



# TOWN OF HUDSON

## FIRE DEPARTMENT

39 FERRY STREET, HUDSON, NEW HAMPSHIRE 03051



Emergency 911  
Business 603-886-6021  
Fax 603-594-1164

Robert M. Buxton  
Chief of Department

TO: Brian Groth  
Town Planner

FR: Robert M. Buxton  
Fire Chief

DT: March 2, 2021

RE: Hudson Logistics Center

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The following is a list of site plan concerns for this project. This review was completed utilizing plans submitted by Langan Engineering dated February 24, 2021.

1. Please provide the markings for fire apparatus access in accordance with **NFPA 1**.
2. The project shall have all proposed road ways named and formal addressing approved by the Hudson Fire Department prior to the issuance of building permits.
3. The project shall have temporary signage approved by the Hudson Fire Department noting the addressing and associated access points during construction.
4. The common driveway shall have a permanent sign approved by the Hudson Fire Department noting the addresses of the buildings that are accessed from that driveway. These signs shall be approved and installed before issuance of any building permits.
5. Please make sure that the proposed snow storage area shown on the plan in the area of the cistern is cut back to make sure access is maintained.
6. The Fire Department will require three copies of the fire hydrant layout for the full site. The hydrant plans shall be signed by the property engineer, Town of Hudson Engineer and Fire Chief. Water supply for fire protection shall be made available prior to the issuance of building permits. Additionally we would ask the developer to review the Wall Mart Blvd area. It appears that hydrants were not installed on the new section of the access road. This item will need to be addressed.

**\*\*The following life safety and fire protection concerns provided are for informational purposes to the applicant and Planning Board for this project. Final determinations on these issues occur after further review of the project.**

- A. The proposed building will require an approved sprinkler system. The Hudson Fire Department upon review of the building plans shall conduct this review. This requirement is in accordance with the **International Building Code (IBC)** and **Hudson Town Code**

**(HTC), current revision, Chapter 210, Article VI.** Any fire protection system shall be monitored by an approved fire alarm system.

- B. The fire alarm system shall be connected to the Hudson Fire Department's municipal fire alarm system or a substantially equivalent system in accordance with the **Hudson Town Code, Chapter 210**. A site plan detailing the aerial or underground layout to the municipal fire alarm connection must be provided before the utilities are completed for this project.
- C. Any required fire alarm system component must remain accessible and visible at all times.
- D. Due to the size of each of the buildings the Fire Department will require an emergency communication system review by our radio system vendor. The vendor shall review the need for signal amplification for first responder communication signals to be received and transmitted from inside the building; additionally, a review of transmission from the site to the Town of Hudson radio system. As outlined in the Building and Fire Code, the AHJ shall determine the acceptable level of coverage for the site. Any improvements identified shall be at the cost of the developer.
- E. A blasting permit will be required for any blasting on the site in accordance with the **Hudson Town Code, Chapter 202**.
- F. Will there be inside or outside storage above the exempt amounts of hazardous materials, liquids or chemicals presenting a physical or health hazard as listed in the **International Building Code, Sections 307, 414 or 415**? All Tier II reporting requirements shall be followed each year for all facilities.
- G. All storage either inside or outside of hazardous materials, liquids or chemicals presenting a physical or health hazard as listed in **NFPA 1, Section 20.15.2.2** shall be in accordance with the applicable portions of the following:

**NFPA 13, Standard for the Installation of Sprinkler Systems**  
**NFPA 30, Flammable and Combustible Liquids Code**  
**NFPA 30B, Code for the Manufacture and Storage of Aerosol Products**  
**NFPA 230, Standard for the Fire Protection of Storage**  
**NFPA 430, Code for the Storage of Liquid and Solid Oxidizers**  
**NFPA 432, Code for the Storage of Organic Peroxide Formulations**  
**NFPA 434, Code for the Storage of Pesticides**

#### **Additional Items for Consideration**

Openly, this project will be the largest commercial construction project to impact the Town of Hudson in recent times. The Fire Department has reviewed this project with an open mind utilizing a risk management approach to reviewing impact both short term and long term. We worked through the following process.

