

FRIARS DRIVE INDUSTRIAL FACILITY

5 WAY REALTY TRUST SITE PLAN

SITE PLAN APPLICATION #10-21

STAFF REPORT #6

(Please refer to 9/22/21, 10/20/21, 11/10/21, 12/15/21, & 01/26/22 reports for earlier comments)
March 9, 2022

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

ZONING: General (G), Industrial (I): all site work proposed in Industrial 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 97 sheets (including proposed elevations prepared by aF+S), with general notes 1-10 on Sheet 4; dated August 3, 2021, last revised January 11, 2022.

ATTACHMENTS:

- A. Property Value Impact Study by J. Chet Rogers LLC, “RE: Friars Drive, Proposed Industrial Warehouse Building, Hudson”, dated February 21, 2022.
- B. Property Value Impact Study by CBRE, “RE: Warehouse Impact on Nearby Residences”, dated March 1, 2022.
- C. New Hampshire Code of Administrative Rules, Env-A 1100, Prevention, abatement and control of mobile source air pollution.
- D. Public Input received January 19 to March 2, 2022.
- E. CAP Fee Worksheet.

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 – Application accepted, Public hearing held, continued to November 10, 2021.
- November 6, 2021 – Site Walk conducted
- November 10, 2021 – Deferred to December 15, 2021
- December 15, 2021 – Public hearing held, waiver granted for reduction in parking spaces, continued to January 26, 2022.
- January 5, 2022 – Town Planner & Applicant met with Fox Hollow Board to discuss screening.

- January 26, 2022 – Public hearing held, continued to March 9, 2022.
- March 9, 2022 – Public hearing scheduled.

COMMENTS:

PEER REVIEW

Previous staff reports have included the peer reviews of engineering, regulatory compliance, traffic and sound. Each of these found the application to be in compliance.

PROPERTY VALUE IMPACT STUDY

At its last meeting on this application, the Board requested the Applicant conduct a study on the impact of the proposed industrial warehouse development on surrounding residential property values. Consequently, the Applicant submitted two property value impact studies (as **Attachment A** and **Attachment B**). The studies are currently under peer review, Camoin Associates.

Both reports provide: a review of literature; a review of the findings and peer review of similar studies performed for the Green Meadow Golf Course; a discussion of differences between that proposal and GFI's current proposal; and buffering strategies employed by GFI's proposal.

The report authored by J Chet Rogers, LLC (**Attachment A**) compared sales prices in the Fox Hollow Condominiums before and after June 30, 2021, with the rationale that this proposal came into public awareness at that time. However, the application was not received until August 3, 2021 and abutters received notice of the application in mid-September 2021 in accordance with statutory notification requirements. Regardless, the author could draw the same conclusions if isolating the transactions that occurred after the application became public knowledge.

In **Attachment B**, Jamie Moore of CBRE expands upon the Wesley Reeks study of the Green Meadow neighborhood to include transactions that have occurred since the Reeks report.

Both reports find no evidence that this proposal will have a detrimental effect on abutting property values.

Peer review of these reports was not available at the time of this staff report.

IDLING RESTRICTIONS

For reference, the restrictions on vehicle idling as set by the State of New Hampshire are included as **Attachment C**. A draft condition has been included to add a note acknowledging these requirements while also prohibiting overnight occupancy in vehicles.

PUBLIC INPUT

Although public input was closed at the last meeting on this application, Staff recommends re-opening public input on the topic of the new information presented by the Applicant. Written public input is provided in **Attachment D**.

Draft motions/conditions are provided in the event the Board is prepared to make a final decision on the application.

DRAFT MOTIONS:

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, _____.

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

APPROVE the site plan application:

I move to approve 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 97 sheets (including proposed elevations prepared by aF+S), with general notes 1-10 on Sheet 4; dated August 3, 2021, last revised January 11, 2022; subject to, and revised per, the following stipulations:

1. All stipulations of approval shall be incorporated into the Development Agreement, which shall be recorded at the HCRD, together with the Plan and the protective covenants.
2. All improvements shown on the Plan, including notes 1-10 on Sheet 4, shall be completed in their entirety and at the expense of the applicant or the applicant's assigns.
3. Prior to the issuance of a final certificate of occupancy, an LLS Certified "as-built" site plan shall be provided to the Town of Hudson Land Use Division, confirming that the site conforms to the Plan approved by the Planning Board.
4. A cost allocation procedure (CAP) amount of \$357,840.00 shall be paid prior to the issuance of a Certificate of Occupancy.
5. Applicant shall provide in depth detail of the right-turn slip lane that exits Lowell Road onto Friars Drive including soil testing and cross section of the slip lane, which will be subject to final approval by Engineering & Public Works Department. The design and construction of this off-site improvement will be completed at the expense of the applicant or the applicant's assigns. This work shall be completed prior to issuance of a certificate of occupancy.
6. A note shall be added to the plan stating: "There shall be no overnight occupancy of trucks on site. Vehicle idling shall comply with the requirements of Env-A 1100, as amended."
7. The onsite drainage system shall be constructed and maintained in compliance with NHDES requirements for such systems.
8. Prior to the Planning Board endorsement of the Plan, it shall be subject to final administrative review by Town Planner and Town Engineer.

9. Construction activities involving the subject lot shall be limited to the hours between 7:00 A.M. and 7:00 P.M. No exterior construction activities shall be allowed on Sundays.
10. Hours of refuse removal shall be exclusive to the hours between 7:00 A.M. and 7:00 P.M., Monday through Friday only.

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

J. CHET ROGERS, LLC
Commercial Real Estate Appraiser
P.O. Box 1138
Hollis, New Hampshire 03049

New Hampshire Certified General-NHCG-727
Massachusetts Certified General-MACG-103344
www.chetrogers.com
www.conservationappraisal.com

Maine Certified General-MECG-2590
Tel: (603) 722-0663
Email: chet@chetrogers.com

February 21, 2022

Morgan Hollis, Esquire
Gottesman & Hollis, PA
39 East Hollis Street
Nashua, NH 03060

RE: Friars Drive, Proposed Industrial Warehouse Building, Hudson

Dear Attorney Hollis:

At your request, I have undertaken a study of the effects resulting from the construction and use of a proposed 504,000 square foot industrial building on Friars Drive in Hudson, New Hampshire. The objective was to determine if there would be any diminution of value of residential properties nearby. I read earlier studies by Wesley Reeks, MAI and Trimont Real Estate Advisors and peer reviews by Russ Thibeault, NHCG-4, President of Applied Economic Research for a similar, but significantly larger, project at the Green Meadows Golf Course also in Hudson. Trimont reviewed a study by Jonathan A. Wiley, Ph.D, entitled *The Impact of Commercial Development on Surrounding Residential Property Values, April 2015*. All of these studies and peer reviews concluded that there was no evidence of diminution of value on residential properties nearby.

Our subject is smaller in scope from the Green Meadows project. We undertook a study to determine if there would be any diminution of value of residential properties close to our subject. Our subject has a much better natural buffer from noise and light pollution due to natural and proposed additional berms, heavy woods, which will remain undisturbed, visual screening fences and greater distance from nearby residential properties to both truck parking and the building.

This proposed industrial building came into public awareness in the summer of 2021, so I analyzed sales before and after that time. I had the best technology for measuring prices. Fox Hollow Condominiums consists of 30 buildings and 240 units on 35 acres of land. Of the 30 buildings, eight abut the Subject property and have a berm on their own property and thick woods on the Subject parcel, separating these condominiums from any potential view, or other impact, of the new industrial building.

