easy access to 93. So that has a lot of potential. Clement Industrial the same thing. You've given us an awful lot to digest. I appreciate the amount of time and effort you put into this. When we sit down and we discuss a new master plan for our community, we have to encompass all of this information.

Chairman Coutu stated if any of the members of the Board or the potentially new planner are interested in getting additional counts especially as Selectman McGrath alluded to, the potential for development on Dracut Road. I know the owner of the property as does probably some members here. I know Selectman McGrath knows the owner. The last conversation I had with him but it always seems the last conversation is the same conversation as the previous conversation - he's prepared to present plans sooner rather than later. I've heard that so many times from him. We'll see what happens. If he were to develop, he'd be willing to put a rotary at the foot of Dracut, River and Lowell Road there. Whether or not that would work, we'd have to look on paper and see. I'm not a big fan of rotaries on Lowell Road. It just isn't going to solve any problems. It's going to create problems. With that said, I thank you very much and I appreciate everything you've done for us. Thank you. Sarah thank you as well. We appreciate it.



Congestion Management Report

NH 3A (LOWELL RD & RIVER RD), HUDSON



Segment Length: 4.73 miles

Daily Traffic Volumes: 7,000–31,000

Analysis Period: September 2016

Number of Traffic Signals: 10

Number of travel lanes: 2-4

Roadway Class: II (Minor Arterial) and IV (Principal Arterial— Other)

NH 3A serves as the major north-south thoroughfare in the Nashua Region east of the Merrimack River. The portion of the NH 3A corridor in Hudson comprises Lowell Rd and River Rd, which serves several local and region transportation functions. Its location on the state border encourages shoppers to enjoy New Hampshire’s sales tax-free environment.

The route also parallels U.S. Route 3 at this juncture and the Merrimack River, thereby connecting Litchfield with Tyngsborough, Massachusetts. It is an alternative commuting route for those working within southern New Hampshire and metropolitan Boston area. It is also an important road for freight transportation and local attractions, including the Walmart, various shopping plazas, Hudson Center.

Due to its role as a commercial corridor, Lowell Rd is expected to have some degree of congestion during peak travel times. In addition to the high volume of cars at certain

peak travel times, contributors to this congestion are segments where travel lanes vary from two to four lanes in either direction, and short distances between traffic lights. Along certain segments, there is also a high density of curb cuts, which contribute to congestion.

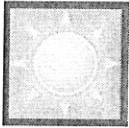
Additionally, the southern portion of Lowell Road is a key access point to the Sagamore Bridge, which links Hudson with Nashua via one of the Merrimack River crossings in the Region. The Taylor Falls Bridge, which is further north, is the other Merrimack River crossing in the Nashua Region. This bridge crossing also intersects with NH 3A.

Along the route, there is minimal infrastructure for pedestrians and cyclists. Some segments of sidewalks exist near the commercial uses, such as Walmart, and nearby grocery stores.

