

207 CENTRAL ST SITE PLAN & CONDITIONAL USE PERMIT

SP# 02-26 & CUP# 02-26

STAFF REPORT

July 22, 2026

SITE: 207 Central Street, Map 176/Lot 041,44,45

ZONING: Business (B), General - 1 (G-1)

PURPOSE OF PLAN: to propose a residential and mixed-use development that includes three (3) residential apartment buildings within the south-central portion of the property, and one (1) mixed-use building located on the northern portion of the property.

PLAN UNDER REVIEW:

Meadows Non-Residential Site Plan, SP# 02-26 & CUP# 02-26, Map 76 Lot 041, 44, 45, 207 Central Street, Hudson, NH; prepared by: Verdantas LLC, 176 Newport Road, New London, NH 03257; prepared for: Meadow Properties LLC, 195 R Central St, Hudson, NH 03051; consisting of 43 sheets and general notes 1-11 on Sheet 2; dated August 29, 2025, last revised June 2026.

ATTACHMENTS:

- 1) Site Plan & CUP Applications and associated waiver requests received January 16, 2025, CUP revised July 6, 2026 – Attachment “A”.
- 2) Project Narrative – Attachment “B”.
- 3) Department Review Comments – Attachment “C”.
- 4) Verdantas Response Letter to Department Comments, peer review, & CUP comments, dated July 6, 2026 – Attachment “D”.
- 5) Traffic Impact Study, prepared by B&L, dated January 20, 2026 – Attachment “E” (Digital Only).
- 6) NHDES AOT Permit Application, prepared by Verdantas, dated June 2026 – Attachment “F” (Digital Only).
- 7) Peer Review, prepared by Fuss & O’Neill, dated July 8, 2026 – Attachment “G”.
- 8) Site Plan dated August 29, 2025, last revised June 2026 (Plan set includes Wetland Impact Exhibit, Flood Plain Delineation, and FEMA Letter).

APPLICATION TRACKING:

- January 16, 2026 – Site plan & CUP applications received.
- February 11, 2026 – Public Hearing deferred to March 11, 2026.
- March 11, 2026 – Public Hearing cancelled due to lack of quorum.
- March 25, 2026 – Public Hearing held and continued to May 13, 2026.
- May 13, 2026 – Public Hearing deferred to July 22, 2026.
- July 22, 2026 – Public Hearing scheduled.

WAIVERS REQUESTED:

§276.11.1.B(22) – 35' Landscape Buffer

§290-5.A.5 – Post Development runoff volume

COMMENTS & RECOMMENDATIONS:

BACKGROUND

The subject property consists of approximately 26.1 acres and is located within the Business (B) and General – One (G-1) zoning districts. The site is currently undeveloped and is proposed to be serviced by municipal water and sewer.

Portions of the property are located within FEMA-designated flood zones; however, a flood zone change has been granted. Wetlands are present along the central, northeastern, and eastern portions of the site.

The property currently has one existing curb cut. The proposed development includes two access points from Central Street: one serving the apartment development and serving the retail building.

The site is also identified as an inactive Asbestos Disposal Site. Areas containing capped asbestos disposal materials are located on portions of the property and will remain subject to applicable environmental regulations and restrictions.

DEPARTMENT COMMENTS

Comments have been provided by several departments:

Engineering provided the following **new** comments:

1. The proposed 6-inch water service for Building A needs to be reevaluated on Sheet C2.1. A minimum 6-inch water main is required for the proposed fire hydrant. The proposed service should be big enough to accommodate the fire hydrant, the 6" separate fire service for Building A and the proposed 2" domestic service.
2. On Sheet C2.7, the plans indicate that the proposed private water main is to be installed under the proposed drainage pipes. This could create an issue if repairs to the water main are required in the future. The applicant should consider installing the water main over the drainage pipes with insulation, or relocating the water main to provide at least 2 feet of separation from the headwall.
3. Please provide the letter from FEMA you refer to, related to the LOMA.
4. Applicant shall provide sewer flow information.

Engineering has also indicated the following items remain outstanding from his previous departmental review, with the following comments:

1. 4. There is currently no Capital Improvement Plan in place by the Town for this segment of the road or corridor. The Engineering Department believes that a sidewalk connecting

the two main entrances of the proposed development would be a good safety feature for the future residents of this development.

2. 6. The proposed guardrail is not sufficient to address the safety concern. A perimeter fence for the pond, at least four feet in height, should be installed, taking into consideration that the proposed use is residential.
3. 22. Traffic movement and vehicle staging on Central Street related to left turns into the site remain a concern. The revised plans do not include information related to the existing vehicle staging capacity on Central Street. In addition, the applicant should consider revising the proposed signal operation from a three-phase approach to a four-phase approach.

Fire provided the following comments:

1. No second access road to the site shown on revised plan. See my email response to the State Fire Marshal Office regarding a Fire Code variance application submitted by applicant. See email below in extended comments;

Good morning, Jessica,

Here are my revised comments for the proposed subdivision located at 207 Central Street. After discussion with Chief Tice about the number of required access roads, Hudson Fires stance is to require two access roads. This has been determined from NFPA 1 18.2.3.3 Multiple Access Roads. The proposed road length from Central Street to the proposed cul-de-sac is 1300 feet with a road width of 24 feet. Hudson Fire has concerns that a single access road could be impaired by vehicle congestion by occupied tenants and or guests as well as climate conditions such as flooding. This proposed site is surrounded by wetlands. The area of the proposed entrance at Central Street has flooded on the past during a heavy rain event. This would impede emergency vehicle access to the apartment buildings. Please consider Hudson Fire comments during your Fire Code variance request from the developer.

Full Comments can be found in Attachment “C”.

WAIVER REQUESTED

As noted above, the Applicant is seeking two waivers:

1. Waiver from **§276.11.1.B.(22) – 35’ Landscape Buffer**, to allow for an 8’ to 12’ buffer between the ROW line and any pavement, gravel, or structure would otherwise be required. The applicant states that strict adherence to the 35’ buffer would create significant site design constraints and would necessitate shifting the proposed improvements further to the south. Such a redesign would increase encroachment into the adjacent wetland buffer and could result in additional direct impacts to wetland resources.
2. Waiver from **§290-5.A.5 – Post Development Runoff Volume**, to allow for a post development volumetric increase in runoff. The applicant states that due to the minimal projected increase in wetland stage, the inability to feasibly implement infiltration practices

due to site constraints, and the environmental benefit of minimizing additional wetland disturbances, the waiver represents the most practical and environmentally protective approach for the site.

APPLICANT RESPONSE LETTER

The applicant has provided three response letters; one to the department comments, one to the F&O Comments, and one to CUP comments, all dated July 6, 2026. The F&O review found in this report is in response to these revisions, dated July 8, 2026. Response letters may be found in Attachment “D”.

PEER REVIEW

As previously stated, Fuss & O’Neill provided a second set of peer review comments for the project, dated July 8, 2026. The majority of the comments relate to traffic, drainage, and on-site utilities, with several overlapping comments also issued by the Engineering Department. The complete set of peer review comments is included as Attachment “E”.

CONSERVATION COMMISSION

On February 9, 2026, the Conservation Commission held its initial public hearing on the original Conditional Use Permit (CUP) application. The applicant subsequently submitted a revised CUP application, for which a public hearing was held on July 13, 2026. The Commission has scheduled a site walk on July 20, 2026, to revisit the site.

STAFF COMMENTS

Staff notes that the revised plans reduce the proposed wetland impacts compared to the original plans submitted.

Staff further notes that the required variances were granted by the Zoning Board of Adjustment (ZBA) on February 26, 2026. As a result, the proposal is now in compliance with the Hudson Zoning Ordinance. The Notice of Approvals is included as Attachment D” to the March 11, 2026 Staff Report.

The applicant has also applied to the State Fire Marshals Office for a Fire Code Variance related to fire access requirements, as described in the Fire Department comments included in Attachment “C”. At this time, the Town Fire Marshal has not received an update regarding the status of that request.

Staff further notes that no approval may be granted until a written recommendation has been received from the Conservation Commission.

RECOMMENDATIONS

Staff recommends that the Planning Board continue the public hearing to allow discussion of the proposed plan revisions, associated waiver requests, and the establishment of a reasonable timeline for completion of revisions addressing the July 8, 2026, peer review comments and departmental comments.

The Board may not take action on the application until written recommendation has been received from the Conservation Commission.

DRAFT MOTIONS:

TO CONTINUE:

I move to continue the Non-Residential **Site Plan** for the Mixed-Use Development Meadows Non-Residential Site Plan, SP# 02-26, Map 176 Lots 041, 44, 45, 207 Central Street, Hudson, NH, to date certain _____, 2026.

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

I move to continue the **Conditional Use Permit** for the Mixed-Use Development Meadows Non-Residential Site Plan, CUP# 02-26, Map 176 Lots 041, 44, 45, 207 Central Street, Hudson, NH, to date certain _____, 2026.

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

TO GRANT A WAIVER:

I move to grant a waiver **§276.11.1.B.(22) – 35’ Landscape Buffer**, to allow for an 8’ to 12’ buffer between the ROW line and any pavement, gravel, or structure where 35’ would otherwise be required, 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: _____

I move to grant a waiver **§290-5.A.5 – Post Development Runoff Volume**, to allow for a post development volumetric increase in runoff, 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: _____



*Town of Hudson
12 School Street
Hudson, NH 03501*

SITE PLAN APPLICATION

Revised September 2025

The following information must be filed with the Planning Department *at the time of filing a site plan application*:

1. One (1) original completed application with original signatures.
2. One (1) full plan set *folded* (sheet size: 22" x 34").
3. One (1) original copy of the project narrative.
4. A list of direct abutters and a list of indirect abutters, and two (2) sets of mailing labels for abutter notifications.
5. Site Plan Review Checklist.
6. All of the above application materials, including plans, shall also be submitted in electronic form as a PDF.
7. ***All plans shall be folded*** and all pertinent data shall be attached to the plans with an elastic band or other enclosure.
8. ***Plans requiring third party consultant review*** – Complete submittal must be sent to:
Fuss & O'Neill
c/o Steve Reichert, PE
50 Commercial Street Unit 2S
Manchester, NH 03101

The following information is required to be filed with the Planning Department ***no later than 10:00 A.M., Tuesday ONE WEEK prior to the scheduled Planning meeting. The purpose of these materials is hardcopy distribution to Planning Board members, not review.***

Any plan revisions that require staff review must be submitted no later than 10:00A.M., Tuesday TWO WEEKS prior to the scheduled Planning meeting. Depending on the complexity of changes, more time may be required for review. Please contact the Town Planner if you have any questions on this matter.

1. Submission of fifteen (15) 11" X 17" plan sets *folded*, revised if applicable.
2. Submission of one (1) full plan set *folded* (sheet size: 22" x 34"), if revised.
3. All of the above application materials, including plans, shall also be submitted in electronic form as a PDF.

Note: Prior to filing an application, it is recommended to schedule an appointment with the Town Planner.

SITE PLAN APPLICATION

Date of Application: 1/14/2026 Tax Map #: 176 Lot #: 41, 44, 45

Site Address: 207 Central Street

Name of Project: The Meadows Mixed Use Development

Zoning District: Business, General General SP#: _____
(For Town Use Only)

Z.B.A. Action: _____

PROPERTY OWNER:

Name: Meadow Properties, LLC

Address: 195 R Central St

Address: Hudson, NH 03051

Telephone # (603) 231-7344

Email: derekmanagement@aol.com

PROJECT ENGINEER:

Name: Verdantas, LLC; Formerly Horizons Engineering, Inc.

Address: 176 Newport Road

Address: New London, NH 03257

Telephone # (603) 877-0116

Email: rhudock@verdantas.com

DEVELOPER:

Meadow Properties, LLC

195 R Central St

Hudson, NH 03051

(603) 231-7344

derekmanagement@aol.com

SURVEYOR:

Verdantas, LLC; Formerly Horizons Engineering, Inc.

176 Newport Road

New London, NH 03257

(603) 877-0116

rhudock@verdantas.com

PURPOSE OF PLAN:

Review of proposed mixed use development.

(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 SHEETPLAN NAME: The Meadows Mixed Use DevelopmentPLAN TYPE: SITE PLANLEGAL DESCRIPTION: MAP 176 LOT 41, 44, 45DATE: 1/14/2026-----
Location by Street: 207 Central StreetZoning: Business, GeneralProposed Land Use: Mixed Residential & CommercialExisting Use: UndevelopedSurrounding Land Use(s): CommercialNumber of Lots Occupied: 0 of 3Existing Area Covered by Building: 0 SFExisting Buildings to be removed: N/AProposed Area Covered by Building: 50,100 SFOpen Space Proposed: 1,087,766 SFOpen Space Required: 113,786 SFTotal Area: S.F.: 1,137,866 Acres: 26.12Area in Wetland: 509,843 SF Area Steep Slopes: 31,300 SFRequired Lot Size: 43,560 SFExisting Frontage: 541.46' Combined FrontageRequired Frontage: 150'

Building Setbacks:	<u>Required*</u>	<u>Proposed</u>
Front:	<u>50'</u>	<u>55'</u>
Side:	<u>15'</u>	<u>95'</u>
Rear:	<u>15'</u>	<u>20'</u>

SITE DATA SHEET
(Continued)

Flood Zone Reference: Zone A

Width of Driveways: 24'

Number of Curb Cuts: 2

Proposed Parking Spaces: 278

Required Parking Spaces: 247

Basis of Required Parking (Use): (116 2Br units x 2 spaces/unit)+ (1 guest space/8 units) = 232+15 = 247 spaces

Dates/Case #/Description/Stipulations
of ZBA, Conservation Commission,
NH Wetlands Board Actions: Variance #176-041A, dated 10/24/24 - Granted
(Attach stipulations on separate sheet) Variance #176-041B, dated 10/24/24 - Granted
Wetlands Conditional Use Permit - Pending

Waiver Requests

<i>Town Code Reference:</i>	<i>Regulation Description:</i>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>

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

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: Don Dumont Manager Date: 1/14/26

Print Name of Owner: Don Dumont

- ❖ 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.

WAIVER REQUEST FORM

Name of Subdivision/Site Plan: _____

Street Address: _____

I _____ hereby request that the Planning Board
waive the requirements of item _____ of the Hudson Land Use Regulations
in reference to a plan presented by _____
_____ (name of surveyor and engineer) dated _____ for
property tax map(s) _____ and lot(s) _____ 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):

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):

Signed:

Applicant or Authorized Agent

SCHEDULE OF FEES**A. REVIEW FEES:**

<u>1. Site Plan Use</u>	<u>Project Size/Fee</u>	
Multi-Family	\$105.00/unit for 3-50 units 116 Units \$78.50/unit for each additional unit over 50	\$ <u>10,431.00</u>
Commercial/Semi Public/Civic or Recreational	6,160 SF \$157.00/1,000 sq. ft. for first 100,000 sq.ft. (bldg. area): \$78.50/1,000 sq.ft. thereafter.	\$ <u>967.12</u>
Industrial	\$150.00/1,000 sq.ft for first 100,000 sq.ft. (bldg. area); \$78.50/1,000 sq.ft thereafter.	\$ <u>0</u>
No Buildings	\$30.00 per 1,000 sq.ft. of proposed developed area	\$ <u>0</u>

CONSULTANT REVIEW FEE: (Separate Check)

Total _____ acres @ \$600.00 per acre, or \$1,250.00,
whichever is greater. \$ _____

This is an estimate for cost of consultant review. The fee is expected to cover the amount. A complex project may require additional funds. A simple project may result in a refund.

LEGAL FEE:

The applicant shall be charged attorney costs billed to the Town for the Town's attorney review of any application plan set documents.

B. POSTAGE:

<u>12</u>	Direct Abutters Applicant, Professionals, etc. as required by RSA 676:4.1.d @\$6.08 (or Current Certified Mail Rate)	\$ <u>72.96</u>
<u>2</u>	Indirect Abutters (property owners within 200 feet) @\$0.78 (or Current First Class Rate)	\$ <u>1.56</u>

C. TAX MAP UPDATING FEE: (FLAT FEE) \$ 275.00

TOTAL \$ _____

SCHEDULE OF FEES
(Continued)

(For Town Use)	
AMOUNT RECEIVED: \$ _____	DATE RECEIVED: _____
RECEIPT NO.: _____	RECEIVED BY: _____

NOTE: fees below apply only upon plan approval, not collected at time of application.

D. RECORDING:

*****The applicant shall be responsible for the recording of the approved plan, and all documents as required by an approval, at the Hillsborough County Registry of Deeds (HCRD), located at 19 Temple Street, Nashua, NH 03061. Additional fees associated with recording can be found at HCRD.*****

E. COST ALLOCATION PROCEDURE AMOUNT CONTRIBUTION AND OTHER IMPACT FEE PAYMENTS:

To be determined by the Planning Board at time of plan approval and shall be paid by the applicant at the time of submittal of the Certificate of Occupancy Permit requests.

*****The applicant shall be responsible for all fees incurred by the town for processing and review of the applicant’s application, plan and related materials.*****

**TOWN OF HUDSON
SITE PLAN REVIEW CHECKLIST**

This checklist is intended to help the applicant and staff to ensure application completeness. Please refer to the regulations on the exact language of each requirement.

Key: Y=Yes P =Pending W=Waiver Request

Relevant Regulations:

§ 276-11.1 General Plan Requirements

§§ 275-8 – 275-9 Site Plan Requirements

- | <u>Y</u> | <u>P</u> | <u>W</u> | |
|----------|-------------------------------------|-------------------------------------|--|
| 1. | ☒ | ☐ | ☐ - A list of the names and addresses of the owner(s) of the property, the applicant(s), and all abutters as indicated in the office of the Town Assessor records not more than five (5) days prior to the day of filing [§ 276-11.1.A.] |
| 2. | ☒ | ☐ | ☐ - Sets of plans and copies as indicated on application. |
| 3. | ☒ | ☐ | ☐ - Scale no smaller than 50 feet to the inch (1" = 50') [§ 276-11.1.B.(2)] |
| 4. | ☒ | ☐ | ☐ - Title block in the lower right-hand corner of the plan, containing: [§ 276-11.1.B.(3)] |
| 5. | ☒ | ☐ | ☐ - Title, including the term "site plan" or "subdivision plan" |
| 6. | ☒ | ☐ | ☐ - The name for whom the plan was prepared |
| 7. | ☒ | ☐ | ☐ - Preparer of the plan |
| 8. | ☒ | ☐ | ☐ - The scale(s) of the plan |
| 9. | ☒ | ☐ | ☐ - Date of the plan |
| 10. | ☒ | ☐ | ☐ - Appropriate revision block |
| 11. | ☐ | ☒ | ☐ - Approval block (2"x6") located on the lower left corner of each sheet, with the required language and signature line [§ 276-11.1.B.(4) & § 289-27.A] |
| 12. | ☒ | ☐ | ☐ - Owner's printed name and address and signature [§ 276-11.1.B.(6)] |
| 13. | ☒ | ☐ | ☐ - Name and address of all abutting property owners [§ 276-11.1.B.(7)] |
| 14. | ☒ | ☐ | ☐ - A locus plan at one inch equals 1,000 feet (1" = 1,000') [§ 276-11.1.B.(8)] |

(Continue next page)

Notes

15. ☒ ☐ ☐ - Boundary of the entire parcel held in single ownership with boundary dimensions and bearings
[§ 276-11.1.B.(9)]
16. ☒ ☐ ☐ - Error of closure shown and certified by a licensed land surveyor
17. ☒ ☐ ☐ - North point arrow
18. ☒ ☐ ☐ - Zoning classification note of the tract and location of the zoning district boundaries if the property is located in two or more zoning district
[§ 276-11.1.B.(10)]
19. ☒ ☐ ☐ - The location of all buildings within 50 feet of the tract
[§ 276-11.1.B.(15)]
20. ☒ ☐ ☐ - The location of roadways, driveways, travel areas or parking areas within 200 feet of the tract, in accordance with § 276-11.1.B.(16)
21. ☒ ☐ ☐ - Existing topography at two-foot contour intervals of that portion of the tract being proposed for development from a topographic survey and contours on the remainder of the tract from a reliable plan source [§ 276-11.1.B.(17)]
22. ☒ ☐ ☐ - Proposed topography at two-foot contour intervals
[§ 276-11.1.B.(18)]
23. ☒ ☐ ☐ - A note identifying the Tax Map and Lot Number of the tract [§ 276-11.1.B.(19)]
24. ☒ ☐ ☐ - The location of all existing buildings (including size and height), driveways, sidewalks, parking spaces, loading area, open spaces, large trees, open drainage courses, signs, exterior lighting, service areas, easements landscaping and other pertinent items. [§ 276-11.1.B.(20)]
25. ☒ ☐ ☐ - The location of all proposed construction, buildings, structures, pavement, etc. [§ 276-11.1.B.(21)]
26. ☐ ☒ ☐ - A green area shown between the right-of-way line and any pavement, gravel or structure meeting the required minimum width [§ 276-11.1.B.(22)]
29. ☐ ☒ ☐ - Note any pertinent highway projects.
[§ 276-11.1.B.(23)]

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**TOWN OF HUDSON
SITE PLAN REVIEW CHECKLIST**

This checklist is intended to help the applicant and staff to ensure application completeness. Please refer to the regulations on the exact language of each requirement.