1. Identify concerns/problems
2. Develop a list of potential ways to improve safety
3. What are the opportunities to address the concerns
4. What are the benefits

Consideration needs to be giving to the following;

- A. Prior to construction starting on this project, the Fire Department will look to engage site developers to discuss construction practice and programs. The intent is to identify training and equipment short comings of the fire department. With this gap analysis complete, any

additional first responder training and equipment needs shall be at the cost of the developer.

- B. During the building construction portion of this project, the Hudson Fire Department believes it will have the need to directly assign a member of the Inspectional Services staff specifically to this project. The developer shall provide a trailer with associated utilities and HVAC support for an onsite work space for the members of the Town of Hudson Inspectional Services and Land Use Divisions. Additionally, the impact of having to assign a full-time inspector to the site for the duration of this construction project shall be at the cost of the developer. This has been highlighted in the fiscal impact study for the project.
- C. There is an associated risk with the amount of equipment on the roof of each of the proposed facilities. This equipment will lead to the roof being a common response area for the fire department. In an effort to safely and efficiently work in this area, we will need to review the need of a tower truck for the fire department fleet. This need is created by the sheer size of the building as a facility of this size is not currently part of our risk assessment.

With this said these items shall be reviewed when the full building permit process takes place. As each of the items is specific to the construction of the facility.

These are all of the Hudson Fire Department's concerns as of this time. If you have any further questions, please call me directly and thank you for your continued cooperation.

cc: Project Engineer  
File



# TOWN OF HUDSON

## Police Department

*Partners with the Community*

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1 Constitution Drive, Hudson, New Hampshire 03051  
Voice/TTY (603) 886-6011/Crime Line (603) 594-1150/Fax (603) 886-0605



*William M. Avery, Jr.*  
*Chief of Police*

*Captain Tad K. Dionne*  
*Operations Bureau*

*Captain David A. Cayot*  
*Special Investigations Bureau*

*Captain David A. Bianchi*  
*Administrative Bureau*

Town of Hudson, Planning Board,

As you are aware, I have been tasked with analyzing and projecting the fiscal impact the Hillwood Development would have on the overall operations of the Hudson Police Department. There is no "scientific formula" for me to project future costs or calls for service stemming from this project; however, I have put some statistical data together which should give you an idea as to how an existing Commercial/Industrial Park currently impacts the Hudson Police Department.

Hudson currently has a few Industrial Parks, but not one building or company has anywhere near the square footage as the Hillwood proposal. Therefore, I took a close look at all businesses included in the Sagamore Industrial Park. This Industrial Park includes the following roads: Sagamore Park Drive, Flagstone Drive, Hampshire Drive, Wentworth Drive, Executive Drive, and Friars Drive. If we were to add up all of the square footage contained in the Sagamore Industrial Park, the square footage would be approximately 2.5 million square feet; which is relatively the same as the Hillwood proposal.

The Sagamore Industrial Park contains numerous companies; with Comcast being the only business (that I am aware of) which has their own security team. The remainder of the companies rely on Human Resources and their Management Teams to handle internal issues; such as minor thefts, disgruntle employees and disagreements. My understanding is Amazon will have a 24 hour security team on site to assist with employee issues; such as thefts or disturbances. The reason I bring this to your attention is even though the Sagamore Industrial Park has barely any security; we receive a small amount of calls for service for this entire park, and the majority of the calls are for alarms.

The following are the total calls for service for the entire Sagamore Industrial Park: In 2018, we responded to 94 calls for service; in 2019 we responded to 86 calls for service, and in 2020 we responded to 52 calls for service. I believe 2020 calls for service were a result of COVID-19, and a certain (unknown) percentage of employees have been assigned to work remotely. As mentioned, the majority of the calls were for alarms, however we responded for



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thefts, disturbances, motor vehicle complaints, and a total of 4 accidents throughout the last 3 years within the industrial park.