Report, travel time runs and data analysis conducted by

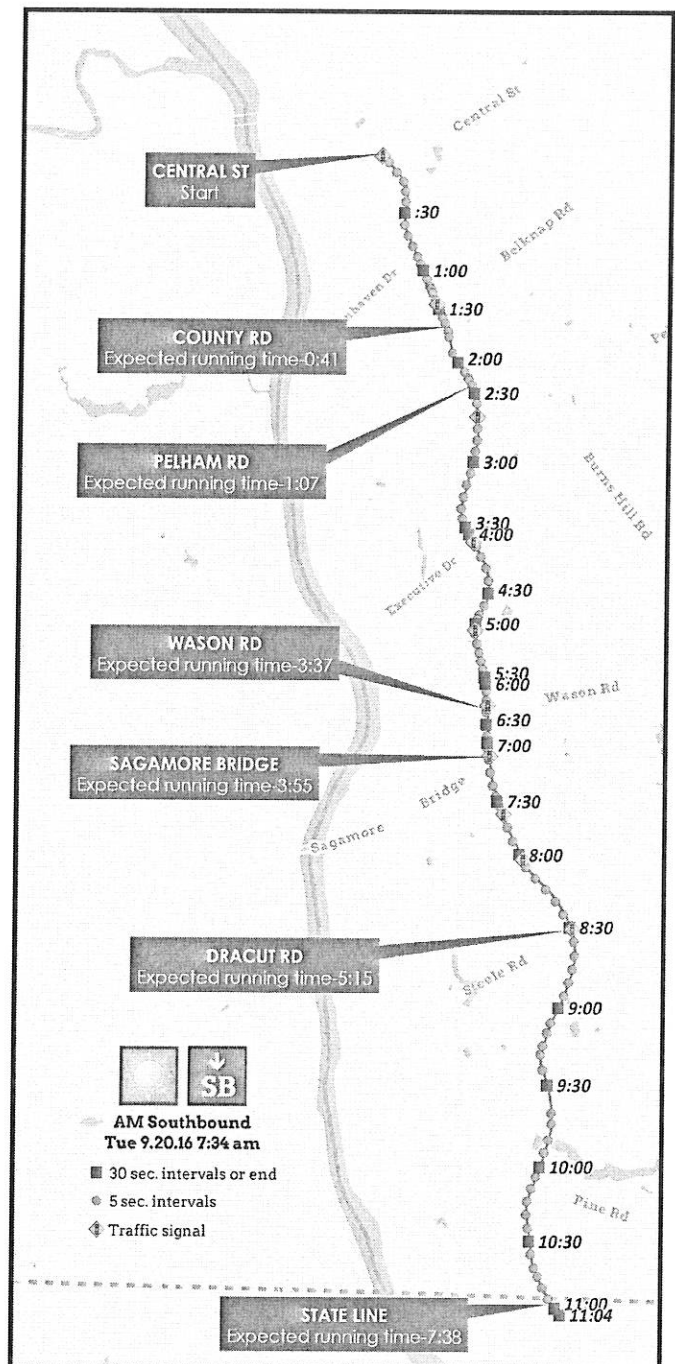
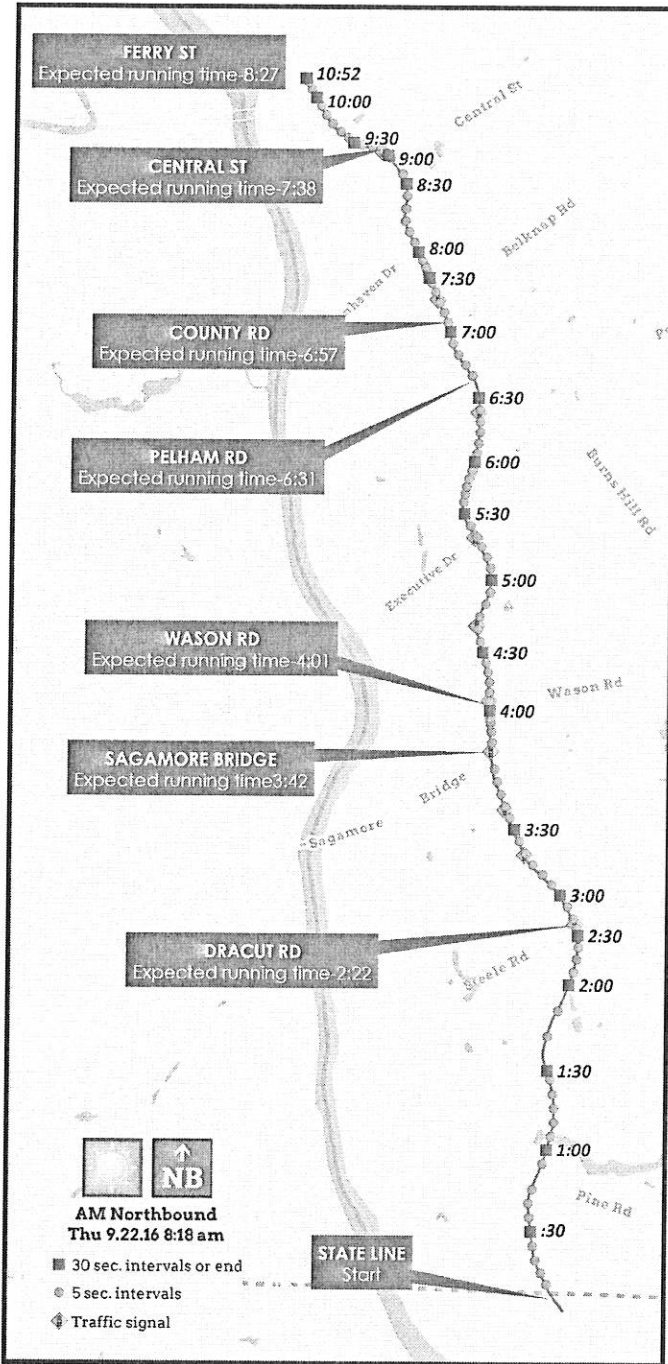


Nashua Regional
Planning Commission
2018



AM Peak Period Actual & Expected Travel Times

Corridor Extents: Northbound: Ferry St to Massachusetts State Line. Southbound: Central St to Massachusetts State Line



Expected Travel Time during the Morning Commute

8 minutes and 27 seconds, traveling in *northerly* direction based upon posted speeds and free flowing traffic
 7 minutes and 38 seconds, traveling in *southerly* direction based upon posted speeds and free flowing traffic

