

CENTRAL GAS SITE PLAN

SP# 08-23

STAFF REPORT

January 24, 2024

(Deferred from December 27, 2023)

SITE: 77 Central Street, Map 182 Lot 217

ZONING: Business (B)

PURPOSE OF PLAN: To depict the proposed layout for a gas station and convenience store with drive-through window and all associated site improvements.

PLAN UNDER REVIEW:

Central Gas Site Plan, Non-Residential Site Plan, Map 182 Lot 217, 77 Central Street, Hudson, NH; prepared by: Keach-Nordstrom Associates, Inc. 10 Commerce Park North, Suite 3, Bedford, NH 03110; prepared for: Nottingham Square Corporation, 46 Lowell Road, Hudson, NH, 03051; consisting of 20 sheets and general notes 1-30 on Sheet 1 and notes 1-9 on Sheet 2; dated July 10, 2023; last revised October 25, 2023.

ATTACHMENTS:

- 1) Peer Reviews, prepared by Fuss & O'Neill, November 1, 2023 – Attachment “A”
- 2) Department Comments – Attachment “B”
- 3) Applicant Response to Peer Review & Town Comments, prepared by Keach-Nordstrom Associates, Inc. dated September 18, 2023, received Sept 22, 2023 – Attachment “C”
- 4) Traffic Study, prepared by VHB Inc., dated July 20, 2023, received September 22, 2023. (Digital Only)
- 5) Traffic Study Peer Review, prepared by Fuss & O'Neill, received September 11, 2023 – Attachment “D”
- 6) Stormwater Management Report, prepared by Keach-Nordstrom Associates, Inc., received Sept 22, 2023. (Digital Only)
- 7) CAP Fee worksheet – Attachment “E”
- 8) Development of Regional Impact Notifications – Attachment “F”
- 9) Planning Board Member correspondence with Town Attorney – Attachment “G”
- 10) VHB, Inc. Response Letter dated October 2, 2023 – Attachment “H”

APPLICATION TRACKING:

- August 16, 2022 – Conceptual plan received.
- September 14, 2022 – Design Review meeting held.
- July 10, 2023 – Site plan application received
- October 31, 2023 – Revised site plan submitted
- November 29, 2023 – Hearing continued to December 27.
- December 27, 2023 – Public hearing scheduled, Deferred per the applicant's request.

COMMENTS & RECOMMENDATIONS:

BACKGROUND

The site is approximately 2.9 acres and is located in the Business zone. The proposed site is currently five parcels. Map 182 Lots: 216, 217, 218-1, 218-2, and 219, which the applicant wishes to consolidate. Five buildings totaling 6,321 SF were on the site that were previously used as single-family residential homes, but have since been razed. The site is served by municipal water and sewer. A small section on the southern end of the site is within the “A” or 100-year flood zone. There is a wetland on the southeast and southern edges of the site, along Map 190 Lots 185 and 186.

The applicant proposes building a 10-pump gas station with a 4,560 SF convenience store with drive-thru window. While not stated, staff presumes the drive-thru window would serve coffee and food. The Applicant has submitted a waiver request from the 100-foot buffer between commercial and residential uses required under §276-11.1(12)(c). Staff notes that the 100-foot buffer is shown on the site plan on the Central Street side, but it is not shown on the Lowell Road sign and should be added to the plans. The improvements that fall within this buffer are:

- the driveway curb cuts on Central Street and Lowell Road and,
- both proposed locations of the freestanding signs.

The site is proposed be accessed by two drives, a 20’ wide one-way entrance driveway to be constructed on Lowell road approximately 210’ from the intersection of Lowell Road and Central Street, and a 24.1’ wide two-way entrance on Central Street, approximately 600’ from the intersection of Central Street and Lowell Road. The proposal of two driveways requires a waiver from §193-10.G, for which a waiver request has been submitted. Further discussion below.

The Applicant previously presented this plan to the Planning Board under Design Review Phase in September 2022. In response to the feedback heard during that phase, the Applicant has included architectural renderings with this application.

PEER REVIEW - CIVIL

Fuss and O’Neill completed a first round of peer review on July 31, 2023 and a second round incorporating first round comments on November 1, 2023 (**Attachment A**). Keach-Nordstrom Associates, Inc. provided a response to the first round of comments on behalf of the applicant on September 18, 2023 (**Attachment C**). Fuss & O’Neill notes the remaining outstanding issues:

- The applicant has revised the plan to include lane restriping of Central Street and widening along Lowell Road at the northbound approach to the site driveway. This widening includes relocating a portion of the sidewalk outside of the public right-of-way. The applicant should review the need for an easement for the sidewalk in this area.
- The applicant has moved the handicap spaces to account for the building entrance and tip down location. We recommend that spot grades should be provided in this area to ensure it is constructed in compliance with ADA requirements.
- The applicant has revised the Lowell Road driveway to be entrance only, therefore removing the potential sight distance conflict. The applicant has added signage to this driveway. The applicant should label the proposed signs and provide details for them in the plan set.

- We note the applicant has noted that NHDES does not allow infiltration in high-load projects. The applicant should review with the Town if a waiver is still required.
- The applicant has stated that the design intent for canopy runoff is surface flows to catch basins. This may result in icing and other surface drainage issues. We recommend that roof drains/gutters be provided and these connect via subsurface piping to the drainage system to prevent such issues.
- The applicant has revised the label on the Erosion Control Plan to show silt sock is intended. We recommend that the applicant revise the Erosion & Sediment Control Legend as it still calls for silt fence.
- The applicant has added more landscaping to the plan set. This landscaping is not going to provide traditional screening for the site but will break up the view of the site. The applicant has not provided landscaping that we would consider screening, such as a row of arborvitae. The Town should review the plan to see if additional screening is necessary.

PEER REVIEW - TRAFFIC

Fuss and O'Neill completed a separate review of the traffic study on September 11, 2023, prepared by VHB on June 30, 2023. (**Attachment E**) The following comments were provided and remain outstanding as of plan revision October 25, 2023. Additional information from the applicant in response is expected.

- The September 2022 GRIDSMAST system traffic data provided by the Town Engineer appears to be for during the week of Labor Day. Holidays would typically have an impact on traffic volumes and patterns. Is it anticipated that the level of traffic provided by the engineer is still at normal levels despite them being during the week of a holiday?
- While the intersection as a whole does not degrade significantly in terms of LOS or v/c ratios between 2023 No-Build and 2023 Build conditions, some approaches, particularly the Central St WB Left approach, are significantly impacted by the traffic generation and distribution of the proposed site. The applicant should clarify if any investigation into improvements or signal optimization was undergone for the 2023 Build year to mitigate the impacts to affected approaches.
- We agree with the calculations for the right turn lane warrant analysis for the Lowell Road driveway and also concur with the idea of the proposed roadway and signal timing improvements to mitigate site-related traffic impacts on the roadway network. However, while the 2033 AM peak hour improvements do help 95th percentile queues along Central Street westbound approach adjacent to the site driveway, the 95th percentile through queues of the southbound Central Street approach are lengthened to and beyond the road's signalized intersection with Library Street. It may be worth prioritizing the major road in this case. However, this would potentially lengthen the queues on Central Street.
- On a similar note, are the Central Street at Lowell Road and Central Street at Library Street intersections coordinated, and if not, was coordinating the two intersections considered as part of the project?
- It is worth noting that many of the 95th queue lengths in the synchro report show a # sign, states "queue may be longer". These locations are not shown in the tables in the report.

- Offsite improvement plans are not included with the site plan. Plans showing the additional lanes widening with proposed driveway control measures for the right in/right out would be helpful.

DEPARTMENT COMMENTS

See **Attachment B** for comments from town departments. With the revised plan set and **Attachment C**, the Applicant has addressed comments issued by Fire and Engineering other than the traffic comments discussed above. Regarding the Zoning Department's comments, the Applicant has provided some information related to signage but sign permits will still run through the standard process of review and approval by the Zoning Administrator if the site plan were to be approved.

Planning and Engineering staff also offered comments and feedback on the traffic study:

- Request for a traffic simulation during peak hour to understand movements/flow of traffic.
- Request for additional information or discussion relative to traffic movements and potential conflicts generated by turning movements, particularly left turning traffic from Central Street into the site where there is no turning lane.
- Relationship with the Hudson Town-wide Traffic Study performed by NRPC.
- Additional consideration for pedestrian movement since this is one of the more densely populated areas of town with school and recreational facilities nearby.
- Additional discussion on the proposed second driveway on Lowell Road, and effect if it is used to bypass intersection controls (traffic light at Lowell/Central).

WAIVERS REQUESTED

As noted above, the Applicant is seeking two waivers:

1. Waiver for Buffer between Commercial and Residential Uses, **§276-11.1B(12)(C)**, to not require a 100' buffer between commercial and residential uses. The Applicant states that due to the layout of the site, not granting a waiver would make the land virtually undevelopable for any non-residential uses.
2. Waiver for Driveway Design Criteria, **§193-10.G**, to allow for more than one driveway onto the proposed site. The Applicant states that denial would result in the site being less desirable for future customers, suppliers, and vendors, while also forcing traffic from Lowell Road through and already busy intersection to access the site, in addition to limiting access for responding emergency vehicles.

RECOMMENDATIONS

Staff recommends making the procedural determination of whether or not the application constitutes a development of regional impact (DRI). Staff then recommends accepting the application and holding a public hearing, followed by deliberation and consideration of the waiver requests, and discussion of questions or additional information the Planning Board may seek.

DRAFT MOTIONS:

ACCEPT the site plan application:

I move to accept the site plan application for the 77 Central Street / Non-Residential Site Plan, Map 182 Lot 217, 77 Central Street.

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

WAIVER MOTIONS:

1. I move to grant a waiver from § 276-11.1.B(12)(C), General Plan Requirements, to not require a 100’ buffer between commercial and residential uses, based on the Board’s discussion, the testimony of the Applicant’s representative, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

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

2. I move to grant a waiver from § 193-10.G, Driveway Design Criteria, to allow for more than one driveway onto the proposed site, based on the Board’s discussion, the testimony of the Applicant’s representative, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

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

CONTINUE the public hearing to a date certain:

I move to continue the site plan application for 77 Central Street / Non-Residential Site Plan, Map 182 Lot 217, to date certain, _____, 2024.

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

APPROVE the site plan application:

I move to approve the site plan application for Central Gas Site Plan SP# 08-23, Map 182/Lot 217, 77 Central Street, Hudson, NH; prepared by: Keach-Nordstrom Associates, Inc. 10 Commerce Park North, Suite 3, Bedford, NH 03110; prepared for: Nottingham Square Corporation, 46 Lowell Road, Hudson, NH, 03051; consisting of 20 sheets and general notes 1-30 on Sheet 1 and notes 1-9 on Sheet 2; dated July 10, 2023; last revised October 25, 2023.; and:

That the Planning Board finds that this application complies with the Zoning Ordinances, and with the Land Use Regulations with consideration of the waivers granted; and for the reasons set forth in the written submissions, together with the testimony and factual representations made by the applicant during the public hearing;

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.
2. A cost allocation procedure (CAP) amount of \$51,488.00 shall be paid prior to the issuance of a Certificate of Occupancy.
3. Prior to the issuance of a final certificate of occupancy, an L.L.S. Certified “as-built” site plan shall be provided to the Town of Hudson Land Use Division confirming that the development conforms to the Plan approved by the Planning Board.
4. Prior to the Planning Board endorsement of the Plan, it shall be subject to final administrative review by Town Planner and Town Engineer.
5. Prior to application for a building permit, the Applicant shall schedule a pre-construction meeting with the Town Engineer.
6. 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.
7. Hours of refuse removal shall be exclusive to the hours between 7:00 A.M. and 7:00 P.M., Monday through Friday only.
8. Prior to the issuance of a final certificate of occupancy, a Spill Prevention Plan shall be provided to, and approved by, the Fire Marshall.
9. In accordance with RSA 676:12, this approval is subject to the express condition precedent that the proposed moratorium on issuing new building permits and approving subdivision or site plans in Zones B, I, G, and G-1, is not adopted by the voters at the Annual Town Meeting on March 12, 2024. For purposes of RSA 674:21, V (h), the assessment of impact fees shall likewise be subject to the same express condition precedent. If the proposed moratorium passes, this approval will be vacated, and the application will be deemed denied without prejudice to the applicant’s right to submit a new application after the moratorium expires.

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

SITE PLAN APPLICATION

Date of Application: July 10, 2023 Tax Map #: 182 Lot #: 217

Site Address: Lowell Road & Central Street

Name of Project: Central Gas

Zoning District: Business (B) General SP#: 08-23

(For Town Use Only)

Z.B.A. Action: _____

PROPERTY OWNER:

DEVELOPER:

Name: Nottingham Square Corporation

Address: 46 Lowell Road

Address: Hudson, NH 03051

Telephone # 603-880-7799

Email: msousa@sousarealtynh.com

PROJECT ENGINEER:

SURVEYOR:

Name: Paul Chisholm, PE - KNA

Anthony Basso, LLS - KNA

Address: 10 Commerce Park North, Suite 3

10 Commerce Park North, Suite 3

Address: Bedford, NH 03110

Bedford, NH 03110

Telephone # 603-627-2881

603-627-2881

Email: pchisholm@keachnordstrom.com

abasso@keachnordstrom.com

PURPOSE OF PLAN:

The purpose of the plan is to depict the proposed layout for a gas station and convenience store with drive thru window and all associated site improvements.

(For Town Use Only)

Routing Date: _____ Deadline Date: _____ Meeting Date: _____

_____ I have no comments _____ I have comments (attach to form)

_____ Title: _____ Date: _____

(Initials)

Department:

Zoning: ___ Engineering: ___ Assessor: ___ Police: ___ Fire: ___ DPW: ___ Consultant: ___

SITE DATA SHEET
(Continued)

Flood Zone Reference: 33011C0518D

Width of Driveways: 24 FT

Number of Curb Cuts: Two (2)

Proposed Parking Spaces: 41 Spaces

Required Parking Spaces: 41 Spaces

Basis of Required Parking (Use): Gas Pumps, Convenience Store, Drive Thru

Dates/Case #/Description/Stipulations
of ZBA, Conservation Commission,
NH Wetlands Board Actions: _____
(Attach stipulations on separate sheet) _____

Waiver Requests

<i>Town Code Reference:</i>	<i>Regulation Description:</i>
<u>276-11.1(B)(12)(c)</u>	<u>Drive Aisles within 100-ft Abutting Residential Property</u>
_____	_____
_____	_____
_____	_____

(For Town Use Only)
Data Sheets Checked By: _____ Date: _____

WAIVER REQUEST FORM

Name of Subdivision/Site Plan: Central Gas

Street Address: Lowell Road & Central Street

I Manuel Sousa hereby request that the Planning Board
waive the requirements of item 276-11.1(B)(12)(c) of the Hudson Land Use Regulations
in reference to a plan presented by Keach-Nordstrom Associates, Inc.
_____ (name of surveyor and engineer) dated July 10, 2023 for
property tax map(s) 182 and lot(s) 217 in the Town of Hudson, NH.

As the aforementioned applicant, I, herein, acknowledge that this waiver is requested in accordance with the provisions set forth in RSA 674:36, II (n), i.e., without the Planning Board granting said waiver, it would pose an unnecessary hardship upon me (the applicant), and the granting of this waiver would not be contrary to the spirit and intent of the Land Use Regulations.

Hardship reason(s) for granting this waiver (if additional space is needed please attach the appropriate documentation hereto):

See Attached Waiver Request

Reason(s) for granting this waiver, relative to not being contrary to the spirit and intent of the Land Use Regulations: (if additional space is needed please attach the appropriate documentation hereto):

See Attached Waiver Request

Signed: _____
Kathie Cooper
Applicant or Authorized Agent

July 10, 2023

Town of Hudson
Planning Department
12 School Street
Hudson, New Hampshire 03051

Subject: **Non-Residential Site Plan – Central Gas
Tax Map 182; Lot 217
Lowell Road & Central Street – Hudson, New Hampshire
KNA Project No. 18-0612-3**

Project Narrative

The subject property, located at the corner of Lowell Road and Central Street, is referenced on Hudson Tax Map 182 as Lots 216, 217, 218-1, 218-2, and 219. These five (5) lots will be consolidated into a single parcel referenced as Tax Map 182 Lot 217 with a combined area of approximately 2.90 acres. The parcel is located entirely within the Business (B) Zoning District. It was developed with single family residential homes at the time of survey, but those have since been removed. The surrounding land uses include commercial, single family residential, and multi-family residential.

The applicant is proposing to construct a 10-pump gas station, a 4,560 square foot convenience store with drive thru window, and all associated site improvements. Access to the site will be provided via two (2) new 24-foot-wide driveways, one (1) on Lowell Road and one (1) on Central Street. The lot will be serviced by municipal water and sewer. Other site improvements include stormwater management provisions, paved parking areas, utility connections, landscaping, and lighting. No impacts to the wetlands or 50-ft wetland buffer are proposed.