I further compared the existing industrial park with the calls for service we receive to one business, Wal-Mart. The Wal-Mart calls for service far exceed the entire Sagamore Industrial Park. Further, the calls we respond to at Wal-Mart take several more "man hours" from start to finish as they require lengthy investigations and arrests. Numerous times throughout the year an officer will respond to Wal-Mart for a specific call for service and while they are there another incident happens which requires police intervention. Over the course of three years (2018, 2019, and 2020) we responded to 328 calls for service while making 89 arrests. The majority of the calls to this single location are for Shoplifting, however we have responded to numerous disturbances, and have had a few Robberies. Often times our response to Wal-Mart requires multiple police officers to assist which drains our available resources to respond to other locations throughout Hudson.

Currently, we have a compliment of 51 Sworn Police Officers, and if the Hillwood Development were to be approved I do not anticipate our calls for service at the location to dramatically increase our total calls for service. Therefore, the Hillwood Development would not directly force the Town of Hudson to increase the police departments staffing.

I do expect there to be an increase in traffic between Rena Avenue and the Sagamore Bridge throughout the day and evenings. With more traffic, my expectation is for the Hudson Police Department to respond to more accidents, motor vehicle complaints, and conduct more traffic stops. Again, there is no way for me to accurately calculate this increase, but I don't anticipate it being a dramatic increase.

In studying the traffic accidents on Lowell Road between the Sagamore Bridge and Rena Avenue I would expect a slight uptick in collisions. One area of concern for the police department is for traffic exiting the Sagamore Bridge to head south on Lowell Road. Throughout the last three years we have responded to 43 accidents for vehicles coming off the Sagamore Bridge in an attempt to head south on Lowell Road. The majority of these accidents are minor rear-end collisions, and are a result of people following too closely to the vehicle in front of them. The Hudson Police Department routinely runs Directed Patrols in and around the Sagamore Bridge in attempt to gain compliance of motorist who are habitual Traffic Control violators. These efforts will continue whether the project comes to fruition or not. My understanding is this intersection will be slightly modified in effort to free up traffic and hopefully prevent motor vehicle accidents.

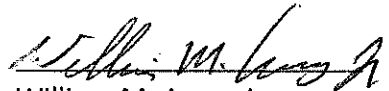
I do not anticipate the amount of traffic accidents to rise to the level where the Town of Hudson would need to expand the police department, nor have any fiscal impact on the department.



The Town of Hudson (Board of Selectmen) recently authorized the Fire Chief Buxton and I to purchase and install a new "state of the art" town wide Radio System. The three proposed structures could cause a disruption of radio communications between first responders and both fire/police dispatchers. Chief Buxton is consulting with the President of Two-Way Communications (Radio Vendor) so additional hardware is installed to prevent this during an emergency or call for service. Please refer to Chief Buxton's Fiscal Impact Report for further details.

In closing, after carefully looking at this project; I do anticipate the Hillwood/Amazon project having an impact on the Hudson Police Department, however as mentioned above, I do not anticipate the development forcing the Police Administration to increase its Operating Budget or Staffing. The Hudson Police Department is currently adequately staffed to ensure Hudson remains a great place to reside, work, or visit. Our staffing needs could change in the near future based on other construction projects which are either currently under construction or are being proposed in the near future. If the south end of Hudson were to see a substantial increase in calls for service; the Hudson Police Administration has the ability to shift our sector boundaries. By doing so, it would provide additional police coverage from the Sagamore Bridge to the Massachusetts border.