Actual Travel Time during the Morning Commute:*

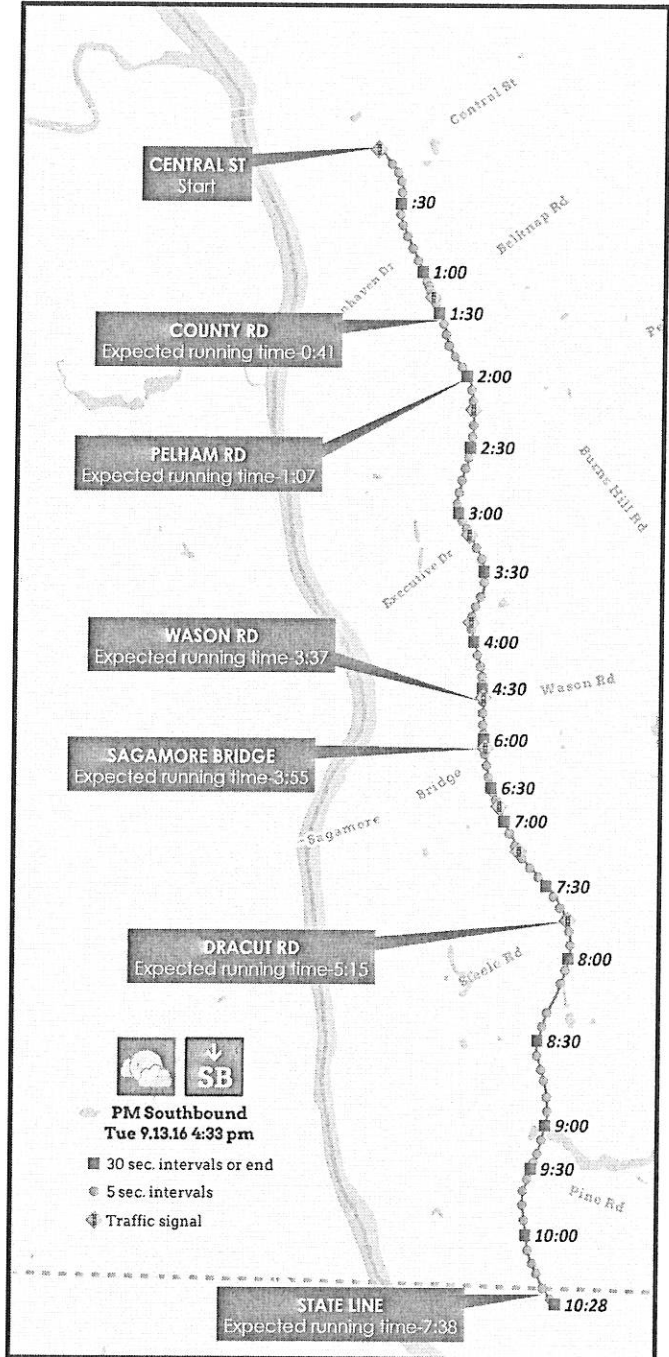
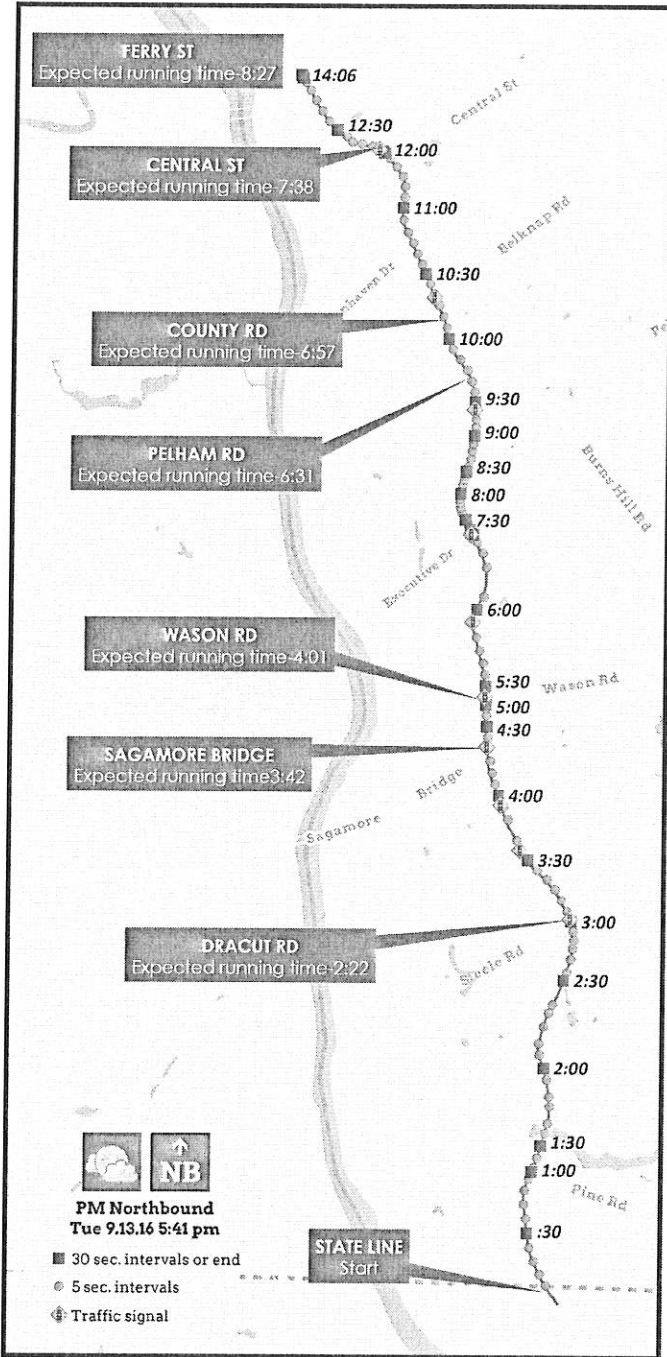
	Northbound	Southbound
Actual Travel Time	10 minutes and 52 seconds	11 minutes and 04 seconds
Difference from Expected	2 minutes and 25 seconds (29%) longer than expected	3 minutes and 26 seconds (45%) longer than expected