The condominiums are all townhouse style units with eight to a building and have only four different models, ranging from 994 square feet, 1,036 square feet, 1,138 square feet and 1,184 square feet. We found twenty-eight sales between January 2019 and June 2021,

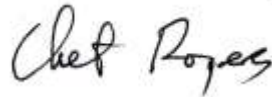
and eight sales from July 2021 to February 2022. We compared selling prices after July 2021 and selling prices before July 2021. We found that prices, for the most part, went up despite the potential industrial building. The analysis of these sales is attached.

There is also a residential development to the northwest. Hickory Street parallels the subject lot line with eleven houses along it. The Subject in this area is also heavily wooded and has upward sloping land with a proposed development plan to preserve the slope and enhance it with a berm on the top and a solid fence on top of the berm. Line of sight models presented by the applicant reflect little, if any, visibility of the proposed facility. Additionally, sound and light impact studies presented by the applicant and peer reviewed by the Town's consultants reflect that there will be no adverse effect on these homes from the new industrial building and its proposed use. At the far northwest section of the Subject are a few more homes on Juniper Street and Cottonwood Drive. There are no improvements planned for this area so there will be no impact on these homes.

The Subject has been zoned by the Town to allow the proposed use for many years, and as the prior use, as a Friary, had stopped years and years ago, the property owners had naturally to anticipate use of the Subject for something such as the proposed, and the values of their properties would reflect this.

In summary, it is my opinion that the new industrial building will have no measurable effect on the value of residential properties nearby.

Very truly yours,



J. Chet Rogers, MAI
NH Certified General – 727

Fox Hollow Analysis:				
This analysis proves that there is no diminution of value for sales after July 2021				
Sales after July 2021 are in red.				
Fox Hollow - 994 sf				
Address	Price	Square Feet	Date	
212 Fox Hollow	\$200,000	994	5/9/2019	
232 Fox Hollow	\$240,000	994	10/29/2020	
537 Fox Hollow	\$240,000	994	12/10/2020	
316 Fox Hollow	\$205,000	994	1/6/2021	
622 Fox Hollow	\$235,000	994	9/2/2021	after
Fox Hollow - 1,036 sf				
Address	Price	Square Feet	Date	
718 Fox Hollow	\$217,000	1,036	2/22/2019	
631 Fox Hollow	\$190,000	1,036	6/10/2019	
838 Fox Hollow	\$200,000	1,036	6/26/2019	
914 Fox Hollow	\$215,000	1,036	9/16/2019	
428 Fox Hollow	\$185,000	1,036	9/17/2019	
328 Fox Hollow	\$217,500	1,036	12/17/2019	
815 Fox Hollow	\$210,000	1,036	2/7/2020	
611 Fox Hollow	\$245,000	1,036	11/4/2020	
911 Fox Hollow	\$202,000	1,036	12/30/2020	
734 Fox Hollow	\$243,000	1,036	3/30/2021	
121 Fox Hollow	\$260,000	1,036	5/18/2021	
921 Fox Hollow	\$270,000	1,036	6/9/2021	
935 Fox Hollow	\$270,000	1,036	7/20/2021	after
931 Fox Hollow	\$265,000	1,036	7/30/2021	after
Fox Hollow - 1,138 sf				
Address	Price	Square Feet	Date	
927 Fox Hollow	\$200,000	1,138	11/1/2019	
737 Fox Hollow	\$203,000	1,138	1/25/2019	
732 Fox Hollow	\$215,000	1,138	5/30/2019	
613 Fox Hollow	\$220,000	1,138	6/5/2020	
617 Fox Hollow	\$220,000	1,138	7/28/2020	
222 Fox Hollow	\$234,000	1,138	12/29/2020	
123 Fox Hollow	\$265,000	1,138	7/16/2021	after
936 Fox Hollow	\$265,000	1,138	8/19/2021	after
733 Fox Hollow	\$277,000	1,138	10/28/2021	after
427 Fox Hollow	\$280,000	1,138	1/31/2022	after
Fox Hollow - 1,184 sf				
Address	Price	Square Feet	Date	
435 Fox Hollow	\$188,500	1,184	1/30/2019	
958 Fox Hollow	\$195,000	1,184	9/4/2020	
331 Fox Hollow	\$215,000	1,184	10/23/2020	
138 Fox Hollow	\$235,000	1,184	6/19/2020	
438 Fox Hollow	\$245,000	1,184	12/4/2020	
414 Fox Hollow	\$266,000	1,184	10/2/2021	after

PHOTOGRAPHS



Entrance to Subject Site from Friars Drive



Looking East Down Friars Drive from in Front of Subject Entrance

Photographs by Chet Rogers, February 10, 2022

PHOTOGRAPHS



Looking East on Friars Drive Towards Lowell Road



New Construction on Parcel Abutting Subject at Intersection of Friars Drive and Lowell Road

Photographs by Chet Rogers, February 10, 2022

PHOTOGRAPHS



Fox Hollow Condominiums Abutting Subject Property



Subject Property Behind Fox Hollow Condominiums

Photographs by Chet Rogers, February 10, 2022

PHOTOGRAPHS



Subject Property Abutting Home on Hickory Street



Another View of Subject Property Abutting Home on Hickory Street

Photographs by Chet Rogers, February 10, 2022

QUALIFICATIONS OF J. CHET ROGERS, MAI

Real Estate Appraiser & Consultant
New Hampshire, Massachusetts, and Maine



P.O. Box 1138
3 Broad Street
Hollis, NH 03049

603 722-0663
chet@chetrogers.com

www.chetrogers.com
www.conservationappraisal.com



Appraisal Business Experience:

Independent commercial real estate appraiser licensed in NH, MA and ME.

Engaged full time in the appraisal of real estate since 2003

Residential appraiser for Mickeriz Appraisal Company of Rumford, Maine 2003 to 2004

Commercial appraiser for R. G. Bramley & Co of Nashua, NH 2004 to 2010

Commercial assignments include appraisals in connection with buying, selling, financing, eminent domain takings, bankruptcies, divorces, tax abatements, estate valuations, and portfolio management.

Experience in conservation easements, donations and acquisitions

Experience in IRS and "Yellow Book" appraisals.

Experience in eminent domain and tax abatement appraisals.

Licenses and Designations:

MAI designation from the Appraisal Institute

DAC, Designated Appraiser Coalition, Founding Member

New Hampshire Certified General Appraiser (NHCG-727)

Maine Certified General Appraiser (MECG-2590)

Massachusetts Certified General Appraiser (MACG-103344)

Certificate for Valuation of Conservation Easements, AI-ASA-ASFMRA-LTA

Uniform Appraisal Standards for Federal Land Acquisitions (Yellow Book)

Vermont Certified General Appraiser (VT CG-080.0091163), expired

LEED AP Accreditation, Green Building Certification Institute, expired

Education:

Over 700 hours appraisal education (see list below)

Various technical certifications in the computer network field from Cisco, Novell and Microsoft

Universities:

Graduate work in engineering management at Northeastern University

Graduate work in electrical engineering at Syracuse University

B.S. Electrical Engineering at Virginia Tech

Appraisal Seminars, Classes, or Exams:

December 2021	Small Hotel/Motel Valuation
November 2021	2021-2022 NH Market Insights
April 2021	How to Raise Appraisal Quality and Minimize Risk
March 2021	Forestland Valuation: Issues to Consider in Valuing Woodland Properties
October 2020	Land Use Seminar
October 2020	Desktop Appraisals (Bifurcated, Hybrid) and Evaluations
October 2020	Taxes, Land Use & Value in 15 New Hampshire Communities
April 2020	Appraising Automobile Dealerships
December 2019	USPAP 2020 - 2021
August 2019	Artificial Intelligence, AVMs, & Blockchain
August 2019	Subdivision Valuation
May 2019	Land Development & Residential Building Costs, AI-NH/VT
February 2019	Business Practices and Ethics, AI
April 2018	Uniform Appraisal Standards for Federal Land Acquisitions, AI
December 2017	USPAP 2018-19 Update Course, AI
November 2017	Analyzing Tenant Credit Risk and Commercial Lease Analysis, AI
May 2017	NH Shoreland Water Quality & Wetlands, NH-AI
November 2016	Eminent Domain and Condemnation, AI
November 2016	NH's Changing Economics, NH-AI
September 2016	Paragon for Appraisers, NH-AI
May 2016	Land Valuation Seminar, NH-AI
January 2016	Accessing and Understanding NH Public Data, NH-AI
January 2016	Supervisor-Trainee Course for New Hampshire, McKissock
November 2015	Drone Technology and Its Impact on Appraisers, NH-AI
October 2015	Advanced Excel for Appraisers, NH-AI
September 2015	Advanced Income Capitalization, AI
September 2015	A Pause in the Recovery, NH-AI
May 2015	Commercial Real Estate Lending and Valuation Process
January 2015	NH Past Presidents Speak, NH-AI
November 2014	Data Visualization in Appraisal, AI
November 2014	NH Department of Revenue, NH-AI
November 2014	Review of Court Decisions on Valuations, AI
October 2014	Right of Way – Three Case Studies, AI
October 2014	Business Practices and Ethics, AI
September 2014	Reaching Escape Velocity: Breaking Free of the Great Recession, NH-AI
June 2014	Conservation Easement Valuation Workshop, AI
June 2014	USPAP 2014-2015 Update, AI
May 2014	Real Estate Valuation from the Developer Perspective, NH-AI
March 2014	Residential Appraisal: Beyond the Secondary Market, NH-AI
March 2014	Appraisals of Senior Housing and Long-Term Care Properties, AI
January 2014	Accessing and Understanding NH Public Data, NH-AI
November 2013	Appraising Special Properties, NH-AI
November 2013	Valuation of Conservation Easements, AI
November 2013	Appraisal of Real Estate 14 th Edition Changes, AI
October 2013	Carving Out Your Legal Niche, AI
October 2013	Complex Litigation Appraisal Case Studies, AI
September 2013	Appraisal Reviewers Roundtable, NH-AI
May 2013	Commercial Real Estate Roundtable, NH-AI
April 2013	Commercial Bankruptcy, Workouts, and the Valuation Process

April 2013	The Appraiser as an Expert Witness, NH-AI
January 2013	NH Real Estate Appraiser Board, NH-AI
November 2012	Retail Center Analysis for Financing, AU
November 2012	New Hampshire's Shifting Growth and Demographic Forces, NH-AI
November 2012	Practical Application of the Cost Approach, AU
September 2012	Map Websites for Appraisers, NH-AI
August 2012	Uniform Appraisal Standards for Federal Land Acquisitions (Yellow Book), GL
August 2012	Site Analysis and Valuation, AU
June 2012	Federal Agencies and Appraisal: Program Updates
May 2012	Values and Trends in the Commercial Real Estate Investment Market, NH-AI
April 2012	USPAP 2012-2013, NH-AI
January 2012	Energy Efficiency Factors When Appraising Commercial Buildings, NH-AI
November 2011	Regulatory Updates from Members of the NH Appraiser Board, NH-AI
October 2011	Interagency Appraisal & Evaluation Guidelines for Appraisers & Lenders, AI
September 2011	Attacking and Defending an Appraisal in Litigation, Whitmer
July 2011	Perspectives from Commercial Review Appraisers, AI
May 2011	Uniform Mortgage Data Program, NH-AI
April 2011	Real Estate Industry Perspectives on Lease Accounting, AI <u>Appraisal</u>
March 2011	GIS Mapping, UNH
March 2011	Workforce Housing in New Hampshire, NH-AI
February 2011	Property Tax Appeals, NH-AI
January 2011	Appraising Historic Property, AU
January 2011	Making Maps the Google Way, UNH
October 2010	Technology for Narrative Appraisals, NH-AI
October 2010	Allocation of Hotel Total Assets, AI
May 2010	Appraisal Curriculum Overview, AI
May 2010	Estimating Property Damage, NH-AI
March 2010	New Hampshire Economy and Real Estate Market, NH-AI
March 2010	2010-2011 USPAP Update, NH-AI
February 2010	Contemporary Appraisal Issues with SBA Financing, AI
January 2010	Loss Prevention Seminar, LIA
November 2009	Valuation of Low-Income Housing Tax Credit (LIHTC) Properties, NH-AI
October 2009	USPAP Update, NH-AI
October 2009	New England Appraisers Expo 2009, AI
May 2009	Appraisal of Manufactured Housing Communities, NH-AI
May 2009	Evaluating Residential Construction, NH-AI
April 2009	Introducing Valuation for Financial Reporting, AI
March 2009	Develop an Effective Marketing Plan, AI
March 2009	Real Data: Analysis of Real Estate, NH-AI
January 2009	Branding in the Age of Findability, AI
January 2009	Changes to the Comprehensive Shoreline Protection Act, NH-AI
January 2009	The Real Implications of the HVCC on Appraisers & Lenders, AI
November 2008	Review Appraiser Seminar, NH-AI
October 2008	New England Appraisers Expo, MBREA
June 2008	General Demonstration of Knowledge Appraisal Report Workshop, AI
May 2008	NH Bureau of Tax and Land Appeals, NH-AI
March 2008	Valuation of Conservation Easements, AI-ASA-ASFMRA-LTA
October 2007	National USPAP Update #420, NH-AI
October 2007	Current Use Seminar, NH-AI
September 2007	Certified General exam; NH ME
May 2007	Affordable Housing Financing & Valuation; NH-AI
February 2007	MAI Comprehensive Exam; AI
October 2006	The Future of the Foundation; NH-AI
September 2006	Real Estate Values & Trends in NH; NH-AI
June 2006	Advanced Applications; AI

May 2006	Eminent Domain Appraising; NH-AI
April 2006	Scope of Work; AI
March 2006	Report Writing and Valuation Analysis; AI
January 2006	Real Data: How to use their tools in the analysis of real estate; NH-AI
January 2006	Business Practices and Ethics; AI
December 2005	Advanced Sales Comparison and Cost Approach; AI
October 2005	Appraising Conservation Easements; NH-AI
October 2005	Highest and Best Use and Market Analysis; AI
September 2005	Advanced Income Capitalization; AI
May 2005	NHREAB; NH-AI
May 2005	USPAP Update; MA-AI
March 2005	ISA & Home Inspection; NH-AI
March 2005	Appraising Convenience Stores; ME-AI
February 2005	General Demonstration Report Writing; MA-AI
February 2005	Associate Members Guidance; MA-AI
January 2005	Excavation in New Hampshire; NH-AI
October 2004	Appraising Income Properties; JMB Real Estate Academy
October 2003	Uniform Standards of Professional Appraisal Practices; AREA
October 2003	Basics of Real Estate Appraisal; JMB Real Estate Academy
September 2003	Appraising the Single-Family Home; AREA

Appraisal assignments include:

Testimony to NH BTLA	Testimony to MA ATB
Testimony to NH Superior Court	Testimony to Maine Superior Court
Conservation Easements	Bankruptcies & Workouts
Conservation Acquisitions	Zoning Variances
“Yellow Book” Appraisals	Industrial Buildings
Multi-Family Buildings	HUD Section 8 Rent Studies
Apartment Buildings	Commercial Retail Buildings
Raw land	Golf Courses
Condominiums	Self-Storage Facilities
Subdivisions	Professional Office Buildings and Condos
Gas Stations/Convenience Stores	Mobile Home Parks
Churches	Parking Lots
Restaurants	Tax Abatements
Shopping Centers	Eminent Domain Takings
Airplane Hangars	Auto Service Garages
Laundromats	Retail Buildings
Contaminations	Medical Office Buildings and Condos
Health/Fitness Clubs	Single-Family Residences
2-4 Family Dwellings	Work-force Housing
Hotels	Camp Grounds
Motels	Nordic Ski Area
Veterinary Clinics	Auto Dealerships
Ocean-front and lake-front properties	Farms
Right-of-Ways for power lines, pipelines, & rail trails	Funeral Homes