Respectfully,

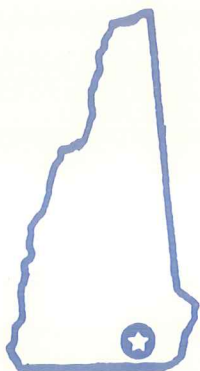


William M. Avery Jr.  
Chief of Police



# TOWN OF HUDSON

## Public Works



2 Constitution Drive Hudson, New Hampshire 03051 603/886-6018 Fax 603/594-1143



To; Brian Groth Town Planer

From; Jess Forrence Public Works Director

Ref: Impact from the proposed Logistics Center

Public Works has looked at the impact from the proposed Logistics Center at the Green Meadow Golf Course

1. The access road Lowell Road, Route 3A is a State Road, not maintained by Public Works.
2. The access road, their driveway will be private, not maintained by the Public Works.
3. The drainage system, catch basins, detention areas will all be private, not maintained by Public Works.
4. If the Logistic Center happens to connect to the town's sewer system this will be private, not maintained by Public Works.

In closing, I do not have any concerns on the impact of the purposed Logistic Center at Green Meadow to the Public Works Dept.

Thanks



# TOWN OF HUDSON

## Engineering Department



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

### INTEROFFICE MEMORANDUM

TO: Brian Groth, Town Planner  
Planning Department

FROM: Elvis Dhima P.E., Town Engineer

DATE: February 24, 2021

RE: Hudson Logic Center Technical Review and Current Status

Please be advised that based on the fourth technical review, below is an executive summary and specific responses of the following items:

#### **Drainage**

Engineering Department has reviewed the drainage portion of this project and is satisfied with the proposed private drainage design.

The applicant has filed for Dredge and Fill permit in addition to Alteration of Terrain permit with New Hampshire Department of Environmental Services. Both permits need to be in place prior to construction activity starts.

#### **Sewer**

The applicant has received the sewer allocations for this site, at the amount not to exceed 36,900 gallons per day.

#### **Water**

The Engineering Department and our consultant has completed the water capacity and hydraulic review for the domestic and fire protection analysis. Water utility system can accommodate domestic and fire protection for this project, at this time, see memo dated December 15, 2020.

#### **Traffic Offsite Improvements on Hudson Right of Way**

Most of the offsite improvements are currently within state right of way and subject to final New Hampshire Department of Transportation approval.



Offsite improvements within Town of Hudson right of way, mostly close to Watson & Lowell Road intersection, are ongoing and will be subject to Engineering Department final approval.

The applicant will be required to submit a separate plan and profile for final review and approval by the Engineering Department and our consultant.

**Item 6 s:** The applicant has revised detail to reflect 60 inch cover requirement.

**Item 1 k:** Engineering Department has approved the applicant's pavement section for heavy duty travel lane and onsite parking.

**Item 6 a:** The applicant will provide detailed plans, including profile, pump capacity and force-main size, prior to the sewer main extension agreement application.

**Item 6 b:** The applicant will be required to submit a separate plan and profile for final review and approval by the Engineering Department and our consultant. Applicant shall be required to establish a private Sewer Main Extension Agreement with the Town, prior to construction.

**Item 6 q:** The applicant will be required to submit a separate plan and profile for final review and approval by the Engineering Department and our consultant. Applicant shall be required to establish a private Water Main Extension Agreement with the Town, prior to construction.

**Item 7 a iv:** Engineering Department has approved the drainage pipe coverage for this private site.

**Item 7 x:** The applicant will be required to perform soil testing, which will be witnessed by Engineering Department staff. In addition, the applicant shall submit in writing the field results showing that field results match the assumptions, prior to all proposed work associated with detention or infiltration basin constructions.

**Item 7 x v:** The applicant will be required to perform soil testing, which will be witnessed by Engineering Department staff. In addition, the applicant shall submit in writing the field results showing that field results match the assumptions, prior to all proposed work associated with detention or infiltration basin constructions.

**Item 7 x:** Engineering Department has approved the drainage pipe coverage for this private site.

**Item 7 i:** Engineering Department has approved the drainage pipe less than 2% for this private site.

**Item 7 ai:** Engineering Department has approved the drainage pipe less than 2 cfs for this private site.