Key: Y=Yes P =Pending W=Waiver Request NA=Not Applicable (please explain)

<u>Y</u>	<u>P</u>	<u>W</u>	<u>NA</u>		<u>Notes</u>		
30.	☒	☐	☐		- The location of all building setback lines as required by Chapter 334, Zoning, and setback lines as required by § 276-11.1.B.(12) .		
31.	☒	☐	☐		- The location size and character of all signs or a note* stating "All signs are subject to approval by the Hudson Zoning Administrator prior to installation thereof." [§ 276-11.1.B.(13)] *The discrepancy on the note language is correct – reference to the Planning Board in the regulations is outdated.		No signs proposed
32.	☐	☒	☐		- The location, detail and character of all exterior lighting or a note stating: "There will be no exterior lighting." [§ 276-11.1.B.(14)]		Exterior Lighting Plan pending
33.	☒	☐	☐	☐	- Required open space, including the calculation showing the requirement is met [§ 276-11.1.B.(24)]		Included in application
34.	☒	☐	☐	☐	- Parking space calculation showing and a statement stating the required parking spaces are provided [§ 275-8.C.(2) & (3)]		Included in application
35.	☒	☐	☐	☐	- Required dimensions for parking space [§ 275-8.C.(4)]		
36.	☒	☐	☐	☐	- Required dimensions for aisle/access drive [§ 275-8.C.(5)]		
37.	☒	☐	☐	☐	- Required off-street loading spaces [§ 275-8.C.(6)]		
38.	☒	☐	☐	☐	- Required landscaping for the parking lot, including calculation shown the planting requirement is met [§ 275-8.C.(7)]		
39.	☒	☐	☐	☐	- Required screening for visual separation of incompatible uses [§ 275-8.C.(8)]		
40.	☒	☐	☐	☐	- Handicap accessibility provided in accordance with the latest ADA Regulations [§ 275-8.C.(11)]		
41.	☒	☐	☐	☐	- Stormwater Management Plan [§ 275-9.A]		
42.	☒	☐	☐	☐	- Traffic Study, if required [§ 275-9.B]		
43.	☐	☐	☐	☒	- Noise Study, if required [§ 275-9.C]		Noise Study not required

(Continue next page)

**TOWN OF HUDSON
SITE PLAN REVIEW CHECKLIST**

This checklist is intended to help the applicant and staff to ensure application completeness. Please refer to the regulations on the exact language of each requirement.

Key: Y=Yes P =Pending W=Waiver Request NA=Not Applicable (please explain)

- | <u>Y</u> | <u>P</u> | <u>W</u> | <u>NA</u> | |
|----------|-------------------------------------|--------------------------|-------------------------------------|---|
| 44. | ☐ | ☐ | ☒ | - Fiscal Impact Study, if required [§ 275-9.D] |
| 45. | ☒ | ☐ | ☐ | - Utility Study [§ 275-9.E] |
| 46. | ☒ | ☐ | ☐ | - Copies of any proposed or existing easements, covenants, deed restrictions or any other similar document pertinent to the Site Plan [§ 275-9.F] |
| 47. | ☒ | ☐ | ☐ | - A copy of all applicable Town, state, county or federal approvals or applications [§ 275-9.G] |
| 48. | ☒ | ☐ | ☐ | - Environmental Impact Study, if required [§ 275-9.I] |

(End of checklist)

Notes

Fiscal Impact Study not required
Traffic impact study included

Water impact study



*Town of Hudson
12 School Street
Hudson, NH 03501*

CONDITIONAL USE PERMIT APPLICATION: **WETLAND CONSERVATION OVERLAY DISTRICT**

Revised November 2025

Applications must be received at least 21 days prior to the Planning Board and Conservation Commission meetings at which the application will be heard. ***The following information must be filed to each board.***

CONSERVATION COMMISSION:

1. Ten (10) copies of the completed application, including the project narrative that demonstrates that the proposal meets the conditions of Article IX of the Zoning Ordinance.
2. Ten (10) reduced size plan sets *folded* (sheet size: 11" X 17"). Plans require the stamp of a licensed land surveyor and a certified wetlands scientist. At a minimum, plans must show topography and any wetland within fifty (50) feet of the proposed project for residential lots, and seventy-five (75) feet for commercial lots.

***Complete Application material should be delivered to the Engineering Department (603)886-6008.**

PLANNING BOARD:

1. One (1) copy of the completed application, including the project narrative that demonstrates that the proposal meets the conditions of Article IX of the Zoning Ordinance.
2. One (1) full size plan set *folded* (sheet size: 22" x 34") and fifteen (15) reduced size plan sets *folded* (sheet size: 11" X 17"). Plans require the stamp of a licensed land surveyor and a certified wetlands scientist. At a minimum, plans must show topography and any wetland within fifty (50) feet of the proposed project for residential lots, and seventy-five (75) feet for commercial lots.
3. A list of direct abutters and indirect abutters, and two (2) sets of mailing labels for abutter notifications.
4. All of the above application materials, including plans, shall also be submitted in electronic form as a PDF.
5. Check should be made payable to the *Town of Hudson*, and submitted to the Planning Department.

***Complete Application material & check should be delivered to the Planning Department (603)886-6008.**

Revised plans and other application materials must be filed with the Planning Department ***no later than 10:00A.M., Tuesday ONE WEEK prior to the scheduled meeting, as applicable. The purpose of these materials is hardcopy distribution to Planning Board members, not review.***

Any plan revisions that require staff review must be submitted no later than 10:00A.M., Tuesday TWO WEEKS prior to the scheduled Planning meeting. Depending on the complexity of changes, more time may be required for review. Please contact the Town Planner if you have any questions on this matter.

Note: Prior to filing an application, it is recommended to schedule an appointment with the Town Planner and Town Engineer.

CONDITIONAL USE PERMIT APPLICATION

Date of Application: 07/06/2026 Tax Map #: 176 Lot #: 41

Site Address: 207 Central Street, Hudson-Hillsborough NH

Name of Project: The Meadows

Zoning District: Business & General General CUP#: _____
(For Town Use Only)

Z.B.A. Action: _____

PROPERTY OWNER:

Name: Meadows Property, LLC.

Address: 195 R. Central Street

Address: Hudson NH, 03501

Telephone # (603) 231-7344

Email: derekmanagement@aol.com

DEVELOPER:

PROJECT ENGINEER or SURVEYOR:

Name: Verdantas

Address: 34 School Street

Address: Littleton, NH 03561

Telephone # (603) 444-4111

Email: bwalsh@verdantas.com

CERTIFIED WETLANDS SCIENTIST:

Caitlin Banaszak

PURPOSE OF PLAN:

(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

PLAN NAME: 207 Central Street - The Meadows

PLAN TYPE: (Site Plan, Subdivision, or other) Site Plan

LEGAL DESCRIPTION: MAP 176 LOT 41

DATE: 07/06/2026

Location by Street: 207 Central Street

Zoning: General & Business

Proposed Land Use: Mixed Use with Retail and Multi-Family

Existing Use: Vacant Land

Total Site Area: S.F.: 1,007,542.8 Acres: 23.13

Total Wetland Area (SF): 560,392

Permanent Wetland Impact Area (SF): 4,955

Permanent Wetland Buffer Impact Area (SF): 46,841

Temporary Wetland Impact Area (SF): 538 (4,417 Perm impact area)

Temporary Wetland Buffer Impact Area (SF): 11,704

Flood Zone Reference: FIRM Panel 33011C-0518D

Proposed Mitigation:

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

WETLAND CONDITIONAL USE PERMIT CHECKLIST

Yes	No	NA	QUESTIONS/INFORMATION NEEDED	HCC Comments
-----	----	----	------------------------------	--------------

NARRATIVE REPORT**Existing Conditions**

☐	☒	☐	Has a DES Dredge and Fill Permit been issued for any part of this site? If yes, provide number, date, and description.	
☐	☒	☐	Is there evidence of altered wetlands or surface waters on site?	
☒	☐	☐	All prime and other wetlands in the vicinity, plus any wetlands/watersheds past the immediate vicinity affected by this project	
☒	☐	☐	• Description of each wetland and associated values	
☒	☐	☐	Wetland mapping results – Including the flagging date and technique plus the name, company and qualifications of the wetland scientist	
☒	☐	☐	Was property surveyed? If yes, the date of survey. (Please attach the survey plan)	May & June 2024
			National Wetland Inventory	
☒	☐	☐	• Vegetative cover types	
☒	☐	☐	• Existence of vernal pools and associated habitat	
☐	☒	☐	• Unique geological and cultural features	
☐	☒	☐	• NH Natural Heritage inventory – For list of rare and endangered species, contact the NH Division of Forests and Lands (603)271-3623	
☐	☒	☐	• Wildlife and fauna species, including estimated number and locations (large projects)	
☐	☒	☐	• Public or private wells located within the vicinity	
☐	☒	☐	• Monitoring well(s) located on site	
☒	☐	☐	• Current land use and zoning district	GD / BD - Vacant
☒	☐	☐	Photos of existing area (please use color photos)	

Proposed Project Description

☒	☐	☐	Entire project and associated activities	
☒	☐	☐	Time table of project and anticipated phasing	
☒	☐	☐	Land use	
☒	☐	☐	Grading plan	

Impact to Wetlands and/or Buffers

☐	☒	☐	• Depending on size and proposed impacts, a report from a biologist may be appropriate	
☒	☐	☐	Removing, filling, dredging, or altering (Area square ft. and locations)	
☒	☐	☐	Intercepting or diverging of ground or surface water (Locations and size)	
☒	☐	☐	• Change in run-off characteristics	
☒	☐	☐	Delineation of drainage area contributing to each discharge point	

Attachment "A"

Yes	No	NA	Questions/Information Needed	HCC COMMENTS
☐	☒	☐	Estimated water quality characteristics of runoff at each point of discharge for both pre- and post-development	
☒	☐	☐	Erosion control practices	
☐	☒	☐	If using rip-rap, attach documentation explaining why other erosion control methods are not feasible	
☒	☐	☐	How storm water runoff will be handled	
☒	☐	☐	If backyards or lots include a buffer area, buffer restriction wording shall be included in each deed (A physical marker may be requested to designate buffer boundaries at site)	

Mitigation

☐	☐	☒	Square footage of mitigation – wetland and upland areas	
☒	☐	☐	Wetland or upland plants identified to replace any losses	
☒	☐	☐	Restoration plan for planting and vegetation	
☐	☐	☒	Conservation easements, including location and aesthetic, wildlife and vegetative values	
☐	☐	☒	If easement is on or added to the site(s), a copy of the legal document shall be given to the HCC (HCC conservation easement markers may also be required along the easement)	

CONCEPTUAL SITE PLAN/DRAWING

☒	☐	☐	Locus map depicting project site and vicinity within approximately ½ mile and also on a larger scale	
☒	☐	☐	All prime and other wetlands in the vicinity	All wetlands shown are prime
☒	☐	☐	Wetland(s) impacted (identified as prime or other) and the wetland boundaries with 50', buffer areas highlighted in color	
☒	☐	☐	Assessor's sheet(s), lot(s), and property account number(s)	
☒	☐	☐	Existing and proposed structures	
☒	☐	☐	Square footage listed for temporary and permanent impact	
☒	☐	☐	Erosion control plan (Suggested: Biodegradable silt fences so area won't be disturbed again and no hay to avoid invasive species)	
☒	☐	☐	Topographical map with contours	
☐	☐	☒	Storm water treatment swales and basins highlighted in color if in buffer area	
☐	☐	☒	Conservation and utility easements	
☒	☐	☐	Grading plan	
☒	☐	☐	Culvert, arch, bridge - sizes, material, etc.	
☒	☐	☐	Vegetative cover types	
☐	☐	☒	Vernal pools	
☒	☐	☐	Existing and proposed stone walls, tree lines, and unusually large, rare or beautiful trees, and other notable site features	

QUESTIONS TO CONSIDER BEFORE SUBMITTING

- Will the increased discharge cause erosion and channelization?
- Is there potential for off-site flooding?
- Does the decreased infiltration in the drainage area cause vegetation stress due to reduced or increased ground water or surface water discharge into wetland?
- Will the nutrients in the runoff increase eutrophication potential in downstream water bodies?
- Do you own any adjacent parcels or easements for roadways across adjacent parcels which could be used for access to avoid a wetland crossing
- Does a wetland crossing occur where it will result in the least amount of alteration to a wetland?
- Is preservation of upland areas adjacent to the impacted wetland a priority?
- Can using an alternative crossing design such as a bridge, retaining wall, etc. decrease the width or area of wetland alteration?
- Does a proposed road crossing of a wetland exceed the minimum width acceptable to the Planning Board and can this be negotiated downwards?
- Have you established that no reasonable alternative access from a public way to an upland is possible?
- Can the parking lot spaces be decreased?
- Is the roadway designed in such a way that does not restrict the flow of water?
- Is additional information needed to assess water quality impacts due to runoff?
- Is there an increase in other pollutants (e.g., heavy metals, turbidity, coli form) from streets and parking lots?
- Is there a need to restrict or prohibit the use of pesticides and fertilizers?
- Is there a need to restrict the use of roadway salting?

CONDITIONAL USE PERMIT APPLICATION AUTHORIZATION

I hereby apply for *Conditional Use Permit* 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 *Conditional Use Permit* 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 Hudson Conservation Commission, 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: 7-7-26

Print Name of Owner: _____

Don Demont Manager

- ❖ 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.

SCHEDULE OF FEES

(Fee covers both Conservation Commission & Planning Board)

A. REVIEW FEES:

1. Conditional Use Permit
\$100 Flat Fee \$ 100.00

LEGAL FEE:

The applicant shall be charged attorney costs billed to the Town for the Town’s attorney review of any application plan set documents.

B. POSTAGE:

- _____ Direct Abutters Applicant, Professionals, etc. as required \$ _____
by RSA 676:4.1.d @\$6.08 **(or Current Certified Mail Rate)**
- _____ Indirect Abutters (property owners within 200 feet) \$ _____
@\$0.78 **(or Current First-Class Rate)**
- TOTAL** \$ _____

(For Town Use)	
AMOUNT RECEIVED: \$ _____	DATE RECEIVED: _____
RECEIPT NO.: _____	RECEIVED BY: _____

SUBDIVISION/SITE PLAN WAIVER REQUEST FORM
Town of Hudson, New Hampshire

Attachment "A"
RECEIVED

JUL 14 2026

Name of Subdivision/Site Plan: The Meadows

Street Address: 207 Central Street

**TOWN OF HUDSON
PLANNING DEPT.**

I Dillon Dumont hereby request that the Planning Board waive the requirements of item H276-11.1.B of the Subdivision/Site Plan Checklist in reference to a plan presented by Verdnatas (name of surveyor and engineer) dated June 2026 for property tax map(s) 176 and lot(s) 41 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. (For Subdivisions) and RSA 674:44, III (e) (For Site-Plans). 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 Subdivision/Site Plan regulations.

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

See attached memo

Reason(s) for granting this waiver, relative to not being contrary to the Spirit and Intent of the Subdivision/Site Plan regulations: (if additional space is needed please attach the appropriate documentation hereto):

See attached memo

Signed:

Applicant or Authorized Agent

Planning Board Action:

Waiver Granted _____

Waiver Not Granted _____

RECEIVED

July 10, 2026

JUL 14 2026

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

TOWN OF HUDSON
PLANNING DEPT.

RE: Site Plan Application Review - 207 Central Street, Map 176/Lot 041,44,45

Dear Reviewers and Planning Board Members,

On behalf of Meadow Properties, LLC, we are requesting a waiver to HR 276-11.1.B, to allow for an 8' to 12' wide buffer, where 35 feet is required.

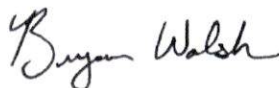
The Applicant respectfully requests a waiver from the requirement to provide a continuous 35-foot-wide landscaped buffer along the project frontage. The proposed development includes a landscaped buffer ranging from approximately 8 feet to 12 feet in width, which, while less than the ordinance requirement, represents a substantial improvement over existing site conditions.

The subject property is currently developed and consists predominantly of existing pavement extending to the right-of-way with no vegetated buffer currently present. As proposed, the project will introduce a landscaped planting area where none currently exists, thereby improving the visual character of the site, enhancing streetscape aesthetics, and providing additional stormwater and environmental benefits relative to existing conditions.

Strict adherence to the 35-foot buffer requirement would create significant site design constraints and would necessitate shifting the proposed improvements further to the south. Such a redesign would increase encroachment into the adjacent wetland buffer and could result in additional direct impacts to wetland resources. The proposed variable-width buffer was developed to balance the objectives of the ordinance with the environmental constraints present on the site while minimizing disturbance to sensitive natural resources.

The waiver request is therefore based on the practical difficulty of achieving the full 35-foot buffer width without creating greater environmental impacts. The proposed design provides a meaningful enhancement over existing conditions, maintains an appropriate landscaped edge along the roadway, and avoids unnecessary wetland buffer and potential wetland impacts that would result from strict compliance with the ordinance.

Given that the site currently contains no meaningful landscaped setback, the proposed 8- to 12-foot landscaped buffer constitutes a significant improvement to the existing condition while furthering the broader goals of resource protection and site compatibility.



Bryan Walsh, PE
Project Manager
Bwalsh@verdantas.com

SUBDIVISION/SITE PLAN WAIVER REQUEST FORM
Town of Hudson, New Hampshire

Attachment "A"
RECEIVED

JUL 14 2026

Name of Subdivision/Site Plan: The Meadows

Street Address: 207 Central Street

**TOWN OF HUDSON
PLANNING DEPT.**

I Dillon Dumont hereby request that the Planning Board waive the requirements of item H290-5.A5 of the Subdivision/Site Plan Checklist in reference to a plan presented by Verdnatas (name of surveyor and engineer) dated June 2026 for property tax map(s) 176 and lot(s) 41 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. (For Subdivisions) and RSA 674:44, III (e) (For Site-Plans). 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 Subdivision/Site Plan regulations.

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

See attached memo

Reason(s) for granting this waiver, relative to not being contrary to the Spirit and Intent of the Subdivision/Site Plan regulations: (if additional space is needed please attach the appropriate documentation hereto):

See attached memo

Signed:

Applicant or Authorized Agent

Planning Board Action:

Waiver Granted _____

Waiver Not Granted _____

RECEIVED

July 10, 2026

JUL 14 2026

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

TOWN OF HUDSON
PLANNING DEPT.

RE: Site Plan Application Review - 207 Central Street, Map 176/Lot 041,44,45

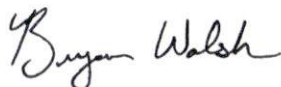
Dear Reviewers and Planning Board Members,

On behalf of Meadow Properties, LLC, we are requesting a waiver to HR 290-5.A5, to allow for a post development volumetric increase in runoff. For the purposes of this waiver the justification has been based on the 50-year storm, which is the largest modeled storm.

The Applicant respectfully requests a waiver from the requirement to fully mitigate the post-development runoff volume increase associated with the 50-year storm event. The proposed development results in a post-development volume increase of approximately 12,900 cubic feet during the 50-year storm. Based on hydraulic evaluation of the receiving wetland system, this volume increase would result in an estimated 0.25-inch increase in water surface elevation within the 13 acres of mapped wetlands associated with the application. When evaluated in the context of the larger hydrologically connected wetland complex, which encompasses approximately 48 acres, the resulting increase in water surface elevation is reduced to approximately 0.07 inches.

Strict compliance with the volume control standard is impracticable due to existing site constraints. Site soils exhibit limited suitability for stormwater infiltration and the presence of a shallow seasonal high-water table (SHWT) precludes the use of infiltration-based stormwater management practices necessary to eliminate the post-development volume increase. In addition, the proposed stormwater management system has been intentionally designed to minimize impacts to adjacent jurisdictional wetlands. Increasing pond storage volumes sufficiently to capture the additional runoff volume would require significantly larger stormwater management facilities, resulting in additional wetland disturbance and greater environmental impacts than those associated with the minor increase in stormwater volume.

The proposed stormwater system has been designed to fully satisfy peak discharge control requirements, thereby maintaining downstream hydraulic conditions and protecting receiving resources from increased erosion and flooding impacts. The remaining volume increase represents a relatively small change when distributed across the extensive receiving wetland complex. Given the minimal projected increase in wetland stage, the inability to feasibly implement infiltration practices due to site constraints, and the environmental benefit of minimizing additional wetland disturbance, the requested waiver represents the most practical and environmentally protective approach for the site.



Bryan Walsh, PE
Project Manager
Bwalsh@verdantas.com

January 14, 2026

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

Dear Board Members and Abutting Property Owners,

Meadow Properties, LLC is seeking a Site Plan Review from the Town of Hudson for a proposed residential and mixed-use development located at 207 Central Street, Tax Map 176, Lots 41, 44, and 45 in Hudson, NH. The project includes three residential apartment buildings within the south-central portion of the property, and one mixed-use building located on the northern portion along Central Street. Two driveway connections to Central Street are proposed, one for the mixed-used building and the other for the residential area. Adequate parking is provided as outlined in the enclosed application material. It should be noted that the project also includes two proposed "food truck areas," each being at the two proposed driveway connections along Central Street.

The property is currently undeveloped, and the topography is largely flat. Wetlands are present on the central portion of the property and a creek called Merrill Brook runs along the northern portion of the property to an existing culvert at Central Street. The 100-year floodplain (or Special Flood Hazard Area) encroaches onto the property from Merrill Brook and is designated a Zone A. It should be noted that the boundary of the 100-year floodplain was officially amended by FEMA via an approved Letter of Map Amendment (or LOMA). The LOMA approval is included in Section 7, and the project is entirely outside of the 100-year floodplain.

The project includes one area of wetland impacts associated with the drive access crossing through the wetland area. The site was intentionally designed to reduce and avoid wetland impacts to the maximum extent possible. The proposed driveway crossing is at the narrowest section of wetlands, thereby minimizing impacts. Future wetland permitting will be required, and a summary of the wetland impact permitting considerations is included in Section 8.

This Site Plan Application also includes a separate Conditional Use Permit application, which is a request to allow encroachments into the wetland buffer areas. The property is split by two different Zoning Districts and associated wetland buffer distances, with the Business District on the northwestern portion (75 foot buffer) and the General District on the southeastern portion (50' buffer). With the exception of the proposed mixed-use building, all the proposed residential buildings are outside of the wetland buffer. The wetland buffer encroachments are associated with the drive access, parking area, and stormwater treatment areas. The Conditional Use Permit application is included in Section 3.