In addition to appraisal work, I have served in the following capacities:

1960-1964:	Computer Engineer for International Business Machines in Endicott, New York
1964-1975:	Computer Engineer for Honeywell in Waltham, Massachusetts
1975-1982:	Founder, Audio of New England, 6 Retail Locations and a Wholesale Business
1985-1987	Participated as a Principal in a Waterfront Subdivision in the State of Maine
1982-2004:	Founder, Micro C, Inc., a Computer and Network Support Company
1994-2003:	Founder, Micro C Training Center, a Computer Network Training Company
1993-2006:	Owner and Manager of a Commercial Office Building
2001-2007:	Race Director, Applefest Half-Marathon in Hollis, NH
2005-2006:	Founder, New England Appraiser Training
2007-Present:	Founder, J Chet Rogers LLC
2010-2016:	Appraisal Institute - New Hampshire Chapter, Board of Directors
2013-2015:	Appraisal Institute - New Hampshire Chapter, Vice President
2013-2016:	YMCA of Greater Nashua – Board of Directors
2015-Present:	Hollis Planning Board –member

CBRE, Inc.

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www.cbre.us/valuation

To: Steve Goodman, GFI Partners

From: Jamie Moore, MAI

Date: March 1, 2022

RE: Warehouse Impact on Nearby Residences

OVERVIEW

The proposed development of the 504,000 square foot distribution facility at 161 Lowell Rd. in Hudson has the goal of increasing economic activity in the area by bringing light industrial users to the space. By doing so, it will increase jobs in the area, as well as create significant tax revenue for the town of Hudson. These factors will have knock-on effects, such as encouraging new and small business growth, as well as further employment growth for the town.

This report is also meant to serve as a summary of information collected and analyzed by Trimont Real Estate Advisors, Wesley Reeks, MAI, Applied Economic Research, as well as various white-paper articles on the subject. In these reports, it is widely concluded that the development of the logistics centers and related comparable buildings *does not negatively affect* the value of neighboring residential homes. The data in each report support the same conclusions.

Furthermore, to ensure that this development will be a success, GFI has taken measures based on community feedback to maintain the safety and amenity of the neighboring town residents.

RESEARCH SUMMARY

Trimont

Trimont Real Estate Advisors conducted a study of residential home prices in the area surrounding the new development in Hudson, as well as four other comparable logistics sites in New Hampshire, Massachusetts, and Connecticut. While doing so, they discovered various trends and evidence that support the fact that new industrial development has no significant impact on residential home values.

- Many times, the neighborhood that has been selected for new industrial development have values that are already depressed and are continuing to follow a negative trend before the development is finished. The time that follows the development completion shows no real affect on previous declining trends of home value, showing that there is no negative correlation between new industrial development and neighboring home values.

- They also conclude separately that it would have a negligible effect on traffic and housing density, as industrial space has the lowest number of employees per square foot of property, compared to retail and office - which could increase traffic and housing density.
- Another distinction to be made is that this development is not industrial in the traditional, manufacturing-facility meaning of the word. It is a distribution center, which generally has less of an environmental impact, uses less utilities, and employs fewer people, which keeps traffic and other types of congestion minimal.
- In addition to Trimont's own study, they reviewed another study by Jonathan A. Wiley, Ph. D., and found that it drew the same conclusions as Trimont's study completely independently. The conclusion of this study is concisely summarized by the quote below:

"Perhaps most surprising is the lack of evidence for negative and significant impacts of commercial developments on housing values. Scores of political arguments to the contrary are voiced at local debates across the nation, yet this research does not find substantive evidence of a negative interaction."

Wesley Reeks, MAI & Expanded and Updated Sale Research

The study conducted by Wesley Reeks included extensive analysis of two/distribution/logistics centers in southern New Hampshire that were acceptably comparable to the aspects and specifics of the proposed development in Hudson.

Through the study, Mr. Reeks concluded that:

"The data provide substantial evidence that development of the two comparable logistics centers did not diminish the market value of the neighboring residential properties."

Furthermore, Mr. Reeks extrapolates the information found in the study, saying:

"Accordingly by extension, it is concluded that the proposed Hudson Logistics Center will have no impact on the market values in Green Meadow Subdivision or other nearby residential properties."

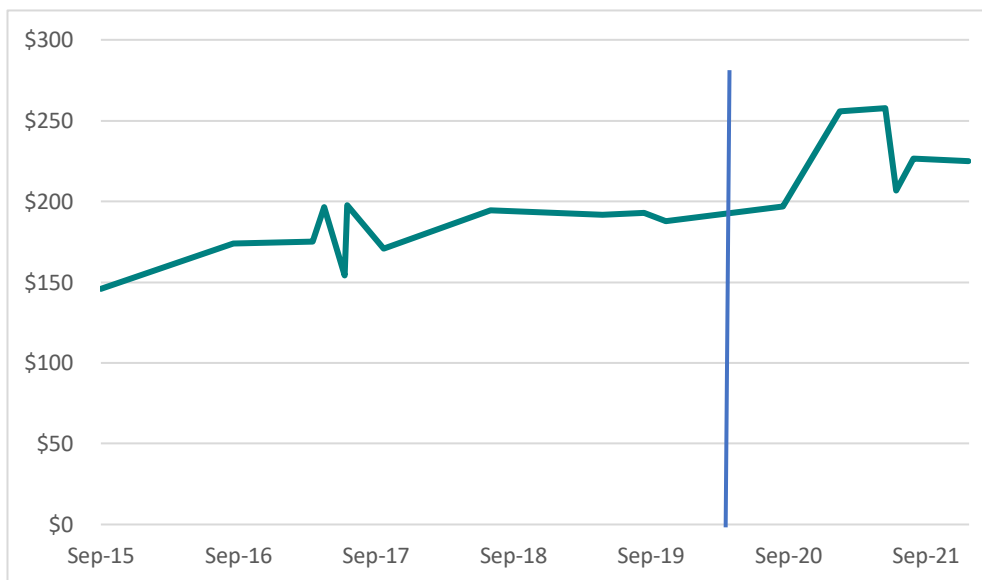
Additionally, Mr. Reeks looked at a pending sale in the Green Meadow Subdivision at 20 Fairway Drive. This property is within several hundred feet of the current golf course and was at the time the only property listed for sale out of the other 78 lots in the subdivision, which highlights the stability of the market in the area. Mr. Reeks contacted the listing Realtor and spoke to them about the sale.

- The Realtor could not disclose the final sales price, but reported that there were three offers on the property, and the final price is actually higher than the list price.
 - The property sold for \$424,933 on September 1, 2020, which was consistent with the asking price.
- This sale likely represented the highest price per square foot ever achieved in the subdivision

The conversation between Mr. Reeks and the Realtor occurred some time after the property was listed on May 15, 2020, which was after the proposed Hudson development became public knowledge. This further supports that home values will not be negatively impacted.