December 20, 2023

Town of Hudson
Planning Department
12 School Street
Hudson, New Hampshire 03051

Subject: **Revised Waiver Request – Central Gas
Tax Map 182; Lot 217
Lowell Road & Central Street – Hudson, New Hampshire
KNA Project No. 18-0612-3**

The Applicant is requesting a waiver from the following section of the Town of Hudson Site Plan Regulations: **Section 276-11.1B(12)(C) 100-ft Buffer Between Commercial & Residential Uses**

Hardship reason(s) for granting this waiver:

Based on the location of the abutting residential uses, accessing the site would require a driveway to be located within the 100-ft buffer zone. By not allowing the Applicant to construct driveways, access to the property would be severely restricted making it virtually undevelopable for any non-residential use.

Reason(s) for granting this waiver, relative to not being contrary to the spirit and intent of the Land Use Regulations:

The spirit and intent of this regulation is to provide a 100-ft buffer between residential and non-residential uses. The majority of the developed areas fall outside this buffer zone, however, the entrance driveways to the site are located within the buffer which extends the full width of the Central Street frontage and a significant portion of the Lowell Road frontage. Based on the location of the abutting residential uses, any access driveway would be located within this buffer zone. The remainder of the site improvements do not need to be located within this buffer and are not proposed to be. Therefore, granting this waiver would not be contrary to the spirit and intent of the Town of Hudson Site Plan Regulations.

September 18, 2023

Town of Hudson
Planning Department
12 School Street
Hudson, New Hampshire 03051

Subject: **Waiver Request – Central Gas
Tax Map 182; Lot 217
Lowell Road & Central Street – Hudson, New Hampshire
KNA Project No. 18-0612-3**

The Applicant is requesting a waiver from the following section of the Town of Hudson Site Plan Regulations: **Section 193.10.G. Driveway Design Criteria – Single Driveway Per Parcel**

Hardship reason(s) for granting this waiver:

The subject parcel is situated at a busy intersection on Lowell Road and Central Street. The project proposes two driveways to support the development, including a one-way entrance driveway on Lowell Road and a two-way driveway on Central Street. Allowing both driveways in this orientation will provide relief to the intersection by allowing vehicles turning right into the site from Lowell Road to avoid the intersection altogether. Granting this waiver will enhance site access and reduce traffic at the intersection. A denial would result in hardship because it would cause the site to be less desirable for future customers, suppliers and vendors while also forcing traffic from Lowell Road through an already busy intersection to access the site and limiting access for responding emergency vehicles.

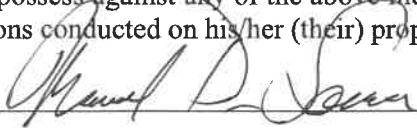
Reason(s) for granting this waiver, relative to not being contrary to the spirit and intent of the Land Use Regulations:

The spirit and intent of the Land Use Regulations will not be opposed by granting this waiver. The intent of the driveway regulations is provide criteria for safe and adequate access to properties. The project proposes to consolidate multiple parcels. Three of the parcels at one time were occupied by houses and each had its own driveway access. As consolidated lots, the property would have adequate lot frontage on both Lowell Road and on Central Street. A turn in only driveway from Lowell Road would increase safety by allowing emergency vehicles a second means of access and quicker response time by not having to go through the busy intersection. One reason for limiting the amount of driveways per property helps reduce congestion to public streets. In this case, however, there will be less congestion by allowing a restricted turn in driveway from Lowell Road by allowing some travelers visiting the site from Lowell Road to avoid an intersection. Therefore, the spirit and intent of the regulation will be upheld by approving this waiver.

SITE PLAN APPLICATION AUTHORIZATION

I hereby apply for *Site Plan* Review and acknowledge I will comply with all of the Ordinances of the Town of Hudson, New Hampshire State Laws, as well as any stipulations of the Planning Board, in development and construction of this project. I understand that if any of the items listed under the *Site Plan* specifications or application form are incomplete, the application will be considered rejected.

Pursuant to RSA 674:1-IV, the owner(s) by the filing of this application as indicated above, hereby given permission for any member of the Hudson Planning Board, the Town Planner, the Town Engineer, and such agents or employees of the Town or other persons as the Planning Board may authorize, to enter upon the property which is the subject of this application at all reasonable times for the purpose of such examinations, surveys, tests and inspections as may be appropriate. The owner(s) release(s) any claim to or right he/she (they) may now or hereafter possess against any of the above individuals as a result of any examinations, surveys, tests and/or inspections conducted on his/her (their) property in connection with this applications.

Signature of Owner:  Date: 7/6/23

Print Name of Owner: Manuel Sousa

- ❖ If other than an individual, indicate name of organization and its principal owner, partners, or corporate officers.

Signature of Developer: _____ Date: _____

Print Name of Developer: _____

- ❖ The developer/individual in charge must have control over all project work and be available to the Code Enforcement Officer/Building Inspector during the construction phase of the project. The individual in charge of the project must notify the Code Enforcement Officer/Building Inspector within two (2) working days of any change.

LOT MERGER APPLICATION FOR TAX ASSESSMENT AND LAND USE PURPOSES

TOWN OF HUDSON, NEW HAMPSHIRE

The undersigned, Manuel Sousa - Nottingham Square Corporation (type or print name here) is / are the owner(s) of lots or parcels shown on the Town Tax Maps as follows:

Tax Map 182 Lot 216 Tax Map 182 Lot 218-2
Tax Map 182 Lot 217 Tax Map 182 Lot 219
Tax Map 182 Lot 218-1

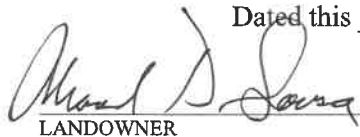
The undersigned requests that the Town of Hudson Planning Board combine the above described parcels or lots into one parcel or one lot to be known as, Tax Map 182, Lot 217 for tax assessment, and land use purposes.

The undersigned acknowledges and agrees that the merged lots or parcels shall be shown as a single lot or single parcel on the Town Tax map and shall be one lot or one parcel for land use purposes. The Town of Hudson will assess the merged lots or merged parcels as a single lot or a single parcel.

If at any time the undersigned, or its heirs, legatees, successors and assigns of the undersigned wish to subdivide the merged lot or merged parcel, subdivision approval must be obtained from the Town of Hudson Planning Board under the Town of Hudson Subdivision of Land Regulations.

The undersigned agrees that the approval of this application shall be filed at the expense of the undersigned in the Hillsborough County Registry of Deeds.

Dated this 6 day of July, 2023.


LANDOWNER

(SIGN HERE)

LANDOWNER (SIGN HERE)


(TYPE OR PRINT NAME)

(TYPE OR PRINT NAME)

This application for the merger of lots for tax assessment and land use purposes is approved by action of the Town of Hudson Planning Board. This application shall be recorded in the Hillsborough County Registry of Deeds.

Dated this _____ day of _____, 20____.

(SIGN HERE)
CHAIRPERSON
HUDSON PLANNING BOARD

(TYPE OR PRINT NAME)



November 1, 2023

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

Re: Town of Hudson Planning Board Review
Central Gas Site Plan, Lowell Road & Central Street
Tax Map 182 Lot 217; Acct. #1350-550
Reference No. 20030249.230

Dear Mr. Groth:

Fuss & O'Neill (F&O) has reviewed the second submission of the materials received on September 22, 2023, related to the above-referenced project. Authorization to proceed with this second review was received on October 19, 2023. A list of items reviewed is enclosed. The scope of our review is based on the Site Plan Review Codes, Stormwater Codes, Driveway Review Codes, Sewer Use Ordinance 77, Zoning Regulations, and criteria outlined in the CLD Consulting Engineers Proposal approved September 16, 2003, revised September 20, 2004, June 4, 2007, September 3, 2008, and October 2015.

The project consists of consolidating five lots, demolishing the existing buildings on those lots, and construction of a gas station with convenience store and coffee drive-thru. Proposed improvements to the site also include the construction of parking areas, landscaping, drainage, utilities, and other associated site improvements. The site is to be serviced by public water and sewer systems.

The following items have outstanding issues:

1. Site Plan Review Codes (HR 275)

- c. *Former Fuss & O'Neill Comment: HR 275-6.T. The applicant is not proposing any offsite improvements on the plan set other than driveway apron paving, sidewalk connections and utility connections.*

Current Fuss & O'Neill Comment: The applicant has revised the plan to include lane restriping of Central Street and widening along Lowell Road at the northbound approach to the site driveway. This widening includes relocating a portion of the sidewalk outside of the public right-of-way. The applicant should review the need for an easement for the sidewalk in this area.

- f. *Former Fuss & O'Neill Comment: HR 275-9.C.(11). The applicant has provided two handicap accessible parking spaces for the site which meets the minimum requirement. The applicant should provide more information as to where the entrance to the building is located to ensure it's not located within a handicap ramp tip down.*

50 Commercial Street
Manchester, NH
03101
† 603.668.8223
800.286.2469
www.fando.com

California
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

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Current Fuss & O'Neill Comment: The applicant has moved the handicap spaces to account for the building entrance and tip down location. We recommend that spot grades should be provided in this area to ensure it is constructed in compliance with ADA requirements.

2. Administrative Review Codes (HR 276)

- e. *Former Fuss & O'Neill Comment:* HR 276-11.1.B.(25). *The applicant has proposed parking spaces outside of the side setback area on the east side of the lot.*

Current Fuss & O'Neill Comment: We note that parking spaces within this setback area will require Planning Board approval.

3. Driveway Review Codes (HR 275-6.B/Chapter 193)

- a. *Former Fuss & O'Neill Comment:* HR 193.10.E. *The applicant provided sight distance information for both driveways on the plan set, which show adequate site distance for the speed limits of each road. However, the applicant should confirm that the "Right Lane for Right Turn" sign on Lowell Road will not impede sight distance looking south as the sight distance line goes right through this existing sign.*

Current Fuss & O'Neill Comment: The applicant has revised the Lowell Road driveway to be entrance only, therefore removing the potential sight distance conflict. The applicant has added signage to this driveway. The applicant should label the proposed signs and provide details for them in the plan set.

- c. **New Fuss & O'Neill Comment:** With the revised entrance only driveway from Lowell Road the turning movement from Lowell Road southbound into this driveway for emergency vehicles responding from the School Street fire station may be difficult. The applicant should confirm that this movement can be achieved for Hudson's fire vehicles or coordinate with the Fire Department to access the site only at the Central Street driveway.

4. Traffic (HR 275-9.B)

- a. *Former Fuss & O'Neill Comment:* HR 275-9.B. *The applicant has provided a Traffic Impact Study and Fuss & O'Neill's review will be provided separately.*

Current Fuss & O'Neill Comment: A separate traffic review letter was sent on September 11, 2023. No revised traffic information was provided as part of this review submission.

6. Drainage Design/Stormwater Management (HR 275-9.A./Chapter 290)

- b. *Former Fuss & O'Neill Comment:* HR 275-6.F. and 290-5.A.4. *The applicant should provide additional reasoning as to the omitted groundwater recharge, and review with the Town if this requires a waiver.*

Current Fuss & O'Neill Comment: We note the applicant has noted that NHDES does not allow infiltration in high-load projects. The applicant should review with the Town if a waiver is still required.

Mr. Brian Groth
November 1, 2023
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- n. *Former Fuss & O'Neill Comment: The applicant has not shown a piped connection from the gas pump canopy roof drains to the proposed drainage system, or that the canopy will drain via surface flows to catch basins. The applicant should confirm the intent for this stormwater flow and provide appropriate notes on the plans.*

Current Fuss & O'Neill Comment: The applicant has stated that the design intent for canopy runoff is surface flows to catch basins. This may result in icing and other surface drainage issues. We recommend that roof drains/gutters be provided and these connect via subsurface piping to the drainage system to prevent such issues.

8. Erosion Control/Wetland Impacts

- b. *Former Fuss & O'Neill Comment: The applicant should clarify what type of perimeter control is used in which areas on the Erosion Control Plan. We note that the plan calls for silt fence but only a detail for silt socks is included. We recommend that silt sock be used within the wetland buffers to limit disturbance.*

Current Fuss & O'Neill Comment: The applicant has revised the label on the Erosion Control Plan to show silt sock is intended. We recommend that the applicant revise the Erosion & Sediment Control Legend as it still calls for silt fence.

9. Landscaping (HR 275-8.C.(7) & 276-11.1.B.(20)) and Lighting (HR 276-11.1.B.(14))

- a. **Former Fuss & O'Neill Comment:** HR 275-8.C.(7). The applicant has provided interior landscape parking lot calculations. We note that the site does not meet most of the requirements in the Regulation and that those requirements are intended for sites with multiple lanes of parking. We note that the only area that may be considered having multiple access lanes is the area around the pumps. The applicant should review with the Town if this portion of the Regulation applies to the site as designed.
- b. *Former Fuss & O'Neill Comment: HR 275-8.C.(8). The applicant has proposed new landscaping areas along the site, but it does not appear to be dense enough to be considered screening. The site abuts many residential lots along Central Street and Lowell Road. The applicant should review the need for more dense vegetation.*

Current Fuss & O'Neill Comment: The applicant has added more landscaping to the plan set. This landscaping is not going to provide traditional screening for the site but will break up the view of the site. The applicant has not provided landscaping that we would consider screening, such as a row of arborvitae. The Town should review the plan to see if additional screening is necessary.

The following items require Town evaluation or input:

6. Drainage Design/Stormwater Management (HR 275-9.A./Chapter 290)

- g. *Former Fuss & O'Neill Comment: HR 290-5.A.12. Given the proposed use of automotive fueling facilities, gas and other fluids will be present onsite. The applicant should coordinate with the Town for a spill prevention kit and general spill prevention plan that will be required. We note that there is a double grate catch basin adjacent to the underground tank pad that may need to be protected during filling operations.*

Mr. Brian Groth
November 1, 2023
Page 4 of 9

Current Fuss & O'Neill Comment: We recommend that the Town require a Spill Prevention Plan as a part of the conditions of approval.

The following items are resolved or have no further Fuss & O'Neill input:

1. Site Plan Review Codes (HR 275)

- a. *Former Fuss & O'Neill Comment:* Hudson Regulation (HR) 275-6.C. The site currently abuts sidewalks on Lowell Road and Central Street, and the applicant has proposed to revise and reconstruct portions of those sidewalks as part of the project.
- b. *Former Fuss & O'Neill Comment:* HR 275-6.I. The scope of this review does not include the adequacy of any fire protection provisions for the proposed building addition. The applicant has shown a proposed fire service connection to the building on the plan set. We note that there is one adjacent fire hydrant shown on Melendy Road, and there is another hydrant across Central Street between the driveways at #74 and #76 that is not shown on the plans.

Current Fuss & O'Neill Comment: The applicant has noted that fire protection provisions will be provided during the architectural design process. No further Fuss & O'Neill comment.

- d. *Former Fuss & O'Neill Comment:* HR 275-8.C.(2)(g) and Zoning Ordinance (ZO) 334-15.A. The applicant has provided parking calculations on the plan set and noted that 41 parking spaces are required for the gas pump, convenience store and drive-thru uses and that 41 spaces are provided.
- e. *Former Fuss & O'Neill Comment:* HR 275-8.C.(6). The applicant has shown one loading area on the plan set, which meets the minimum requirement. We note that the dimensions proposed for the space are 12-feet by 40-feet and that the Regulation required a 60-foot length, unless it can be demonstrated that a particular loading space will be used for smaller trucks. The applicant should confirm the 40-foot length is adequate for all intended uses.

Current Fuss & O'Neill Comment: The applicant has confirmed that that 40-foot space is adequate for this building and project. No further Fuss & O'Neill comment.

- g. *Former Fuss & O'Neill Comment:* HR 275-9.F. The applicant did not provide copies of easements and deeds as part of the package received for review. No easements are shown on the Existing Conditions plan or the proposed plans.

Current Fuss & O'Neill Comment: The applicant has added an easement plan to the set and confirmed that no existing easements are located on the property. No further Fuss & O'Neill comment.

- h. *Former Fuss & O'Neill Comment:* HR 275-9.F. A portion of the monument, walkway, flag poles, and lighting on Town of Hudson lot 218 appear to be located within the applicant's lot. The applicant and Town should review the need for an easement for these existing features if one does not exist already.

Current Fuss & O'Neill Comment: The applicant has shown a proposed easement on the plan set. No further Fuss & O'Neill comment.

2. Administrative Review Codes (HR 276)

- a. *Former Fuss & O'Neill Comment:* HR 276-11.1.B.(6). The applicant should add the owner's signature to the plan set for the final approval copy.

Current Fuss & O'Neill Comment: The applicant has added a signature block to the plan set for the owner to sign the final plans. No further Fuss & O'Neill comment.

Mr. Brian Groth
November 1, 2023
Page 5 of 9

- b. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(12)(c). The applicant has requested a waiver for the 100-foot setback from residential use or zoning. The applicant has proposed driveways, parking spaces and a drive thru bypass within this zone. The applicant should update note #15 on sheet #1 with the correct Regulation reference.*

Current Fuss & O'Neill Comment: The applicant has updated the waiver note on the plan set. No further Fuss & O'Neill comment.

- c. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(17). We were unable to locate a benchmark on the plans.*

Current Fuss & O'Neill Comment: The applicant has added a benchmark to the Existing Conditions Plan. No further Fuss & O'Neill comment.

- d. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(20). The applicant has not provided the size and height of the existing building on the plan set.*

Current Fuss & O'Neill Comment: The applicant has noted the existing building height maximums on the Lot Consolidation Plan. No further Fuss & O'Neill comment.