The stormwater treatment approach includes multiple bioretention basins and is detailed in the stormwater design report (Section 12). It is understood that future DES Alteration of Terrain (AoT) permitting will be required.

Regarding water and sanitary sewer considerations, the proposed residential area will require new water and sanitary sewer main extensions, as shown on the design plans. The mixed-use building will connect to the mains within Central Street via new services. The water supply was evaluated for domestic and fire flow, and the hydraulic analysis (included in Section 10) indicates adequate supply. For sanitary sewer, it is understood that there is adequate downstream capacity in the existing infrastructure to support the development.

It should also be noted that two previous Town Zoning Variances were granted on October 24, 2024, and copies are included in Section 6. In summary, the variances allow the use of multi-family within the General district and for mixed-use and residential-use on the same parcel. The condition requires a lot merger which will be executed pending final approval.

The project will require future State and Local permitting prior to final approval and project construction. In summary the required permits include.

- Town of Hudson Water & Sewer Connection Permit
- NH DES Alteration of Terrain (AoT) Permit
- NH DES Sewer Connection Permit
- NH DES Wetlands Impact Permit
- NH DOT Driveway Permit
- EPA Construction General Permit

The applicable design plans and permit application will be obtained, and the approval receipt will signify compliance with all applicable design criteria and regulations. At this time, the aforementioned permits have not yet been submitted for review. It is understood that a subsequent Planning Board review may be required depending on the permitting review process. Lastly, it is understood that final approval will be conditional pending all required Local, State & Federal permit approvals.

Thank you for the opportunity to work with you on this important project for the community. If you have any questions, please let us know.



Ryan Hudock, PE
Project Manager
rhudock@verdantas.com
(603) 877-0116

Planning Board Sign-off

Project Name		Map/Lot:	
Site Address:		Zone:	
		Due by:	

Project Status		Ready for Approval	Awaiting Revisions	Approval with Stipulations
DEPARTMENT	INITIAL			
FUSS & O'NEILL:				
ZONING:				
ASSESSING:				
ENGINEERING:				
PUBLIC WORKS:				
FIRE:				
POLICE:				

Comments:

Planning Board Sign-off

Project Name		Map/Lot:	
Site Address:		Zone:	
		Due by:	

Extended Comments:

Planning Board Sign-off

Project Name	SP# 02-26 Meadows	Map/Lot:	176-041-000
Site Address:	107 Central Street	Zone:	Business,General
		Due by:	7/10/26

Extended Comments:

Good morning Jessica, Here are my revised comments for the proposed subdivision located at 207 Central Street. After discussion with Chief Tice about the number of required access roads, Hudson Fires stance is to require two access roads. This has been determined from NFPA 1 18.2.3.3 Multiple Access Roads. The proposed road length from Central Street to the proposed cul-de-sac is 1300 feet with a road width of 24 feet. Hudson Fire has concerns that a single access road could be impaired by vehicle congestion by occupied tenants and or guests as well as climate conditions such as flooding. This proposed site is surrounded by wetlands. The area of the proposed entrance at Central Street has flooded on the past during a heavy rain event. This would impede emergency vehicle access to the apartment buildings. Please consider Hudson Fire comments during your Fire Code variance request from the developer.

David Hebert
Hudson Fire Marshal

July 6, 2026

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

RE: Conditional Use Permit Application - 207 Central Street, Map 176/Lot 041,44,45

Dear Conservation Commission and Planning Board Members,

On behalf of Meadow Properties, LLC, we are pleased to submit this response to the Condition Use Permit (CUP) application comments outlined in an email letter issued by Elvis Dhima on April 14, 2026. The review comments are *italicize*, with and the responses in **blue bullet points** below:

In addition to making revisions to the design based on the comments provided by the Conservation Commission, portions of the site and stormwater have been redesigned in order to reduce buffer impacts. Some of the changes include; providing 1.7 spaces +/- for the residential buildings B-D, relocating the curb cut further to the west, removing the cul-de-sac turn around next to building C and using gravel wetlands as the primary treatment for stormwater. These design changes have reduced the overall impervious on site, and allows for more room outside of the buffers for stormwater management.

1.) *The southeastern half of the project is located within the General Zone which retains a 50-foot buffer for residential uses; however, a multi-family development qualifies as a business use. Therefore, the 75-foot buffer applies to this zone.*

- The buffers shown on the plans are correct based on correspondence with Elvis Dharma on April 20th, 2026. Staff and legal review have determined that the setback requires are governed by the use. As a result, the residential use (Buildings B, C, and D) requires a 50-foot setback, while commercial use (Building A) requires a 75-foot setback.

2.) *The applicant need to show where will soil be stockpiled during construction? .*

- “Erosion Control Plan C2.8” has been added to the plan set, which shows the location of material stockpile locations during construction.

3.) *The applicant needs to show where will snow be stored during winter operations?.*

- Snow storage locations have been added to the plans.

4.) *A large portion of Area 1 is paved within the wetland buffer. What protections will the applicant provide in all paved areas within the buffer? Salt on paved areas, or melted within stored snow may discharge to the buffer. Prolonged snow storage/melting may cause erosion and will delay spring vegetation.*

- The existing impervious area draining to the wetlands adjacent to Area 1 is 67,413 SF. The amount of proposed impervious surfaces in area 1 is 35,400 SF, which is an 32,013 SF reduction. The existing impervious surfaces within Area 1 currently drain to the wetlands untreated. The proposed development will include the construction of two gravel wetlands in Area 1 which will capture and treat the runoff generated from the impervious surface in Area 1. The proposed paved areas will drain to the forebays which will include salts used during the winter.

5.) *There is no erosion control plan within this plan set. Erosion controls need to be located upgradient of the buffer, not within it*

- “Erosion Control Plan C2.8” has been added to the plan set, which shows the location of the erosion control measures. It is standard practice to place the erosion control measures at the limit of disturbance, which in some cases is within the buffer. This method is standard practice.

6.) *The applicant needs to prove that the ponds cannot be relocated outside the buffer and will not harm or impact the functions of the buffer. Infiltration basins or wet ponds within a buffer concentrate infiltration into small areas that elevate groundwater at those locations. This will saturate buffer soils that may not have been previously saturated.*

- The site layout of the project has been revised to reduce the buffer impact from the previously submitted plans. All but one of the ponds has been revised to be a gravel wetland treatment system. This type of stormwater control system has a subsurface saturated stone layer, which enhances the treatment of nitrogen and phosphorus. The test pit results and soils map show that the soils do not drain well and are already susceptible to being saturated in the existing condition. Due to the soil type and seasonal high water table depth, infiltration on the site is not feasible, thus the groundwater level will not be elevated.

7.) *The applicant needs to provide a plan clearly showing the temporary and permanent wetland buffer impacts.*

- A Wetlands Impact Exhibit is included herein as a standalone drawing, which depicts the temporary and permanent wetland buffer impacts and lists total areas.

8.) *The plan set is missing grading information related to wetland crossings and wetland buffer crossings. The applicant needs to clearly show temporary and permanent wetland buffer in addition to wetland impacts.*

- The wetland crossing design and total wetland impact area is shown on Sheet C2.4. The wetland buffer impacts, both permanent and temporary, are shown on a standalone Wetland Impact Exhibit.

9.) *How will the shallow water table impact the wet ponds performance and how will the applicant prevent the water table penetrating the wet ponds.*

- The proposed ponds are designed to be placed within shallow groundwater conditions and will be lined to prevent the water table from impacting the ponds.

10.) *One wet pond in Area C is partially within the flood zone. How will the applicant prevent groundwater inflow into the basin during flood events? What is the flood zone elevation vs the wet pond elevation..*

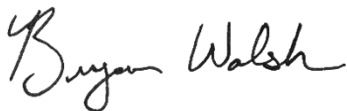
- The Flood Hazard Area that's within the property is classified as a Zone A floodplain, which means that Base Flood Elevations (BFEs) have not been established or adopted by FEMA. Typically, Zone A floodplain boundaries are produced using aerial imagery, surface contours, and available information to best approximate the floodplain boundary, but the accuracy varies.
- A Letter of Map Amendment (LOMA) was approved by FEMA in April 2025, which removed a portion of the property from the mapped Flood Hazard Area. The approved LOMA drawing is enclosed and shows the area that was removed. The pond designs have been revised per the new layout.



11.) It is unclear how petroleum spills would be contained within the parking areas if no catch basins are proposed. The site is surrounded by wetlands and this resource should be protected.

- The stormwater ponds are designed in accordance with applicable design guidelines and regulations water quality treatment, to include lined forebays. If petroleum is spilled, it would be discharged into the lined forebays and contained, without being discharged to the wetlands.

Thank you for your review and consideration. If you have any questions, please let us know.



Bryan Walsh, PE
Project Manager
bwalsh@verdantas.com

June 19, 2026

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

RE: Site Plan Application Review - 207 Central Street, Map 176/Lot 041,44,45

Dear Reviewers and Planning Board Members,

On behalf of Meadow Properties, LLC, we are pleased to submit this response to the Site Plan review comments outlined in a letter issued by Fuss & O'Neill February 6, 2026. Below is a response to the review comments (*italicized*), with and the responses in **blue bullet points**.

1. Site Plan Review Codes (HR 275):

a.) *Hudson Regulation (HR) 275-6.C & T.(1)(b) The applicant has not proposed adding any sidewalks along Central Street. We note that there are no existing sidewalks along Central Street in the vicinity of the project site.*

- It is understood that a future capital improvement plan along Central Street is being contemplated. As such, the impact fee from the proposed project would contribute. The improvements to the right-of-way, including sidewalk, would be best accomplished with a comprehensive plan as opposed to incremental improvements. In summary, the right-of-way improvements are agreed upon and supported by the applicant. We believe that the most equitable and reasonable approach is to support the overall capital improvements plan.

b.) *HR 275-6.I. The scope of this review does not include the adequacy of any fire protection provisions for the site. We note that the applicant has proposed two fire hydrants on the site. The applicant should review the design with the Fire Department.*

- The plans have been updated to address comments from the Fire Department, which include additional hydrants and fire truck turning movements. The buildings have been designed to meet modern building and fire code provisions as required.

c.) *HR 275-6.T. The applicant is proposing limited off-site improvements that include utility connections and driveway apron installations.*

- The necessary details for road and utility connections are shown on Sheets C3.1-C3.4. The project is intended to minimize off site disturbance, particularly off Central Street.

d.) *HR 275-6.V. The applicant has shown 2 locations for dumpster enclosures on the plan set at buildings A and C. The applicant should provide details for these enclosures. We note that no dumpster locations are proposed for buildings B and D.*

- A detail for a dumpster pad and chain link fence enclosure have been added to Sheet C3.3. Individual dumpsters have been provided for each of the proposed buildings.

e.) *HR 275-8.C.(2). & 275-8.C.(3). and Zoning Ordinance (ZO) 334-15.A. The applicant should provide parking calculations for the site. It appears that the applicant has proposed adequate parking for residential buildings B, C & D. The applicant has noted 8 parking spaces for the 8 residential units in*

Building A, however it appears 16 spaces are required. The applicant has also not provided information as to how these spaces will be designated/signed for residence use only vs. the proposed retail use in the same building. The applicant has also not provided any retail or food truck parking space calculations

- The parking requirements and provisions are listed under note 10 on sheet C2.0. The State of NH limits the parking requirements for multi-family developments to 1.5 spaces per unit. The parking plan provided demonstrates compliance with the parking requirements.

f.) *HR 275-8.C.(2).(c). The applicant has noted a drive-thru use at building A; however, no information was provided showing stacking spaces for the drive-thru or the type of business proposed (i.e. coffee shop; fast food restaurant; etc.), so adequacy of the drive-thru layout could not be confirmed.*

- The proposed commercial/retail use for Building A has not yet been finalized. The site plan includes a drive-thru lane and associated parking based on a conservative design approach using typical industry standards for drive-thru restaurants. The layout provides sufficient space for multiple vehicles to queue on-site during peak periods while maintaining safe and efficient circulation within the site. Any future tenant will be required to operate within the parameters of the approved site plan. The Applicant respectfully requests that providing final tenant and operational details be established as a condition of approval, and this information will be submitted to the Town once commercial/retail use is determined.

g.) *At the proposed drive-thru location there are no ordering kiosks, striping, or other operational signage shown on the plans.*

- As noted above, the final commercial/retail use for Building A has not yet been established; therefore, specific drive-thru elements such as ordering kiosks and operational signage are not currently defined. The site plan has been revised to include pavement markings to clearly delineate the drive-thru and bypass lanes, as well as a stop bar at the connection to the parking area. Detailed drive-thru components and operational features will be finalized once a tenant is identified.

h.) *HR 275-8.C.(4). The applicant has proposed reduced size parking spaces of nine feet by 18 feet, which is allowed by Planning Board vote. The applicant should note proposed parking space sizes at each building.*

- The parking space dimensions are shown on the revised plans.

i.) *HR 275-8.C.(5). The applicant should note the proposed aisle widths for the parking areas at each building..*

- The proposed aisle widths are shown on the revised plans.

j.) *HR 275-8.C.(6)(b). The applicant has not shown any loading spaces for the retail building or any of the apartment buildings shown on the plan..*

- There are no stand-alone loading spaces proposed. The apartment buildings (buildings B-D) do not require loading spaces. Building A is surrounded by drive access on all four sides which would supply adequate supply/delivery operations. Vehicle queuing will be de-minimis per the proposed use and should vehicles need temporary loading, ample space is provided in the drive aisle. We have made significant efforts to keep impervious space to a minimum.

k.) *HR 275-9.C.(11). The applicant has not provided any handicapped accessible parking spaces in the area of Building A. The applicant has provided two handicapped accessible parking spaces in the area of Building B; however, it appears three spaces are required. The applicant has provided adequate handicapped accessible parking spaces for buildings C and D. The applicant should show the tip down sidewalk locations on the plans and provide details for these features. Also, the applicant has not shown any handicapped accessible spaces for the food court areas.*



- The above-referenced details are shown on the revised plans. An ADA space for building A is shown on the plans.

l.) HR 275-9.F. *The applicant provided copies of deeds as part of the package received for review. We note that an existing drainage easement is shown on the plan adjacent to Central Street, and the applicant is proposing parking spaces within a portion of that easement. A copy of this easement was not included in the review submission documents.*

- The above-referenced easement plan is included herein. Based on the available, no conflicts have been identified. Final confirmation will be provided prior to site plan approval.

m.) *The applicant has shown a proposed bituminous sidewalk between Area 2 and Area 3 but has not shown tipdowns/curb ramps nor included appropriate details for the sidewalk in the plans.*

- The above-referenced information is shown on the revised plans.

n.) *The applicant has not shown any proposed stop signs or stop bars on the driveways within the site or at the intersections with Central Street.*

- The above-referenced information is shown on the revised plans.

o.) *The plans are not stamped by a New Hampshire licensed Professional Engineer.*

- The revised plans are stamped by a New Hampshire licensed Professional Engineer.

2. Administrative Review Codes (HR 276):

a.) HR 276-7. *The applicant should note any requested waivers on the plan set..*

- Note 17 has been added to Sheet C2.0 stating which waiver(s) are being requested as part of the application.

b.) HR 276-11.1.B.(2). *The applicant has not provided plans at a scale of 1"=50' maximum. We note that the applicant has provided overview plans at a scale of 1"=80' (Existing Conditions Plan) and 1"=60' (Overall Site Plan). For clarity the applicant should also use match lines between plan sheets when breaking up plans.*

- The Existing Conditions Plan (C1.0) and Overall Site Plan (C2.0) are larger scales in order to best show the project area. It is understood that a smaller scale provides greater detail, which is why the plan set is broken out into multiple smaller scale sheets with match lines. Areas 1, 2, and 3, have individual sheets of a smaller scale intended to show finer details with greater clarity. Furthermore, plan and profile sheets for the roads and utilities within each area are also included in the plans set.

c.) HR 276-11.1.B.(3). *The applicant should review the requirements for the title block on the plan sheets. We note that the name for whom the plan was prepared is not included in the title block on any of the plan sheets.*

- The title block has been updated.

d.) HR 276-11.1.B.(4). & 289-27.A. *The applicant should add the required approval block on each sheet of the plan set as required.*

- The approval block is included.

e.) HR 276-11.1.B.(6). *The applicant has not provided the owner's signature on the plan set.*



- The signature block includes the required signature.

f.) HR 276-11.1.B.(7). *The applicant should provide the addresses of the abutting lot owners on the plan set.*

- The addresses are provided with the application materials and shown on Existing Conditions Plan (C1.0).

g.) HR 276-11.1.B.(9). *The applicant should provide boundary information and dimensions for the entire parcel, error of closure and certification by a licensed land surveyor.*

- The certified existing conditions and boundary survey plan is included as a stand-alone sheet.

h.) HR 276-11.1.B.(12).(b). *The applicant should confirm that the site does not abut any residential uses. The applicant should also label all setback lines on the plan set with their dimensions..*

- The project area does not abut residential uses and the setbacks lines are shown on the enclosed plans.

i.) HR 276-11.1.B.(13). *The applicant should add the required sign note to the plan..*

- The above-referenced information has been added to plan set. Please reference ‘General Note #11’ on Sheet C2.0.

j.) HR 276-11.1.B.(16). *The applicant should show all driveways and travel ways within 200 feet of the site.*

- Sheet C1.1 shows an overall Existing Condition Plan Exhibit with driveways and travel ways within 200 feet of the site based on aerial imagery.

k.) HR 276-11.1.B.(17). *The applicant should clearly label existing topography on the plans with benchmark locations as required.*

- Contours and benchmarks are shown on Sheet C1.1.

l.) HR 276-11.1.B.(18). *The applicant should provide proposed topography for the proposed development. We note that there are no grades labeled on Grading Plan sheets C2.1 and C2.3. We also note that the applicant should provide spot grades where necessary to ensure parking lots and walkways are constructed as designed..*

- Proposed grading is shown and labeled on the design plans.

m.) HR 276-11.1.B.(22). *The applicant has not provided the required 35 feet of green space between the right-of-way line and the parking lot of Building A and Food Court Area 2..*

- See enclosed Waiver Request.

n.) HR 276-11.1.B.(24). *The applicant has not provided the open space percentage on the plan set.*

- Open space percentage is included in ‘General Note #13’ on Sheet C2.0.

o.) HR 276-11.1.B.(25). *It appears that the applicant has proposed parking and travel ways between the side lot line and setback lines..*

- The above-listed setback encroachment adjacent to building A has been removed.

p.) HR 276-15. *The applicant should add the Dig Safe logo and phone number to the plan set.*

- Note 15 has been added to Sheet C2.0 which has the Dig Safe phone number.



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

a.) HR 193.10.E. The applicant has provided information showing that sight distance is adequate.

b.) HR 193.10.G. The applicant has proposed two driveways on Central Street for the site.

c.) HR 193.10.H. We note that part of the southwestern driveway is within the side setback line.

- Acknowledged and corrected.

d.) The applicant should review the driveway geometry at building A to ensure fire trucks have unimpeded access around the building. It appears that truck travel through the drive-thru area may encroach on unpaved areas. We recommend providing a firetruck turning/access plan or detail within the plan set which demonstrates acceptable access.

- The specific comments from the Fire Department have been addressed.

e.) Some of the proposed drain crossings along the driveway are not shown or are inaccurate on the road profiles on sheets C2.4 and C2.5. These features are also not shown on the Utility Plan profiles.

Drain crossing at station 3+80 is not shown

Drain crossing at station 4+64 is not shown

Drain crossing at station 9+00 is shown on the profile at station 8+80

- The drain pipe crossings are shown in the profiles on sheets C2.4 to C2.7.

4. Traffic (HR 275-9.B)):

Fuss & O'Neill, Inc. has reviewed the Traffic Impact and Access Study prepared by Barton & Loguidice dated January 20, 2026, for the proposed mixed-use development at 207 Central Street Hudson, New Hampshire (Tax Map 176 Lots 41). The project proposes the development of 7,000 square foot (sf) of retail space, 116 residential dwelling units and 2 food truck spaces. Access and egress to the site will be provided via an existing driveway on the northeast side and a new proposed driveway on the southwest of the project site along Central Street.

a.) The procedures that the Barton & Loguidice report uses are reasonable, with the appropriate seasonal adjustment factors and future traffic growth used to determine base conditions, determinations of pass trips, and new trips. The analysis also properly analyzes current and future years (2027) for No-Build and Build conditions.

- Understood.

b.) On page 2 of the report it indicates that the data count was conducted on September 24, 2026. We suggest that the applicant update this to the correct date.

- This has been corrected.

c.) The applicant should confirm whether analyzing a future Design Year was considered during the scoping process.

- It was considered however, it was decided to analyze and report on the project build year.

d.) NHDOT prefers the HCM 2000 report format for signalized intersections instead of the HCM 6th report format. We recommend that that applicant provide the HCM 2000 reports for the Central Street at Burnham Road intersection and the lanes, volumes, and timings report. We are unable to check phasing and signal timing without those items.



- We will update our traffic study to report the HCM 2000 results and include programming information such as signal phasing and timings, etc.

e.) The applicant should confirm the source of the existing timing data that was referenced in developing the capacity analysis. Any additional information such as an existing signal plan should be incorporated into the analysis as needed.

- We coordinated with the Town Engineer, and he sent us the current signal programming.

f.) The applicant should confirm if peak hour factors were calculated for the intersection turning movements or approaches for the capacity analysis. They all appear to be 0.92 which is the default setting in the capacity analysis reports provided.

- The traffic count data from the Town's Video counting system was in hourly increments, so the Synchro default PHF of 0.92 was utilized as we felt it was a reasonable estimate during a peak hour condition.

g.) The applicant should provide information on any notable crash patterns at the Central Street and Burnham Road intersection regarding crashes resulting from a failure to yield (i.e. any particular direction) that may be addressable by simple measures such as better signage or other means.