*The actual travel time is based upon a single travel run that was similar in duration and congestion to the average observed travel time.



PM Peak Period Actual & Expected Travel Times

Corridor Extents: Northbound: Massachusetts State Line to Ferry St. Southbound: Central St to Massachusetts State Line



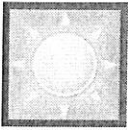
Expected Travel Time during the Evening Commute

8 minutes and 27 seconds, traveling in *northerly* direction based upon posted speeds and free flowing traffic
 7 minutes and 38 seconds, traveling in *southerly* direction based upon posted speeds and free flowing traffic

Actual Travel Time during the Evening Commute:*

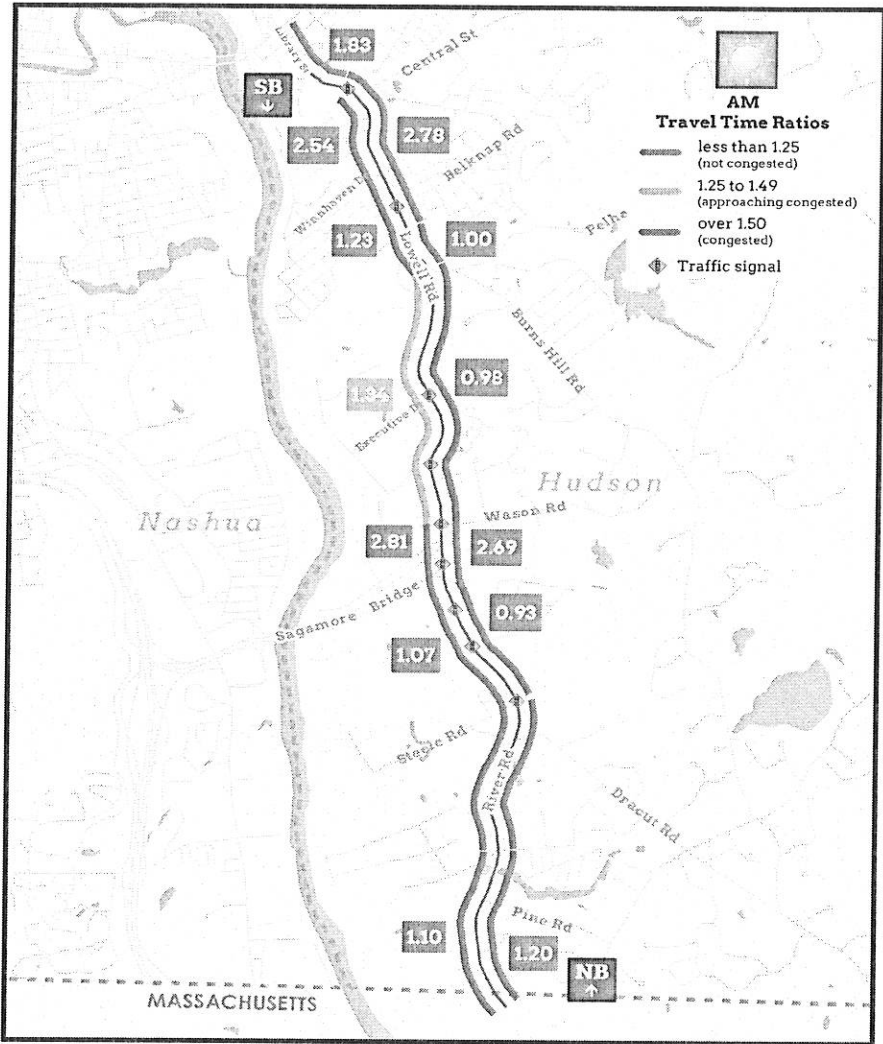
	Northbound	Southbound
Actual Travel Time	14 minutes and 06 seconds	10 minutes and 28 seconds
Difference from Expected	5 minutes and 39 seconds (69%) longer than expected	2 minutes and 50 seconds (37%) longer than expected

*The actual travel time is based upon a single travel run that was similar in duration and congestion to the average observed travel time.