3. Driveway Review Codes (HR 275-6.B/Chapter 193)

- b. *Former Fuss & O'Neill Comment: HR 193.10.G. The applicant has proposed two driveways for the site. One is located on Lowell Road and the other is on Central Street. The applicant should review the need for a waiver as the Regulations allow only one driveway per parcel.*

Current Fuss & O'Neill Comment: The applicant has requested a waiver to allow two driveways for the site. No further Fuss & O'Neill comment.

5. Utility Design/Conflicts

- a. *Former Fuss & O'Neill Comment: HR 275-9.E. & 276-13. The applicant has proposed to cap the existing utility connections at the property line and install new connections for the site. We recommend that the applicant provide ties and GPS locations for these caps to the Town once this work is completed.*

Current Fuss & O'Neill Comment: The applicant has added a note to the plans with these requirements. No further Fuss & O'Neill comment.

- b. *Former Fuss & O'Neill Comment: HR 275-9.E. & 276-13. The water service will be connected to Melendy Road and the sewer service to Lowell Road. The size and type of the proposed water service piping is not shown on the plans. The applicant notes that the proposed water service is to be designed by others.*

- c. *Former Fuss & O'Neill Comment: HR 275-9.E & 276-13. The applicant should correct the reference to the Town of Bedford in the Typical Sewer Manhole detail note 3 on sheet 16.*

Current Fuss & O'Neill Comment: The applicant has revised the note. No further Fuss & O'Neill comment.

- d. *Former Fuss & O'Neill Comment: Hudson Engineering Technical Guidelines & Typical Details (ETGTD) Detail W-2. The Water Line Trench Detail on sheet 17 should indicate sand backfill to 6" above the pipe, not 1' minimum granular backfill as shown.*

Current Fuss & O'Neill Comment: The applicant has revised the detail as noted. No further Fuss & O'Neill comment.

Mr. Brian Groth
November 1, 2023
Page 6 of 9

- e. *Former Fuss & O'Neill Comment: ETGTD Detail W-11. The applicant should show the proposed location of the valve for the water service on the plans and it should be located outside the property line at Melendy Road.*

Current Fuss & O'Neill Comment: The applicant has added a gate valve to the plan as recommended. No further Fuss & O'Neill comment.

- f. *Former Fuss & O'Neill Comment: HR 275-9.E. & 276-13. The applicant should correct the reference to Manchester Water Works in the Domestic Service Tapped Off Fire Service detail note 1 on sheet 17.*

Current Fuss & O'Neill Comment: The applicant has revised the detail reference. No further Fuss & O'Neill comment.

6. Drainage Design/Stormwater Management (HR 275-9.A./Chapter 290)

- a. *Former Fuss & O'Neill Comment: HR 275. The applicant should have the plans stamped by a wetlands scientist.*

Current Fuss & O'Neill Comment: The plans have been stamped by a Wetland Scientist. No further Fuss & O'Neill comment.

- c. *Former Fuss & O'Neill Comment: HR 275-9.A. & 275-9.A4. The applicant should provide the HydroCAD node listings for all storms noted within "Table 1: Peak Flow Discharge Rate" within the Stormwater Management Report, and the HydroCAD node listings for all storms required by 9.A.4.*

Current Fuss & O'Neill Comment: The applicant updated the report. No further Fuss & O'Neill comment.

- d. *Former Fuss & O'Neill Comment: HR 290-5.A.1. & 290-5.A.3. The applicant should provide language in the Drainage Analysis Report stating if and how low impact development (LID) strategies for stormwater runoff were evaluated for this project.*

Current Fuss & O'Neill Comment: The applicant has updated the report. No further Fuss & O'Neill comment.

- e. *Former Fuss & O'Neill Comment: HR 290-5.A.12. The applicant should review the definition of a "High Load Area" within the NHDES AoT regulations and note if this will have any effect on the stormwater runoff leaving the site.*

Current Fuss & O'Neill Comment: The applicant has confirmed that the area is High Load and has provided treatment. No further Fuss & O'Neill comment.

- f. *Former Fuss & O'Neill Comment: HR 290-5.A.12. The applicant should include all onsite drainage features within the I&M Manual, including but not limited to catch basins, outlet structure, and pipes.*

Current Fuss & O'Neill Comment: The applicant has updated the I&M manual. No further Fuss & O'Neill comment.

- h. *Former Fuss & O'Neill Comment: HR 290-5.B.1.b. The applicant should provide support material or calculations showing the required 80% TSS and 50% TP pollutant removals.*

Current Fuss & O'Neill Comment: The applicant has updated the report. No further Fuss & O'Neill comment.

- i. *Former Fuss & O'Neill Comment: HR 290-5.B.2.a. The applicant should provide calculations showing the required treatment of at least 30% of the existing impervious cover and 50% of proposed additional impervious cover.*

Current Fuss & O'Neill Comment: The applicant notes treatment of 93% of the impervious area. No further Fuss & O'Neill comment.

Mr. Brian Groth
November 1, 2023
Page 7 of 9

- j. *Former Fuss & O'Neill Comment: HR 290-6.A.13. The applicant should provide calculations within the Stormwater Management Report for HW#3.*
Current Fuss & O'Neill Comment: The applicant updated the report. No further Fuss & O'Neill comment.
- k. *Former Fuss & O'Neill Comment: HR 290-7.A.6. The applicant should provide information as to how the stormwater system is designed to account for frozen ground conditions.*
Current Fuss & O'Neill Comment: The applicant updated the report to account for frozen ground. No further Fuss & O'Neill comment.
- l. *Former Fuss & O'Neill Comment: HR 290-8.A.4. & 5. We note the requirement of the applicant to coordinate the need for a Bond or Escrow with the Town Engineer.*
Current Fuss & O'Neill Comment: The applicant has noted the Bond requirement. No further Fuss & O'Neill comment.
- m. *Former Fuss & O'Neill Comment: ETGT 930.3. The applicant should coordinate the 12" outlet elevation between the Outlet Structure #141 Detail on plan sheet 15 and the HydroCAD outlet for Bioretention Pond 4P.*
Current Fuss & O'Neill Comment: The applicant updated the report and detail sheet. No further Fuss & O'Neill comment.
- o. *Former Fuss & O'Neill Comment: The applicant will be required to comply with all provisions of the Town of Hudson's MS4 permit, including but not limited to annual reporting requirements, construction site stormwater runoff control, and record keeping requirements. The applicant has noted that the project has been designed to meet MS4 requirements.*
Current Fuss & O'Neill Comment: The applicant has noted the requirement. No further Fuss & O'Neill comment.
- p. *Former Fuss & O'Neill Comment: Please note that this review was carried out in accordance with applicable regulations and standards in place in New Hampshire at this time. Note that conditions at the site, including average weather conditions, patterns and trends, and design storm characteristics, may change in the future. In addition, future changes in federal, state or local laws, rules or regulations, or in generally accepted scientific or industry information concerning environmental, atmospheric and geotechnical conditions and developments may affect the information and conclusions set forth in this review. In no way shall Fuss & O'Neill be liable for any of these changed conditions that may impact this review, regardless of the source of or reason for such changed conditions. Other than as described herein, no other investigation or analysis has been requested by the Client or performed by Fuss & O'Neill in preparing this review.*

7. Zoning (ZO 334)

- a. *Former Fuss & O'Neill Comment: ZO 334-17 & 334-21. The applicant has noted that the subject parcel is located within the Business (B) zoning district, and that the proposed automotive fuel station with general retail use is allowed within the district.*
- b. *Former Fuss & O'Neill Comment: ZO 334-35. The applicant has shown the wetlands and buffer area on the plan set. The applicant has proposed a small retaining wall which is as close as one foot to the buffer area in some areas. The applicant should confirm how the wall will be constructed within that limited space without disturbance of the buffer or the installed erosion controls.*

Current Fuss & O'Neill Comment: The applicant has provided clarification on the construction of the wall and has noted that the buffer limits will be marked in the field prior to the start of construction. No further Fuss & O'Neill comment.

Mr. Brian Groth
November 1, 2023
Page 8 of 9

- c. *Former Fuss & O'Neill Comment: ZO 334-60. The applicant has not shown any sign information on the plan set but has noted that all signs are subject to approval by the Hudson Planning Board prior to installation.*

Current Fuss & O'Neill Comment: The applicant has added a sign location on the plan and noted that the sign design will be approved prior to installation. No further Fuss & O'Neill comment.

- d. *Former Fuss & O'Neill Comment: ZO 334-83 and HR 218-4.E. The applicant has noted that the site is partially located within a Flood Hazard Area and shown that area on the plans. The applicant has not proposed any development within this area.*

8. Erosion Control/Wetland Impacts

- a. *Former Fuss & O'Neill Comment: The applicant has noted that the Town of Hudson shall reserve the right to require any additional erosion control measures as needed.*

9. Landscaping (HR 275-8.C.(7) & 276-11.1.B.(20)) and Lighting (HR 276-11.1.B.(14))

- c. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(14). The applicant has provided a lighting plan that shows photometric values of 0.2 footcandles or less at the lot property lines, and full cut-off fixtures are proposed. The applicant has noted that the site will be operational 24 hours per day 7 days per week.*
- d. *Former Fuss & O'Neill Comment: The applicant should review the snow storage areas shown on the plan set. Some locations appear to conflict with landscaping and could damage trees and shrubs.*

Current Fuss & O'Neill Comment: The applicant has revised the snow storage areas and added them to the Landscaping Plan for comparison. No further Fuss & O'Neill comment.

10. State and Local Permits (HR 275-9.G.)

- a. *Former Fuss & O'Neill Comment: HR 275-9.G. The applicant has listed required permits and their status on the plan set. The applicant did not include the permit for the underground storage tanks in this permit list.*

Current Fuss & O'Neill Comment: The applicant has added the requirement to the plan set. No further Fuss & O'Neill comment.

- b. *Former Fuss & O'Neill Comment: HR 275-9.G. The applicant did not provide copies of any applicable Town, State or Federal approvals or permits already received in the review package.*

Current Fuss & O'Neill Comment: The applicant as stated that permits will be provided to the Town once they are received. No further Fuss & O'Neill comment.

- c. *Former Fuss & O'Neill Comment: HR 275-9.G. The applicant did not include any details for the underground storage tanks or concrete pad. The plans note that the final design is to be by others.*
- d. *Former Fuss & O'Neill Comment: Additional local and state permitting may be required.*

Mr. Brian Groth
November 1, 2023
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11. Other

- a. *Former Fuss & O'Neill Comment: ETGTD Section 565.1.1. The applicant is reminded of Town of Hudson requirements for the importing of off-site fill materials for use in constructing this project. We could not locate a note regarding this requirement on the plans, and it is recommended that these requirements be stated for the Contractors attention.*

Current Fuss & O'Neill Comment: The applicant has noted this requirement on the plan set. No further Fuss & O'Neill comment.

- b. *Former Fuss & O'Neill Comment: The applicant has not included a detail for the proposed wood beam guardrail.*

Current Fuss & O'Neill Comment: The applicant has added a detail to the plan set. No further Fuss & O'Neill comment.

Please feel free to call if you have any questions.

Very truly yours,



Steven W. Reichert, P.E.

SWR:

Enclosure

cc: Town of Hudson Engineering Division – File
Keach- Nordstrom Associates, Inc. – p.chisholm@keachnordstrom.com

SITE PLAN APPLICATION

Date of Application: July 10, 2023 Tax Map #: 182 Lot #: 217

Site Address: Lowell Road & Central Street

Name of Project: Central Gas

Zoning District: Business (B) General SP#: 08-23
(For Town Use Only)

Z.B.A. Action: _____

PROPERTY OWNER:

DEVELOPER:

Name: Nottingham Square Corporation

Address: 46 Lowell Road

Address: Hudson, NH 03051

Telephone # 603-880-7799

Email: msousa@sousarealtynh.com

PROJECT ENGINEER:

SURVEYOR:

Name: Paul Chisholm, PE - KNA

Anthony Basso, LLS - KNA

Address: 10 Commerce Park North, Suite 3

10 Commerce Park North, Suite 3

Address: Bedford, NH 03110

Bedford, NH 03110

Telephone # 603-627-2881

603-627-2881

Email: pchisholm@keachnordstrom.com

abasso@keachnordstrom.com

PURPOSE OF PLAN:

The purpose of the plan is to depict the proposed layout for a gas station and convenience store with drive thru window and all associated site improvements.

(For Town Use Only)

Routing Date: 7/18/23 Deadline Date: 7/25/23 Meeting Date: TBD

I have no comments I have comments (attach to form)

OK Title: ZONING ADMINIST. Date: 7/19/23
(Initials)

Department: _____

Zoning: Engineering: Assessor: Police: Fire: DPW: Consultant:



TOWN OF HUDSON

Land Use Division



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

Site Plan application #08-23 Zoning Review/Comments

July 19, 2023

Re: Map 182 Lot 217
Address: Lowell and Central
Zoning district: Business (B)
Proposal: Gas station and Convenience Store, Drive Thru.

Review submitted plans: sheets 1 through 18 Dated July 10, 2023

1. What is the plan for signage? Are there going to be wall signs, and free standing signs.

Chris Sullivan
Zoning Administrator/Code Enforcement Officer
(603) 816-1275
82csullivan@hudsonnh.gov

cc: Public Folder
B. Groth - Town Planner
File

SITE PLAN APPLICATION

Date of Application: July 10, 2023 Tax Map #: 182 Lot #: 217

Site Address: Lowell Road & Central Street

Name of Project: Central Gas

Zoning District: Business (B) General SP#: 08-23
(For Town Use Only)

Z.B.A. Action: _____

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PURPOSE OF PLAN:

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(For Town Use Only)

Routing Date: 7/18/23 Deadline Date: 7/25/23 Meeting Date: TBD

 I have no comments I have comments (attach to form)

DRH Title: Fire Marshal Date: 7/19/23
(Initials)

Department: _____

Zoning: Engineering: Assessor: Police: Fire: DPW: Consultant:



TOWN OF HUDSON

FIRE DEPARTMENT

INSPECTIONAL SERVICES DIVISION



12 SCHOOL STREET, HUDSON, NEW HAMPSHIRE 03051

Emergency 911
Business 603-886-6005
Fax 603-594-1142

Scott Tice
Chief of Department

TO: Brian Groth
Town Planner

FR: David Hebert
Fire Marshal

DT: July 19, 2023

RE: Central Street/ Lowell Road, Proposed gas station/convenience store

- Site plan shall show a water supply plan showing fire hydrant locations and the required fire flow per the State Adopted Fire Code, 2018 NFPA 1. No fire hydrants noted on site plan, No water supply calculation provided.
- Site plan shall show distance dimensions from underground fuel storage tanks to fuel dispensers, property lines and buildings.
- Site plan shall indicate what type of fuel in the two 10,000 gallon tanks.
- Site plan shall show vehicle impact protection locations for fuel dispensing islands.

David Hebert
Fire Marshall

Dubowik, Brooke

From: Dhima, Elvis
Sent: Tuesday, July 18, 2023 4:08 PM
To: Dubowik, Brooke; Groth, Brian
Cc: Kirkland, Donald
Subject: RE: Dept Sign Off - SP# 08-23 Central Gas Site Plan

Please see below

1. Applicant shall provide a full traffic report
2. Applicant should consider removing the entrance from Lowell Road, due to the proximity of the intersection, steepness and geometry of the access road
3. Applicant shall provide profile of Lowell Road entrance
4. Applicant shall provide a slip lane /right turn only lane on Lowell Road to the site
5. Applicant shall revise the Lowell Road entrance to one way. Two way entrance on Lowell Road , at the proposed location is not recommended by ENG Dep.
6. Applicant shall relocate the storm water discharge pipe away from the existing sewer manhole
7. Applicant shall consider offsite improvements at the intersection of Lowell & Central
8. Applicant should consider providing a conservation easement related to First Brook and wetland buffer
9. Applicant shall provide wheel pattern movement for emergency vehicle and fuel delivery vehicles
10. Applicant shall provide sewer profile.
11. Applicant shall provide oil separators on Cbs discharging to detention basins
12. Applicant shall consider underground chambers vs open detention basins

Elvis Dhima, P.E.
Town Engineer

12 School Street
Hudson, NH 03051
Phone: (603) 886-6008
Mobile: (603) 318-8286



SITE PLAN APPLICATION

Date of Application: July 10, 2023 Tax Map #: 182 Lot #: 217

Site Address: Lowell Road & Central Street

Name of Project: Central Gas

Zoning District: Business (B) General SP#: 08-23
(For Town Use Only)

Z.B.A. Action: _____

PROPERTY OWNER:

DEVELOPER:

Name: Nottingham Square Corporation

Address: 46 Lowell Road

Address: Hudson, NH 03051

Telephone # 603-880-7799

Email: msousa@sousarealtynh.com

PROJECT ENGINEER:

SURVEYOR:

Name: Paul Chisholm, PE - KNA

Anthony Basso, LLS - KNA

Address: 10 Commerce Park North, Suite 3

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Email: pchisholm@keachnordstrom.com

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PURPOSE OF PLAN:

The purpose of the plan is to depict the proposed layout for a gas station and convenience store with drive thru window and all associated site improvements.