- We will further review the crash data we received from the Town Police Department and report back.

h.) The applicant should confirm if Central Street (Route 111) is under NHDOT jurisdiction in this area and if so, was NHDOT involved in the scoping process of this traffic study.

- We will confirm.

i.) The applicant should confirm if any consideration was given to analyzing the Central Street at Kimball Hill Road signalized intersection due to its proximity to the project site.

- It was considered, however, because our site entrances tended to be closer to the signalized intersection of Burnham Road at Central Street and our westerly site entrance is located in close proximity to its turn lanes, we felt it was more critical to the traffic analysis.

5. Utility Design/Conflicts):

a.) HR 275-9.E & 276-13.A. The applicant has not shown any electrical, communications or gas connections.

- The electrical and communication utilities are shown on Sheets C2.1 to C2.5. Notes have been included on the plan stating that final utility connection and placement is to be coordinated with the utility company.

b.) The Sewer and Water Notes should reference the Town of Hudson Engineering Technical Guidelines and Typical Details (ETGTD). The applicant should review this document and update the utility notes and details accordingly.

- Note 9 has been added to Sheet C2.0 stating that the final utility design is to comply with ETGTD.

c.) HR 275-9.E & 276-13. The applicant should provide a water/sewer utility crossing detail.

- The referenced detail has been added to Sheet C3.2.

d.) HR 275-9.E & ETGTD Section 825.2.3 & Detail W-21. The applicant has not shown a gate valve on the proposed 8" water main connection at the Central Street water main. The applicant has not provided a detail for gate valve/tapping sleeve installation.



- A gate valve has been provided on the proposed 8" water main at the connection to the existing main in Central Street.

e.) HR 275-9.E. The applicant has provided a Utility Plan sheet for Areas 2 and 3, but has not provided a Utility Plan for Area 1.

- Utilities for Building A are shown on Sheet C2.1.

f.) HR 275-9.E & ETGTD Section 825.2.13 & Detail W-10. The applicant should include notes regarding hydrant requirements, and either revise the hydrant detail to meet the requirements of detail W-10 or replace with that referenced hydrant detail in the plans.

- A W-10 Detail is now shown on Sheet C3.2.

g.) The water main on sheet C2.8 appears to be located closer than 10 feet to the sewer main in the area east of SMH 4.

- The utilities shown have a 10' separation.

h.) HR 275-9.E. The applicant has not shown valves on the 6" water service connections to the buildings. The plans include a Water Service Connection detail for a small diameter service pipe.

- The utility design has been revised to show gate valves at fire connections to the proposed buildings.

i.) ETGTD Section 720.8.3. The applicant has not proposed cleanouts or manholes at the property line/right-of-way line.

- A manhole is shown at the connection to the existing sewer main on Central Street for the proposed sewer main. The sewer service for building A has been revised to show a cleanout at the right of way line.

j.) ETGTD Section 720.8.5. The applicant should include a note indicating that floor drains, roof drains, sump pumps or other non-sanitary sewerage cannot be connected to a building's sewer service connection.

- Note 16 has been added to Sheet C2.0 referencing the above comment.

k.) At the proposed SMH 8 in Central Street the invert in from the site's 8" sewer is 1.3 feet higher than the inverts of the existing sewer main. The applicant should lower the 8" invert in to more closely connect to the existing sewer main inverts or provide a dimensioned detail showing the intended construction of this invert.

- The invert was intentionally raised to account for the underlying base flow within the existing sewer main. An inside drop manhole is provided on Sheet C3.1.

l.) The Sewer Service Detail included in the plans references 4" sewer service piping. The Utility plans show a 6" sewer service connection at each building.

- The sewer service detail on Sheet C3.1 has been revised to call out the 6" service.

m.) The Existing Conditions Plan shows what appears to be a sewer manhole adjacent to the concrete pad at the site of proposed building A. The applicant should clarify the intent for this SMH as part of the proposed sewer connection work for the new building.

- The existing MH was a relic from the historic building and will not be utilized.



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

- The comments outlined in Section 6 of the review letter (items A through AI) are acknowledged and agreed upon. Given the number and similar nature of comments, this response is consolidated to encompass the 35 comments. In summary, the comments outline the Town requirements and specific DES Alteration of Terrain permit application requirements.
- The stormwater was designed to be in accordance with the Town and DES regulations. Several of the comments reference the DES worksheets and other items that are necessary for the AoT permit, such as an inspection and maintenance manual, exhibits, additional supporting calculations and details. All of these items will be included with the future AoT submittal and a copy will also be provided to the Town. It is understood that receipt of the approved AoT permit (in addition to all other State and Local permits, as outlined in the application cover letter) will be required for final Site Plan approval.
- The intent of the initial Site Plan application is to confirm the overall site plan layout and determine any concerns (such as zoning, utilities, traffic etc.) that would result in a significant redesign. To facilitate an efficient review, the refined stormwater details and additional information will be provided upon establishment of the overall plan. Nonetheless, the enclosed stormwater design includes a high level of detail and specificity. The stormwater features were designed to be in accordance with DES and Town regulations. Assuming no significant changes to the site layout (pending review), the stormwater design will remain unchanged, with only additional exhibits, supporting calculations and details.

7. Zoning (ZO 334):

a.) ZO 334-14. Buildings B, C and D are proposed with heights that exceed the 38 foot maximum height allowed by the Ordinance. The applicant will need a variance for these proposed heights.

- It is understood that the above-referenced building height concern, has been previously resolved with Town Staff.

b.) ZO 334-17 & 334-21. The subject parcel is located within the Business (B) and General (G) zoning districts, and the applicant has noted this on the plans. The applicant has noted that Zoning variances granted in October 2024 allow for multifamily use within the General District and mixed use and residential use on the same lot. The applicant should note these variances on the plan with their approval dates. The proposed retail and restaurant uses are allowed within the district.

- The above listed zoning variance has been obtained, and copies of the approved variance are on file with the Town.

c.) ZO 334-36.C. The applicant has requested a Conditional Use Permit for installation of parking, drive access and stormwater management within the wetlands and wetlands buffer areas. The applicant has stated that the wetlands buffer is 50 feet in the General District and 75 feet in the Business District. We note that ZO 334-35.A.(3) states that the buffer is 50 feet for residential uses and 75 feet for non-residential uses. The applicant should provide a Wetlands Impact Plan to clearly show the wetlands and buffers impacted by the design.

- Based on previous correspondence with the Town and legal review determination, it is understood that the wetland buffer is based on use. As such, the residential use (Building B, C, & D within Area 2 and 3) will require a 50-foot wetland buffer. Building A (Area 1) is mixed use and will require a 75-foot wetland buffer. The enclosed plans and Conditional Use Permit application material have been revised accordingly.

d.) ZO 334-83 and HR 218-4.E. The applicant has noted that a portion of the site is located within the



Flood Hazard Area. The applicant has provided a LOMA for the site. We note that the applicant has not proposed any disturbance or development within the Flood Zone.

- No portion of the site will encroach into the Flood Hazard Area, based on the previously approved LOMA.

e.) ZP 334-57. The applicant has not provided any sign information on the plan set.

- Traffic-related signage and associated details have been added to the revised plan set.

8. Erosion Control/Wetland Impacts

a.) The applicant should provide an Erosion Control Plan showing locations of proposed erosion control measures on the plan. Specific erosion control measures for disturbances of the asbestos material areas should be provided also.

- Sheet C2.8 has been included in the plan set as the Erosion Control Plan.

b.) The applicant should provide a detail of and location for stabilized construction entrances on the plan.

- The stabilized construction exit detail is shown on Sheet C3.4.

c.) The applicant should note that the Town of Hudson reserves the right to require any additional erosion control measures as needed.

- Note 16 on Sheet C2.8 has been added stating that the Town has the right to request additional erosion control measures, provided they are necessary to meet the intent of the Erosion Control Plan and contain sediment within the project limits.

9. 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 should provide landscape parking calculations on the plan set for each of the multiple parking lots proposed.

- The parking calculations are noted on the civil plan C2.0.

b.) HR 275-8.C.(8). The applicant should confirm that there are no abutting residential neighbors that would require screening.

- An existing residential parcel abuts the proposed access road. A landscape buffer is proposed and additional details can be provided as required. Furthermore, the proposed curb cut has been moved further to the west to provide additional room for screening to the existing residential lot and to preserve existing vegetation.

c.) HR 275-17.C. The applicant has provided lighting details on the plan but an illumination plan has not been provided for review.

- Illumination plan to be provided upon receipt of landscaping and lighting plans.

d.) HR 275-17.D.2. The applicant should note the hours of operation for the retail use and food court/food truck uses at the site and the relationship of those hours to the site lighting.

- Operational hours for the retail and food truck uses have not yet been finalized; these hours, along with the corresponding site lighting conditions, will be defined and provided as part of the final lighting plan.



e.) HR 275-17.D.6. We were unable to evaluate light trespass without an illumination plan.

- Illumination plan to be provided upon receipt of landscaping and lighting plans for light trespass evaluation.

f.) HR 275-17.E.1. The applicant should update the light fixture detail and the concrete light base detail to match the light pole base height requirements of the Regulation.

- Updated light fixture detail and concrete light base detail to be updated accordingly and provided upon receipt of landscaping and lighting plans.

g.) There are several locations shown within the Landscaping & Lighting Plans where proposed light poles are within tree canopies.

- Updated light pole locations to be updated accordingly and provided upon receipt of landscaping and lighting plans.

h.) On the Landscaping & Lighting Plans there are no building mounted lights shown. The applicant should confirm that is the intent for the site lighting or include building mounted lights on the lighting plan when it is prepared.

- Clarification regarding building mounted lights to be provided upon receipt of landscaping and lighting plans.

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

a.) HR 275-9.G. The applicant should list all required permits and their status on the plan set.

- The required permits are listed on the cover sheet.

b.) HR 275-9.G. The applicant should provide copies of any applicable Town, State or Federal approvals or permits.

- The required permits are listed on the cover sheet and have currently not been submitted for review. Approved permits will be provided to the Town.

c.) Additional local and state permitting may be required.

- Understood.

11. Other

a.) The applicant should add the Tax Map and Lot number to the Cover sheet.

- Corrected.

b.) The applicant should move the legend on Sheet C2.3 to remove the line overwrite.

- Corrected.

c.) The applicant has proposed two food court areas, but it is unclear what is the intent for these areas. The project narrative identifies these as 'food truck' areas, but the plans call these out as 'food court' areas. The applicant has not provided any information about food trucks, where they will park, or if any utility connections are proposed. We note that picnic table areas are provided but no further information is shown.

- The hours and use details will be provided and confirmed prior to site plan approval.



d.) The applicant has not shown snow storage locations on the plans.

- Snow storage areas have been added to the revised plans.

e.) The applicant should provide additional details on the plans, including but not limited to: internal sidewalks, sidewalk tip downs, sidewalk curbing, traffic signage, and internal roadway typical cross sections.

- The above-listed information has been added to the revised plans.

f.) The applicant has provided a detail for a rockery wall. The applicant should show the wall location on the plans and note that any walls greater than 4 feet will need a building permit and require an engineered design stamped by a New Hampshire licensed professional engineer.

- The rockery wall is proposed to the west of Building B.

g.) On sheet AC103 of the architectural plans there is no entry door shown for the apartment furthest to the right in the Second Floor Plan.

- This discrepancy is a minor drafting error and will be corrected in the finalized architectural plan set.

h.) The Existing Conditions Plan includes locations of covered asbestos. Plan notes do not indicate the proposed removal of any asbestos material, other than General Note 9 on sheet C1.0 which states there are numerous restrictions and covenants regarding that material. The Consent Decree documentation included in the review submission requires NHDES approval for any disturbances to these areas. A copy of that approval should be provided to the Town for their records, and any requirements of that approval should be noted on the plans.

- A note has been added to civil sheet C2.0 regarding the asbestos-related requirements. The above-mentioned NHDES documentation will be provided prior to final site plan approval.

i.) ETGTD Section 565.1.1. The applicant should note on the plans the Town requirement that the Contractor shall not import any fill over ten cubic yards per source without soils testing verifying the absence of constituents of concern.

- Noted in General Note #12 on Sheet C2.0.

We believe that all review comments have been addressed as part of this submission. Should you have any questions or require further clarification, please do not hesitate to contact our team. Thank you for the opportunity to work with you on this important project for the community.



Bryan Walsh, PE
Project Manager
bwalsh@verdantas.com

July 6, 2026

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

RE: Site Plan Application Review - 207 Central Street, Map 176/Lot 041,44,45

Dear Reviewers and Planning Board Members,

On behalf of Meadow Properties, LLC, we are pleased to submit this response to the initial Site Plan review comments outlined in a letter issued February 4, 2026, in advance of the scheduled Planning Board Hearing for March 11, 2026. Below is a response to the comments provided with the review comments (*italicize*) and the responses are in **blue bullet points**.

We sincerely appreciate the detailed review, and we agree with the comments provided. For overall context, as the initial Site Plan submittal, it is understood that further review comments may be provided both by Town Staff and the third-party review engineer. It is also acknowledged that additional State permitting is required, and we expect that any outstanding design or permitting items may be listed as a “Condition of Site Plan approval.” The enclosed site plan submittal is intended to provide maximum detail for Planning Board acceptance and review.

The additional State and Local Permitting requirements include the following:

- Town of Hudson Water & Sewer Connection Permit
- NH DES Alteration of Terrain (AoT) Permit
- NH DES Sewer Connection Permit
- NH DES Wetlands Impact Permit
- NH DOT Driveway Permit
- EPA Construction General Permit

The above-listed permits will be obtained prior to final Site Plan approval, and the approval receipt will signify compliance with all applicable design criteria and regulations. Nonetheless, enclosed site plan submittal accounts for the applicable requirements and previous staff review comments.

STAFF REPORT COMMENTS & NARRATIVE RESPONSE:

1. *Applicant shows parking withing building setback.*
 - The above-listed comment refers to “Area 1” (or Building A), which has been revised to eliminate encroachment into building setbacks.
2. *Applicant shall provide a stop bar and pavement markings for pedestrian crossing*
 - The stop-bar and pavement marking are shown on the civil plan sheets C2.1 through C2.5.
3. *Applicant shall revise existing plan to show the existing sidewalk along Central Street*
 - The plan has been provided to show the existing sidewalk along Central St.

4. *Applicant shall consider extending the existing sidewalk along Central Street to connect Area 1 with Area 2, which is approximately 320 feet.*
 - It is understood that a future capital improvement plan along Central Street is being contemplated. As such, the impact fee from the proposed project would contribute. The improvements to the right-of-way, including sidewalk, would be best accomplished with a comprehensive plan as opposed to incremental improvements. Additionally, there existing privately owned landscape features along Central Street that would be impacted by the construction of a sidewalk.
5. *Applicant shall revise plans to clearly show grading information and elevations on the Contours*
 - The grading information is shown on the civil plan sheets C2.1 through C2.5.
6. *Applicant shall add 4' perimeter chain link fence to all basins over 4 feet in depth.*
 - The ponds have been revised to be less than 4' in depth. The only pond that is over 4' in depth is the wet pond adjacent to Building D. A guardrail is proposed on the easterly side of the pond. The southerly, northerly and westerly sides of the pond are enclosed by a proposed berm.
7. *Applicant shall provide information regarding all the proposed basins. How will the prevent groundwater penetration the basins taking in consideration the high-water table.*
 - Additional details for the pond design and construction are shown on sheets C3.6-C3.10.
8. *Wet Pond A1 does not appear to indicate a spill way a 171 based on the proposed contours.*
 - The pond design has been revised per the new layout.
9. *There is no proposed drainage pipe information or flared end section information.*
 - Drainage pipe information has been added to sheet C2.1-C2.5 & C3.6-C3.10.
10. *Guardrail shall be added between travel way and ponds over 4 feet.*
 - Guardrail is shown adjacent to ponds over 4 feet in depth and through the wetland crossing.
11. *Applicant shall revise the utility plan profile to include drainage features and stations on the plan. Currently the station features are only available on the profile.*
 - Sheets C2.6-C2.7 have been revised to show the drainage and utility crossings. The crossing are called out in plan view and shown graphically in profile view.
12. *For residential use, a fire hydrant is required every 800 feet.*
 - The proposed hydrants are spaced less than 800 feet apart per Fire Department comments.
13. *The plan is missing grading information related to wetland crossings.*
 - The wetland crossing is shown on sheet C2.5. Which also has the wetland impacts and culvert information. Temporary dewatering detail, wetland impact restoration notes and wetland crossing construction sequence notes are provided on Sheet C3.4.
14. *Plans do not show storage area.*
 - The snow storage areas are shown on the site plans, C2.1-C2.3.



15. *The applicant is missing a light plan. The plans don't show light fixture location or the underground electrical features.*

- A lighting plan has been included in the submission

16. *The applicant does not show erosion control plan including stockpiling areas during construction.*

- Sheet C2.8 has been included in the plan set as the "Erosion Control Plan", which includes stockpile areas.

17. *The plans don't indicate where curbing is proposed.*

- The curbing locations are shown on civil plan sheets C2.1 through C2.5.

18. *The plans don't indicate where catch basins are proposed, if any.*

- No catch basins are proposed.

19. *It is unclear how an oil spill or gas spill can be contained within the paved parking area without curbing or catch basin, taking in consideration the entire project is surrounded by wetlands.*

- Curbing and swales are shown on the plan around the parking areas and road, which will divert surface runoff towards the proposed forebays. The forebays are designed to be lined and will contain any spills.

20. *The utility note, related to water and sewer for Building A, is inadequate and the applicant needs to provide information related to the existing utilities, including size and condition.*

- The available information is shown on the plans. As-built information related to the existing utilities was requested from the Town and NHDOT, but has not been provided. The sewer inverts for the new connection have been surveyed and the sewer main is approx. 16-17 feet below grade. It should be noted that review and approval of the utility plans is required by both the Town and NHDES.

21. *Applicant shall revise plans to show fire services and domestic services separated with their own gate valve.*

- The utility plans have been revised to show separate fire services and domestic services.

22. *It is unclear how left turns to the apartment complex would be possible or not cause and backups on Central Street, without any proposed off-site improvements, taking in consideration the traffic volumes during peak hours, proximity to the existing traffic light and the bottleneck effect.*

- The proposed curb cut has been moved further west. Central Street widens at this location will give vehicles the opportunity to bypass left turns into the site.

DPW provided the following comments:

- The nine (9) comments from DPW match the above-listed comments. The same responses apply.

Assessing provided the following comments:

Meadow Properties, LLC is the listed owner of 176-041, however, Posey Investments LLC is the owner of 176-044 & 176-045.



- The above-listed discrepancy has been corrected.

Fire provided the following comments:

Buildings B,C,D:

Please provide the following changes and show the changes on the site plan. Forward to Fire for review.

1. Add a fire hydrant at the entrance to the proposed driveway to buildings B,C,D.

- A fire hydrant has been added to the entrance of the proposed road.

2. Add a fire hydrant inside the proposed driveway at station 5+00.

- A fire hydrant has been added to the westerly driveway entrance to Building B at station 4+50.

3. Keep the proposed fire hydrant located and shown on the plan inside the entrance to building B.

- The fire hydrant at the easterly driveway entrance to Building B will remain.

4. Add a fire hydrant inside or near the cul-de-sac shown on the left side of building C.

- A fire hydrant has been added at the westerly side of the parking adjacent to Building C.

5. Add a fire hydrant on the central street side of the parking lot in front of building D.

- A fire hydrant has been added to the landscape area between Buildings C and D.

Building A

1. Add a fire hydrant inside the entrance to building A on the Central Street side of the parking lot.

- A fire hydrant has been added Central Street side of the parking for Building A.

Provide a fire apparatus turning plan into and around the site for buildings B,C,D. Forward the plan for Fire review.

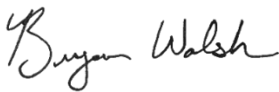
- Sheet C2.9 has been included in the plan set showing the fire truck turning movements to access the proposed building.

Fire hydrants shall not exceed 500 feet between hydrants. These additional fire hydrants are required. Fire cannot approve the current plans.

- The enclosed design plans have been revised per the above-listed comments.

Zoning provided the following comments:

- The previously approved variances have been re-evaluated and re-approved in February 2026.