AM Travel Time Ratios (7:00am–9:00am)

Corridor Extents: Northbound: Massachusetts State Line to Ferry St. Southbound: Central St to Massachusetts State Line



Travel Time Ratio

A travel time ratio (TTR) compares the actual (measured) & expected (non-congested) travel times along a corridor. It is assumed that in non-congested conditions, motorists can travel at the posted speed limit. The actual time is the average of several travel time runs. The ratio between the actual time and the expected time would equal 1 for a non-congested segment.

Southbound

Congestion occurs during the morning peak period along several segments north of the Sagamore Bridge with ratios above the 1.5 threshold. Congestion does not occur south of the Sagamore Bridge.

On average, travel between Central St and Massachusetts State Line in the southbound direction during the morning commute takes approximately 2 minutes and 52 seconds (37%) longer as compared to free-flow conditions.

Northbound

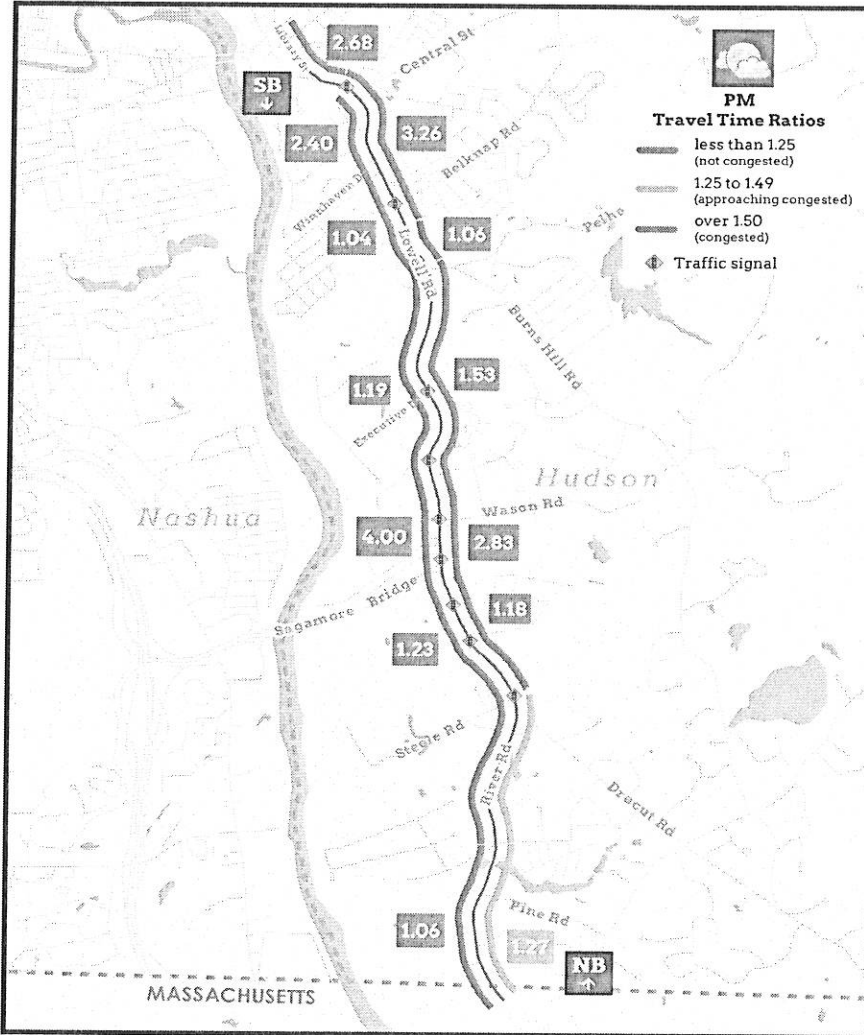
Congestion does occur in the northbound direction between Central St and County Rd and between Wason Rd and the Sagamore Bridge, as indicated by ratios that are above the threshold of 1.5. However, congestion does not occur for most of the segments.

NORTHBOUND	Length (miles)	Average Observed Travel Time (mm:ss)	Expected Travel Time (mm:ss)	Additional Travel Time (mm:ss)	Travel Time Ratio >1.5 = congestion
Massachusetts S/L to Dracut Rd	1.6	02:50	02:22	00:28	1.20
Dracut Rd to Sagamore Bridge	0.8	01:15	01:20	-00:05	0.93
Sagamore Bridge to Wason Rd	0.2	00:48	00:18	00:30	2.69
Wason Rd to Pelham Rd	1.3	02:26	02:30	-00:04	0.98
Pelham Rd to County Rd	0.2	00:27	00:26	00:00	1.00
County Rd to Central St	0.3	01:54	00:41	01:13	2.78
Central St to Ferry St	0.4	01:30	00:49	00:41	1.83
Total	4.73	11:10	08:27	02:44	
SOUTHBOUND	Length (miles)	Average Observed Travel Time (mm:ss)	Expected Travel Time (mm:ss)	Additional Travel Time (mm:ss)	Travel Time Ratio >1.5 = congestion
Central St to County Rd	0.3	01:44	00:41	01:03	2.54
County Rd to Pelham Rd	0.2	00:32	00:26	00:06	1.23
Pelham Rd to Wason Rd	1.3	03:21	02:30	00:51	1.34
Wason Rd to Sagamore Bridge	0.2	00:50	00:18	00:32	2.81
Sagamore Bridge to Dracut Rd	0.8	01:26	01:20	00:06	1.07
Dracut Rd to Massachusetts S/L	1.6	02:36	02:22	00:14	1.10
Total	4.32	10:29	07:38	02:52	