I have expanded Mr. Reeks research utilizing the most pertinent information which includes the sales that have taken place in the neighborhood that abuts the golf course both pre- and post- announcement of the application submitted to the Planning Board for the Hudson Logistics Center:

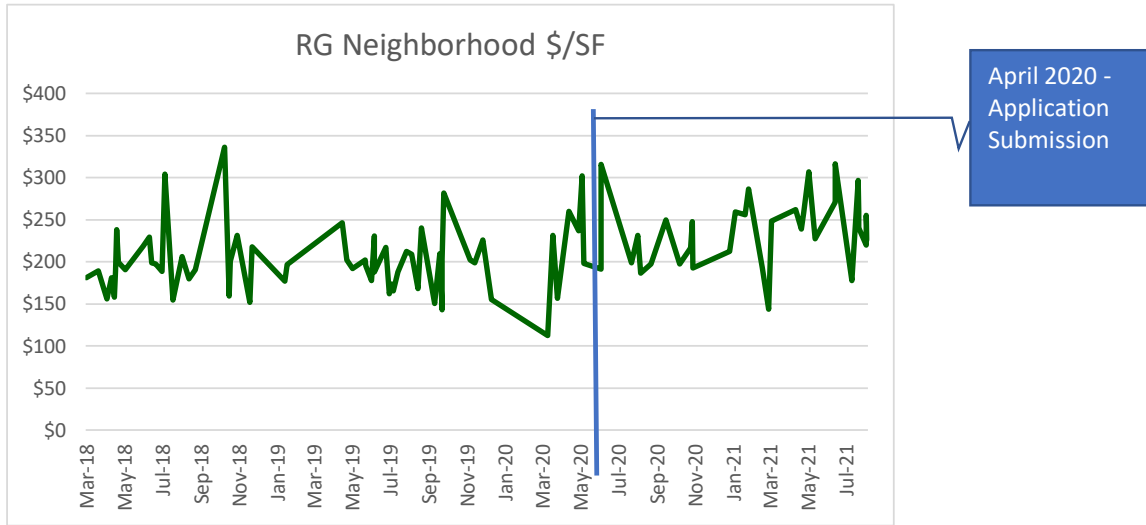
Address	Type	Size (SF)	Price	\$/SF	Sale Date
9 Eagle Drive	4BD-SFR	2058	\$300,000	\$146	Sep-15
21 Fairway Dr	2BD-SFR	2012	\$350,000	\$174	Sep-16
7 Eagle Drive	3BD-SFR	2200	\$385,000	\$175	Mar-17
5 Par Lane	3BD-SFR	1858	\$365,000	\$196	May-17
23 Par Lane	3BD-SFR	2527	\$389,900	\$154	Jun-17
11 Muldoon Dr	3BD-SFR	1896	\$375,000	\$198	Jun-17
9 Muldoon Dr	4BD-SFR	2254	\$385,000	\$171	Oct-17
20 Par Lane	4BD-SFR	2058	\$400,500	\$195	Jul-18
8 Muldoon Dr	4BD-SFR	2086	\$400,000	\$192	May-19
25 Par Lane	4BD-SFR	2357	\$455,000	\$193	Aug-19
9 Par Lane	4BD-SFR	2447	\$460,000	\$188	Oct-19
20 Fairway Dr	4BD-SFR	2156	\$424,900	\$197	Aug-20
23 Fairway Dr	3BD-SFR	2204	\$564,000	\$256	Jan-21
10 Fairway Dr	3BD-SFR	1502	\$387,500	\$258	May-21
13 Par Lane	4BD-SFR	2900	\$600,000	\$207	Jun-21
5 Birdie Lane	4BD-SFR	2382	\$540,000	\$227	Aug-21
8 Eagle Drive	4BD-SFR	2150	\$484,000	\$225	Jan-22



April 2020 -
Application
Submission

Two sales of note that were also viewed on MLS include 5 Birdie Lane and 9 Par Lane. 5 Birdie Lane was offered to the market on June 22, 2021 with an asking price of \$495,000; the property was on the market for a mere 3 days before being placed under agreement and selling for \$540,000 (109% of the asking price); while 9 Par Lane was offered to the market on August 22, 2019 with an asking price of \$439,900; the property was on the market for a mere 4 days before being placed under agreement and selling for \$460,000 (105% of the asking price)

Furthermore, we note the town of Hudson Assessor's office identifies the neighborhood as "RG" within its Assessment records. The following represents data extracted directly from the Hudson Assessor's office for properties that have sold since 2018. A total of ninety-two (92) sales have taken place, the following depicts the trend exhibited by these sales.



Additionally, we have considered the following average sale information for pre- and post-announcement trends:

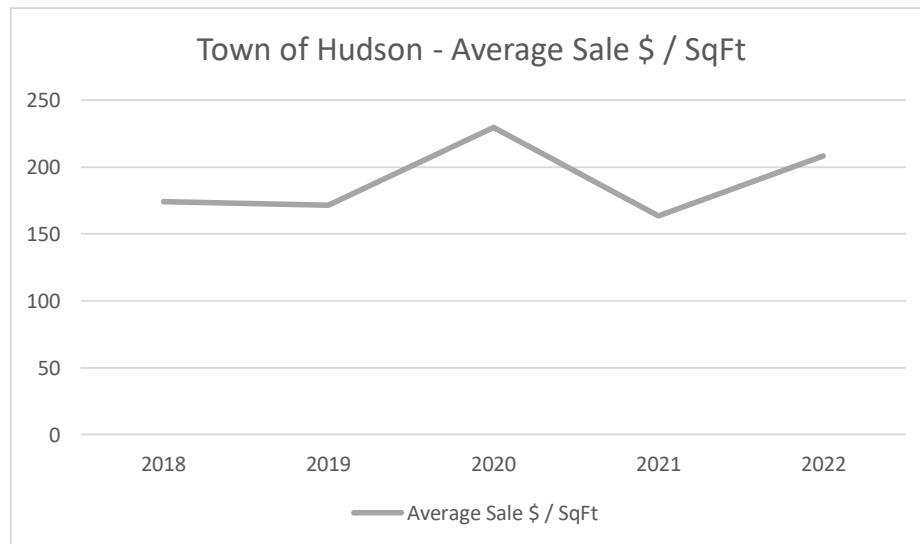
Average of Sale \$/SF		
SFR - Type	Pre-Announce	Post-Announce
2BD		\$265
3BD	\$208	\$249
4BD	\$181	\$215
5BD	\$199	
6BD		\$219
7BD		\$144
Grand Total	\$199	\$238

Average of Sale		
SFR - Type	Pre-Announce	Post-Announce
2BD		\$406,350
3BD	\$431,562	\$484,741
4BD	\$486,247	\$540,856
5BD	\$499,900	
6BD		\$788,000
7BD		\$739,000
Grand Total	\$450,989	\$510,620

While the above evidence can certainly be attributed to the overall market improvement that has taken place, the above evidence also clearly suggests that the proposal of the logistics center did not have a negative trend on the neighborhood.

The following depicts the trends for the overall town of Hudson as tracked by Multiple Listing Service:

Sold (Year to Date)	2018	2019	2020	2021	2022
Closed Units (Sold)	4	3	2	1	1
Average Days on Market	55	51	58	87	7
Average Days to Offer	46	42	50	73	7
Average Sale Price	\$379,000	\$423,000	\$366,200	\$432,700	\$585,000
Average Sale \$ / SqFt	\$174	\$171	\$230	\$163	\$208
Average List Price	\$382,450	\$425,600	\$367,400	\$410,000	\$579,999
Average List \$ / SqFt	\$172	\$172	\$232	\$155	\$207
Average Original List Price	\$388,700	\$426,300	\$367,400	\$465,000	\$579,000
Average Original List \$ / SqFt	\$174	\$172	\$232	\$175	\$206
Average Sale Price as % of List Price	99.80%	99.63%	99.57%	105.54%	100.86%
Average Sale Price as % of Original List	98.45%	99.44%	99.57%	93.05%	101.04%



Source: MLS

Applied Economic Research

The two reports created by Applied Economic Research were made to review the studies by both Trimont and Wesley Reeks. AER found both agreement and disagreement in the conclusions drawn in each study.