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TRAFFIC IMPACT STUDY

FOR PROPOSED

MIXED-USE DEVELOPMENT

207 Central Street, Hudson

TABLE OF CONTENTS

Traffic Impact Study

Mixed-Use Development

207 Central Street, Hudson, NH

Section 1:	Introduction	1
Section 2:	Existing Conditions	2
2.1	Existing Development Site	2.2
2.3	Existing Traffic Conditions	Study Intersections
Section 3:	Background Traffic	2
3.1	Seasonal Adjustments	3.2
3.3	Other Development Traffic	Future Traffic Growth
		2027 Pre-Development Traffic
Section 4:	Proposed Conditions	3
4.1	Development	4.2
4.3	Proposed Site Trip Generation	Site Access
4.5	Trip Composition	4.4
4.7	2027 Post-Development Traffic	Residential Trip Distribution
		4.6
		Trip Assignment
Section 5:	Analyses	7
5.1	Intersection Sight Distance	5.2
5.3	Capacity Analysis	Crash Analysis
		5.4
		Vehicle Queue Analysis
Section 6:	Recommendations & Conclusions	12
6.1	Trip Generation	6.2
6.3	Crash Analysis	Intersection Sight Distance
6.5	Vehicle Queue Analysis	6.4
		Capacity Analysis
APPENDIX		15

1 INTRODUCTION

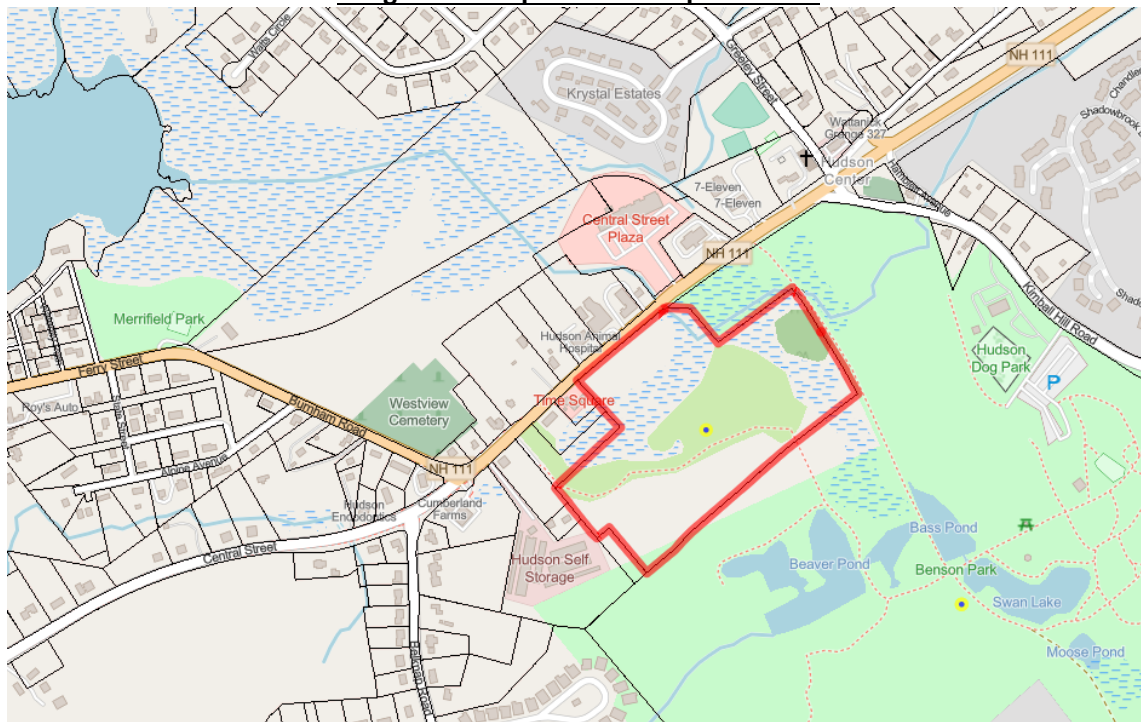
The applicant proposes the development of a mixed-use residential and retail project on the parcel located at 207 Central Street (Route 111) in the town of Hudson. The project proposes a 2-story mixed-use building with 7,000 sf of retail space and 8 residential dwelling units, 2 food truck spaces, a 3-story residential building with 24 dwelling units, a 3-story residential building with 48 dwelling units, and a 3-story residential building with 36 dwelling units. In total, the project proposes 116 residential dwelling units.

Access to the 2-story mixed-use building and one of the food truck spaces will be provided by an existing, freshly paved driveway entrance, which intersects with the southeast side of Central Street, opposite Shattuck Rug & Flooring. The existing entrance will be modified with the development of the project. The 3-story residential buildings will be located towards the rear of the parcel and will be accessed by a proposed driveway entrance that intersects with the southeast side of Central Street, approximately 580 feet from the existing driveway. The second food truck space will also be accessed by the proposed driveway. The development site is outlined in Image 1A below.

The existing development site is currently occupied by a small food truck-style drive-through coffee shop. The shop is anticipated to open in early 2026 and will be vacated in August of 2026 to permit the development of the proposed project. Access to the coffee shop is provided via the existing paved entrance.

The purpose of this traffic impact study is to examine existing traffic conditions at the site's proposed intersections with Central Street and at the nearby intersection of Central Street and Burnham Road; estimate the total number of site trips generated by the project; and determine whether the existing transportation system can safely accommodate the added traffic generated by the project.

Image 1A – Proposed Development Site



2 EXISTING CONDITIONS

2.1 Existing Development Site

The existing site is located on the parcel addressed 207 Central Street in the town of Hudson. The existing development site is occupied by a small food truck-style drive-through coffee shop. The shop is anticipated to open in early 2026 and will be vacated in August of 2026 to permit the development of the proposed project. Access to the coffee shop is provided by a freshly paved driveway entrance.

Aside from the coffee shop, the site is occupied by a parking lot with a continuous opening along the frontage of the parcel. This parking lot used to serve a restaurant, which burned down in the 90s. With the development of the project, the width of the existing parking lot entrance will be significantly reduced, leaving only a 24-foot opening.

2.2 Study Intersections

For this traffic study, we have identified the following three intersections as our study intersections:

- Central Street at Burnham Road/Cumberland Farms (Signalized)
- Central Street at the proposed western site entrance (Unsignalized)
- Central Street at the existing eastern site entrance (Unsignalized)

2.3 Existing Traffic Conditions

Turning movement counts, recorded by the Town's Gridsmart traffic signal camera system, were provided by the Town's Engineer for the intersection of Central Street at Burnham Road and Cumberland Farms. The turning movement count, which included 24 hours of traffic data, was recorded on September 24, 2025. This mid-September date was chosen because the area was still experiencing nice summer weather, and school was in session. The turning movement count is attached in *Section A of the appendix*.

A summary of the turning movement counts shows the AM peak hour begins at 7:15 AM, and the PM peak hour begins at 4:45 PM. The peak hour traffic volumes are shown in **Figure 1**, attached in *Section A of the appendix*.

3 BACKGROUND TRAFFIC

3.1 Seasonal Adjustments

Traffic data collected during the month of September requires a seasonal adjustment to reflect the "peak" travel conditions typically found during the summer months of July and August. NHDOT provides adjustment factors for adjusting traffic volumes collected outside of the peak time periods. Central Street (Route 111), within the vicinity of the site, is classified as Group 4 (Urban Highway). In accordance with NHDOT's 2024 Group Data, for September traffic volumes, the adjustment factor to "peak" conditions is 1.02, and the adjustment to "average" conditions is 0.97.

3.2 Future Traffic Growth

The project is expected to be constructed and occupied during 2027. Accordingly, in this traffic study we will analyze traffic conditions during the 2027 build year. To adjust the recorded traffic volumes to the projected build year, we have reviewed NHDOT's AADT volumes recorded on Central Street southwest of Kimball Hill Road. The volumes show that over the past four years, the volumes on Central Street have experienced an average annual increase of 2.63%. The annual adjustment calculations are provided below:

- AADT21 = 17,064
- AADT22 = 17,388
- AADT23 = 18,079
- AADT24 = 18,441
 - Annual Increase (21 to 22) = 1.90%
 - Annual Increase (22 to 23) = 3.97%
 - Annual Increase (23 to 24) = 2.00%
 - Average Annual Increase = 2.63%

Figure 2, attached in *Section A of the appendix*, illustrates the 2027 design hour traffic volumes. This figure has been prepared by applying the seasonal adjustment (1.02) and annual adjustment (2.63% annually) to the 2025 peak hour traffic volumes shown in Figure 1.

3.3 Other Development Traffic

The Hudson Town Planner has been contacted and was requested to identify all pending or approved other development projects whose trips may impact Central Street within the general vicinity of the site. They have confirmed that there are no other development trips within the vicinity of the project at this time.

3.4 2027 Pre-Development Traffic

Because there are no other development trips within the vicinity of the site, the 2027 pre-development traffic volumes do not vary from the 2027 design hour traffic volumes shown in *Figure 2*.

4 PROPOSED CONDITIONS

4.1 Development

The project proposes a 2-story mixed-use building with 7,000 sf of retail space and 8 residential dwelling units, 2 food truck spaces, a 3-story residential building with 24 dwelling units, a 3-story residential building with 48 dwelling units, and a 3-story residential building with 36 dwelling units.

4.2 Site Access

The 2-story mixed-use building and one of the food truck spaces will be located on the front of the site and accessed by an existing driveway entrance which intersects with the southeast side of Central Street opposite Shattuck Rug & Flooring. The 3-story residential buildings will be located towards the rear of the parcel and will be accessed by a proposed driveway entrance that intersects with the southeast side of Central Street, approximately 580 feet from the existing driveway. The second food truck space will also be accessed by the proposed driveway.

4.3 Proposed Site Trip Generation

Daily and peak hour site trip generation estimates have been prepared for the proposed development based on the trip generation tables presented in the 12th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The ITE Manual provides numerous land use codes (LUCs) and the volume of site-generated trips produced by each category.

Trip generation calculations for the proposed residential units were prepared using LUC 220 – Multifamily Housing (Low-Rise). The trip generation calculations for the proposed retail store were prepared using LUC 822 – Strip Retail Plaza (less than 40ksf). The trip generation for the proposed food trucks was determined using LUC 926 – Food Cart Pod. The trip generation plot tables and land use

descriptions are attached in *Section A of the appendix*. ITE typically provides two ways to calculate peak hour trip generation. The “average rate” method and the “fitted curve equation” method. In this study, we have used the “fitted curve equation” when $R^2 \geq 0.80$, and the “average rate” when $R^2 < 0.80$. The trip generation calculations are provided below in Tables 1.1 and 1.3:

Table 1.1 ITE Trip Generation Calculations (12th Edition)							
Land Use	Multifamily Housing (Low-Rise) Not Close to Rail Transit - LUC 220						
Time Period	Dwelling Units (X)	R ²	Fitted Curve Equation/Avg. Rate	Trips Generated (T)	Distribution Entering / Exiting	Enter	Exit
Weekday	116	0.70	6.21	720	50% / 50%	360	360
AM Weekday Peak Hour (Street)	116	0.81	$T = 0.35(X) + 12.93$	54	24% / 76%	13	41
PM Weekday Peak Hour (Street)	116	0.83	$T = 0.48(X) + 7.35$	63	62% / 38%	39	24
AM Weekday Peak Hour (Generator)	116	0.84	$T = 0.43(X) + 6.30$	56	27% / 73%	15	41
PM Weekday Peak Hour (Generator)	116	0.84	$T = 0.61(X) + 1.61$	72	60% / 40%	43	29

Table 1.2 ITE Trip Generation Calculations (12th Edition)							
Land Use	Strip Retail Plaza (<40k) - LUC 822						
Time Period	Sq. Footage (1k)	R ²	Fitted Curve Equation/Avg. Rate	Trips Generated (T)	Distribution Entering / Exiting	Enter	Exit
Weekday	7	0.96	$T = 42.20(X) + 229.68$	525	50% / 50%	263	262
AM Weekday Peak Hour (Street)	7	n/a	3.93	28	55% / 45%	15	13
PM Weekday Peak Hour (Street)	7	0.54	6.29	44	50% / 50%	22	22
AM Weekday Peak Hour (Generator)*	7	n/a	5.40	38	48% / 52%	18	20
PM Weekday Peak Hour (Generator)*	7	n/a	6.27	44	56% / 44%	25	19

*Caution - Small Sample Size.

Table 1.3 ITE Trip Generation Calculations (12th Edition)							
Land Use	Food Cart Pod - LUC 926						
Time Period	Food Carts	R ²	Fitted Curve Equation/Avg. Rate	Trips Generated (T)	Distribution Entering / Exiting	Enter	Exit
Weekday*	2	n/a	61.60	123	50% / 50%	62	61
AM Weekday Peak Hour (Street)**	2	n/a	6.16	12	50% / 50%	6	6
PM Weekday Peak Hour (Street)***	2	0.97	6.16	12	50% / 50%	6	6
AM Weekday Peak Hour (Generator)*	2	n/a	10.38	21	50% / 50%	11	10
PM Weekday Peak Hour (Generator)	2	0.69	10.38	21	50% / 50%	11	10

*ITE does not provide a weekday rate. Assumed 10 times the PM peak hour.

**ITE does not provide AM peak hour rates. We have assumed them to be similar to the PM peak hour.

***Have used the avg. rate instead of the fitted curve equation due to the y intercept of (-7.59)

Table 1.4, following, combines Tables 1.1, 1.2 and 1.3, summarizing the sites total trip generation:

Table 1.4 ITE Trip Generation Calculations			
Time Period	Total Trips	Enter	Exit
Weekday	1368	685	683
AM Weekday Peak Hour (Street)	94	34	60
PM Weekday Peak Hour (Street)	119	67	52
AM Weekday Peak Hour (Generator)	115	44	71
PM Weekday Peak Hour (Generator)	137	79	58

Table 1.4 shows that the project will generate 94 trips during the AM peak hour of the adjacent street and 119 trips during the PM peak hour of the adjacent street. During the AM and PM peak hours of the generator, the site will produce 115 trips and 137 trips, respectively.

4.4 Residential Trip Distribution

As noted in Section 4.2, the site will be served by two separate driveways. The western driveway will serve 108 residential dwelling units and 1 food truck, and the eastern driveway will serve the retail space, 12 dwelling units and 1 food truck. Accordingly, we have distributed the residential trips, shown in Table 1.1, across both driveways. Approximately 93% of the residential trips will use the westerly driveway, and the remaining 7% will use the easterly driveway. The driveway distribution calculations are shown below in Table 1.5:

Table 1.5 Driveway Distribution Calculations						
Land Use	Multifamily Housing (Low-Rise) - LUC 220					
	Western Driveway			Eastern Driveway		
Time Period	Total Trips	Enter	Exit	Total Trips	Enter	Exit
Weekday	670	335	335	50	25	25
AM Weekday Peak Hour (Street)	50	12	38	4	1	3
PM Weekday Peak Hour (Street)	59	37	22	4	2	2
AM Weekday Peak Hour (Generator)	52	14	38	4	1	3
PM Weekday Peak Hour (Generator)	67	40	27	5	3	2

4.5 Trip Composition

The ITE Trip Generation Handbook defines three types of trips that may be generated by a retail use: pass-by, primary, and diverted-link. For the purposes of this study, we have determined the trip composition for primary trips and pass-by trips. In this study, we will consider diverted-link trips as primary trips. The food truck trips are assumed to be primary trips.

ITE does not provide pass-by rates for LUC 822; however, they do provide pass-by rates for similar retail uses. See below:

- LUC 814 – Variety Store:
 - Weekday PM Peak Period = 34%
- LUC 816 – Hardware/Paint Store
 - Weekday PM Peak Period = 26%
- LUC 820 – Shopping Center between 150 and 300K

- Weekday PM Peak Period = 29%
- LUC 821 – Shopping Plaza between 40 and 150k
 - Weekday PM Peak Period = 40%

As shown above, the PM peak hour pass-by rates for similar retail uses range from 26% to 34%. To be conservative, we will assume that 25% of the proposed PM peak hour retail trips will be pass-by trips. ITE does not provide pass-by trip data for retail uses during the AM peak hour. We will assume that all AM peak hour trips are primary trips. The trip composition calculations for the retail space are shown below in Table 1.6:

Table 1.6 ITE Trip Composition						
Land Use	Strip Retail Plaza (<40k) - LUC 822					
Time Period	Total Trips		Primary Trips		Pass-By Trips	
	Enter	Exit	Enter	Exit	Enter	Exit
AM Weekday Peak Hour (Street)	15	13	15	13	0	0
PM Weekday Peak Hour (Street)	22	22	16	16	6	6

Including the primary trips generated by 1 of the food trucks and the 8 residential units in the multi-use building, Table 1.7, following, shows the trip composition for trips that will be generated by the development accessed by the easterly driveway. All trips generated by the residential units and the food truck located on the westerly driveway will be primary trips.

Table 1.7 ITE Trip Composition for Eastern Driveway						
Land Use	LUC 220 and LUC 822					
Time Period	Total Trips		Primary Trips		Pass-By Trips	
	Enter	Exit	Enter	Exit	Enter	Exit
AM Weekday Peak Hour (Street)	19	19	19	19	0	0
PM Weekday Peak Hour (Street)	27	27	21	21	6	6

Table 1.7 shows that the proposed multi-use building, accessed by the eastern driveway, will generate 38 primary trips and 0 pass-by trips in the AM peak hour. In the PM peak hour, it will generate 42 primary trips and 12 pass-by trips.

The data in Table 1.5 show that the 108 residential units accessed by the western driveway will generate 50 primary trips and 59 primary trips during the AM and PM peak hours, respectively. The single food truck will generate 6 trips in both peak hours.

4.6 Trip Assignment

Traffic generated by the proposed development has been assigned through the study intersections based on the existing traffic patterns found on the adjacent roadway, as illustrated in Figure 1.

Figure 3, attached in *Section A of the appendix*, illustrates the site trip assignment.

4.7 2027 Post-Development Traffic

The 2027 post-development traffic volumes are provided in **Figure 4**, attached in *Section A of the appendix*. The figure has been prepared by combining the 2027 design hour traffic volumes shown in Figure 2 with the site trip assignment shown in Figure 3.

5 ANALYSES

5.1 Intersection Sight Distance

The 7th edition of the AASHTO *Green Book* recommends the following sight distances at intersections (for vehicles turning left out of the minor street), based on the posted speed limit of the major road:

AASHTO Sight Distance Standards	
Posted Speed Limit	Stopping Sight Distance
25 mph	155 ft.
30 mph	200 ft.
35 mph	250 ft.
40 mph	305 ft.
45 mph	360 ft.

Sight distance measurements were recorded from the existing (easterly) and proposed (westerly) driveway entrances, looking both left and right, using the following procedure, as recommended by AASHTO: *Sight distance was measured to and from the point on the centerline of the proposed access that is located 15 feet from the edge of the traveled way. The height of the hypothetical person's view is considered to be 3½ feet above the pavement, and the height of the object being viewed is considered to be 3½ feet above the pavement.* The Central Street count station located northeast of the site shows that the 85th percentile speed on Central Street is 38 mph. Based on the 38 mph 85th percentile speed, the minimum required sight distance is about 305 feet.

Proposed Western Driveway: Our sight distance measurements, looking left and right, indicate that the existing sightlines exceed the requirements. Looking both to the left and right, we measured sightlines exceeding 425 feet. See photos below.

Existing Eastern Driveway: Our sight distance measurements, looking left and right, indicate that the existing sightlines exceed the requirements (with the removal of the temporary realty sign). Looking both to the left and right, we measured sightlines exceeding 400 feet. See photos below.

At both driveways, there were intermittent sight distance obstructions caused by utility poles along Central Street. These obstructions were only minor, and the target could be observed by moving forward or backward.

East Driveway Photos:

Looking Right



Looking Left



West Driveway Photos:

Looking Left



Looking Right



5.2 Crash Analysis

The Hudson Police Department has provided 3 years of crash data for the section of Central Street fronting the development site, between and including the signalized intersections at Burnham Road and Kimball Hill Road. The crash data, is included in *Section B of the appendix*.

At the intersection of Burnham Road and Central Street, there were 19 identified crashes, with 3 reported injuries. The statistics show that 5 crashes were caused by a failure to yield, and 4 were caused by operator distraction.

On the section of Central Street between the two signalized intersections there were 6 vehicle crashes, which resulted in 7 injuries. The statistics show that 2 crashes involved fixed objects, and two were caused by a failure to yield.

At the intersection of Central Street, Greely Street, and Kimball Hill Road, there were 43 vehicle crashes, 2 animal crashes, and 1 pedestrian crashes. These crashes resulted in 10 injuries. The statistics show that 10 involved operator distraction, 2 were speed related, 2 were caused by a failure to yield, 11 were caused by motorists following too closely, and 1 involved a fixed object.

At the intersection of Central Street and Hamblett Avenue, there were 7 vehicle crashes which resulted in 4 injuries. Two (2) were speed related, 2 involved operator distraction, and 4 were following too close.

5.3 Capacity Analysis

A capacity analysis of the 2027 pre-development and post-development traffic conditions has been performed for the 3 study intersections:

- Central Street at Burnham Road/Cumberland Farms (Signalized)
 - Traffic signal timing provided by Town Engineer
- Central Street at the proposed western site entrance (Unsignalized)
- Central Street at the existing eastern site entrance (Unsignalized)

Within the capacity analysis, we will review the level of service (LOS) for each movement at the study intersection. LOS is a measurement of the delay experienced by stopped vehicles at an intersection. LOS rankings are similar to the academic grading system, where an "A" is very good with little delay, and an "F" represents very poor conditions. The following chart presents the relationship between delay and LOS for signalized and unsignalized intersections.

Level of Service Criteria for Signalized Intersections		Level of Service Criteria for Unsignalized Intersections	
Level of Service	Total Control Delay (sec/veh)	Level of Service	Total Control Delay (sec/veh)
A	Up to 10.0	A	Up to 10.0
B	10.1 to 20.0	B	10.1 to 15.0
C	20.1 to 35.0	C	15.1 to 25.0
D	35.1 to 55.0	D	25.1 to 35.0
E	55.1 to 80.0	E	35.1 to 50.0
F	Greater Than 80.0	F	Greater Than 50.0

The capacity analysis was performed using Synchro 12 inputs and HCM 2000 reporting outputs. The HCM reports, as well as the Synchro Lane, Volume, and Timing Report, are included in *Section C of the appendix*.

Table 5A, following, summarizes the results of capacity analysis completed for the 2027 pre-development and post-development AM and PM peak hours.