PM Travel Time Ratios (4:00pm–6:00pm)

Corridor Extents: Northbound: Ferry St to Massachusetts State Line. Southbound: Central St to Massachusetts State Line



Travel Time Ratio

A travel time ratio (TTR) compares the actual (measured) & expected (non-congested) travel times along a corridor. It is assumed that in non-congested conditions, motorists can travel at the posted speed limit. The actual time is the average of several travel time runs. The ratio between the actual time and the expected time would equal 1 for a non-congested segment.

Southbound

Congestion does occur in the southbound direction in the segments between the Central St to County Rd and Wason Rd to Sagamore Bridge during the evening peak period, as indicated by ratios that are above the threshold of 1.5.

Northbound

Congestion occurs during the evening peak period in the northbound direction in the segments north of the Sagamore Bridge (except for Pelham Rd to County Rd segment). Travel between the State Line and Dracut Rd approaches congested conditions.

On average, travel between the Massachusetts State and Ferry St in the northbound direction during the evening commute takes approximately 5:42 seconds (67%) longer as compared to free-flow conditions.

NORTHBOUND	Length (miles)	Average Observed Travel Time (mm:ss)	Expected Travel Time (mm:ss)	Additional Travel Time (mm:ss)	Travel Time Ratio >1.5 = congestion
Massachusetts S/L to Dracut Rd	1.6	03:01	02:22	00:39	1.27
Dracut Rd to Sagamore Bridge	0.8	01:34	01:20	00:14	1.18
Sagamore Bridge to Wason Rd	0.2	00:51	00:18	00:33	2.83
Wason Rd to Pelham Rd	1.3	03:50	02:30	01:20	1.53
Pelham Rd to County Rd	0.2	00:28	00:26	00:01	1.06
County Rd to Central St	0.3	02:13	00:41	01:32	3.26
Central St to Ferry St	0.4	02:12	00:49	01:23	2.68
Total	4.73	14:09	08:27	05:42	
SOUTHBOUND	Length (miles)	Average Observed Travel Time (mm:ss)	Expected Travel Time (mm:ss)	Additional Travel Time (mm:ss)	Travel Time Ratio >1.5 = congestion
Central St to County Rd	0.3	01:38	00:41	00:57	2.40
County Rd to Pelham Rd	0.2	00:28	00:26	00:01	1.04
Pelham Rd to Wason Rd	1.3	02:59	02:30	00:29	1.19
Wason Rd to Sagamore Bridge	0.2	01:12	00:18	00:54	4.00
Sagamore Bridge to Dracut Rd	0.8	01:39	01:20	00:19	1.23
Dracut Rd to Massachusetts S/L	1.6	02:30	02:22	00:08	1.06
Total	4.32	10:25	07:38	02:47	



Probe Travel Time Data

Corridor Extents: Northbound: Sagamore Bridge to Derry St. Southbound: Derry St to Sagamore Bridge

The NPMRDS provides roadway performance data for the National Highway System (NHS). The NPMRDS data are derived from instantaneous vehicle probe speed data supplied by a variety of GPS devices carried by both trucks and cars. The data are supplied on a GIS roadway network, which divides the NHS into directional road segments based on the Traffic Message Channel (TMC) standard.

Travel times from the National Performance Measurement Research Data Set (NPMRDS) are available for the extent of NH 3A between Derry St (NH 102) and the Circumferential Highway (Sagamore Bridge). Weekday travel time data collected in 2017 along three TMCs located as shown in the figure below is summarized by measured speed as a percentage of free flow speed.