For the Trimont study:

- They found that even though the properties examined are likely comparable and show that housing prices are not affected, they are not in the same state and are therefore not representative of the New Hampshire market.

For the Reeks study:

- AER found that this study was more agreeable but was taken aback at the fact that the comparable properties used in the study are not exactly comparable.
 - However, the report then goes on to say that finding such a place is an inherent issue for Hudson, because "there is, in fact, no sufficiently close comprehensively comparable experience in the State."

According to the AER reports, there is no property in the state that is exactly comparable to the Hudson development. So, the properties that were analyzed in these studies by Trimont and Mr. Reeks are the closest that any existing property can be. Both in-state and out-of-state properties had trends related to residential home values that were found to be agreeable, and the conclusions drawn from them support the new development.

This report further points out that the Hudson neighborhoods go against the trends of communities that are targeted for development mostly having depressed market values for homes; they are actually rising in value.

- This does not mean that the correlation between new developments and the housing market are reversed – that trend is still true, and it is a benefit to the community that prices are rising. New development still does not show any impact on housing values, so it is redundant that values in this specific market is rising.

WHITE PAPER QUOTATIONS

In short, the following section is composed of quotations from various white-paper articles based on the relationship between industrial parks and the greater surrounding community. These articles serve as historical documents, ranging from the years 1958 - 1970, and consequently imply some level of precedent for the research and findings in this specific relation. The conclusions of these articles unilaterally support the development of industrial parks. The articles found evidence that the development and operation of industrial parks creates a multitude of benefits for the local community, whether it be residential homeowners, business owners, or any in between.

The accreditations of the authors given in the articles will be listed under their respective heading.

“Effects of Industrial Parks on the Community – Robert E. Boley”

“Mr. Boley is Secretary of the Industrial Council of the Urban Land Institute, Formerly, he served as director of the Industrial Development Committee of Prince George’s County, Maryland. He is a graduate of George Washington University with a M.A. degree in industrial geography.”

This paper was the contribution of the Urban Land Institute, to the Dartmouth College Conference on Industrial Parks held in Hanover, New Hampshire, June 25-27, 1958.

“If any conclusions are to be drawn, they are:

First, industrial parks have done a good public relations job for industry in that the presence of these attractive districts has gone a long way in helping to overcome the blind opposition to industrial development so characteristic in the past.

Second, through their high building and performance standards, industrial parks provide industry and the community much of the protection necessary to assure them attractive surroundings and harmonious relations.

Third, when properly located, comprehensively planned, and carefully developed, industrial parks are definite assets to the communities in which they are located because of the stimulating effect they have on the local economy."

"Community Benefits of the Industrial Park – Dr. William M. Shenkel"

"Dr. Shenkel is Chairman of the newly organized Department of Real Estate and Urban Development, University of Georgia, Athens. Before joining the university four years ago, he taught at the University of Florida, the University of Washington, and worked as chief appraiser for the Bureau of Indian Affairs, Portland, Oregon.

He is a recognized authority in the fields of real estate and land economics and his articles have appeared in numerous technical journals, including THE REAL ESTATE APPRAISER.

Dr. Shenkel holds the Senior Residential Appraiser designation of the Society, the CPM designation of the Institute of Real Estate Management, is a senior member of the American Right of Way Association and is a member of the American Economic Association and Rho Epsilon, a real estate honorary fraternity."

This article was originally presented at the Society's Southwest Appraisal Conference in Fort Worth, Texas, June, 1969.

"The point has been made that industrial parks are an inevitable consequence of population growth. Not only do they create certain benefits, but they appear essential to community welfare. Furthermore, to place a dollar value on industrial park benefits two special benefits stand out: (1) benefits arising from increased property taxes and (2) benefits due to higher personal incomes from new jobs and higher wages."

"The Impact of the Industrial Park – R. John Griefen"

"H. John Griefen is Senior Vice President of marketing and sales for Cabot, Cabot & Forbes Co., Boston."

This article comes from The Appraisal Journal, January 1970.

"An increase in jobs and tax revenues is an immediate impact of an industrial park on a community. But the overall impact is greater than those rewards.

An industrial park may stabilize, as well as increase, the community's tax rate tenants usually require minimal services from the local community, in comparison to the services required by other taxpaying sources. A residential development, for example, requires more services as it grows, pushing the tax

rate higher. An industrial park, once developed, pays the same amount of taxes each year and is not in line for increased municipal services.

The United States Chamber of Commerce reports a plant which brings 100 new jobs into community also brings an annual dowry of \$710,000 in added personal income and \$229,000 in new bank deposits. There will probably be 360 new citizens, three new stores, and \$300,000 increase in retail sales. About 112 homes will be built, 107 more passenger cars will be registered, and \$40,000 spent for rail services and trucking.

Needham, Massachusetts exemplifies how much prosperity can mean. The community collected \$3,320 per year in taxes on a gravel pit. It now collects \$325,000 from the same area since developed as an industrial park. Industry is of value to any community!"

IMPROVEMENTS CREATED FROM COMMUNITY FEEDBACK

GFI Partners has taken in community feedback for the location and made appropriate changes to better the development's impact on the neighboring residents and community at large.

This list is a summary of proposals GFI has made:

- Added a 20' landscape berm that faces the residents on Hickory Street, along with a 6' stockade fence located atop the hill that will provide an additional buffer.
- The Fox Hollow Condo Association has requested that vinyl fencing with screen slates be added along the property facing Fox Hollow and Friars Court for safety and increased screening. This will consist of an 8' dark green, vinyl coated chain link fence with matching privacy slats, and will be located 10' away from the property line.
- There will be reduced grading and tree clearing in order to maintain around 5 acres of wooded buffers to the development. Beyond that, GFI has committed to a protective covenant that encompasses another 23.5 acres of greenspace on the property.
- Lastly, GFI has agreed to remove a parking lot along Hickory Street from the plan in order to preserve the hill and greenspace on the west side of the development. This results in an additional 1.4 acres of wooded buffers along Hickory Street, and reduces the pavement in the development by 18,700 square feet.

CONCLUSION

In summary, there is no profound evidence that new industrial development is in any way detrimental to neighboring residential home prices. Countless articles support that fact, as discussed above. Beyond that, there is also substantial evidence that industrial parks and development are inherently beneficial to the surrounding community for various reasons, such as economic growth and a larger tax base. To further ensure the needs of the community are

met with this development, GFI Partners has made further amendments to their original plans – all were based on discussions with the community. The development at Lowell Road in Hudson should not affect the values of neighboring homes, and if historical data and findings are to be believed, it should be a boon to the community overall.

+11,000.00

VALUATION & ADVISORY SERVICES

March 1, 2022

NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES

CHAPTER Env-A 1100 PREVENTION, ABATEMENT, AND CONTROL OF MOBILE SOURCE AIR POLLUTION

PART Env-A 1101 PURPOSE AND APPLICABILITY

Env-A 1101.01 Purpose

Env-A 1101.02 Applicability

PART Env-A 1102 MOTOR VEHICLE MAINTENANCE AND OPERATING REQUIREMENTS

Env-A 1102.01 Maintenance Requirements for Motor Vehicles

Env-A 1102.02 Idling Limitations for Motor Vehicles

Env-A 1102.03 Exemptions From Idling Limitations

Env-A 1102.04 Visible Emissions Requirements for Gasoline-Powered Motor Vehicles

CHAPTER Env-A 1100 PREVENTION, ABATEMENT, AND CONTROL OF MOBILE SOURCE AIR POLLUTION

Statutory Authority: RSA 125-C:6, XII

PART Env-A 1101 PURPOSE AND APPLICABILITY

Env-A 1101.01 Purpose. The purpose of this chapter is to regulate emissions from all motor vehicles pursuant to RSA 125-C:6, XII.