Table 5A Level of Service Summary												
Intersection/Lane	2027 Pre-Development						2027 Post-Development					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	Delay (sec./veh.)	LOS	V/C Ratio	Delay (sec./veh.)	LOS	V/C Ratio	Delay (sec./veh.)	LOS	V/C Ratio	Delay (sec./veh.)	LOS	V/C Ratio
1. Central Street & Western Site Driveway (Unsignalized)												
Site - NW Left/Right	-	-	-	-	-	-	74.6	F	0.48	158.4	F	0.58
Central St - NE Thru/Right	-	-	-	-	-	-	0.0	A	0.48	0.0	A	0.66
Central St - SW Left/Thru	-	-	-	-	-	-	0.3	A	0.01	1.3	A	0.04
Overall Delay/ ICU LOS/ Int. Cap. Utilization	-	-	-	-	-	-	1.9	C	67.5%	2.6	C	70.3%
2. Central Street & Burnham Road/Cumberland Farms (Signalized)												
Burnham Rd - SE Left/Thru	24.6	C	0.69	35.4	D	0.81	25.5	C	0.70	37.8	D	0.83
Burnham Rd - SE Right	16.1	B	0.01	19.6	B	0.02	16.5	B	0.01	20.1	C	0.02
Cumberland Farm - NW LTR	40.0	D	0.37	47.0	D	0.51	41.2	D	0.38	50.4	D	0.54
Central St - NE Left	63.6	E	0.54	47.5	D	0.36	72.2	E	0.57	49.0	D	0.37
Central St - NE Thru/Right	18.8	B	0.49	31.1	C	0.77	19.0	B	0.49	32.3	C	0.78
Central St - SW Left	18.2	B	0.03	25.7	C	0.20	18.3	B	0.03	26.3	C	0.21
Central St - SW Thru	26.9	C	0.70	32.3	C	0.66	27.5	C	0.71	33.2	C	0.67
Central St - SW Right	5.5	A	0.39	7.2	A	0.33	5.5	A	0.40	7.1	A	0.34
Overall	18.3	B	0.68	26.9	C	0.80	18.7	B	0.70	28.1	C	0.82
3. Central Street & Eastern Site Driveway (Unsignalized)												
Site - NW Left/Right	-	-	-	-	-	-	47.5	E	0.2	152.0	F	0.59
Central St - NE Thru/Right	-	-	-	-	-	-	0.0	A	0.48	0.0	A	0.65
Central St - SW Left/Thru	-	-	-	-	-	-	0.6	A	0.02	0.8	A	0.020
Overall Delay/ ICU LOS/ Int. Cap. Utilization	-	-	-	-	-	-	0.80	C	71.4%	2.5	C	65.6%

1. Central St at the Western Site Driveway: The capacity analysis indicates that, post-development, the left-turn movement into the site will operate satisfactorily without significantly impeding traffic on Central Street. The southwest shared-through/right-turn lane is anticipated to operate with an average delay of 0.3 to 1.3 seconds per vehicle.

The site approach is expected to experience some delay during the AM and PM peak hours, operating at LOS F, with average delays of 74.6 and 158.4 seconds per vehicle, respectively. This is not unexpected, and it is typical for a minor approach entering a high-volume major street at an unsignalized intersection to experience some delay during the peak hours.

2. Central St at Burnham Rd and Cumberland Farms: The capacity analysis shows that the traffic generated by the proposed project will have little impact on the signalized intersection of Central Street and Burnham Road. During the post-development condition, there is minimal change to each movement's average delay, and all movements, excluding the Central Street northeast left-turn lane (LOS E in the AM peak hour), will continue to operate at LOS D or better.

Pre-development, the intersection is shown to operate at LOS B with 18.3 seconds of average delay, and LOS C with 26.9 seconds of average delay during the AM and PM peak hours. Post-development, the intersection's average delay will remain similar.

3. Central St at the Eastern Site Driveway: The capacity analysis shows that the projected traffic conditions at the proposed site driveways will be very similar.

The capacity analysis indicates that, post-development, the left-turn movement into the site will operate satisfactorily without significantly impeding traffic on Central Street. The southwest shared-through/right-turn lane is anticipated to operate with an average delay of 0.6 to 0.8 seconds per vehicle.

The site approach is expected to experience some delay during the AM and PM peak hours, operating at LOS E and F, with average delays of 47.5 and 152 seconds per vehicle, respectively. This is not unexpected, and it is typical for a minor approach entering a high-volume major street at an unsignalized intersection to experience some delay during the peak hours.

5.4 Vehicle Queue Analysis

In addition to reporting the vehicle delay, the HCM 2000 method also calculates the 95th percentile vehicle queues for unsignalized intersections.

The 2027 post-development vehicle queues determined for the site's two intersections with Central Ave are summarized below in Table 5B:

Table 5B 95th Percentile Vehicle Queue Summary - Unsignalized Intersections		
Intersection/Lane	2027 Post-Development	
	AM Peak Hour	PM Peak Hour
	Queue (ft)	Queue (ft)
1. Central Street & Western Site Driveway (Unsignalized)		
Site - NW Left/Right	52	55
Central St - NE Thru/Right	0	0
Central St - SE left/Thru	1	3
2. Central Street & Eastern Site Driveway (Unsignalized)		
Site - NW Left/Right	17	57
Central St - NE Thru/Right	0	0
Central St - SE left/Thru	1	2

1. Central St at the Western Site Driveway: The queueing analysis shows that the 95th percentile vehicle queue on the site approach is approximately 2 car lengths (assuming a vehicle length of 25 feet) during the AM and PM peak hours. On the southwest Central Street approach, a very minor vehicle queue of 1 foot to 3 feet is expected. This queue is not expected to significantly impede through traffic.

2. Central St at the Eastern Site Driveway: The queueing analysis shows that the projected traffic conditions at the proposed site driveways will be very similar.

At the eastern site driveway, the queueing analysis shows that the 95th percentile vehicle queue on the site approach is approximately 1 to 2 car lengths during the AM and PM peak hours. On the southwest Central Street approach, a very minor vehicle queue of 1 foot to 2 feet is expected. This queue is not expected to significantly impede through traffic.

6 Recommendations & Conclusions

6.1 Trip Generation

Trip generation estimates were prepared for the proposed project. Our calculations show that the project will generate 94 trips and 119 trips during the AM and PM peak hours of the adjacent street, respectively. During the peak hours of the generator, the site will generate 115 trips and a maximum of 137 trips during the AM and PM peak hours, respectively.

6.2 Intersection Sight Distance

Intersection sight distance measurements were field recorded from the existing driveway entrance, located on the eastern side of the parcel, and from the proposed site driveway, located on the western side of the parcel. Based on an 85th percentile speed of 37 mph, a minimum stopping sight distance of approximately 305 feet is required.

Proposed Western Driveway: Our sight distance measurements, looking left and right, indicate that the existing sightlines exceed the requirements. Looking both to the left and right, we measured sightlines exceeding 425 feet. See photos below.

Existing Eastern Driveway: Our sight distance measurements, looking left and right, indicate that the existing sightlines exceed the requirements (with the removal of the temporary realty sign). Looking both to the left and right, we measured sightlines exceeding 400 feet. See photos below.

At both driveways, there were intermittent sight distance obstructions caused by utility poles along Central Street. These obstructions were only minor, and the target could be observed by moving forward or backward.

6.3 Crash Analysis

The Hudson Police Department has provided 3 years of crash data for the section of Central Street fronting the development site, between and including the signalized intersections at Burnham Road and Kimball Hill Road.

At the intersection of Burnham Road and Central Street, there were 19 identified crashes, with 3 reported injuries. The statistics show that 5 crashes were caused by a failure to yield, and 4 were caused by operator distraction.

On the section of Central Street between the two signalized intersections there were 6 vehicle crashes, which resulted in 7 injuries. The statistics show that 2 crashes involved fixed objects, and two were caused by a failure to yield.

At the intersection of Central Street, Greely Street, and Kimball Hill Road, there were 43 vehicle crashes, 2 animal crashes, and 1 pedestrian crashes. These crashes resulted in 10 injuries. The statistics show that 10 involved operator distraction, 2 were speed related, 2 were caused by a failure to yield, 11 were caused by motorists following too closely, and 1 involved a fixed object.

At the intersection of Central Street and Hamblett Avenue, there were 7 vehicle crashes which resulted in 4 injuries. Two (2) were speed-related, 2 involved operator distraction, and 4 were following too close.

We have inquired with the City police department to see if they can provide more details on each crash or individual crash reports. More information on crash data will be provided based on any additional information the police department may be able to provide.

6.4 Capacity Analysis

A capacity analysis was completed for the 2027 pre-development and post-development traffic conditions during the AM and PM peak hours for the three study intersections, which include the two site driveways and the signalized intersection of Central Street, Burnham Road, and Cumberland Farms.

1. Central St at the Western Site Driveway: The capacity analysis indicates that, post-development, the left-turn movement into the site will operate satisfactorily without significantly impeding traffic on Central Street. The southwest shared-through/right-turn lane is anticipated to operate with an average delay of 0.3 to 1.3 seconds per vehicle.

The site approach is expected to experience some delay during the AM and PM peak hours, operating at LOS F, with average delays of 74.6 and 158.4 seconds per vehicle, respectively. This is not unexpected, and it is typical for a minor approach entering a high-volume major street at an unsignalized intersection to experience some delay during the peak hours.

2. Central St at Burnham Rd and Cumberland Farms: The capacity analysis shows that the traffic generated by the proposed project will have little impact on the signalized intersection of Central Street and Burnham Road. During the post-development condition, there is minimal change to each movement's average delay, and all movements, excluding the Central Street northeast left-turn lane (LOS E in the AM peak hour), will continue to operate at LOS D or better.

Pre-development, the intersection is shown to operate at LOS B with 18.3 seconds of average delay, and LOS C with 26.9 seconds of average delay during the AM and PM peak hours. Post-development, the intersection's average delay will remain similar.

3. Central St at the Eastern Site Driveway: The capacity analysis shows that the projected traffic conditions at the proposed site driveways will be very similar.

The capacity analysis indicates that, post-development, the left-turn movement into the site will operate satisfactorily without significantly impeding traffic on Central Street. The southwest shared-through/right-turn lane is anticipated to operate with an average delay of 0.6 to 0.8 seconds per vehicle.

The site approach is expected to experience some delay during the AM and PM peak hours, operating at LOS E and F, with average delays of 47.5 and 152 seconds per vehicle, respectively. This is not unexpected, and it is typical for a minor approach entering a high-volume major street at an unsignalized intersection to experience some delay during the peak hours.

6.5 Vehicle Queue Analysis

A vehicle queuing analysis was conducted for the 2027 post-development traffic conditions during the AM and PM peak hours for the two site intersections.

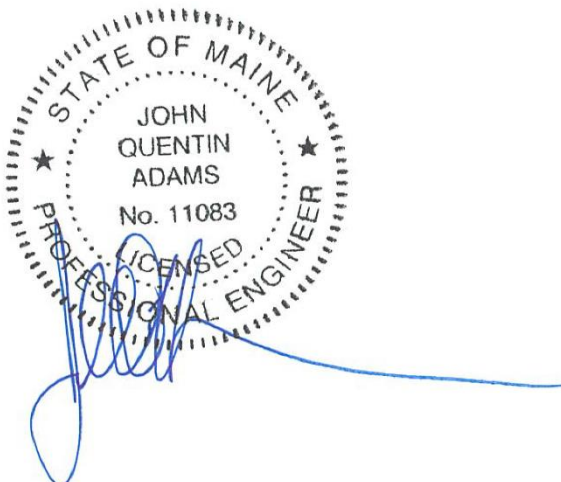
1. Central St at the Western Site Driveway: The queueing analysis shows that the 95th percentile vehicle queue on the site approach is approximately 2 car lengths (assuming a vehicle length of 25 feet) during the AM and PM peak hours. On the southwest Central Street approach, a very minor vehicle queue of 1 foot to 3 feet is expected. This queue is not expected to significantly impede through traffic.

2. Central St at the Eastern Site Driveway: The queueing analysis shows that the projected traffic conditions at the proposed site driveways will be very similar.

At the eastern site driveway, the queueing analysis shows that the 95th percentile vehicle queue on the site approach is approximately 1 to 2 car lengths during the AM and PM peak hours. On the southwest Central Street approach, a very minor vehicle queue of 1 foot to 2 feet is expected. This queue is not expected to significantly impede through traffic.



Matthew N. Brown, P.E.



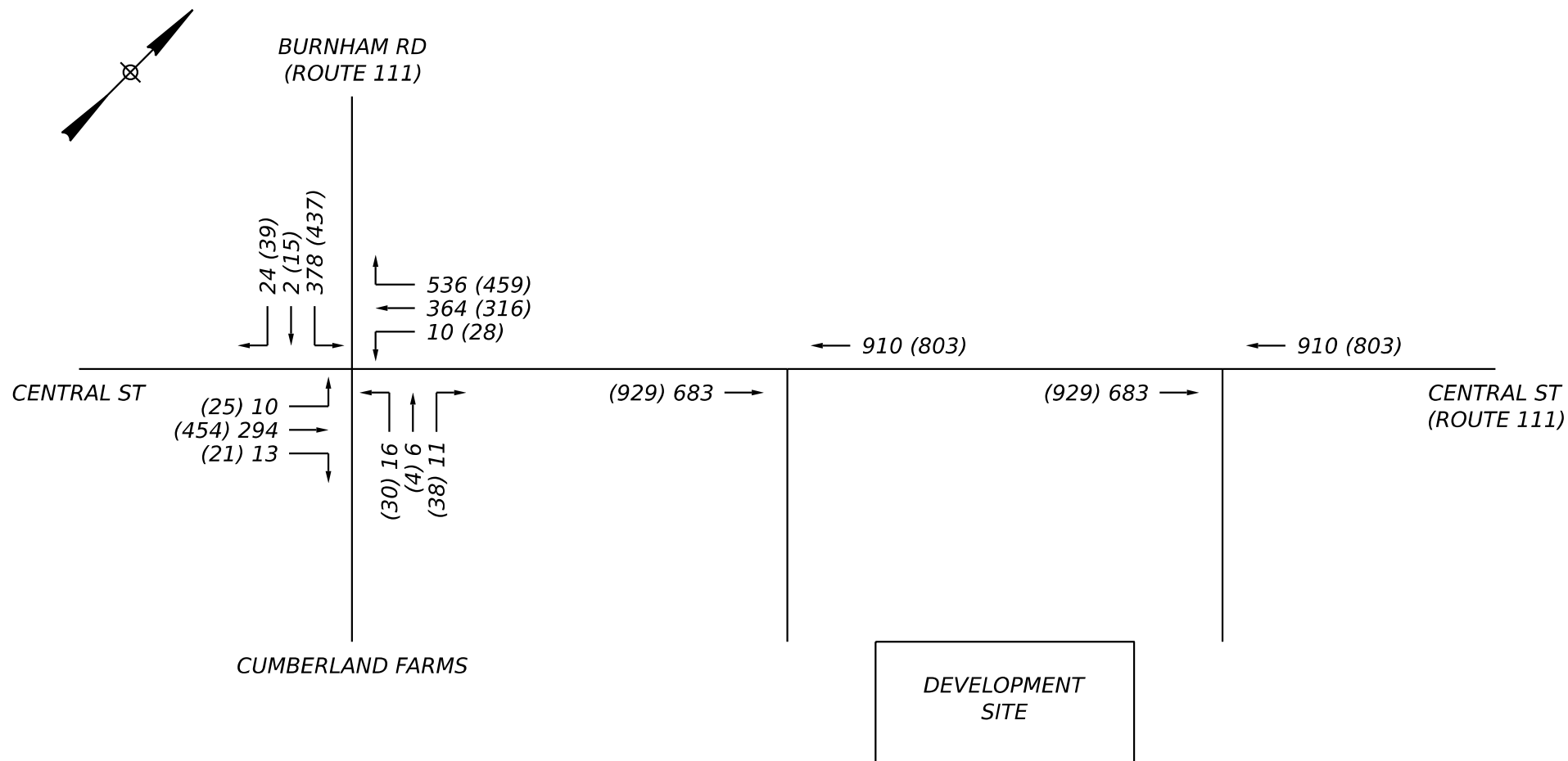
John Q. Adams, P.E., PTOE
PTOE Certification #2808

APPENDIX

- A. TRAFFIC FIGURES, TRAFFIC COUNTS, & TRIP GENERATION TABLES**
- B. CRASH DATA**
- C. HCM CAPACITY ANALYSIS REPORTS & SYNCHRO REPORTS**

APPENDIX A

- **TRAFFIC FIGURES**
- **TRAFFIC COUNTS**
- **TRIP GENERATION TABLES**



UNADJUSTED 2025 TRAFFIC VOLUMES
FIGURE 1

LEGEND:

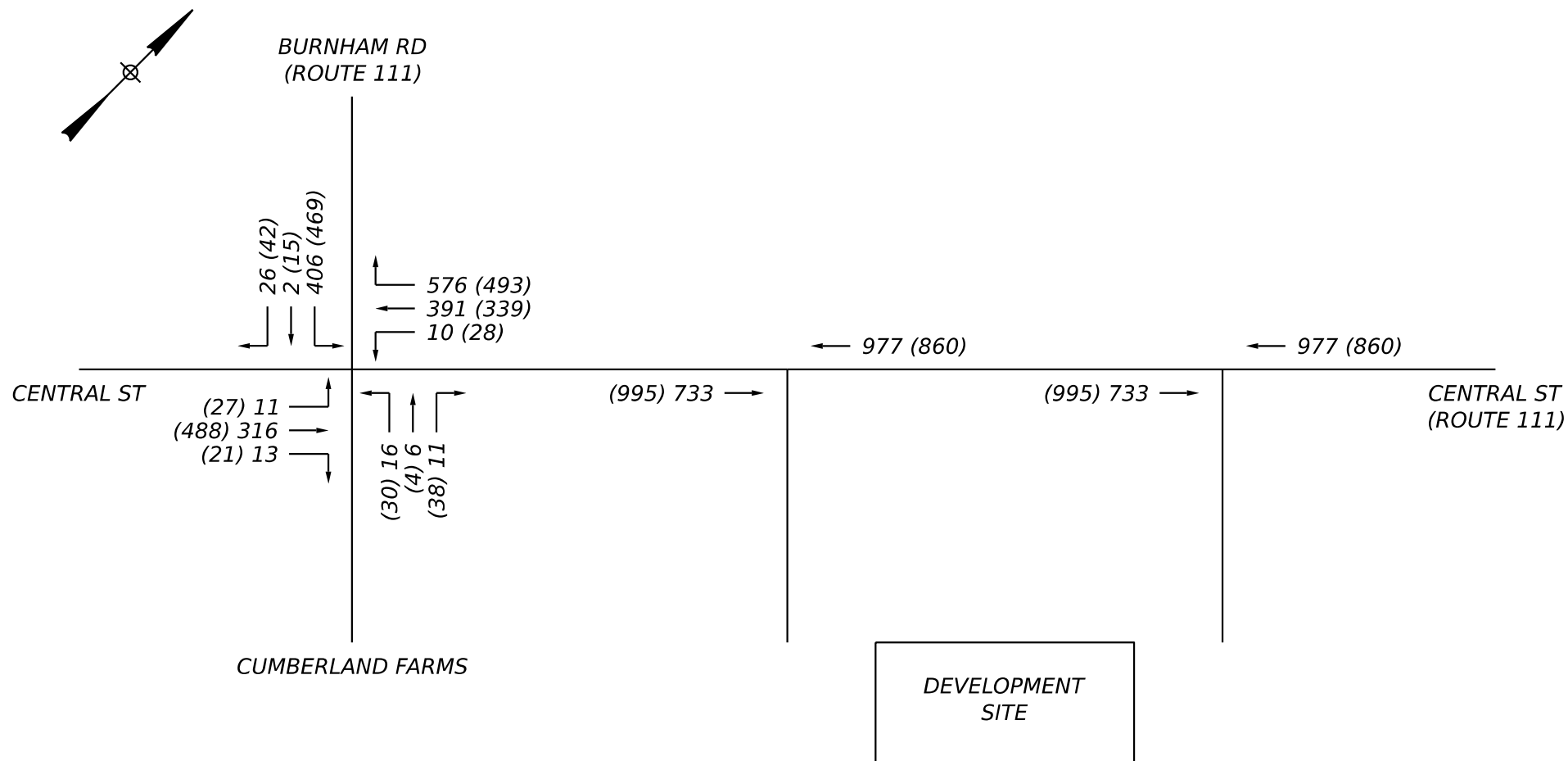
XX = AM PEAK HOUR
(XX) = PM PEAK HOUR

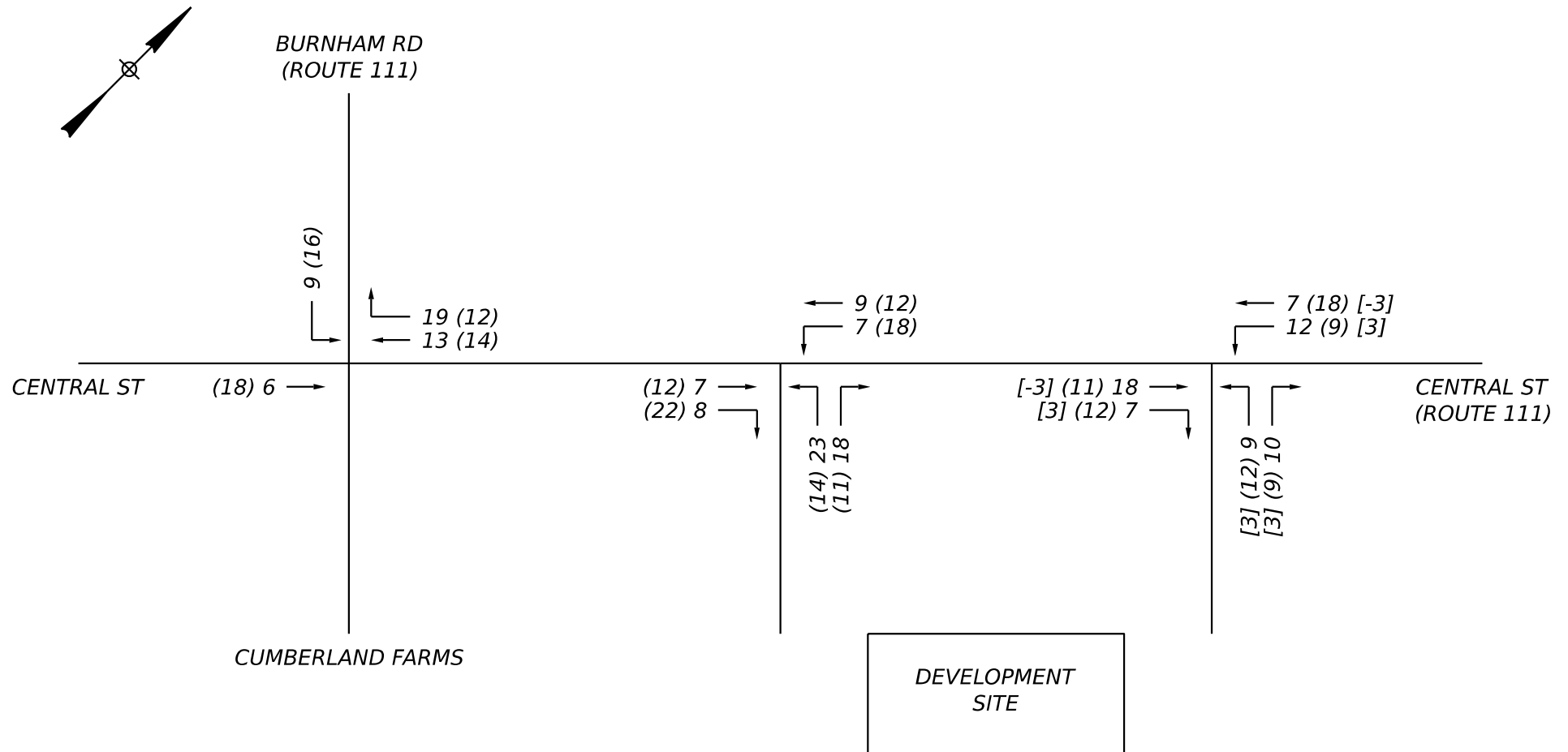
MIXED-USE DEVELOPMENT
207 CENTRAL ST, HUDSON, NH