(For Town Use Only)

Routing Date: 7/18/23 Deadline Date: 7/25/23 Meeting Date: TBD

I have no comments I have comments (attach to form)

(Initials) Title: Public Works Director Date: 7/25/23

Department: _____

Zoning: Engineering: Assessor: Police: Fire: DPW: Consultant:

SITE PLAN APPLICATION

Date of Application: July 10, 2023 Tax Map #: 182 Lot #: 217

Site Address: Lowell Road & Central Street

Name of Project: Central Gas

Zoning District: Business (B) General SP#: 08-23
(For Town Use Only)

Z.B.A. Action: _____

PROPERTY OWNER:

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Routing Date: 7/18/23 Deadline Date: 7/25/23 Meeting Date: TBD

[Signature] I have no comments _____ I have comments (attach to form)
Title: Chief Assessor Date: 7-18-23
(Initials)

Department: _____

Zoning: ___ Engineering: ___ Assessor: ___ Police: ___ Fire: ___ DPW: ___ Consultant: ___



September 18, 2023

Brian Groth
 Town Planner
 Town of Hudson
 12 School Street
 Hudson, New Hampshire 03051

**Subject: Response to Fuss & O’Neill Review Letter
 Central Gas Site Plan, Lowell Road & Central Street
 Tax Map 182, Lot 217
 KNA Project No. 18-0612-3**

Dear Mr. Groth:

Our office is in receipt of Fuss & O’Neill’s review comments dated July 31, 2023. Based on the comments, we have made the required modifications to the plan set and attached a copy for final review. A response to each comment has been provided below.

Site Plan Review Codes (HR 275)

- a. Hudson Regulation (HR) 275-6.C. The site currently abuts sidewalks on Lowell Road and Central Street, and the applicant has proposed to revise and reconstruct portions of those sidewalks as part of the project.
No comment required.
- b. HR 275-6.I. The scope of this review does not include the adequacy of any fire protection provisions for the proposed building addition. The applicant has shown a proposed fire service connection to the building on the plan set. We note that there is one adjacent fire hydrant shown on Melendy Road, and there is another hydrant across Central Street between the driveways at #74 and #76 that is not shown.
Fire protection provisions are provided during the architectural design process with careful consideration from the individual user or tenant. This project is no different and of course will be designed in a safe and practical manner, using best practices for this style of application and in coordination with applicable building and development codes.
- c. HR 275-6.T. The applicant is not proposing any offsite improvements on the plan set other than driveway apron paving, sidewalk connections and utility connections.
Plan revisions have been made that include minor offsite improvements. Those include lane restriping on Central Street and a small roadway widening on Lowell Road to allow for a right turn lane for the Lowell Road driveway entrance.
- d. HR 275-8.C.(2)(g) and Zoning Ordinance (ZO) 334-15.A. The applicant has provided parking calculations on the plan set and noted that 41 parking spaces are required for the

gas pump, convenience store and drive-thru uses and that 41 spaces are provided.
No comment required.

- e. HR 275-8.C.(6). The applicant has shown one loading area on the plan set, which meets the minimum requirement. We note that the dimensions proposed for the space are 12-foot by 40-foot and that the Regulation required a 60-foot length, unless it can be demonstrated that a particular loading space will be used for smaller trucks. The applicant should confirm the 40 foot length is adequate for all intended uses.
The 40' loading space length is adequate for this building and project.
- f. HR 275-9.C.(11). The applicant has provided two handicap accessible parking spaces for the site which meets the minimum requirement. The applicant should provide more information as to where the entrance to the building is located to ensure it's not located within a handicap ramp tipdown.
The handicap spaces have been moved to account for the building entrance and ramp tipdown locations.
- g. HR 275-9.F. The applicant did not provide copies of easements and deeds as part of the package received for review. No easements are shown on the Existing Conditions plan or the proposed plans.
No existing easements were located on the property.
- h. HR 275-9.F. A portion of the monument, walkway, flag poles, and lighting on Town of Hudson Lot 218 appear to be located within the applicant's lot. The applicant and Town should review the need for an easement for these existing features if one does not exist already.
An easement has been discussed in the past and is now proposed on the Easement Plan as part of this plan set.

Administrative Review Codes (HR 276)

- a. HR 276-11.1.B.(6). The applicant should add the owner's signature to the plan set for the final approval copy.
Signature block has been added to the plan.
- b. HR 276-11.1.B.(12).(c). The applicant has requested a waiver for the 100-foot setback from residential use or zoning. The applicant has proposed driveways, parking spaces and a drive-through bypass within this zone. The applicant should update note #15 on sheet #1 with the correct regulation reference.
Note has been updated.
- c. HR 276-11.1.B.(17). We were unable to locate a benchmark on the plans.
A benchmark has been added to the Existing Conditions Plan, Sheet #3.
- d. HR 276-11.1.B.(20). The applicant has not provided the size and height of the existing building on the plan set.
A note has been added to Sheet #3 indicating the existing building heights.
- e. HR 276-11.1.B.(25). The applicant has proposed parking spaces outside of the side setback area on the east side of the lot.
No comment required.

Driveway Review Codes (HR 275-8.B. (34)/Chapter 193)

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- a. HR 193.10.E. The applicant provided sight distance information for both driveways on the plan set, which show adequate sight distance for the speed limits of each road. However, the applicant should confirm that the “Right Lane for Right Turn” sign on Lowell Road will not impede sight distance looking south as the sight distance line goes right through this existing sign.
The Lowell Road driveway has been switched to an entrance only driveway, and therefore sight distance for exiting the driveway is no longer required.
- b. HR 193.10.G. The applicant has proposed two driveways for the site. One is located on Lowell Road and the other is on Central Street. The applicant should review the need for a waiver as the Regulations allow only one driveway per parcel.
A waiver has been requested.

Traffic (HR 275-9.B)

- a. HR 275-9.B. The applicant has provided a Traffic Impact Study and Fuss & O’Neill’s review will be provided separately.
No comment required.

Utility Design/Conflicts

- a. HR 275-9.E. & 276-13. The applicant has proposed to cap the existing utility connections at the property line and install new connections for the site. We recommend that the applicant provide ties and GPS locations for these caps to the Town once this work is completed.
A note has been added to the Removals Plan, Sheet 4.
- b. HR 275-9.E. & 276-13. The water service will be connected to Melendy Road and the sewer service to Lowell Road. The size and type of the proposed water service piping is not shown on the plans. The applicant notes that the proposed water service is to be designed by others.
No comment required.
- c. HR 275-9.E. & 276-13. The applicant should correct the reference to the Town of Bedford in the Typical Sewer Manhole detail note 3 on sheet 16.
Note has been corrected.
- d. Hudson Engineering Technical Guidelines & Typical Details (ETGTD) Detail W-2. The Water Line Trench Detail on sheet 17 should indicate sand backfill to 6” above the pipe, not 1’ minimum granular backfill as shown.
Detail has been revised.
- e. ETGTD Detail W-11. The applicant should show the proposed location of the valve for the water service on the plans and it should be located outside the property line at Melendy Road.
A gate valve has been added to the plan.
- f. HR 275-9.E. & 276-13. The applicant should correct the reference to Manchester Water Works in the Domestic Service Tapped Off Fire Service detail note 1 on sheet 17.
Detail has been revised.

Drainage Design/Stormwater Management (HR 275-9.A./Chapter 290)

- a. HR 275. The applicant should have the plans stamped by a wetlands scientist.
Noted.
- b. HR 275-6.F. and 290.5.A.4. The applicant should provide additional reasoning as to the omitted groundwater recharge, and review with the Town if this requires a waiver.
Per State regulations, fuel service stations are considered high load projects and infiltration is prohibited.
- c. HR 275-9.A. & 275-9.A.4. The applicant should provide the HydroCAD node listings for all storms noted within "Table 1: Peak Flow Discharge Rate" within the Stormwater Management Report, and the HydroCAD node listings for all storms required by 9.A.4.
The HydroCAD calculations for all storms have been included with this submission for review.
- d. HR 290.5.A.1. & 290-5.A.3. The applicant should provide language in the Drainage Analysis Report stating if and how low impact development (LID) strategies for stormwater runoff were evaluated for this project.
A paragraph was added to II.C. of the Stormwater Report to discuss LID strategies.
- e. HR 290-5.A.12. The applicant should review the definition of a "High Load Area" within the NHDES AoT regulations and note if this will have any effect on the stormwater runoff leaving the site.
The project is considered a "High Load Area" in AoT regulations and that is the reason for no infiltration on this project. Stormwater runoff treatment is still provided and was designed per AoT regulations.
- f. HR 290-5.A.12. The applicant should include all onsite drainage features within the I&M Manual, including but not limited to catch basins, outlet structures, and pipes.
I&M Manual has been revised.
- g. HR 290-5.A.12. Given the proposed use of automotive fueling facilities, gas and other fluids will be present onsite. The applicant should coordinate with the Town for a spill prevention kit and general spill prevention plan that will be required. We note that there is a double grate catch basin adjacent to the underground tank pad that may need to be protected during filling operations.
As part of the required State Permitting for fuel stations, spill kits and a spill prevention plan will be required. Upon their development, the plan can be shared with Town if requested or required.
- h. HR 290-5.B.1.b. The applicant should provide support material or calculations showing the required 80% TSS and 50% TP pollutant removals.
A calculation and support material has been added to the Stormwater Report to show removal percents.
- i. HR 290-5.B.2.a. The applicant should provide calculations showing the required treatment of at least 30% of the existing impervious cover and 50% of proposed additional impervious cover.
The project is not considered a redevelopment project and therefore does not need to meet this requirement. The project does meet the New Development requirements, which are more stringent, and the stormwater design treats 93.9% if the total proposed impervious area. The total impervious area of the proposed

*Civil Engineering**Land Surveying**Landscape Architecture*

project is 46,891 sf and the total impervious area of the existing property is 13,957 sf.

- j. HR 290-6.A.13. The applicant should provide calculations within the Stormwater Management report for HW#3.
Noted. HydroCAD calculations for all nodes and storms have been included and the riprap spreadsheet shows calculation for all headwall outlets.
- k. HR. 290-7.A.6. The applicant should provide information as to how the stormwater system is designed to account for frozen ground conditions.
The stormwater report has been updated to account for frozen conditions.
- l. HR 290-8.A.4. & 5. We note the requirement of the applicant to coordinate the need for a Bond or Escrow with the Town Engineer.
No comment required.
- m. ETGT 930.3. The applicant should coordinate the 12" outlet elevation between the Outlet Structure #141 Detail on plan sheet 15 and the HydroCAD outlet for Bioretention Pond 4P.
Plans and HydroCAD have been revised as required.
- n. The applicant has not shown a piped connection from the gas pump canopy roof drains to the proposed drainage system, or that the canopy will drain via surface flows to catch basins. The applicant should confirm the intent for this stormwater flow and provide appropriate notes on the plans.
The intent for runoff from the canopy is for surface flows to catch basins.
- o. The applicant will be required to comply with all provisions of the Town of Hudson's MS4 permit, including but not limited to annual reporting requirements, construction site stormwater runoff control, and record keeping requirements. The applicant has noted that the project has been designed to meet MS4 requirements.
Noted.
- p. Please note that this review was carried out in accordance with applicable regulations and standards in place in New Hampshire at this time. Note that conditions at the site, including average weather conditions, patterns and trends, and design storm characteristics, may change in the future. In addition, future changes in federal, state or local laws, rules or regulations, or in generally accepted scientific or industry information concerning environmental, atmospheric and geotechnical conditions and developments may affect the information and conclusions set forth in this review. In no way shall Fuss & O'Neill be liable for any of these changed conditions that may impact this review, regardless of the source of or reason for such changed conditions. Other than as described herein, no other investigation or analysis has been requested by the Client or performed by Fuss & O'Neill in preparing this review.
No comment required.

Zoning (ZO 334)

- a. ZO 334-17 & 334-21. The applicant has noted that the subject parcel is located within the Business (B) zoning district, and that the proposed automotive fuel station with general retail use is allowed within the district.
No comment required.

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- b. ZO 334-35. The applicant has shown the wetlands and buffer area on the plan set. The applicant has proposed a small retaining wall which is as close as one foot to the buffer area in some areas. The applicant should confirm how the wall will be constructed within that limited space without disturbance of the buffer or the installed erosion controls.
A gravity block wall will be utilized to allow construction in the limited space close to the buffer. As the backfill is happening within the limits of the construction/project area, the only disturbance on the downhill, buffer side will be the excavation for gravel base and first layer of blocks. Construction means and methods will be used to prevent disturbance of the buffer and the buffer limits will be marked out in the field prior to the start of construction.
- c. ZO 334-60. The applicant has not shown any sign information on the plan set but has noted that all signs are subject to approval by the Hudson Planning Board prior to installation.
Place holder sign locations have been added to the plan. Final approval of signed will be obtained from the Planning Board prior to installation.
- d. ZO 334-83 and HR 218-4.E. The applicant has noted that the site is partially located within a Flood Hazard Area and shown that area on the plans. The applicant has not proposed any development within this area.
No comment required.

Erosion Control/Wetland Impacts

- a. The applicant has noted that the Town of Hudson shall reserve the right to require any additional erosion control measures as needed.
No comment required.
- b. The applicant should clarify what type of perimeter control is used in which areas on the Erosion Control Plan. We note that the plan calls for silt fence but only a detail for silt socks is included. We recommend that silt sock be used within the wetland buffers to limit disturbance.
Call outs have been revised to call for silt sock.

Landscaping (HR 275-8.C.(7) & 276-11.1.B.(20)) and Lighting (HR 276-11.1.B.(14))

- a. HR 275-8.C.(7). The applicant has provided interior landscape parking lot calculations. We note that the site does not meet most of the requirements in the Regulation and that those requirements are intended for sites with multiple lanes of parking. We note that the only area that may be considered having multiple access lanes is the area around the pumps. The applicant should review with the Town if this portion of the Regulation applies to the site as designed.
Noted.
- b. HR 275-8.C.(8). The applicant has proposed new landscaping areas along the site, but it does not appear to be dense enough to be considered screening. The site abuts many residential lots along Central Street and Lowell Road. The applicant should review the need for more dense vegetation.
Additional landscaping has been provided.

- c. HR 276-11.1.B.(14). The applicant has provided a lighting plan that shows photometric values of 0.2 footcandles or less at the lot property lines, and full cut-off fixtures are proposed. The applicant has noted that the site will be operational 24 hours per day 7 days per week.
No comment required.
- d. The applicant should review the snow storage areas shown on the plan set. Some locations appear to conflict with landscaping and could damage trees and shrubs.
Snow storage area has been revised. It has been placed on the landscape plan to show relation to proposed plantings.

State and Local Permits (HR 275-9.G.)

- a. HR 275-9.G. The applicant has listed required permits and statuses on the plan set. The applicant did not include the permit for the underground storage tanks in this permit list.
The permit requirement for the tanks has been added to the notes.
- b. HR 275-9.G. The applicant did not provide copies of any applicable Town, State or Federal approvals or permits already received in the review package.
No permits have been received at this time. They will be provided to the Town upon retrieval.
- c. HR 275-9.G. The applicant did not include any details for the underground storage tanks or concrete pad. The plans note that final design is to be by others.
No comment required.
- d. Additional local and state permitting may be required.
Noted.

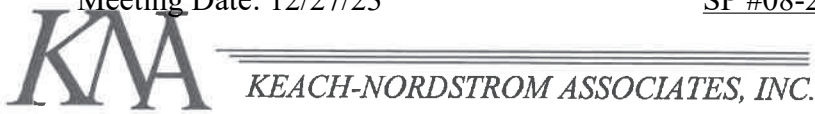
Other

- a. ETGTD Section 565.1.1. The applicant is reminded of Town of Hudson requirements for the importing of off-site fill materials for use in constructing this project. We could not locate a note regarding this requirement on the plans, and it is recommended that these requirements be stated for the Contractors attention.
Note 35 has been added to the Overview Plan, Sheet 1.
- b. The applicant has not included a detail for the proposed wood beam guardrail.
Detail has been added to Sheet 15.

Respectfully,



Bridget E. Souza, EIT
Project Engineer
Keach Nordstrom Associates, Inc.
10 Commerce Park North, Suite 3
Bedford, NH 03110



September 18, 2023

Brian Groth
 Town Planner
 Town of Hudson
 12 School Street
 Hudson, New Hampshire 03051

Subject: Response to Town Comments
Central Gas Site Plan, Lowell Road & Central Street
Tax Map 182, Lot 217
 KNA Project No. 18-0612-3

Dear Mr. Groth:

Our office is in receipt of Town comments from Fire Department, Engineering, and Zoning, sent via email on July 25, 2023. Based on the comments, we have made the required modifications to the plan set. A response to each comment has been provided below.

Fire Department

1. Site plan shall show a water supply plan showing fire hydrant locations and the required fire flow per the State Adopted Fire Code, 2018 NFPA 1. No fire hydrants noted on site plan. No water supply calculation provided.
There is an existing hydrant shown adjacent to the site on the southwest side of Melendy Road. Additionally, water data has been requested and will be shared upon receipt.
2. Site plan shall show distance dimensions from underground fuel storage tanks to fuel dispensers, property lines, and buildings.
Dimensions have been added to the Site Plan.
3. Site plan shall indicate what type of fuel in the two 10,000 gallon tanks.
The two 10,000 gallon tanks will contain standard gasoline. A third 10,000 gallon tank has been added to the plans to incorporate diesel fuel.
4. Site plan shall show vehicle impact protection locations for fuel dispensing islands.
A call out has been added to the site plan.