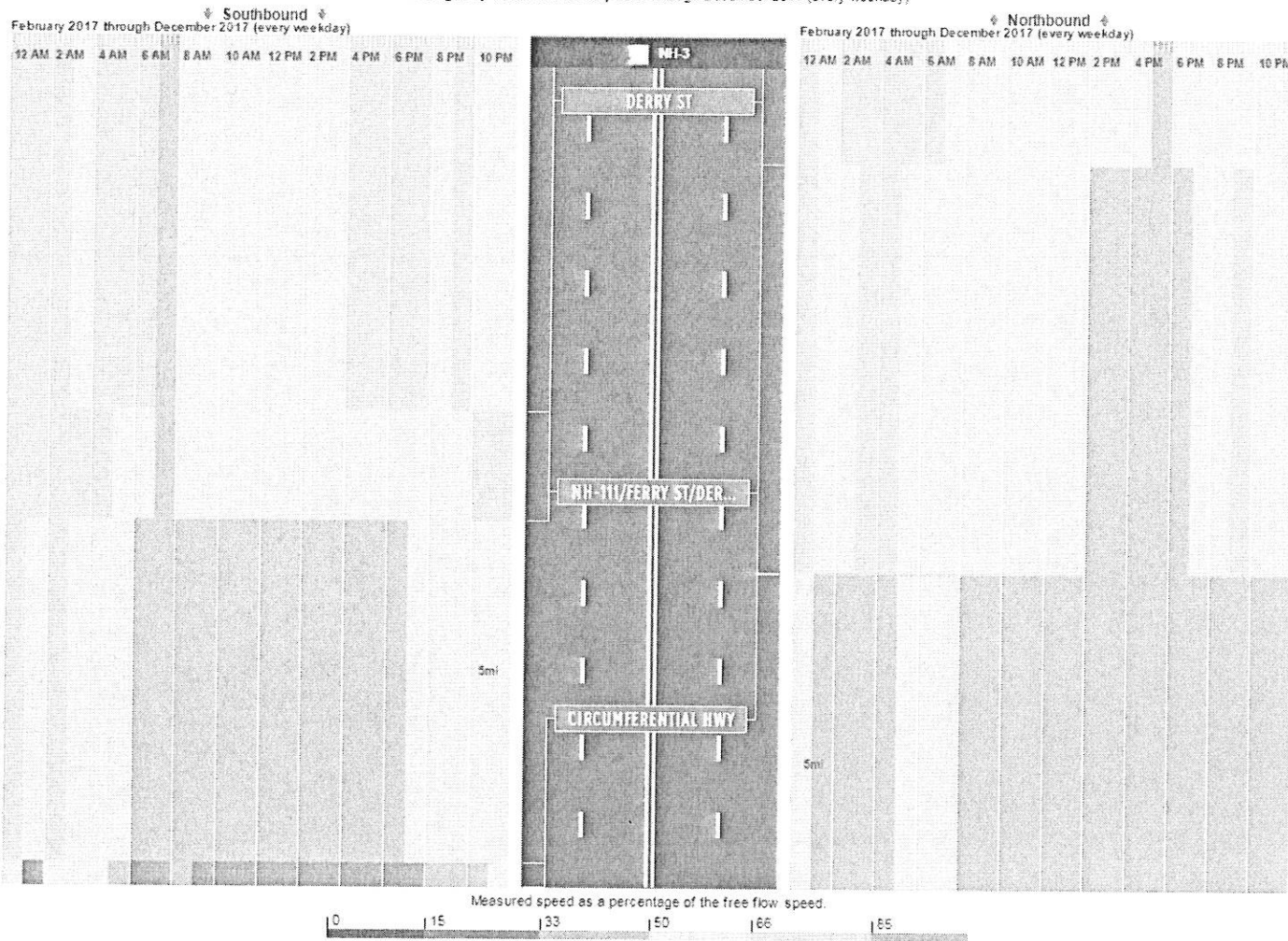
by the time of day shown horizontally and the location along NH 3A shown vertically. Southbound traffic is on the left, while northbound traffic is shown on the right. Segments are colored based on a scale from red to orange to green, which corresponds to transition from higher levels of congestion to lower levels of congestion.

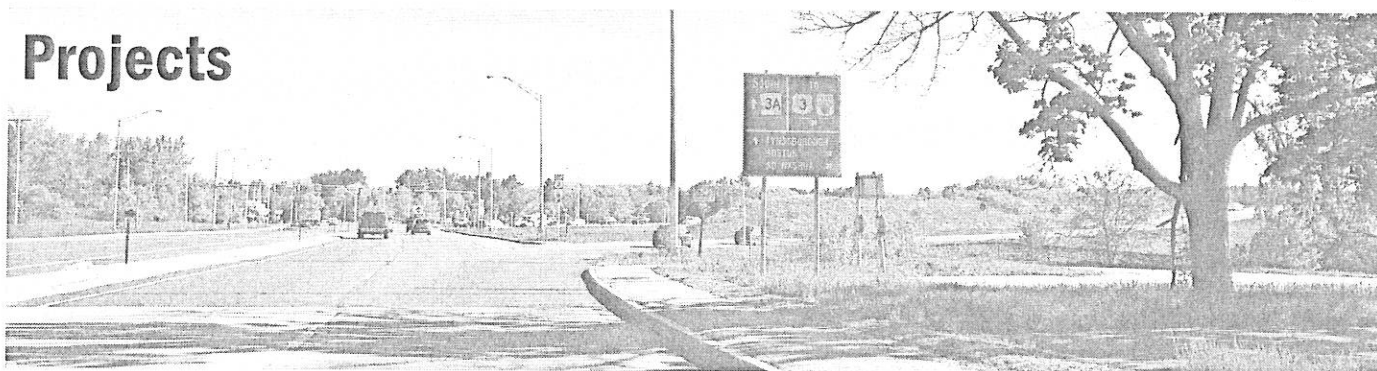
The percent of traffic traveling below the speed limit versus at or above the posted speed limit during the peak and off peak hours for each segment is graphed in figures below. The segments are arranged