4667.001.001

DATE: JAN., 2026

**Barton
&Loguidice**





SITE TRIP ASSIGNMENT
FIGURE 3

LEGEND:

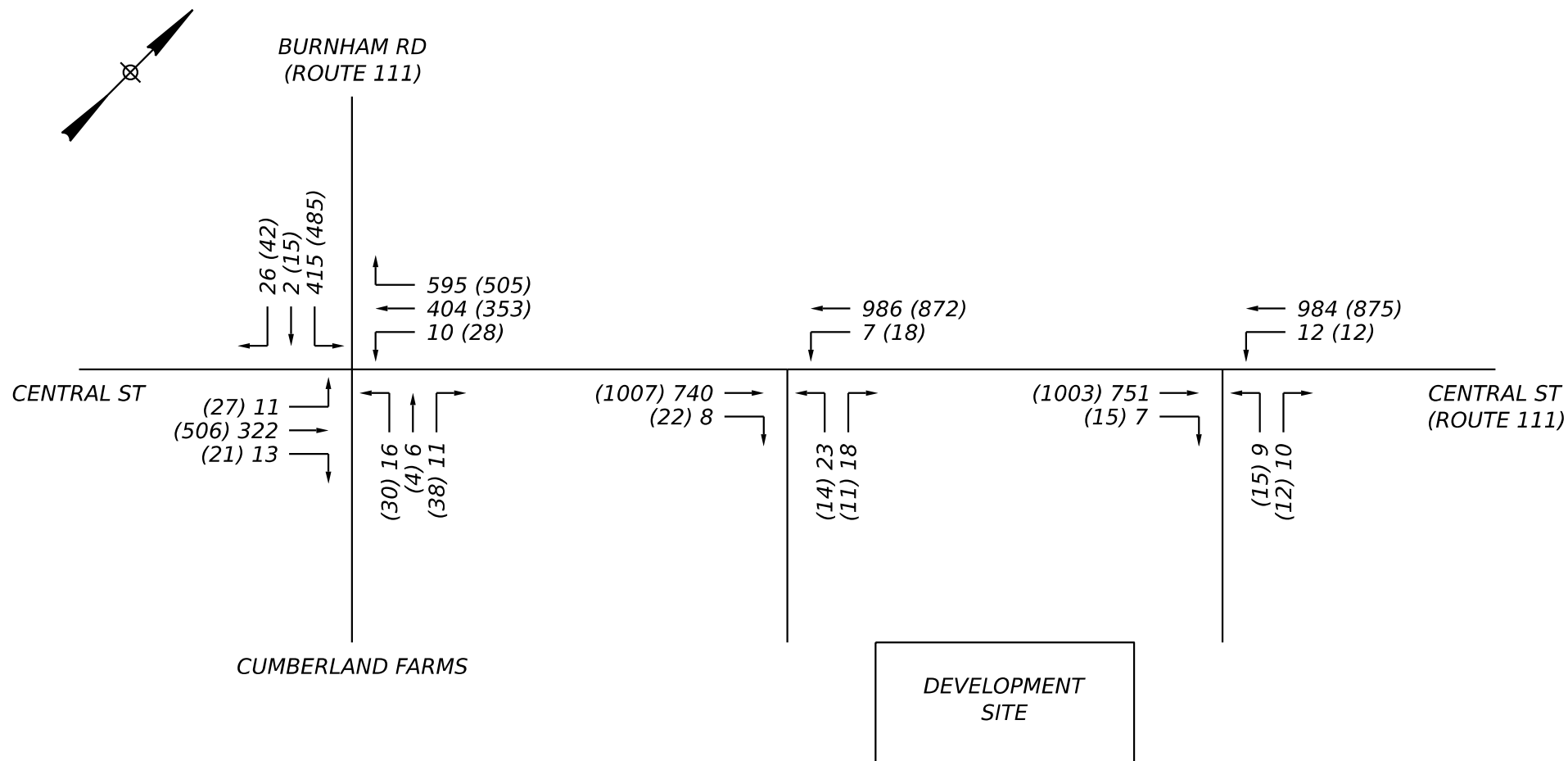
XX = AM PEAK HOUR (PRIMARY TRIPS)
 (XX) = PM PEAK HOUR (PRIMARY TRIPS)
 [XX] = PM PEAK HOUR (PASS-BY TRIPS)

MIXED-USE DEVELOPMENT
 207 CENTRAL ST, HUDSON, NH

4667.001.001

DATE: JAN., 2026

**Barton
& Loguidice**



2027 POST-DEVELOPMENT TRAFFIC VOLUMES
FIGURE 4

LEGEND:

XX = AM PEAK HOUR
(XX) = PM PEAK HOUR

MIXED-USE DEVELOPMENT
207 CENTRAL ST, HUDSON, NH

4667.001.001

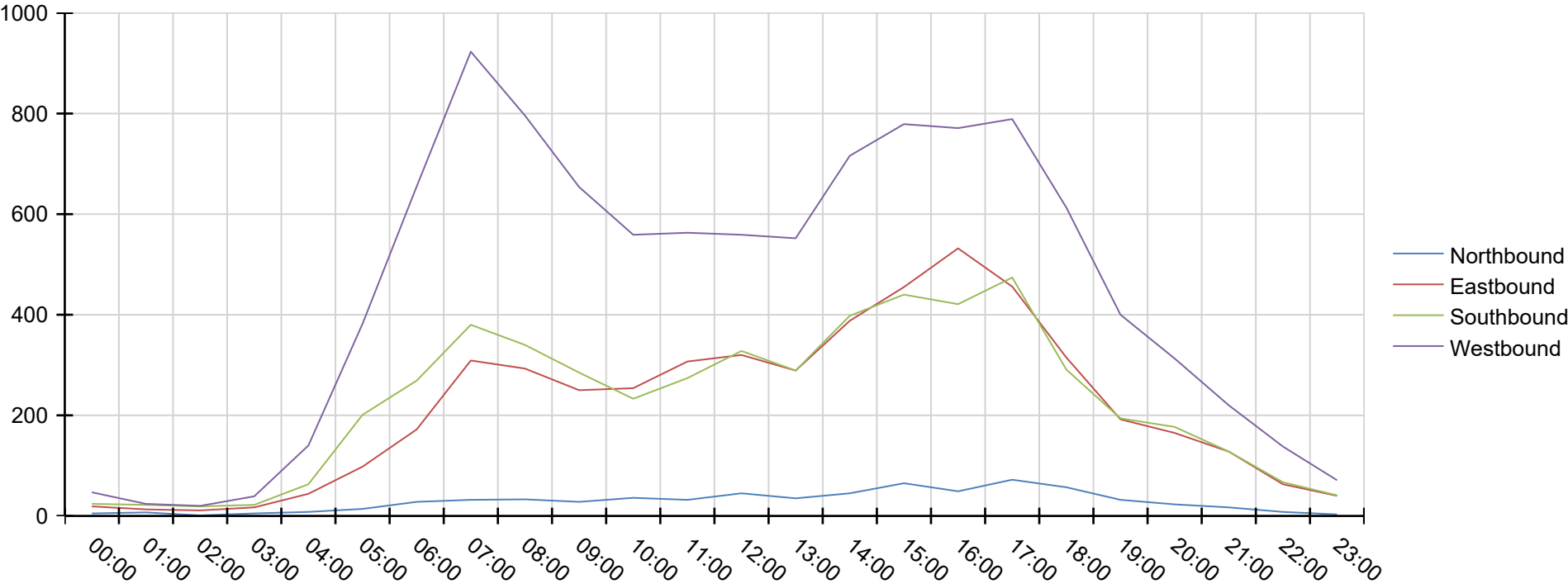
DATE: JAN., 2026

Barton & Loguidice

Turning Movement Counts

Intersection Central & Burnham
Date 9/24/2025

	Right	Through	Left	UTurn	Total
Northbound	292	68	320		680
Eastbound	227	4658	244	1	5130
Southbound	372	304	4703	1	5380
Westbound	6099	4297	320	7	10723
Total	6990	9327	5587	9	21913



Turning Movement Counts

Intersection Central & Burnham

Date 9/24/2025

	Northbound			Eastbound				Southbound				Westbound			
	R	T	L	R	T	L	U	R	T	L	U	R	T	L	U
00:00	1		4	3	16			1	2	21		27	17	3	
01:00	3		4	3	10			1	5	16		16	7	1	
02:00			1	3	8			1	5	13		14	5	1	
03:00			5	2	14	1		1	5	16		18	21		
04:00	4		4	5	36	3		1	15	47		50	81	9	
05:00	5	2	7	9	87	2		6	33	162		166	191	25	
06:00	12	5	11	10	154	8		12	25	232		341	294	20	
07:00	8	6	18	13	284	12		23	2	355		533	379	11	
08:00	16	2	15	5	275	13		30	6	304		459	322	15	
09:00	9	4	15	4	235	11		21	5	259		384	255	15	
10:00	16	3	17	9	227	18		18	4	211		320	227	11	1
11:00	13	3	16	9	279	19		17	7	250		325	225	13	
12:00	19	5	21	16	289	15		23	6	299		337	207	13	2
13:00	18	4	13	9	265	15		21	6	262		318	223	10	1
14:00	23	4	18	15	351	22		38	8	352		430	269	17	
15:00	34	7	24	19	416	20		40	10	390		453	306	20	
16:00	22	4	23	13	490	29		28	6	387		460	289	21	1
17:00	38	5	29	19	417	20		42	12	420		435	323	29	2
18:00	26	10	21	20	286	9		20	12	258	1	348	244	21	
19:00	10		22	15	169	8		5	40	149		214	157	29	
20:00	5	1	17	10	147	8		14	38	125		187	109	17	
21:00	7	3	7	14	106	7	1	7	27	94		130	80	10	
22:00	1		7	1	59	3			16	51		90	44	4	
23:00	2		1	1	38	1		2	9	30		44	22	5	
Total	292	68	320	227	4658	244	1	372	304	4703	1	6099	4297	320	7

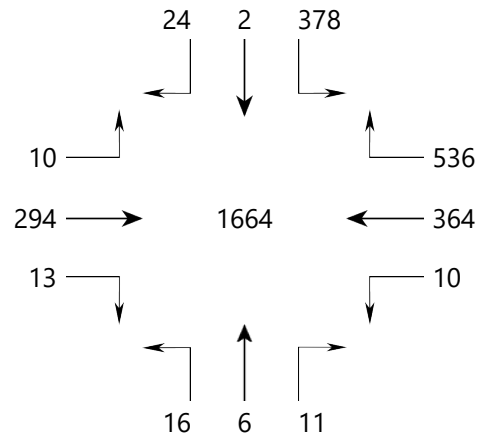
Turning Movement Counts

Intersection Central & Burnham

Date 9/24/2025

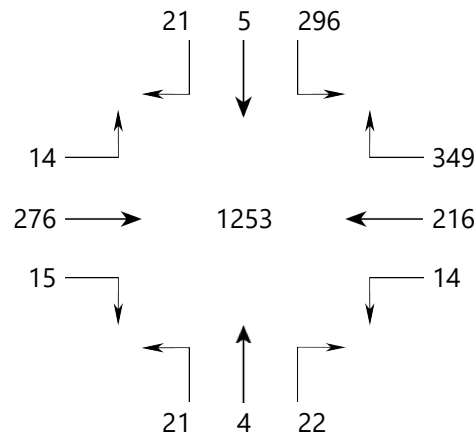
AM PEAK HOUR VOLUME (0:00-10:45)

FROM 07:15 TO 08:15



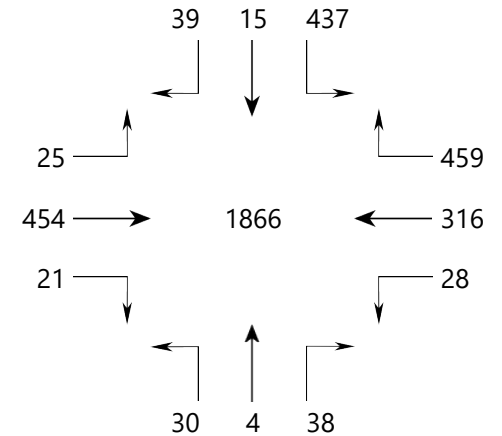
MID-DAY PEAK HOUR VOLUME (11:00-14:00)

FROM 12:15 TO 13:15



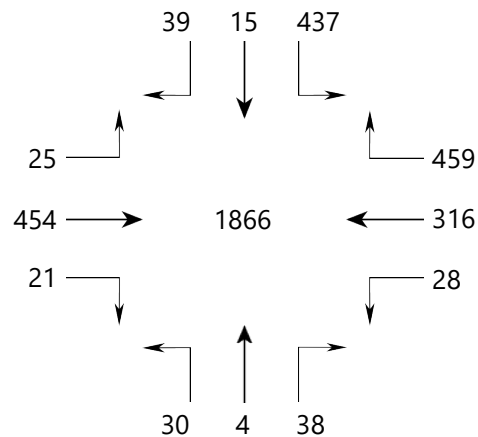
PM PEAK HOUR VOLUME (14:15-23:45)

FROM 16:45 TO 17:45



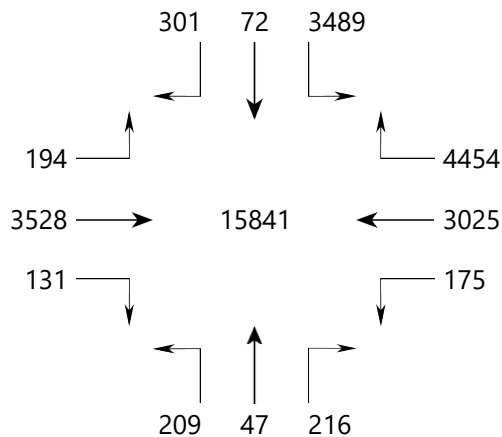
OVERALL PEAK HOUR VOLUME

FROM 16:45 TO 17:45



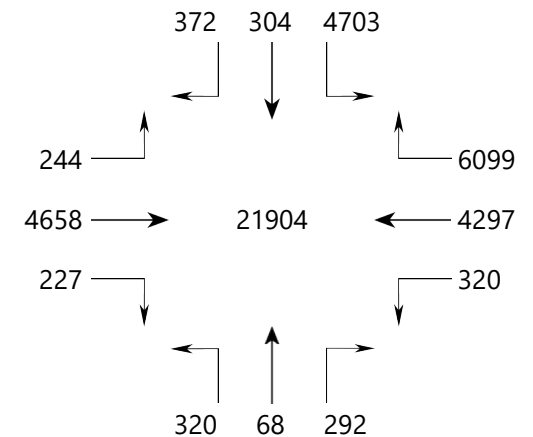
DAYTIME TOTAL VOLUME

FROM 07:00 TO 18:00



SELECTED TIME VOLUME

FROM 00:00 TO 23:59



Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. Various configurations fit this description, including the following:

- Walk-up apartment or multiplex—access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway.
- Mansion apartment with several dwelling units within what appears from the outside to be a single-family dwelling unit.
- Stacked townhouse designed to match the external appearance of a townhouse, but which has dwelling units that share both floors and walls and with access through a central entry and stairway.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, British Columbia (CAN), California, Delaware, Florida, Illinois, Maine, Massachusetts, Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, and Washington.

Source Numbers

357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076, 1219, 1236, 1265, 1267