Engineering

1. Applicant shall provide a full traffic report.
A traffic study has been provided, prepared by VHB and dated June 30, 2023.
2. Applicant should consider removing the entrance from Lowell Road, due to the proximity of the intersection, steepness, and geometry of the access road.
The proposed driveway on Lowell Road has not been removed, but has been

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redesigned to be a right turn entrance only. No access to the driveway from the Lowell Road southbound lane will be proposed/allowed.

3. Applicant shall provide profile of Lowell Road entrance.
A profile has been added to the plan set.
4. Applicant shall provide a slip lane/right turn only lane on Lowell Road to the site.
Lane has been added to the plans.
5. Applicant shall revise the Lowell Road entrance to one way. Two-way entrance on Lowell Road, at the proposed location, is not recommended by Engineering Department.
The Lowell Road entrance is now proposed as a one way, right turn in only, entrance.
6. Applicant shall relocate the storm water discharge pipe away from the existing sewer manhole.
Pond discharge pipe has been relocated.
7. Applicant shall consider offsite improvements at the intersection of Lowell & Central.
Re-striping Central Street has been proposed to provide longer queue lanes at the intersection. Widening of Lowell Road is proposed in the vicinity of the project to provide a right turn lane. No additional improvements are proposed.
8. Applicant should consider providing a conservation easement related to First Brook and wetland buffer.
A conservation easement plan has been added to the plans.
9. Applicant shall provide wheel pattern movement for emergency vehicle and fuel delivery vehicles.
A truck turning plan has been added to the plan set.
10. Applicant shall provide sewer profile.
A sewer profile has been added to the plan set.
11. Applicant shall provide oil separators on CBs discharging to detention basins.
Note 7 on the Grading & Drainage Plan calls for all catch basins to be equipped with oil separators. Additionally, the catch basin detail has been revised to call for the separator and a separator detail has been added to Sheet 18.
12. Applicant shall consider underground chambers vs. open detention basins.
An open bioretention pond has been maintained as proposed. To improve the aesthetic of the pond, additional landscaping has been proposed on both the bed of the pond, as well as the berm. As the project is considered a high load site and therefore infiltration is not allowed, the open bioretention pond provides the best option for treating stormwater runoff. Per regulations, a lined underground system does not provide the required treatment. The chambers and required filter unit for an underground system would be an unnecessary added cost.

Zoning

1. What is the plan for signage? Are there going to be wall signs, and free standing signs.
Additional information regarding the signage is now provided on the site plan.

Respectfully,



Bridget E. Souza, EIT
Project Engineer
Keach Nordstrom Associates, Inc.
10 Commerce Park North, Suite 3
Bedford, NH 03110

Addendum to Applications for Building Permits, Driveway Permits, Site Plan, Subdivision, Conditional Use Permits, Special Exceptions and/or Variances.

RSA § 674:75 CERTIFICATION
(To be submitted at time of application)

I hereby certify that:

- All reasonable means were used to obtain information about natural gas transmission pipeline facilities in the area of the proposed development; and
- The proposed development is located in whole or in part within 1,000 feet of the center point of a natural gas transmission pipeline; or
- The proposed development is **not** located in whole or in part within 1,000 feet of the center point of a natural gas transmission pipeline.

For proposed developments that are located within 1,000 feet of the center point of a natural gas transmission pipeline, I hereby further certify that:

- I have notified the operator(s) of the natural gas transmission pipeline of the proposed development no later than the time of application for approval of the development, or 180 days prior to commencement of construction, whichever is earlier; and
- I have contacted the pipeline operator(s) to verify the location of the pipeline and the pipeline easement; and
- I have reviewed, or attempted to review, preliminary information about the proposed development with the pipeline operator(s).

Signature of Applicant:  _____

Printed Name of Applicant: Paul Chisholm, PE _____



September 11, 2023

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

Re: Town of Hudson Planning Board Review
Central Gas Site Plan, Lowell Road & Central Street – Traffic Study Review
Tax Map 182 Lot 217; Acct. #1350-550
Reference No. 20030249.230

Dear Mr. Groth:

4. Traffic (HR 275-9.B)

Fuss & O'Neill has reviewed the Traffic Impact Study prepared by Vanasse Hangen Brustlin, Inc. (VHB) dated June 30, 2023, for the proposed 10-vehicle fueling position gasoline station and 4,560 square foot (sf) convenience store with a drive-through coffee shop on the southeast corner of the Lowell Road and Central Street signalized intersection in Hudson, New Hampshire (Tax Map 182, Lot 217). The 4,560 sf building will be split into 3,760 sf of convenience store space and 800 sf of coffee shop space. The property is currently occupied by several residential buildings which will be razed as part of the project.

The procedures that the VHB report used are reasonable and appropriate. Other approved projects were properly taken into consideration when developing No-Build conditions and traffic volumes. Additionally, the ITE Trip Generation Manual, 11th edition data and chosen land uses for the proposed site are accurate. This data shows that the site is expected to generate 245 external trips during the weekday morning peak hour, 214 external trips during the weekday evening peak hour, and 270 external trips during the Saturday midday peak hour. These trips were then appropriately split up into pass-by trips and new trips using data and procedures from the ITE Trip Generation Handbook.

Upon review of the study and provided site plan, we have the following comments/questions:

- a. The September 2022 GRIDS^{SMART} system traffic data provided by the Town Engineer appears to be for during the week of Labor Day. Holidays would typically have an impact on traffic volumes and patterns. Is it anticipated that the level of traffic provided by the engineer is still at normal levels despite them being during the week of a holiday?
- b. The study describes the Lowell Road site driveway as allowing right turn access only, and no trips are assigned exiting from this driveway in the trip generation distributions.

50 Commercial Street
Manchester, NH
03101
† 603.668.8223
800.286.2469

www.fando.com

California
Connecticut
Maine
Massachusetts
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Rhode Island

Vermont

Mr. Brian Groth
September 11, 2023
Page 2 of 3

However, the site plan shows the driveway proposed to be configured to allow trips to exit the site using this exit; the driveway has a proposed stop bar and stop sign shown on the plan. Can the intent of the access to the driveway be clarified? We suggest redistributing the appropriate trips to exit the site via the driveway if this is the intent of the site, or revising the site plan to remove these signage and striping features if exit from the driveway will be prohibited.

- c. Similar to the comment above where no trips are assigned exiting the site from the driveway on Lowell Road, there are no trips assigned entering the site using the driveway on Lowell Road. It is stated that this driveway would be a right in/right out only, however the site plan does not show how that maneuver will be restricted. With the long queue lengths and long delay times on Central Street westbound, people will be tempted to use the driveway on Lowell Road as a cut through.
- d. While the intersection as a whole does not degrade significantly in terms of LOS or v/c ratios between 2023 No-Build and 2023 Build conditions, some approaches, particularly the Central St WB Left approach, are significantly impacted by the traffic generation and distribution of the proposed site. The applicant should clarify if any investigation into improvements or signal optimization was undergone for the 2023 Build year to mitigate the impacts to affected approaches.
- e. We agree with the calculations for the right turn lane warrant analysis for the Lowell Road driveway and also concur with the idea of the proposed roadway and signal timing improvements to mitigate site-related traffic impacts on the roadway network. However, while the 2033 AM peak hour improvements do help 95th percentile queues along Central Street westbound approach adjacent to the site driveway, the 95th percentile through queues of the southbound Central Street approach are lengthened to and beyond the road's signalized intersection with Library Street. It may be worth prioritizing the major road in this case. However, this would potentially lengthen the queues on Central Street.
- f. On a similar note, are the Central Street at Lowell Road and Central Street at Library Street intersections coordinated, and if not, was coordinating the two intersections considered as part of the project?
- g. It is worth noting that many of the 95th queue lengths in the synchro report show a # sign, states "queue may be longer". These locations are not shown in the tables in the report.
- h. Offsite improvement plans are not included with the site plan. Plans showing the additional lanes widening with proposed driveway control measures for the right in/right out would be helpful.

Overall, we recognize that the improvements proposed in the VHB study for the 2033 Build scenario bring the operational capacity and delays of the Central Street at Lowell Road intersection to align with those of the 2033 No-Build scenario, despite negative impacts to some individual approach delays and queue lengths.

Mr. Brian Groth
September 11, 2023
Page 3 of 3

Regardless of the project being built or not, the intersection is expected to be operationally deficient during the weekday evening peak hour during both the 2023 and 2033 year, with v/c ratios over 1.00. The project does not significantly deteriorate the intersection further for either the 2023 Build Year or 2033 Build Year with improvements in place. Most of the traffic is pass-by with approximately 50+/- new trips, however the site does place more traffic trips on the already constrained Central Street westbound approach due to the driveway entrance.

Therefore, clarification of the comments and questions put forth above is needed to be able to agree with VHB's overall statement that the 10-vehicle fueling position gasoline station and 4,560 sf convenience store with a drive-through coffee shop will not have a significant impact on the adjacent roadway network.

Please feel free to call if you have any questions.

Very truly yours,



Steven W. Reichert, P.E.

SWR:

Enclosure

cc: Town of Hudson Engineering Division – File
Keach- Nordstrom Associates, Inc. – p.chisholm@keachnordstrom.com



TOWN OF HUDSON

Planning Department



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

CAP FEE WORKSHEET - 2023

Date: 11-15-23 Zone # 2 Map/Lot: 182-217-000
77 Central Street

Project Name: Central Gas

Proposed ITE Use #1: Gas Station

Proposed Building Area (square footage): 4,560 S.F.

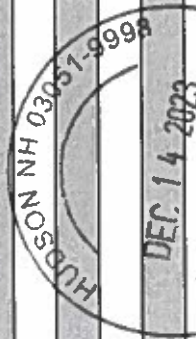
CAP FEES: (ONE CHECK NEEDED)

1.	(Bank 09) 2070-702	(\$18.46 x 800 sqft) Coffee Shop Traffic Improve (Zone 2)	\$ <u>14,768.00</u>
2.	(Bank 09) 2070-702	(\$3,672 x 10 Pump) Gas Pumps Traffic Improve (Zone 2)	\$ <u>36,720.00</u>
		Total CAP Fee	\$ <u>51,488.00</u>

Check should be made payable to the Town of Hudson.

Thank you,
Brooke Dubowik
Administrative Aide

<p>TOWN OF HUDSON 12 SCHOOL STREET HUDSON, NH 03051</p>	<p>US POSTAL SERVICE - CERTIFIED MAIL Name of Addressee & Address</p>	<p>Central Gas Site Plan SP# 08-23 Central Street, Map 182/Lot 217</p>	<p>77</p>
<p>1 OF 1 ARTICLE NUMBER</p>	<p>*** Dev. Regional Impact - NOTICE***</p>	<p>PO BOX 2019, NASHUA, NH 03060</p>	
<p>1</p>	<p>MAYOR JIM DONCHES, CITY OF NASHUA</p>	<p>30 TEMPLE ST SUITE 310, NASHUA NH 03060</p>	
<p>2</p>	<p>JAY MINKARAH, NRPC</p>	<p>2 LIBERTY WAY SUITE 2, LITCHFIELD NH 03052</p>	
<p>3</p>	<p>SELECTMENS OFFICE, TOWN OF LITCHFIELD</p>	<p>268B MAMMOTH RD, LONDONDERRY NH 03053</p>	
<p>4</p>	<p>TOWN COUNCIL, TOWN OF LONDONDERRY</p>	<p>6 VILLAGE GREEN PELHAM NH 03076</p>	
<p>5</p>	<p>BOARD OF SELECTMEN, TOWN OF PELHAM</p>	<p>3 NORTH LOWELL RD, WINDHAM NH 03087</p>	
<p>6</p>	<p>BOARD OF SELECTMEN, TOWN OF WINDHAM</p>	<p>25 BRYANT LANE, TYNGSBOROUGH, MA 01879</p>	
<p>7</p>	<p>BOARD OF SELECTMEN, TOWN OF TYNGSBOROUGH</p>		
	<p>7 Total number of pieces rec'd at Post Office</p>	<p>(7)</p>	



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Paula Angeli

Mayor Jim Donchess
City of Nashua
P.O. Box 2019
Nashua, NH 03060

Jay Minkarah
Nashua Regional Planning Commission
30 Temple Street, Suite 310
Nashua, NH 03060

Town of Litchfield
Selectmen's Office
2 Liberty Way, Suite 2
Litchfield, NH 03052

Town of Londonderry
Town Council
268B Mammoth Road
Londonderry, NH 03053

Town of Pelham
Board of Selectmen
6 Village Green
Pelham, NH 03076

Town of Windham
Board of Selectmen
3 North Lowell Road
Windham, NH 03087

Town of Tyngsborough
Board of Selectmen
25 Bryant Lane
Tyngsborough, MA 01879



TOWN OF HUDSON
Planning Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

December 14, 2023

Town of Tyngsborough
Board of Selectmen
25 Bryant Lane
Tyngsborough, MA 01879

Subject: Development of Regional Impact

Dear Board of Selectmen,

On November 29, 2023, the majority of the Hudson Planning Board determined that a proposed development has a potential regional impact. In accordance with New Hampshire Revised Statutes Annotated (RSA) 36:57.II, attached herewith are minutes (in draft form) from that meeting.

The development proposal seeks to develop 77 Central Street, Hudson, NH, Map 182/Lot 217, into a gas station and convenience store with drive thru window and all associated improvements.

Pursuant to RSA 36:57.I, your municipality is afforded the status of abutter as defined in RSA 672:3 for the purpose of receiving notice and the right to testify concerning the development. You will be receive notice, by certified mail, of the date, time and place of the hearing.

Application submittals can be found online at:
[Planning Board | Hudson New Hampshire \(hudsonnh.gov\)](https://www.hudsonnh.gov/planning-board)

Please do not hesitate to contact me with any questions.

Sincerely,

Tim Malley
Chairman, Hudson Planning Board



TOWN OF HUDSON

Planning Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

December 14, 2023

Town of Windham
Board of Selectmen
3 North Lowell Road
Windham, NH 03087

Subject: Development of Regional Impact

Dear Board of Selectmen,

On November 29, 2023, the majority of the Hudson Planning Board determined that a proposed development has a potential regional impact. In accordance with New Hampshire Revised Statutes Annotated (RSA) 36:57.II, attached herewith are minutes (in draft form) from that meeting.


The development proposal seeks to develop 77 Central Street, Hudson, NH, Map 182/Lot 217, into a gas station and convenience store with drive thru window and all associated improvements.

Pursuant to RSA 36:57.I, your municipality is afforded the status of abutter as defined in RSA 672:3 for the purpose of receiving notice and the right to testify concerning the development. You will be receive notice, by certified mail, of the date, time and place of the hearing.

Application submittals can be found online at:
[Planning Board | Hudson New Hampshire \(hudsonnh.gov\)](https://www.hudsonnh.gov/planning-board)

Please do not hesitate to contact me with any questions.

Sincerely,



Tim Malley
Chairman, Hudson Planning Board



TOWN OF HUDSON

Planning Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

December 14, 2023

Town of Pelham
Board of Selectmen
6 Village Green
Pelham, NH 03076

Subject: Development of Regional Impact

Dear Board of Selectmen,

On November 29, 2023, the majority of the Hudson Planning Board determined that a proposed development has a potential regional impact. In accordance with New Hampshire Revised Statutes Annotated (RSA) 36:57.II, attached herewith are minutes (in draft form) from that meeting.

The development proposal seeks to develop 77 Central Street, Hudson, NH, Map 182/Lot 217, into a gas station and convenience store with drive thru window and all associated improvements.

Pursuant to RSA 36:57.I, your municipality is afforded the status of abutter as defined in RSA 672:3 for the purpose of receiving notice and the right to testify concerning the development. You will be receive notice, by certified mail, of the date, time and place of the hearing.

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Please do not hesitate to contact me with any questions.

Sincerely,



Tim Malley
Chairman, Hudson Planning Board



TOWN OF HUDSON

Planning Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

December 14, 2023

Town of Londonderry
Town Council
268B Mammoth Road
Londonderry, NH 03053

Subject: Development of Regional Impact

Dear Council Members,

On November 29, 2023, the majority of the Hudson Planning Board determined that a proposed development has a potential regional impact. In accordance with New Hampshire Revised Statutes Annotated (RSA) 36:57.II, attached herewith are minutes (in draft form) from that meeting.


The development proposal seeks to develop 77 Central Street, Hudson, NH, Map 182/Lot 217, into a gas station and convenience store with drive thru window and all associated improvements.

Pursuant to RSA 36:57.I, your municipality is afforded the status of abutter as defined in RSA 672:3 for the purpose of receiving notice and the right to testify concerning the development. You will be receive notice, by certified mail, of the date, time and place of the hearing.

Application submittals can be found online at:
[Planning Board | Hudson New Hampshire \(hudsonnh.gov\)](https://www.hudsonnh.gov/planning-board)

Please do not hesitate to contact me with any questions.