Source. #120, eff 8-31-73; ss by #721.9, eff 12-7-75; ss by #1717, eff 2-19-81; ss by #2332, eff 4-29-83; ss by #2938, eff 12-27-84; ss by #5033, eff 12-27-90; ss by #6343-B, eff 9-28-96, EXPIRED: 9-28-04

New. #8200, INTERIM, eff 11-6-04, EXPIRES: 5-5-05; ss by #8313, eff 3-26-05; ss by #10345, eff 5-22-13

Env-A 1101.02 Applicability. This chapter shall apply to all motor vehicles as defined in Env-A 100.

Source. #120, eff 8-31-73; ss by #721.9, eff 12-7-75; ss by #1717, eff 2-19-81; ss by #2332, eff 4-29-83; ss by #2938, eff 12-27-84; ss by #5033, eff 12-27-90; ss by #6343-B, eff 9-28-96, EXPIRED: 9-28-04

New. #8200, INTERIM, eff 11-6-04, EXPIRES: 5-5-05; ss by #8313, eff 3-26-05; ss by #10345, eff 5-22-13

PART Env-A 1102 MOTOR VEHICLE MAINTENANCE AND OPERATING REQUIREMENTS

Env-A 1102.01 Maintenance Requirements for Motor Vehicles.

(a) No person shall alter or remove any emission control equipment or system, including the basic fuel system, in any way that might limit or reduce the ability of that equipment or system to control emissions.

(b) All emission control equipment that is originally supplied on a motor vehicle shall be maintained in place and in functional operating condition.

(c) Emission control equipment shall be replaced only with equipment that meets or exceeds the specifications of the original equipment.

Source. #10345, eff 5-22-13

NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES

Env-A 1102.02 Idling Limitations for Motor Vehicles.

(a) Unless exempted by Env-A 1102.03, the owner or operator of a motor vehicle shall comply with the idling limitations specified in Table 1100-1, below, subject to the note in (b), below:

Table 1100-1: Idling Limitations for Motor Vehicles

Temperature in degrees Celsius (degrees Fahrenheit)	Maximum Idling Time
Above 0° C (32° F)	No more than 5 consecutive minutes in any 60-minute period
At or between -23°C (-10°F) and 0°C (32°F)	No more than 15 consecutive minutes in any 60-minute period
Below -23° C (-10° F)	No limit ^A

(b) “A” means that there is no limitation on idling time so long as no nuisance is created.

Source. #10345, eff 5-22-13

Env-A 1102.03 Exemptions From Idling Limitations. The owner or operator of a motor vehicle shall be exempt from the idling limitations specified in Env-A 1102.02(a) under any of the following conditions:

(a) The motor vehicle is forced to remain motionless because of traffic conditions over which the operator has no control;

(b) The motor vehicle is a police, fire, ambulance, public safety, military or other emergency or law enforcement vehicle, or any vehicle being used in an emergency capacity, which is idling while in an emergency or training mode and not for the convenience of the operator;

(c) The motor vehicle’s engine is:

- (1) Providing power takeoff for refrigeration, lift gate pumps, or other auxiliary uses;
- (2) Supplying heat or air conditioning necessary for passenger comfort in those vehicles intended for commercial passenger transportation; or
- (3) Being operated solely to defrost its windshield to prevent a safety or health emergency, and not as part of a rest period; or

(d) The motor vehicle is being operated by a mechanic for maintenance or diagnostic purposes, if idling is required for such activity.

Source. #10345, eff 5-22-13

Env-A 1102.04 Visible Emissions Requirements for Gasoline-Powered Motor Vehicles. No person shall operate a gasoline-powered motor vehicle that emits visible emissions other than water vapor or steam, except during the initial starting of the engine.

Source. #10345, eff 5-22-13

Appendix

Rules	State Statute Implemented
Env-A 1101	RSA 125-C:6, XII
Env-A 1102	RSA 125-C:6, XII

Groth, Brian

From: Scott Wade <sjwade7422@gmail.com>
Sent: Saturday, January 22, 2022 8:04 AM
To: Groth, Brian; Planning
Subject: Friary Project

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

Good morning,

Towards the end of the Hudson Logistics Center hearings, the developer made an offer to the town that if the project was accepted they would put nearly \$10 million towards various things around town. As a reminder, I've included what they offered:

PROJECT IMPACT MITIGATION	
Impact Fee	\$2.034 million
Community Fee	\$100,000
STEM Program for Schools	\$3.00 million
Recreation & Riverfront	\$1.50 million
Public Safety	\$1.00 million
Fire Department Platform Truck	\$1.40 million
Shoreline Improvement	\$500,000
Master Planning	\$200,000
Regional Hazardous Materials Program	\$50,000
TOTAL	\$9,784,965

While the Friary project is much smaller in total size, the GFI Partners project will have an impact on the town in total. Would you ask them if they are willing to provide some kind of further impact mitigation funding as Hillwood offered? Using some rounding, and frankly some guessing on total square footage, an equivalent offer would be around \$2 million.

I'm not saying you should demand anything additional from them but merely pass along this information to them as food for thought.

Thank you. Stay well.

Scott

--

Scott J. Wade
1 Fairway Drive

Groth, Brian

From: Ron Brown <ron-brown@comcast.net>
Sent: Monday, January 31, 2022 8:56 AM
To: Groth, Brian; Planning
Subject: Friar's Drive Restriction and Child Safety

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

Good day Mr. Groth and Planning Boards Members,

In your considerations on the topic of traffic verses safety around the Friars Drive Distribution Center (SP #10-21), here is a topic I hope you really will put some time and thought/consideration to.

In all of the traffic discussions there has only been reference to the closeness, proximity and risks/impacts to Fox Hollow, what about those who are going to be living at Friar's Court?

Friar's Court was built due to the fact that Hudson had received Federal monies and in compliance it didn't have enough subsidized housing. Since these apartments will be Government subsidized (rents paid by the US Government) and when you examine other areas of similar subsidies you will see that a lot/most of them have children, some several. $80 \text{ units} * 3 \text{ kids/unit} = 240 \text{ kids}$. They are going to be outside playing, running around being kids, chasing balls, not necessarily always paying attention and now the Town is going to put/allow many (some portion of over 105+) tractor trailer rigs on to Friar's Drive, every day, some 30 feet away from their parking lots (potential play areas). Seems to be irresponsible to not do something to protect these residents/children.

The argument presented by GFI of "getting the trucks out of the traffic as soon as possible" isn't really logical. Logic is based on facts, data and math (to use one of their traffic "experts" terms -- modeling) This argument assumes that a truck moving along with and in traffic is somehow obstructing and or effecting it's rate which is only 1 model and is a very small portion of the data/referencing trips.

Regardless how long it would take to traverse from where the exit lane is proposed to start to the lane add on Lowell road, if a truck is moving in and with traffic along with all the rest of the vehicles how is it hindering the flow any?

Here is the logic and math around the model that will be more prevalent: the truck moves along with traffic without issue

Doing the math, the distance from where the exit lane would start (and your assuming that the trucks will pull over completely into the lane and not partially block the main traffic lane) to the lane add is approx. 1,325 feet (1/4 mile). It would take **ALL** vehicles traveling at 30mph 30 seconds or if they were traveling at 25 mph it would take 38.8 seconds or if they were traveling at 10 mph it would take 90.75 seconds. Again this would be for **ALL** vehicles.