The data indicate that, in general, that Southbound AM and PM peak near the Circumferential Highway is most congested, with greater than 66% of travel speeds below the speed limit for both passenger and

Congestion on NH-3A between Circumferential Hwy and Derry St using NPMRDS (Trucks and passenger vehicles) data

Averaged by 1 hour for February 2017 through December 2017 (every weekday)





There are several infrastructure projects along the NH 3A that could impact the corridor. One major cause for congestion is the population growth Hudson has experienced over the past few decades. The completion of the Circumferential Highway was first proposed in the late 1950's to provide additional crossings of the Merrimack River and mitigate congestion in downtown Hudson and downtown Nashua. The Sagamore Bridge crossing south of downtown Nashua was expanded and forms the only portion of the Circumferential Highway that has been constructed to date. The Town of Hudson is considering funding options for some of the projects that could alleviate congestion impacts.

The Nashua Regional Planning Commission plans to complete an additional congestion analysis of NH 3A after the impacts of the nearby improvements are fully in effect.

Existing projects on NH 3A (Lowell Rd and River Rd), Hudson					
Project	Funding Years	Estimate [^]	Scope	Benefits (CMP Strategy*)	Status
Northern Crossing	2033 - 2040	\$267,283,896	Construct a northern crossing of the Merrimack River to provide a four lane roadway connecting NH 102 in Hudson, NH 3A in Litchfield and US 3 in Nashua; exact location of crossing to be determined	Improved accessibility & mobility, including freight mobility; reduced congestion and auto emissions (6e)	MPO Long Range Project (Not in TYP)
NH 3A/Lowell Road Improvements	2021	\$479,584	Continue Sidewalk on NH 3A/Lowell Rd from Birch St to Executive Dr	Increase mobility and access; Increase nonmotorized mode shares; Separate slow moving bicycles from motorized vehicles; Reduce incidents (3a)	MPO Long Range Project (Not in TYP)
NH 3A/Lowell Road Intersection Improvements	2021	\$712,525	Add a right turn lane on NH 3A/Lowell Rd southbound from Flagstone Drive to the westbound ramp on Sagamore Bridge Rd	Increase mobility; Reduce congestion by improving bottlenecks; Increase traffic flow and improve safety (1b)	MPO Long Range Project (Not in TYP)
Nearby projects with potential impacts to NH 3A (Lowell Rd and River Rd), Hudson					
Project	Funding Years	Estimate [^]	Scope	Benefits (CMP Strategy*)	Status
NH 102/Derry Road Improvements - Phase II & Phase III	2021	\$896,137	Phase II: Continue Pedestrian/Bike Lane on Derry Rd/NH 102, from Towhee Dr to the Hudson Mall	Increase mobility and access; Increase nonmotorized mode shares; Separate slow moving bicycles from motorized vehicles; Reduce incidents (3a)	MPO Long Range Project (Not in TYP)
East Hollis Street Improvements - 1	2017 - 2018	\$4,170,111	Intersection improvements at the intersection of East Hollis Street and Bridge Street from C Street to the Hudson Town Line	Improve safety for all users, including bicyclists and pedestrians; improve traffic flow and mobility (3d)	Existing 2017 - 2020 TIP project
East Hollis Street Improvements - 2	2022 - 2025	\$5,111,042	Improvements to East Hollis Street and its intersections	Improved safety for all users, including bicyclists and pedestrians; improved traffic flow and mobility (3d)	Existing 2017 - 2026 TYP Project
Park 'n Ride	1999 - 2017	\$3,596,087	Construct Crown Street Park 'n Ride and accessory facilities	Support carpool, vanpool, intercity bus and alternate modes of transportation (2c)	Existing 2017 - 2020 TIP project
Capitol Corridor	2020+	\$125,000,000 - \$250,000,000	Establish passenger rail in New Hampshire. Lower estimate reflects Nashua option; higher estimate reflects Manchester option.	Reduced trip times, alternative mode option, improved access, economic development, reduced auto emissions	MPO Long Range Project (Illustrative)

[^]Estimate costs include indirects and inflation

*Strategy definitions are detailed in the NRPC MPO Congestion Management Process Toolbox: http://www.nashuarpc.org/files/4613/8981/7207/NRPC_CongMgmtProc_2010.pdf