Sincerely,



Tim Malley
Chairman, Hudson Planning Board



TOWN OF HUDSON

Planning Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

December 14, 2023

Town of Litchfield
Selectmen's Office
2 Liberty Way, Suite 2
Litchfield, NH 03052

Subject: Development of Regional Impact

Dear Board of Selectmen,

On November 29, 2023, the majority of the Hudson Planning Board determined that a proposed development has a potential regional impact. In accordance with New Hampshire Revised Statutes Annotated (RSA) 36:57.II, attached herewith are minutes (in draft form) from that meeting.

The development proposal seeks to develop 77 Central Street, Hudson, NH, Map 182/Lot 217, into a gas station and convenience store with drive thru window and all associated improvements.

Pursuant to RSA 36:57.I, your municipality is afforded the status of abutter as defined in RSA 672:3 for the purpose of receiving notice and the right to testify concerning the development. You will be receive notice, by certified mail, of the date, time and place of the hearing.

Application submittals can be found online at:
[Planning Board | Hudson New Hampshire \(hudsonnh.gov\)](https://www.hudsonnh.gov)

Please do not hesitate to contact me with any questions.

Sincerely,

Tim Malley
Chairman, Hudson Planning Board



TOWN OF HUDSON

Planning Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

December 14, 2023

Jay Minkarah
Nashua Regional Planning Commission
30 Temple Street, Suite 310
Nashua, NH 03060

Subject: Development of Regional Impact

Dear Mr. Minkarah,

On November 29, 2023, the majority of the Hudson Planning Board determined that a proposed development has a potential regional impact. In accordance with New Hampshire Revised Statutes Annotated (RSA) 36:57.II, attached herewith are minutes (in draft form) from that meeting.

The development proposal seeks to develop 77 Central Street, Hudson, NH, Map 182/Lot 217, into a gas station and convenience store with drive thru window and all associated improvements.

Pursuant to RSA 36:57.I, your municipality is afforded the status of abutter as defined in RSA 672:3 for the purpose of receiving notice and the right to testify concerning the development. You will be receive notice, by certified mail, of the date, time and place of the hearing.

Application submittals can be found online at:
[Planning Board | Hudson New Hampshire \(hudsonnh.gov\)](https://www.hudsonnh.gov/planning-board)

Please do not hesitate to contact me with any questions.

Sincerely,



Tim Malley
Chairman, Hudson Planning Board



TOWN OF HUDSON
Planning Department



12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6008 • Fax: 603-816-1291

December 14, 2023

Mayor Jim Donchess
City of Nashua
P.O. Box 2019
Nashua, NH 03060

Subject: Development of Regional Impact

Dear Mr. Mayor,

On November 29, 2023, the majority of the Hudson Planning Board determined that a proposed development has a potential regional impact. In accordance with New Hampshire Revised Statutes Annotated (RSA) 36:57.II, attached herewith are minutes (in draft form) from that meeting.

The development proposal seeks to develop 77 Central Street, Hudson, NH, Map 182/Lot 217, into a gas station and convenience store with drive thru window and all associated improvements.

Pursuant to RSA 36:57.I, your municipality is afforded the status of abutter as defined in RSA 672:3 for the purpose of receiving notice and the right to testify concerning the development. You will be receive notice, by certified mail, of the date, time and place of the hearing.

Application submittals can be found online at:
[Planning Board | Hudson New Hampshire \(hudsonnh.gov\)](https://www.hudsonnh.gov/planning-board)

Please do not hesitate to contact me with any questions.

Sincerely,



Tim Malley
Chairman, Hudson Planning Board



TOWN OF HUDSON

Planning Board



Timothy Malley, Chairman

Robert Guessferd, Selectmen Liaison

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

MINUTES/DECISIONS OF THE PLANNING BOARD MEETING DATE: NOVEMBER 29, 2023

In attendance = X	Alternate Seated = S	Partial Attendance = P	Excused Absence = E
Tim Malley Chair <u>X</u>	Jordan Ulery Vice-Chair <u>E</u>	Brian Etienne Secretary <u>X</u>	Victor Oates Member <u>X</u>
James Crowley Member <u>X</u>	Ed Van der Veen Member <u>X</u>	George Hall Alternate <u>X</u>	Michael Lawlor Alternate <u>S</u>
Bob Guessferd Select. Rep <u>X</u>	Dave Morin Alt. Select. Rep. <u>E</u>	Brian Groth Town Rep. <u>X</u>	

-
- I. CALL TO ORDER BY CHAIRPERSON AT 7:00 P.M.
 - II. PLEDGE OF ALLEGIANCE
 - III. ROLL CALL
 - IV. SEATING OF ALTERNATES
Mr. Lawlor seated for Mr. Ulery.
 - V. MINUTES OF PREVIOUS MEETING(S)
 - 08 November 2023 Meeting Minutes
Mr. Etienne moved to approve the November 8, 2023 minutes as amended.
Motion seconded by Mr. Van der Veen. Motion carried 7/0/0.
 - VI. CORRESPONDENCE
 - A. Request for Approval of Funds from Planning Board Tax Map Update Account, by Elvis Dhima, Town Engineer.

Mr. Van der Veen moved to recommend to the Board of Selectmen the release of \$12,076.50 from the Tax Map Updating Fee Account, 01-0000-1312-000-505, for the 2024 Ortho & Planimetric Update project in accordance with the request made by Elvis Dhima, Town Engineer.

Motion seconded by Mr. Etienne. All in favor – motion carried 7/0/0.
 - VII. NEW BUSINESS
 - A. Central Gas Site Plan
SP# 08-23
Purpose: to depict the proposed layout for a gas station and convenience store with drive thru window and all associated site improvements. Application acceptance & hearing.

77 Central Street
Map 182/Lot 217

Mr. Oates made a motion to put a temporary hold on the hearing of SP# 08-23, Central Gas Site Plan, to get clarification from the Town attorney on RSA 674:21, and 39.3 and regarding the petition articles submitted.

Motion seconded by Mr. Crowley. Motion failed 2/5/0 (Malley, Etienne, Van der Venn, Guessferd, & Lawlor).

Mr. Crowley moved to determine that site plan application 77 Central Street (Central Gas Site Plan) / Non-Residential Site Plan, Map 182/Lot 217, 77 Central Street, Hudson, NH, IS a development of regional impact.

Motion seconded by Mr. Oates. Motion carried 4/3/0 (Etienne, Malley, & Lawlor).

Mr. Crowley explained his reason for the motion – impact on transportation, network impact.

Mr. Etienne moved to continue the site plan application for 77 Central Street (Central Gas Station) / Non-Residential Site Plan, Map 182/Lot 217, to date certain, December 27, 2023.

Motion seconded by Mr. Van der Veen. All in favor – motion carried 7/0/0.

Attorney Andy Prolman, with Prunier & Prolman, request for the remainder of the hearing, that Mr. Oates recuse himself from sitting on the Board because they convinced that they will not get a fair hearing from Mr. Oates. They are aware of Facebooks posts that Mr. Oates has posted with concerns about the application that he hasn't even heard.

Chairman Malley put the board in recess @ 7:50 P.M., and back in session @ 7:55 P.M.

- B. Rose Meadows Site Plan 287 R Derry Road
SP# 07-23 Map 114/Lot 001
Purpose: to show improvements, including self-storage units & outdoor storage area for residents only, upon subject site that will support a 172-unit residential development in Litchfield, NH.
Application acceptance & hearing.

Mr. Crowley moved to determine that site plan application SP# 07-23, Site Plan / Rose Meadows, Map 114/Lot 001, 287 R Derry Road, Hudson NH, IS a development of regional impact.

Motion seconded by Mr. Etienne. Motion fails 3/4/0 (Oates, Etienne, & Crowley in favor).

Mr. Crowley explains his reason for determining the regional impact.

Mr. Van der Veen moved to determine that site plan application SP# 07-23, Site Plan / Rose Meadows, Map 114/Lot 001, 287 R Derry Road, Hudson NH, IS NOT a development of regional impact.

Motion seconded by Mr. Lawlor. Motion carried 5/2/0 (Oates & Crowley).

Mr. Van der Veen moved to accept the site plan application SP# 07-23 for the Site Plan / Rose Meadows, Map 114/Lot 001, 287 R Derry Road, Hudson, NH.

Motion seconded by Mr. Lawlor. All in favor – motion carried 7/0/0.

Jim Petropulos, P.E. with Hayner/Swanson, Inc., represents the applicant, presents the project to the board, and answers questions.

Public input opened & closed @ 8:34 P.M. – no public input.

Mr. Crowley asked about lighting, monumentation on the Hudson side, and snow storage.

Mr. Etienne moved to approve the site plan for the Site Plan / Rose Meadows, Map 114 Lot 01, 287 R Derry Road, Hudson, New Hampshire; prepared by Hayner/Swanson, Inc., 3 Congress Street, Nashua, New Hampshire 03062; prepared for: 255 Derry Road, LLC, 1 Continental Drive, Londonderry, New Hampshire 03053; consisting of 43 sheets including a separate cover sheet and general notes 1-20 on Sheet 1; dated May 31, 2023; last revised September 14, 2023; and:

That the Planning Board finds that this application complies with the Zoning Ordinances, and with the Land Use Regulations with consideration; and for the reasons set forth in the written submissions, together with the testimony and factual representations made by the applicant, 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.
2. Prior to the issuance of a final certificate of occupancy, an L.L.S. Certified “as-built” site plan shall be provided to the Town of Hudson Land Use Division confirming that the development conforms to the Plan approved by the Planning Board.
3. Prior to the Planning Board endorsement of the Plan, it shall be subject to final administrative review by Town Planner and Town Engineer.
4. Prior to application for a building permit, the Applicant shall schedule a pre-construction meeting with the Town Engineer.
5. 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.
6. 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 seconded by Mr. Van der Veen. All in favor – motion carried 7/0/0.

VIII. OTHER BUSINESS

IX. ADJOURNMENT

Mr. Etienne moved to adjourn. Motion seconded by Mr. Crowley. Motion carried 7/0/0.
Meeting adjourned at 8:58 P.M.

*These minutes are in draft form and have not yet been approved by the Planning Board.
Note: Planning Board minutes are not a transcript. For full details a video of the meeting is available on HCTV
(Hudson Community Television) www.hudsonctv.com.*

From: [Malley, Tim](#)
To: [Victor Oates](#)
Cc: [Dubowik, Brooke](#); [Gradert Benjamin](#); [Minkarah, Jay](#)
Subject: Town Attorney's response
Date: Thursday, December 14, 2023 4:32:33 PM

Good afternoon Mr. Oates,

Below is the Attorney LeFevre's response to your questions.

Thanks

Tim Malley
David LeFevre <dlefevre@tarbellbrodich.com>

|

Today, 1:50 PM

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

Tim:

Per my discussions with Brian, the pending application was already noticed, and is therefore not subject to the petitioned zoning amendments should they be adopted. See RSA 676:12, VI.

David LeFevre <dlefevre@tarbellbrodich.com>

|

Today, 1:49 PM

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

Tim:

Regulations under RSA 485, 485-A, and 485-C are administered at the state level.

The scope of review by the Planning Board is defined in reference to the Town's land use regulations and local ordinances.

Any land use that gets approved from the Town will necessarily have to comply with and/or obtain all necessary permits as may be required by RSA 485, 485-A, and 485-C.

Accordingly, I'm not sure if I understand the question, at least as it pertains to the pending application. Planning Board review is limited to those matters within the jurisdiction of the Planning Board.

Victor Oates

Reply all |

Today, 8:03 AM

Malley,

Tim

You forwarded this message on 12/14/2023 8:52 AM

I seek your legal guidance regarding the proposed development at 77 Central Street. This request stems from environmental concerns and the need to align the project with specific New Hampshire Revised Statutes and local Source Water Protection initiatives.

Specifically, we need to understand the implications of RSA 485-C (Groundwater Protection Act), RSA 485-A (Safe Drinking Water Act), RSA 674 (Local Land Use Planning and Regulatory Powers), and RSA 485 (Water Pollution and Waste Disposal) on this project. Given the proximity to vital water sources and the potential impact on groundwater, it's crucial to assess whether the proposed development aligns with these statutes, particularly in terms of contamination risk and land use planning.

Moreover, community members' recent submission of Petition Warrant Articles indicates heightened public interest in environmental protection. We need your expertise to evaluate how these articles and the aforementioned RSAs affect the development's approval process.

Thank you in advance for ensuring our decisions reflect legal compliance, community values, and environmental impact



October 2, 2023

Ref: 52945.00

Brian Groth
Hudson Town Planner
12 School Street
Hudson, NH 03051

Re: Response to Comments
Proposed Lowell Road and Central Street Commercial Development
Hudson, New Hampshire

Dear Mr. Groth:

VHB prepared a Traffic Impact Study dated June 30, 2023 to summarize the traffic evaluation for the proposed commercial development to be on the southeast corner of the Lowell Road and Central Street signalized intersection in Hudson, New Hampshire. The Town of Hudson's traffic consultant, Fuss & O'Neill, conducted a peer review of the traffic study and summarized comments in a September 11, 2023 letter. VHB has prepared this letter to address those review comments. VHB appreciates the opportunity to provide clarification on these items.

Comment a. *"The September 2022 GRIDSMAST system traffic data provided by the Town Engineer appears to be for during the week of Labor Day. Holidays would typically have an impact on traffic volumes and patterns. Is it anticipated that the level of traffic provided by the engineer is still at normal levels despite them being during the week of a holiday?"*

Response: The traffic counts used within the June 30, 2023 Traffic Impact Study were provided by the Hudson Town Engineer for Thursday, September 8, 2022, and for Saturday, September 10, 2022, during the week of Labor Day. To determine whether the traffic counts used within the traffic study are valid, a comparison was made with the traffic counts for the following week (i.e., Thursday, September 15, 2022, and Saturday, September 17, 2022). A summary is provided below and the detailed calculations and the September 15 and 18, 2022 traffic counts are attached to this letter.

- › Weekday AM Peak Hour:
 - Traffic Study = 1,739 vehicles per hour
 - September 15, 2022 = 1,679 vehicles per hour
 - The traffic study reflects higher traffic volumes for the intersection (60 vehicles per hour)
- › Weekday PM Peak Hour:
 - Traffic Study = 2,151 vehicles per hour
 - September 15, 2022 = 2,098 vehicles per hour
 - The traffic study reflects higher traffic volumes for the intersection (53 vehicles per hour)



- › Saturday Midday Peak Hour:
 - Traffic Study = 1,815 vehicles per hour
 - September 17, 2022 = 1,765 vehicles per hour
 - The traffic study reflects higher traffic volumes for the intersection (50 vehicles per hour)

In conclusion, the traffic counts used within the traffic study during the week of Labor Day were higher than the following week in September 2022. Therefore, the traffic volumes evaluated within the traffic study may produce a conservative (worse case) analysis scenario.

Comment b. *"The study describes the Lowell Road site driveway as allowing right turn access only, and no trips are assigned exiting from this driveway in the trip generation distributions. However, the site plan shows the driveway proposed to be configured to allow trips to exit the site using this exit; the driveway has a proposed stop bar and stop sign shown on the plan. Can the intent of the access to the driveway be clarified? We suggest redistributing the appropriate trips to exit the site via the driveway if this is the intent of the site, or revising the site plan to remove these signage and striping features if exit from the driveway will be prohibited."*

Response: The proposed Lowell Road site access will be a right-turn in only driveway for Lowell Road northbound right turn vehicles. The site plans prepared by Keach-Nordstrom Associates, Inc. (KNA) have been updated accordingly and will be submitted under a separate cover.

Comment c. *"Similar to the comment above where no trips are assigned exiting the site from the driveway on Lowell Road, there are no trips assigned entering the site using the driveway on Lowell Road. It is stated that this driveway would be a right in/right out only, however the site plan does not show how that maneuver will be restricted. With the long queue lengths and long delay times on Central Street westbound, people will be tempted to use the driveway on Lowell Road as a cut through."*

Response: The proposed driveway on Lowell Road has been designed to accommodate northbound vehicles turning right into the site. With this design, motorists would not be permitted to travel from Central Street westbound, through the site, and onto Lowell Road southbound. The site plans prepared by KNA have been updated to reflect this design.

Comment d. *"While the intersection as a whole does not degrade significantly in terms of LOS or v/c ratios between 2023 No-Build and 2023 Build conditions, some approaches, particularly the Central St WB Left approach, are significantly impacted by the traffic generation and distribution of the proposed site. The applicant should clarify if any investigation into improvements or signal optimization was undergone for the 2023 Build year to mitigate the impacts to affected approaches."*

Response: The same traffic signal parameters were used to show a consistent comparison between the intersection operations without optimizing the timings during the different time periods (2022 Existing, 2023 No-Build, 2023 Build, 2033 No-Build, and 2033 Build). When preparing traffic studies for land development projects, traffic engineers follow municipal and NHDOT guidelines in which traffic counts are to be adjusted to reflect peak-month and pre-pandemic conditions, as well as applying a compounded annual growth rate no less than 1 percent and adding site trips associated with developments planned by others in the area to represent future traffic volumes. The



traffic volumes evaluated within the traffic study may be higher than will be realized due to the incorporation of these adjustment factors.¹ As the project proceeds, the traffic signal timings are proposed to be optimized in the field to accommodate the actual traffic volume demands entering the intersection at that time.