Conclusion – there is not any traffic advantage for adding the exit lane, because in congested traffic conditions all vehicles move at the same rate, regardless if a temporary hole is created by a vehicle exiting the flow, or whether said congested traffic contains trucks or not.

I hope you reconsider making Friar's drive restricted to no trucks from Lowell road to the entrance to this new atrocious distribution center based on safety reasons in advance of Friar's Court being populated.

Thank you,
Ronald Brown
5 Hickory Street

Groth, Brian

From: JAMES CROWLEY <jkcrowleynh@comcast.net>
Sent: Wednesday, February 2, 2022 11:48 AM
To: Groth, Brian
Subject: RE: Friars status and suppression of public input

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

Brian

My concern is when it is reopened to the public will it be limited to the property value issue only. I hope not. I will hold on any conversation with the BOS. I agree it will not be beneficial if the PB plans on reopening to public input. The other point you wanted answered is, I was concerned that the new PB procedures should be adopted prior to voting on Two PB member positions on the March ballot. Things that I had wanted to bring to the PB attention at the 01-26-2022 meeting: are:

DISCUSSIONS NEEDED BY PB BEFORE FRIARS APPROVAL VOTING

I don't see any response or comments to public comments on TIS that even distribution of trucks entering and exiting the site will happen during 6AM to 7PM each day especially with an operating night shift. The PB should go on record as to whether these TIS assumptions are considered realistic. Additionally, who will monitor whether even distribution is complied with or have any enforcement powers to ensure it happens that way. A TIS trip generation assumption does not grant any enforcement powers for adherence to it.

STIPULATIONS I believe are necessary and currently missing BEFORE VOTING

1. I have not seen any voluntary financial offers by the developer such as the 7.75 million by HLC for benefit of schools, police and fire department training and equipment necessitated by a massive development, or funding a Fire Dept. Platform Truck. A 1.5 million offer would be proportional when comparing foot prints of proposed buildings of HLC and Friars. At a minimum a stipulation should be added for public safety reasons that a Fire Dept. Platform Truck needs to be obtained and operational before issuance of a **building permit** for this project. This is the same criteria used for HLC. Select member Morin would be a good source of information as to why this would be needed for safety of Hudson Firemen responding to a 50 foot tall ½ million sq. ft. building.
2. Another needed stipulation is: The plan shall be subject to approval and operational compliance to the "HLC" traffic mitigation plan by NHDOT for Lowell Road from Flagstone Drive to Sagamore Bridge Road before a CO is issued (Certificate of Occupancy). Note Friars Drive Industrial project TIS conclusions are dependent on HLC traffic mitigation for mitigation. improvements at the Sagamore Bridge Road / Lowell Road intersection. Some wording like this is needed unless the Traffic Engineer can assure the PB that existing as-built conditions as is today are adequate to handle Friars north and south traffic on Lowell Road at that intersection.
3. Another needed stipulation is: The Applicant shall equip all terminal tractors with smart, ambient sensing, multi-frequency back-up alarms. HLC#60
4. Drawing 3 of plans states AOT permit required but it is not mentioned in list of stipulations (290-10A). Does the PB know AOT allows tree cutting without an approved permit, however, you cannot legally remove the stumps without the permit. The Developer's lawyer should be able to explain allowed **at risk activities** after PB approval. It is not unreasonable in this case that a Stipulation should be added that no additional tree cutting or field work is to be performed until after a AOT permit is issued

5. Another needed stipulation is: The Project shall also comply with vehicle idling requirements of New Hampshire regulation Env-A-1100, as amended, unless otherwise exempt. HLC#59
6. Given more time I could think up additional stipulations. HLC had 70 plus of them but trust the PB will be extremely thorough in adding what is needed for Friars.

Thanks for giving me this opportunity to bring this to the PB attention in writing.

Jim Crowley

Groth, Brian

From: Ron Brown <ron-brown@comcast.net>
Sent: Monday, February 28, 2022 12:43 PM
To: Groth, Brian; Planning; ~BoS
Subject: RE: Update on Friar's Drive Property Appraisals
Attachments: Letter - Friars Drive, Hudson February 21, 2022.pdf

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

Hi Brian, Board of Selectmen and Planning Board Members.

Thank you for providing us this report.
Who is doing the peer review please?

When I read through this report it is trying to use the "knowledge" of this project as the indicator/driver for whether the prices have been impacted. A better indicator would be from looking at another location where a similar facility was built, just knowledge of building, has impacted those properties. It seems that trying to use data from a time period where something hasn't really been built and how it "has" impacted prices isn't really accurate.

In his illustrations he only provides cost numbers for Fox Hollow, what about the appraised values for the Hickory Street neighborhood? Seem incomplete.

Wasn't the ask of the BOS to perform an appraisal, doesn't that mean each property would be listed with it's value? Again how do you know how the value will be affected once this is built at this point in time if other areas aren't included as reference?

I'd ask that a better study be conducted as it will show a different answer.

Thank you,
Ronald Brown
5 Hickory Street

Groth, Brian

From: Ron Brown <ron-brown@comcast.net>
Sent: Monday, February 28, 2022 8:02 PM
To: Groth, Brian
Cc: Planning; ~BoS
Subject: RE: Update on Friar's Drive Property Appraisals

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

Thank you Brian I appreciate it being included in the Planning Board's packet.

Please include this one as well in the Planning Board's packet.

When I look up the term "home appraisal" and "how are home appraisals done" I don't find any description that matches what Mr. Rogers has provided.

I find the term "Home appraisal" and "how are home appraisals done" defined as:

- An appraisal is an unbiased professional opinion of a home's value and is used whenever a mortgage is involved in buying, refinancing, or selling that property.
- A qualified appraiser creates a report based on an in-person inspection, using recent sales of similar properties, current market trends, and aspects of the home (for example, amenities, floor plan, square footage) to determine the property's appraisal value.

(<https://www.investopedia.com/articles/pf/12/home-appraisals.asp>)

A reminder that this "affect" that the Distribution Center will have is NOT limited to those abutting the Distribution Center property, it affects more of all neighborhoods abutting.

This brings me back to my point that the report does NOT accomplish what the BOS asked for.

At time stamp 50:42 of the 1/26/2022 PB meeting recording (<http://www.hudsonctv.com/CablecastPublicSite/show/10016?channel=3>) Selectman McGrath asked if the board would consider a 3rd party review or appraisal of home values surrounding the project at the developer's costs, to determine if the development is going to negatively affect the values of those homes.

You will see she uses the term "appraisal of home values" she does not say guesstimate or simulation. You also see that she uses the term "surrounding" and does not stop at "abutting".

I hope you, the BOS and the PB all take this into consideration and also come to the conclusion that this report is not adequately done and request that the developer have it done properly.

Thank you,
Ronald Brown
5 Hickory Street



TOWN OF HUDSON

Planning Board

Timothy Malley, Chairman



12 School Street · Hudson, New Hampshire 03051 · Tel: 603-886-6008 · Fax: 603-594-1142

CAP FEE WORKSHEET - 2021

Date: 01-19-22 Zone # 1 Map/Lot: 209/001-000

Friars Drive

Project Name: Friars Drive Industrial/Warehouse Building

Proposed ITE Use #1: Warehousing

Proposed Building Area (square footage): 504,000 S.F.

CAP FEES: (ONE CHECK NEEDED)

1.	(Bank 09) 2070-701	Light Industrial (504,000 s.f @ \$0.71 per s.f)	\$ <u>357,840.00</u>
		Total CAP Fee	\$ <u>357,840.00</u>

Check should be made payable to the Town of Hudson.

Thank you,

Brian Groth

Town Planner