Comment e. *"We agree with the calculations for the right turn lane warrant analysis for the Lowell Road driveway and also concur with the idea of the proposed roadway and signal timing improvements to mitigate site-related traffic impacts on the roadway network. However, while the 2033 AM peak hour improvements do help 95th percentile queues along Central Street westbound approach adjacent to the site driveway, the 95th percentile through queues of the southbound Central Street approach are lengthened to and beyond the road's signalized intersection with Library Street. It may be worth prioritizing the major road in this case. However, this would potentially lengthen the queues on Central Street."*

Response: Nashua Regional Planning Commission (NRPC) officials prepared the 2022-2023 Hudson Townwide Traffic Study that evaluated the long-term impacts of planned and potential future development within the community.² The Lowell Road and Central Street signalized intersection was included within that study and showed the 2022, 2030, and 2045 overall intersection operations to be LOS B during the weekday AM peak hour and LOS C during the weekday PM peak hour. As described in NRPC's study, the only improvements identified for this intersection was to consider implementing transportation demand management (TDM) strategies in reducing traffic volumes along Central Street and Lowell Road to maximize traveler choices (e.g., public transit, carpool/vanpool, remote work, flexible work hours, staggered schedules, etc.).

The Lowell Road and Central Street intersection results presented in the NRPC study show that the signalized intersection operates and is projected to operate with less delays than as modeled within VHB's June 30, 2023 Traffic Impact Study. As previously noted, the traffic study increased the traffic counts by a seasonal adjustment, pre-pandemic factors, and an overestimated growth rate in developing traffic volumes. Upon review of NRPC's Hudson Townwide Traffic Study, there is no detail of whether the traffic counts were adjusted in accordance with these methodologies. Therefore, the traffic volumes evaluated within VHB's traffic study may be higher than those presented within the NRPC study and thus produce worse operational results (longer delays and queues). After site occupancy, the traffic signal timings will be optimized in the field to accommodate the traffic volume demands entering the intersection.

¹ Applied a 5% seasonal adjustment to represent peak-month conditions; increased the weekday AM counts by 19.8%, the weekday PM counts by 8.2%, and the Saturday midday counts by 2.5% to represent pre-pandemic conditions; and utilized a 1% compounded annual growth rate when traffic volumes in the Southeast Growth Region experienced a 0.67% annual growth.

² www.hudsonnh.gov/sites/default/files/fileattachments/planning_board/meeting/packets/52997/hudson_townwide_study_june_2023_nrpc.pdf



Comment f. *"On a similar note, are the Central Street at Lowell Road and Central Street at Library Street intersections coordinated, and if not, was coordinating the two intersections considered as part of the project?"*

Response: The study area and parameters for the traffic study were developed in consultation with the Hudson Town Engineer and Town Planner. Accordingly, the traffic impacts of the proposed development were evaluated at the Lowell Road and Central Street signalized intersection as well as at the proposed site driveway intersections. Based on field reconnaissance, the Central Street signalized intersections with Lowell Road and with Liberty Street are not part of a coordinated system. There appears to be a relatively even split of Central Street southbound vehicles approaching the Lowell Road intersection from Library Street westbound left turns and from Central Street southbound through movements. As a result, southbound coordination may not be beneficial. In addition, there appears to be a heavier northbound vehicle demand departing from the Lowell Road signalized intersection that turns right onto Library Street eastbound which receives a green signal indication throughout the vehicle cycle (Central Street northbound/southbound permissive phase and overlap with the Library Street westbound phase). Therefore, the coordination program would not be focused on processing the Central Street northbound right turn volume onto Library Street. At the time of the field visit, both traffic signals were found to have Gridsmart and equipment working in good condition. Improvements for the Town of Hudson to consider would be to upgrade the pedestrian facilities with detectable warning fields at the Lowell Road signalized intersection and the pedestrian crossing messaging at both signalized intersections (Walk and Don't Walk, countdowns).

Comment g. *"It is worth noting that many of the 95th queue lengths in the synchro report show a # sign, states 'queue may be longer'. These locations are not shown in the tables in the report."*

Response: The "#" notation is shown with the 2022 Existing weekday AM, weekday PM, and Saturday midday peak hour traffic volumes and continues with the future traffic volume conditions. As described within the Synchro Studio 11 User Guide, *"In practice, 95th percentile queue shown will rarely be exceeded and the queues shown with the # footnote are acceptable for the design of storage bays."*³ Therefore, the footnote symbol listed on the intersection operational worksheets is not reflected within the table provided in the body of the report.

Comment h. *"Offsite improvement plans are not included with the site plan. Plans showing the additional lanes widening with proposed driveway control measures for the right in/right out would be helpful."*

Response: The proposed offsite improvements have been designed by KNA and have been submitted under a separate cover.

As stated within Fuss & O'Neill's traffic peer review letter, *"The procedures that the VHB report used are reasonable and appropriate."* Further, *"Overall, we recognize that the improvements proposed in the VHB study for the 2033 Build scenario bring the operational capacity and delays of the Central Street at Lowell Road intersection to align with those*

³ Cubic ITS, Inc. Synchro Studio 11, Synchro plus SimTraffic and 3D Viewer, User Guide. 12 Dec. 2019.

Brian Groth
Ref: 52945.00
October 2, 2023
Page 5



of the 2033 No-Build scenario, despite negative impacts to some individual approach delays and queue lengths." As supported throughout the Traffic Impact Study and as clarified within this letter, VHB evaluated the projected traffic impacts of the proposed development in accordance with Town of Hudson regulations, NHDOT guidelines, ITE methodologies, and standard traffic engineering practice. To offset overall site-related traffic impacts, the applicant remains committed to extending the Lowell Road northbound two-lane approach from Central Street southerly, extending the Central Street westbound two-lane approach from Lowell Road easterly, and optimizing the traffic signal timings.

Sincerely,

VHB

A handwritten signature in blue ink that reads "Jason R. Plourde". The signature is written in a cursive style with a large initial "J".

Jason R. Plourde, PE, PTP
Transportation Systems Team Leader

cc: Manny Sousa – Sousa Realty & Development Co., Inc.
Anthony Basso – Keach-Nordstrom Associates, Inc.

Attachments

Attachments

Peer Review Comment Letter

Traffic Counts

Traffic Count Comparison Worksheet



September 11, 2023

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

Re: Town of Hudson Planning Board Review
Central Gas Site Plan, Lowell Road & Central Street – Traffic Study Review
Tax Map 182 Lot 217; Acct. #1350-550
Reference No. 20030249.230

Dear Mr. Groth:

4. Traffic (HR 275-9.B)

Fuss & O'Neill has reviewed the Traffic Impact Study prepared by Vanasse Hangen Brustlin, Inc. (VHB) dated June 30, 2023, for the proposed 10-vehicle fueling position gasoline station and 4,560 square foot (sf) convenience store with a drive-through coffee shop on the southeast corner of the Lowell Road and Central Street signalized intersection in Hudson, New Hampshire (Tax Map 182, Lot 217). The 4,560 sf building will be split into 3,760 sf of convenience store space and 800 sf of coffee shop space. The property is currently occupied by several residential buildings which will be razed as part of the project.

The procedures that the VHB report used are reasonable and appropriate. Other approved projects were properly taken into consideration when developing No-Build conditions and traffic volumes. Additionally, the ITE Trip Generation Manual, 11th edition data and chosen land uses for the proposed site are accurate. This data shows that the site is expected to generate 245 external trips during the weekday morning peak hour, 214 external trips during the weekday evening peak hour, and 270 external trips during the Saturday midday peak hour. These trips were then appropriately split up into pass-by trips and new trips using data and procedures from the ITE Trip Generation Handbook.

Upon review of the study and provided site plan, we have the following comments/questions:

- a. The September 2022 GRIDSMA^RT system traffic data provided by the Town Engineer appears to be for during the week of Labor Day. Holidays would typically have an impact on traffic volumes and patterns. Is it anticipated that the level of traffic provided by the engineer is still at normal levels despite them being during the week of a holiday?
- b. The study describes the Lowell Road site driveway as allowing right turn access only, and no trips are assigned exiting from this driveway in the trip generation distributions.

50 Commercial Street
Manchester, NH
03101
† 603.668.8223
800.286.2469

www.fando.com

California
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Mr. Brian Groth
September 11, 2023
Page 2 of 3

However, the site plan shows the driveway proposed to be configured to allow trips to exit the site using this exit; the driveway has a proposed stop bar and stop sign shown on the plan. Can the intent of the access to the driveway be clarified? We suggest redistributing the appropriate trips to exit the site via the driveway if this is the intent of the site, or revising the site plan to remove these signage and striping features if exit from the driveway will be prohibited.

- c. Similar to the comment above where no trips are assigned exiting the site from the driveway on Lowell Road, there are no trips assigned entering the site using the driveway on Lowell Road. It is stated that this driveway would be a right in/right out only, however the site plan does not show how that maneuver will be restricted. With the long queue lengths and long delay times on Central Street westbound, people will be tempted to use the driveway on Lowell Road as a cut through.
- d. While the intersection as a whole does not degrade significantly in terms of LOS or v/c ratios between 2023 No-Build and 2023 Build conditions, some approaches, particularly the Central St WB Left approach, are significantly impacted by the traffic generation and distribution of the proposed site. The applicant should clarify if any investigation into improvements or signal optimization was undergone for the 2023 Build year to mitigate the impacts to affected approaches.
- e. We agree with the calculations for the right turn lane warrant analysis for the Lowell Road driveway and also concur with the idea of the proposed roadway and signal timing improvements to mitigate site-related traffic impacts on the roadway network. However, while the 2033 AM peak hour improvements do help 95th percentile queues along Central Street westbound approach adjacent to the site driveway, the 95th percentile through queues of the southbound Central Street approach are lengthened to and beyond the road's signalized intersection with Library Street. It may be worth prioritizing the major road in this case. However, this would potentially lengthen the queues on Central Street.
- f. On a similar note, are the Central Street at Lowell Road and Central Street at Library Street intersections coordinated, and if not, was coordinating the two intersections considered as part of the project?
- g. It is worth noting that many of the 95th queue lengths in the synchro report show a # sign, states "queue may be longer". These locations are not shown in the tables in the report.
- h. Offsite improvement plans are not included with the site plan. Plans showing the additional lanes widening with proposed driveway control measures for the right in/right out would be helpful.

Overall, we recognize that the improvements proposed in the VHB study for the 2033 Build scenario bring the operational capacity and delays of the Central Street at Lowell Road intersection to align with those of the 2033 No-Build scenario, despite negative impacts to some individual approach delays and queue lengths.

Mr. Brian Groth
September 11, 2023
Page 3 of 3

Regardless of the project being built or not, the intersection is expected to be operationally deficient during the weekday evening peak hour during both the 2023 and 2033 year, with v/c ratios over 1.00. The project does not significantly deteriorate the intersection further for either the 2023 Build Year or 2033 Build Year with improvements in place. Most of the traffic is pass-by with approximately 50+/- new trips, however the site does place more traffic trips on the already constrained Central Street westbound approach due to the driveway entrance.

Therefore, clarification of the comments and questions put forth above is needed to be able to agree with VHB's overall statement that the 10-vehicle fueling position gasoline station and 4,560 sf convenience store with a drive-through coffee shop will not have a significant impact on the adjacent roadway network.

Please feel free to call if you have any questions.

Very truly yours,

Steven W. Reichert, P.E.

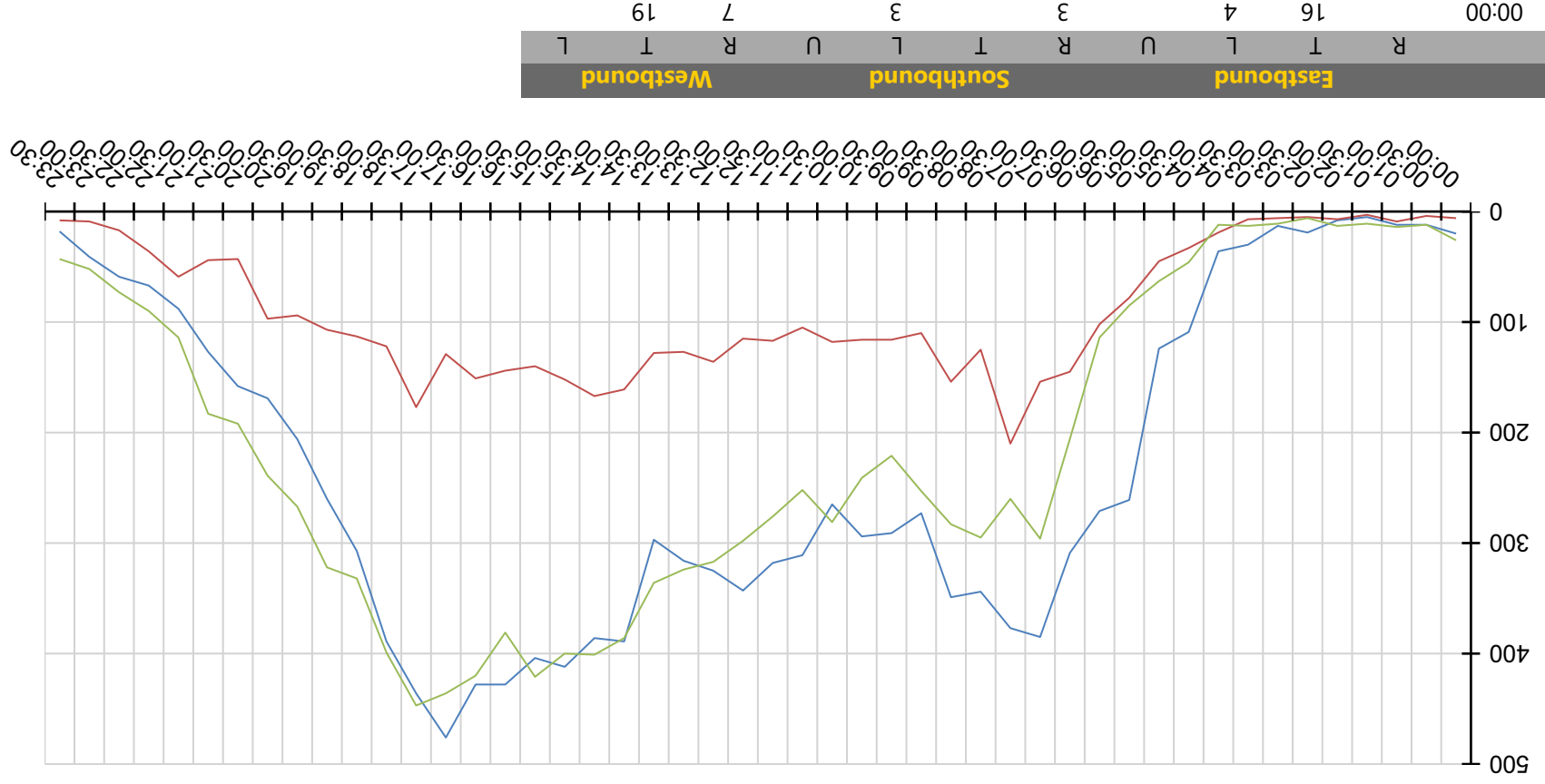
SWR:

Enclosure

cc: Town of Hudson Engineering Division – File
Keach- Nordstrom Associates, Inc. – p.chisholm@keachnordstrom.com

	Right	Through	Left	Uturn	Total
Eastbound	3	9188	1772	2	10965
Southbound	1487	2	2777	4	4270
Westbound	1955	8206	2		10163
Total	3445	17396	4551	6	25398

Turning Movement Counts



Direction	00:00	16	4	3	3	7	19
Eastbound	R	T	L	U	R	T	L
Southbound							
Westbound							



Turning Movement Counts

Intersection Central & Lowell

Date 9/15/2022

	Eastbound				Southbound				Westbound		
	R	T	L	U	R	T	L	U	R	T	L
00:30		8	4				4		1	11	
01:00		9	3		3		6		3	11	
01:30		5			2		1		1	10	
02:00		6	2		2		5		2	11	
02:30		18	1		1		4		1	5	
03:00		12	1		1		5		3	8	
03:30		28	2				7		7	6	
04:00		33	3		2		17		3	9	
04:30		98	11		5		28		5	41	
05:00		123		1	11		34		17	46	
05:30		251	10		17		60	1	17	68	
06:00		256	15		22		79	1	18	96	
06:30		281	28		45		100		33	173	
07:00	1	310	74		57	1	96		61	235	
07:30		324	53		72	1	137		54	206	
08:00		315	29		37		88		56	239	
08:30		320	29		37		117		51	232	
09:00		246	27		29		81		41	212	
09:30		252	39		34		82		40	181	
10:00		259	35		33		82	1	49	192	
10:30		233	32		35		83		52	229	
11:00		270	41		25		80		52	200	
11:30		282	36		40		77		48	228	
12:00		298	45		41		74		85	213	
12:30		285	40		46		90		61	256	
13:00		274	42		42		85		68	256	

	Eastbound		Southbound		Westbound	
	R	T	L	U	R	T
13:30	1	251	45	43	85	67
14:00		291	98	54	107	91
14:30		324	62	74	93	73
15:00		314	98	53	99	79
15:30		305	99	54	86	76
16:00	1	321	106	56	88	74
16:30		316	112	60	91	68
17:00		360	116	38	91	75
17:30		320	115	76	101	83
18:00		317	72	38	84	68
18:30		255	52	48	64	55
19:00		211	49	47	60	66
19:30		180	26	41	53	68
20:00		140	29	52	45	50
20:30		133	25	17	26	31
21:00		108	19	18	26	37
21:30		72	16	39	20	22
22:00		56	11	20	16	14
22:30		51	8	11	6	7
23:00		37	4	4	5	6
23:30		14	4	2	6	9
Total	3	9188	1772	2	1487	2
					2777	4
					1955	8206
						2

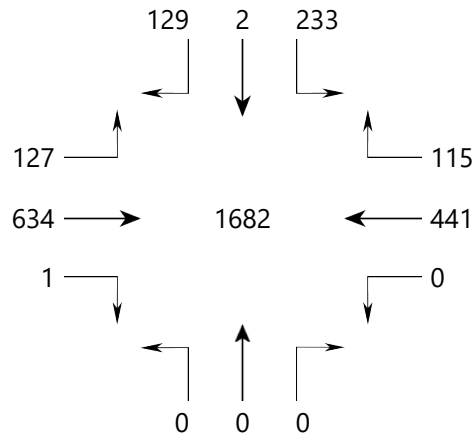
Turning Movement Counts

Intersection Central & Lowell

Date 9/15/2022

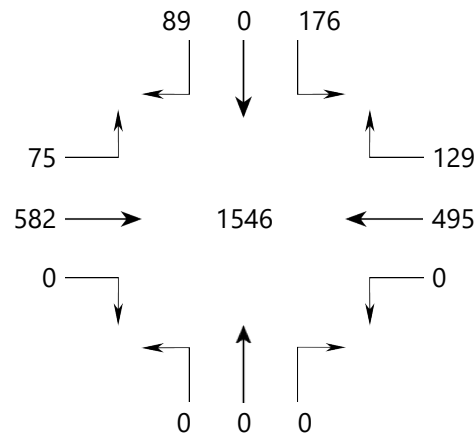
AM PEAK HOUR VOLUME (0:00-10:45)

FROM 07:00 TO 08:00



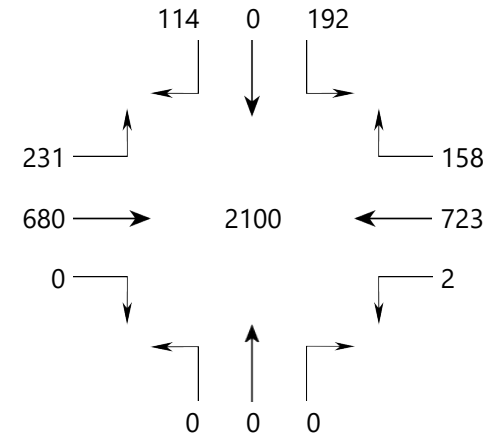
MID-DAY PEAK HOUR VOLUME (11:00-14:00)

FROM 12:15 TO 13:15



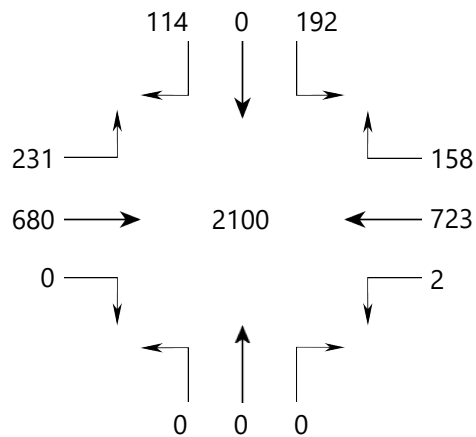
PM PEAK HOUR VOLUME (14:15-23:45)

FROM 17:00 TO 18:00



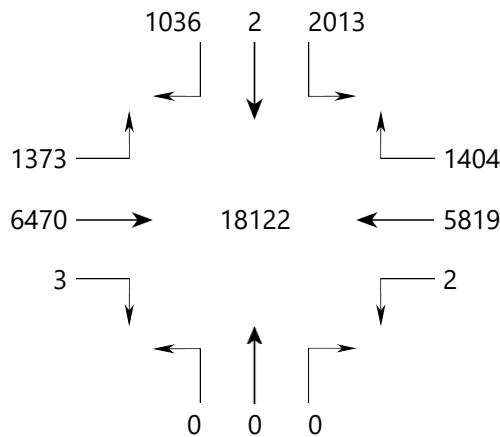
OVERALL PEAK HOUR VOLUME

FROM 17:00 TO 18:00



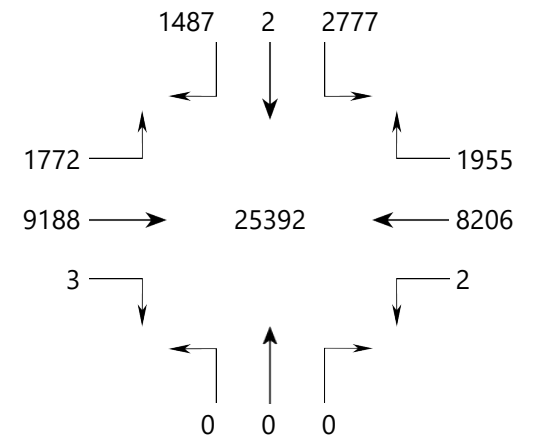
DAYTIME TOTAL VOLUME

FROM 07:00 TO 18:00



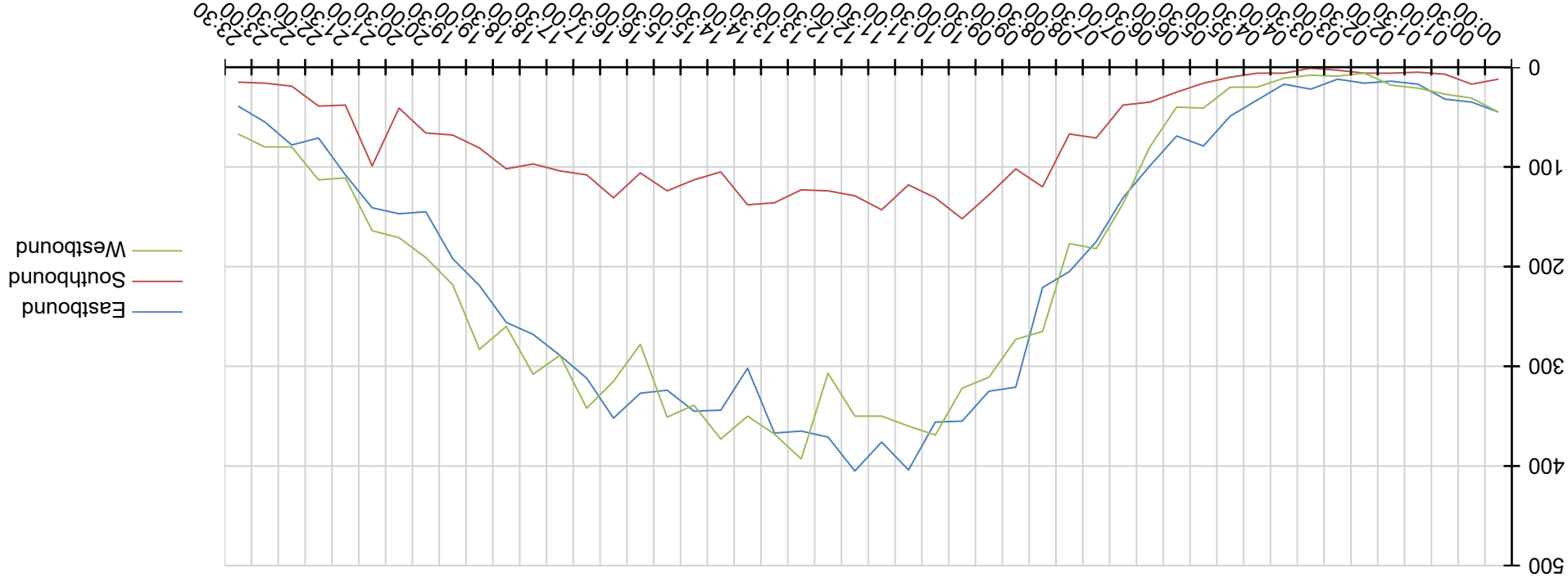
SELECTED TIME VOLUME

FROM 00:00 TO 23:59



	Right	Through	Left	Uturn	Total
Eastbound	1	8106	1121	2	9230
Southbound	981	2364	2		3347
Westbound	1697	7525	1	1	9224
Total	2679	15631	3486	5	21801

Turning Movement Counts



00:00	R	T	L	6	4	8	5	40
Eastbound								
Southbound								
Westbound								



Turning Movement Counts

Intersection Central & Lowell

Date 9/17/2022

	Eastbound				Southbound			Westbound			
	R	T	L	U	R	L	U	R	T	L	U
00:30		31	4		5	12		2	29		
01:00		24	8		2	5		8	19		
01:30		15	2		2	3		5	16		
02:00		12	2			6			18		
02:30		15	1		1	5		1	5		
03:00		11	1		1	2		2	7		
03:30		21	1			1		1	7		
04:00		16	1		1	5		2	9		
04:30		31	2		1	5		5	15		
05:00		46	3			10		5	15		
05:30		75	4		5	11		9	32		
06:00		61	7	1	4	21		3	37		
06:30		90	9		7	28		16	64		
07:00		118	13		5	33		31	106		
07:30		158	17		16	55		24	158		
08:00		184	21		18	49		27	150		
08:30		202	19		31	88	1	35	230		
09:00		294	27		33	69		52	221		
09:30		275	50		41	87		50	261		
10:00		314	41		49	103		48	274		
10:30		318	38		44	87		79	290		
11:00		348	56		34	84		56	303	1	
11:30		335	41		33	110		66	284		
12:00		348	57		42	87		68	282		
12:30		321	50		42	82		63	243		1
13:00		320	44	1	39	83	1	73	320		



Intersection Central & Lowell
Date 9/17/2022

	Eastbound		Southbound		Westbound	
	R	T	L	U	R	T
13:30	336	31	30	106	67	301
14:00	264	38	32	106	64	286
14:30	294	50	24	81	60	313
15:00	294	51	25	88	57	282
15:30	288	36	37	87	76	275
16:00	291	36	29	77	57	221
16:30	315	37	53	78	69	246
17:00	260	52	31	77	67	275
17:30	246	43	23	81	56	233
18:00	232	35	31	66	57	251
18:30	221	35	33	69	52	208
19:00	193	26	31	50	59	224
19:30	176	16	24	44	45	173
20:00	130	15	16	50	29	162
20:30	131	16	14	27	36	135
21:00	123	18	47	52	32	132
21:30	88	20	17	21	21	90
22:00	62	9	7	32	25	88
22:30	63	15	5	14	8	72
23:00	45	10	5	11	13	67
23:30	32	7	7	8	11	56
Total	1	8106	1121	2	981	2364
	1	7525	1697	2	1	1

Turning Movement Counts

GRIDSMART®

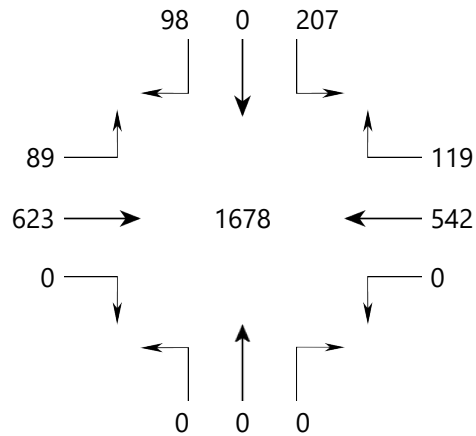
Turning Movement Counts

Intersection Central & Lowell

Date 9/17/2022

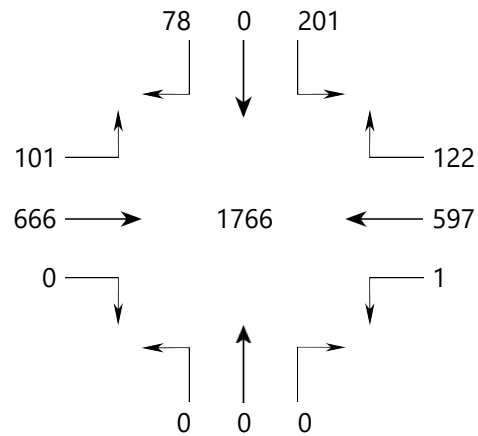
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FROM 09:45 TO 10:45



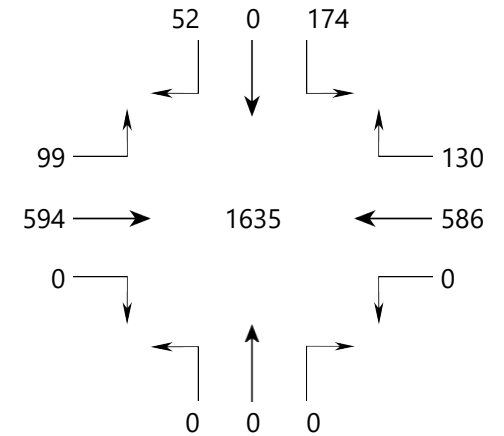
MID-DAY PEAK HOUR VOLUME (11:00-14:00)

FROM 11:15 TO 12:15



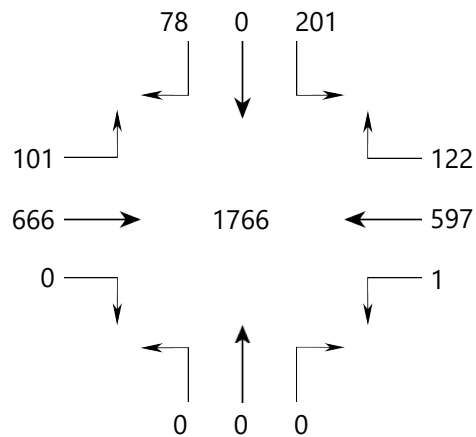
PM PEAK HOUR VOLUME (14:15-23:45)

FROM 14:15 TO 15:15



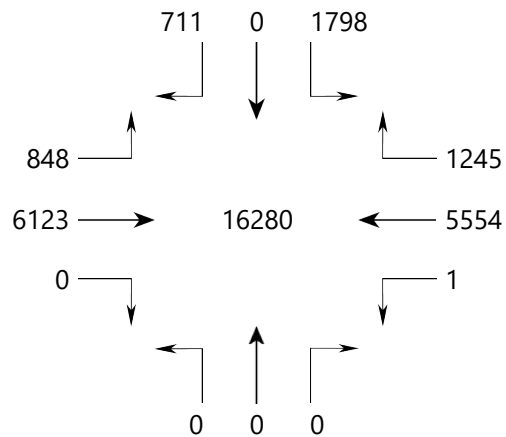
OVERALL PEAK HOUR VOLUME

FROM 11:15 TO 12:15



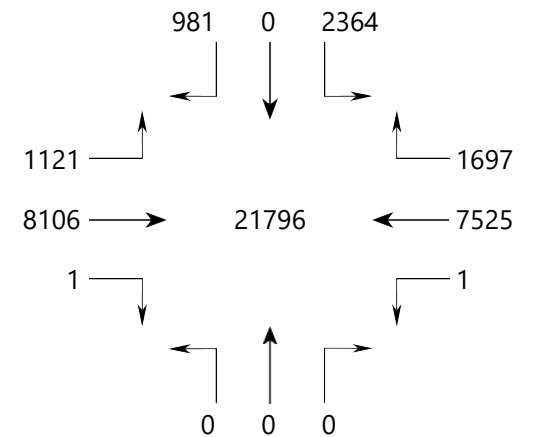
DAYTIME TOTAL VOLUME

FROM 07:00 TO 18:00



SELECTED TIME VOLUME

FROM 00:00 TO 23:59



Project Name: Lowell Rd & Central St
 Project No: 52945.00
 Location: Hudson, NH
 Date: 9/28/2023

TRAFFIC COUNTS COMPARISON

INTERSECTION	MOVEMENT	2022 EXISTING VOLUMES - RAW COUNTS			2022 EXISTING VOLUMES - RAW COUNTS			2022 EXISTING VOLUME DIFFERENCES		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1. Lowell Road at Center St	WB L	241	209	207	233	192	201	8	17	6
	WB R	129	79	76	129	114	78	0	-35	-2
	NB T	443	781	613	441	723	597	2	58	16
	NB R	128	158	136	115	158	122	13	0	14
	SB L	133	252	113	127	231	101	6	21	12
	SB T	665	672	670	634	680	666	31	-8	4
		1739	2151	1815	1679	2098	1765	60	53	50
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
		9/8/22 (Thursday) & 9/10/22 (Saturday)			9/15/22 (Thursday) & 9/17/22 (Saturday)			Week of Labor Day - Following Week		
		AM Peak: 7:00-8:00 AM PM Peak: 4:45-5:45 PM			AM Peak: 7:00-8:00 AM PM Peak: 5:00-6:00 PM					
		SAT Peak: 11:30 AM-12:30 PM			SAT Peak: 11:15 AM-12:15 PM					