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 28

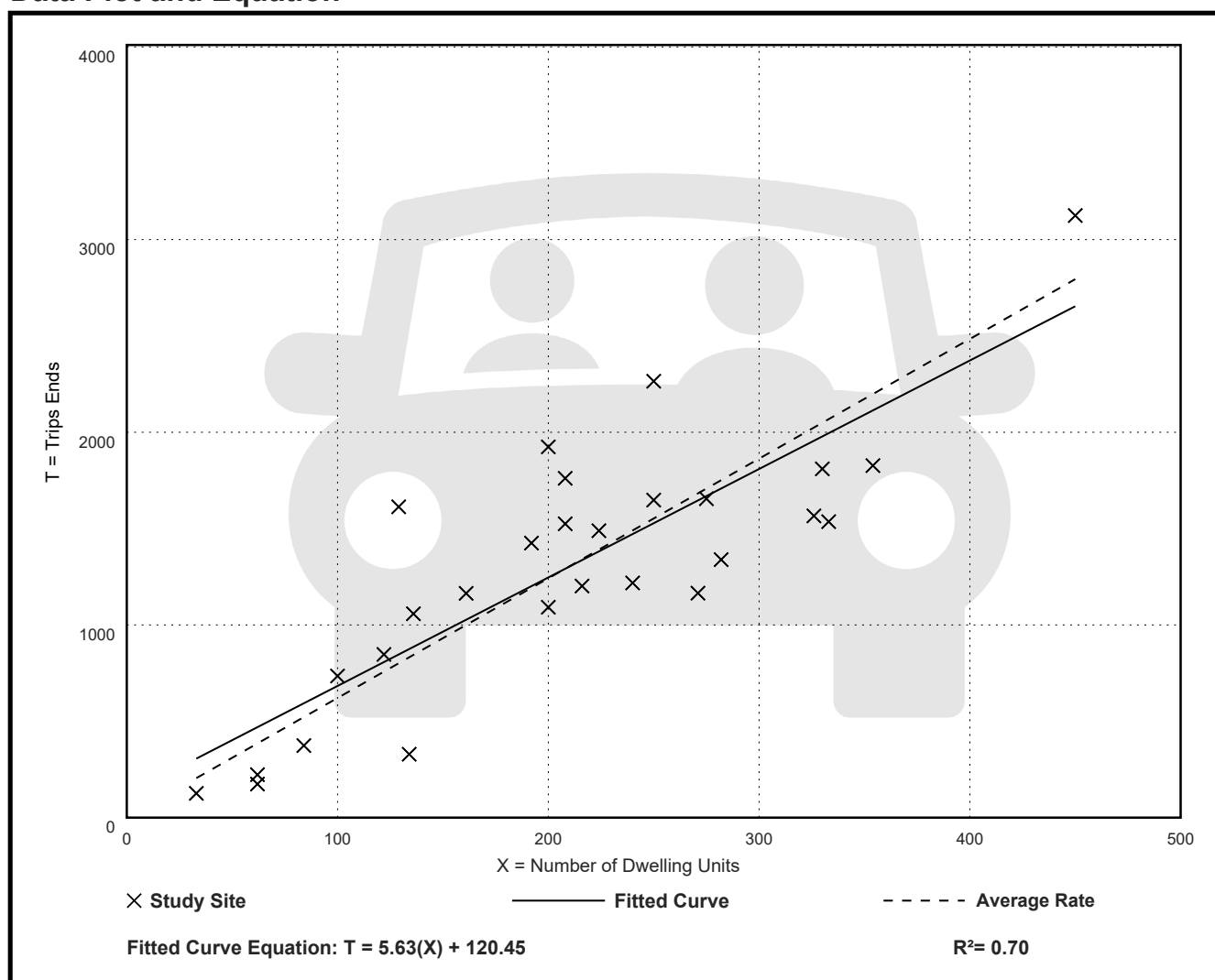
Avg. Num. of Dwelling Units: 208

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

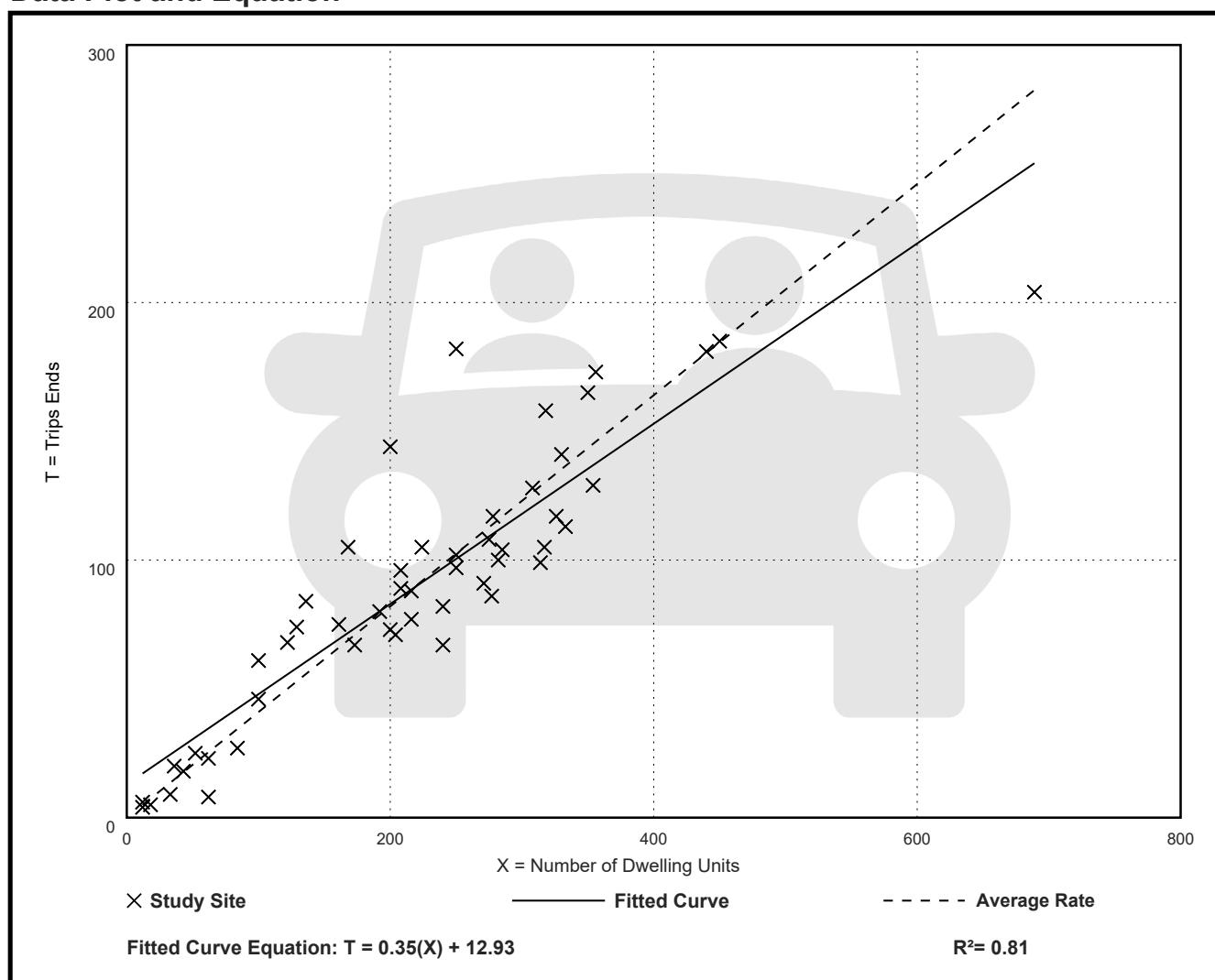
Avg. Num. of Dwelling Units: 219

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 61

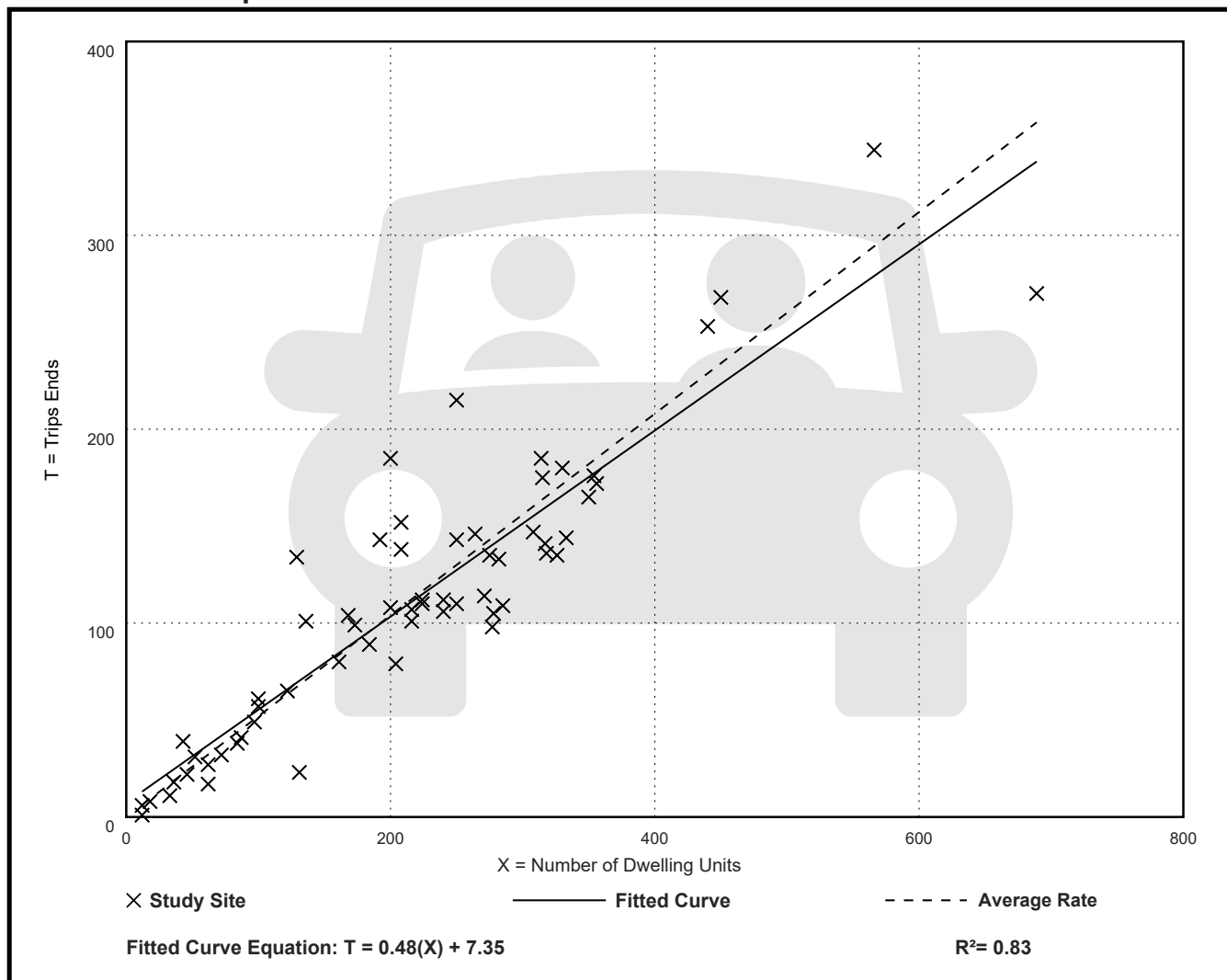
Avg. Num. of Dwelling Units: 215

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 25

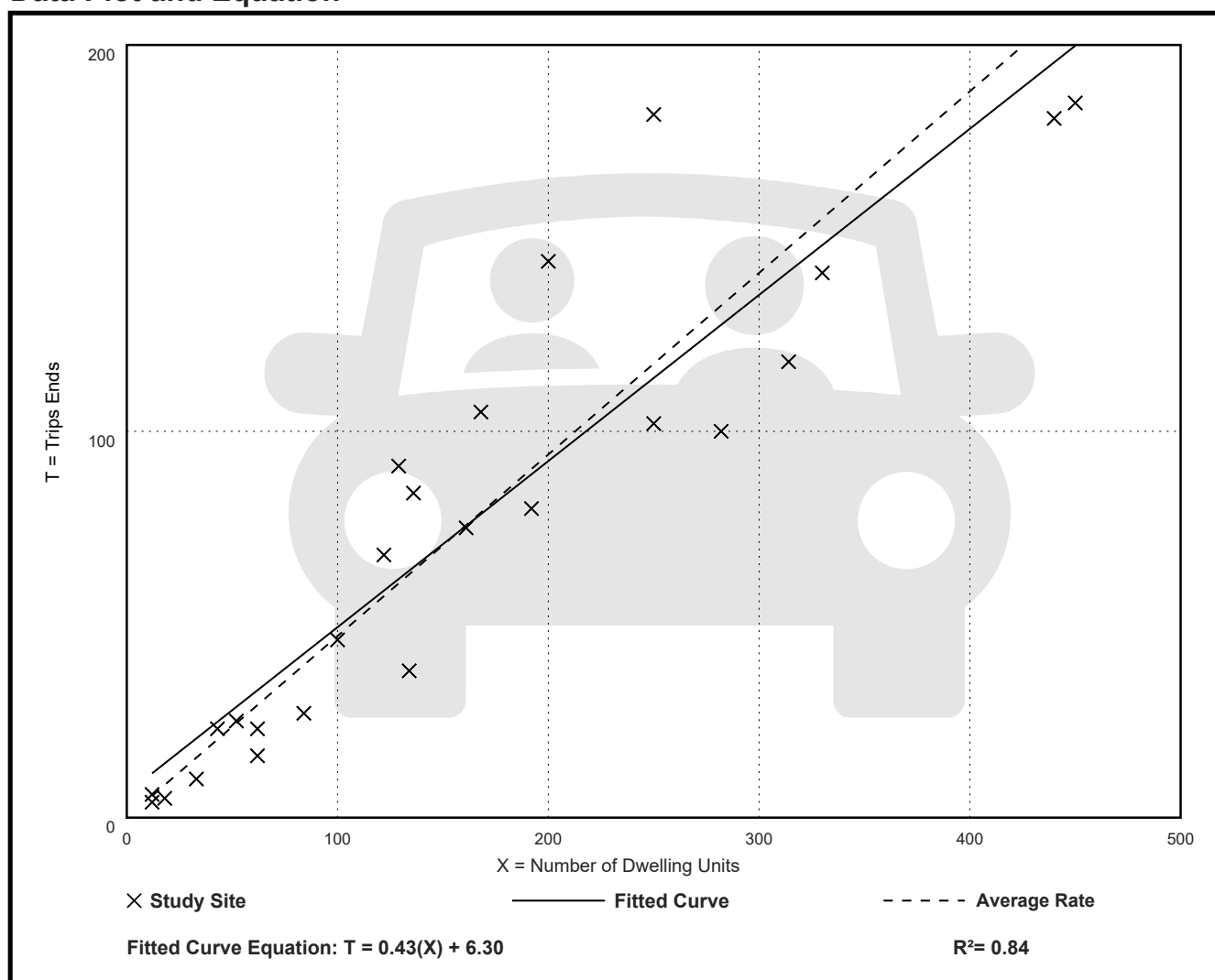
Avg. Num. of Dwelling Units: 161

Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.26 - 0.73	0.13

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 24

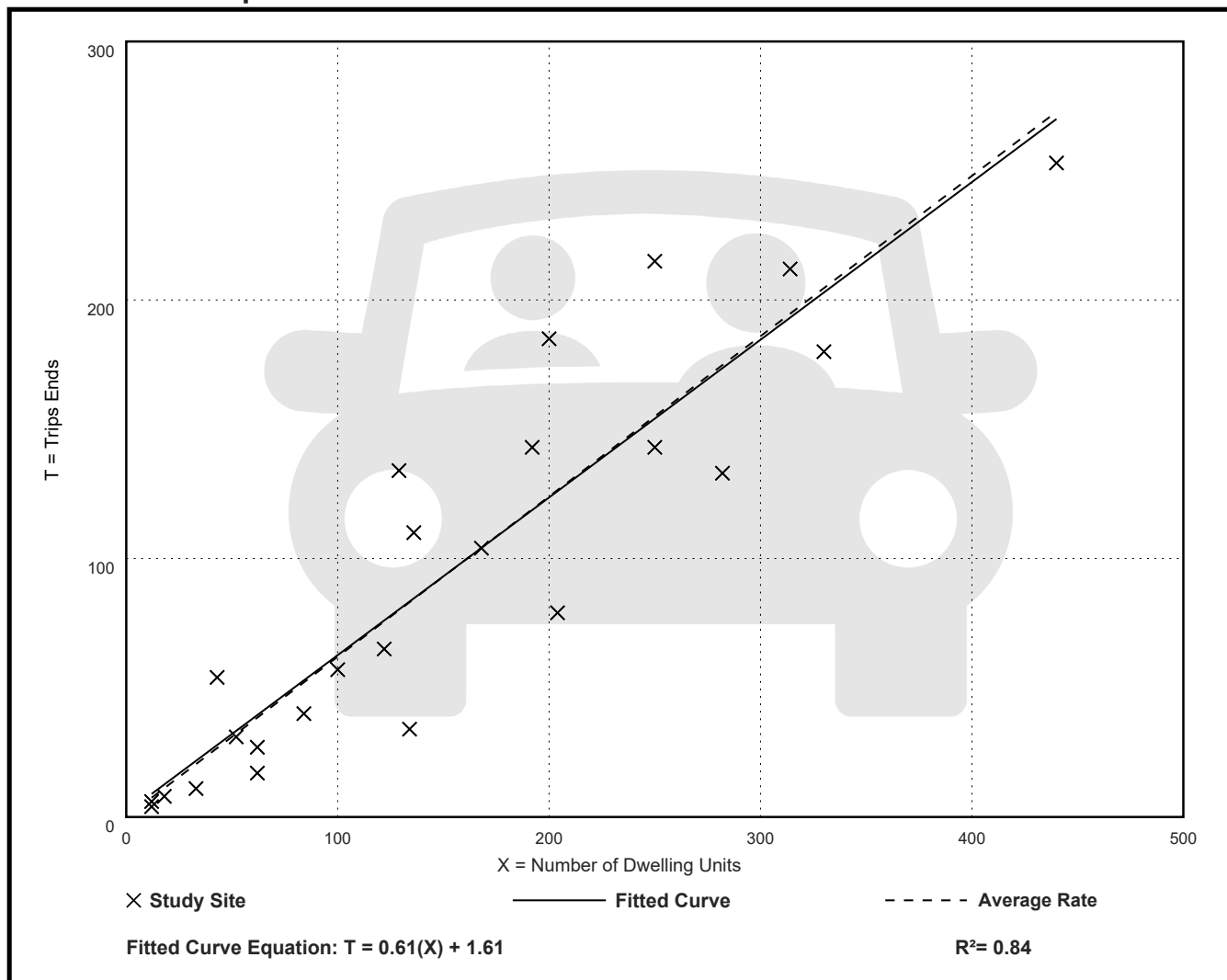
Avg. Num. of Dwelling Units: 151

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.25 - 1.26	0.20

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 282

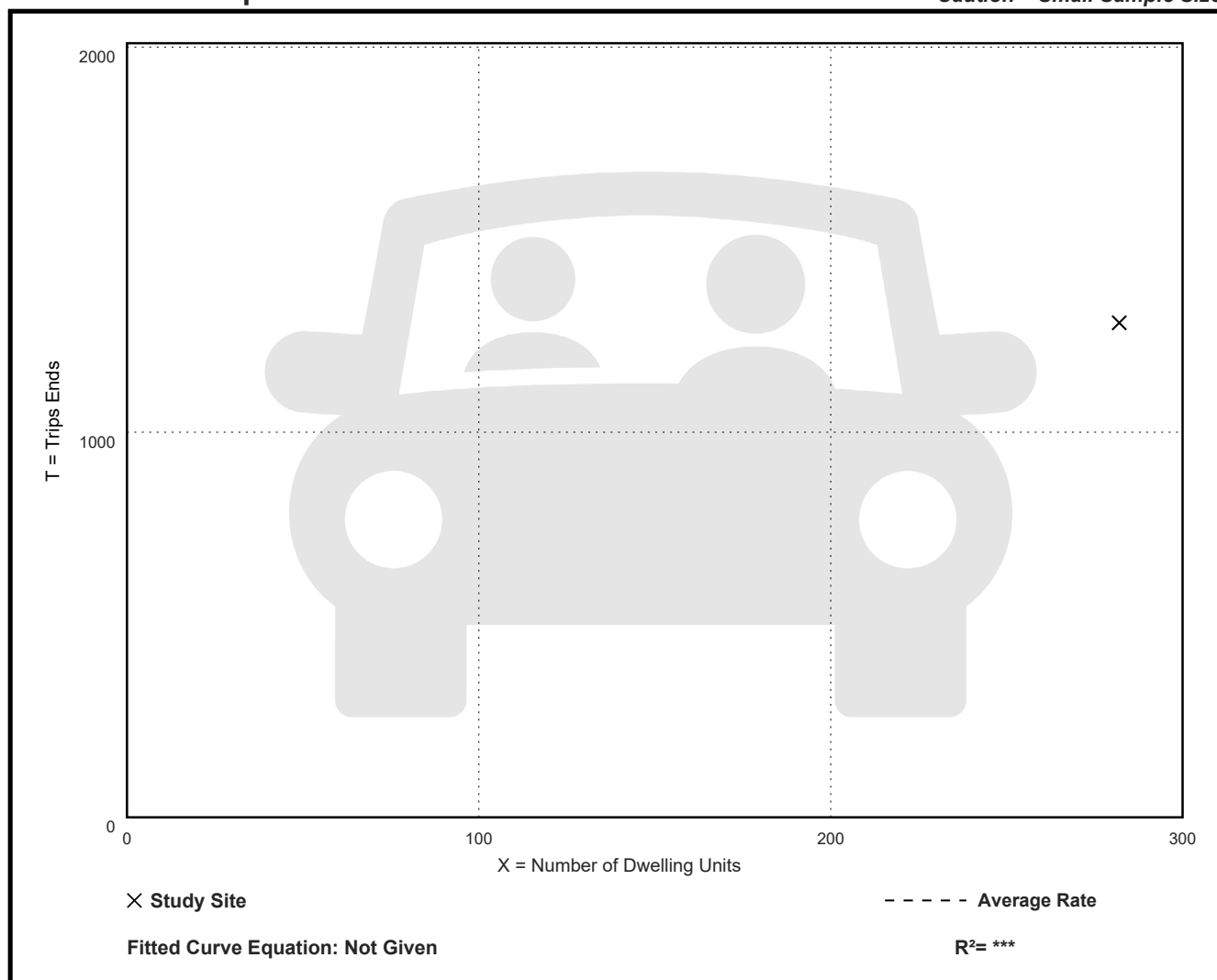
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.55	4.55 - 4.55	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 167

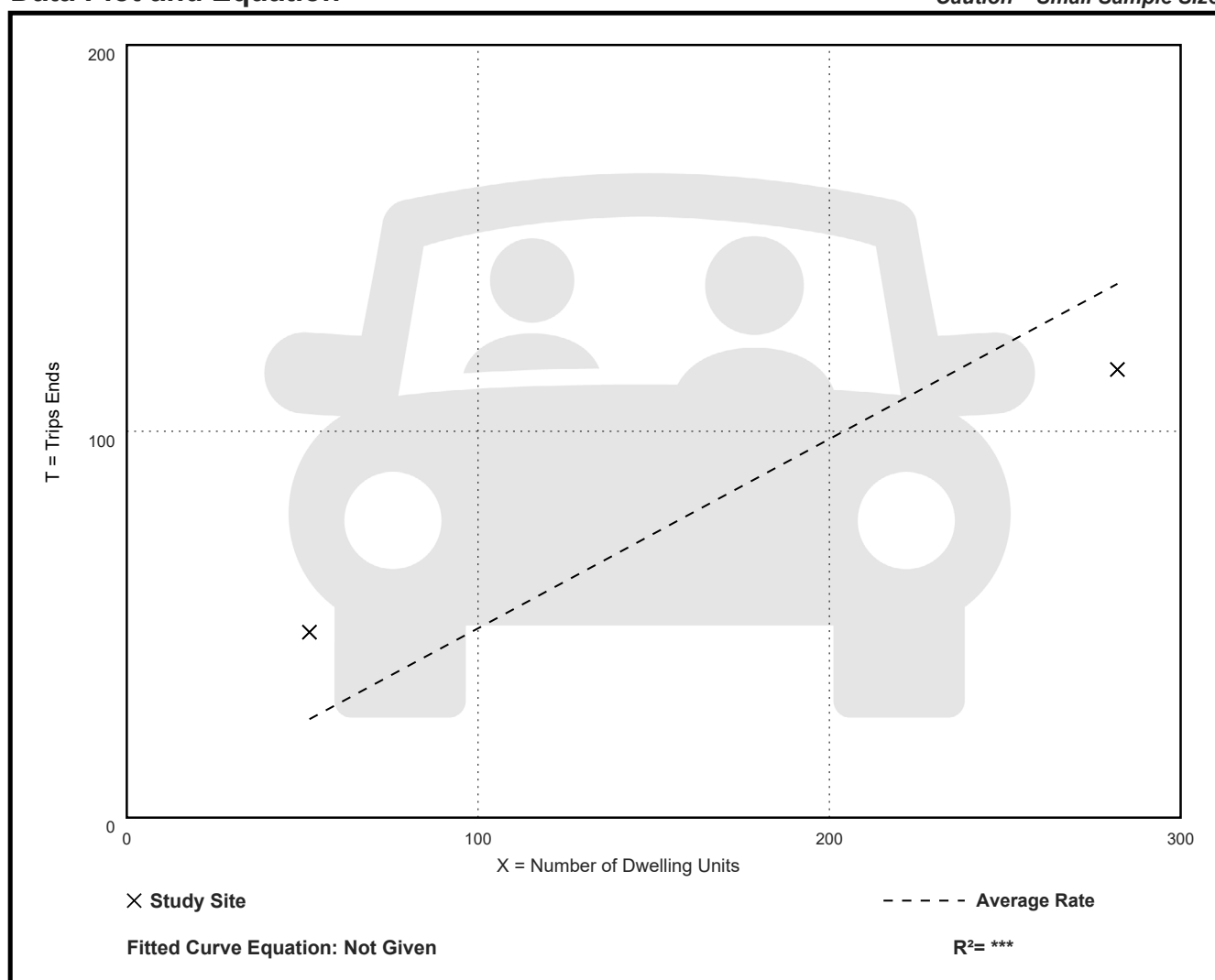
Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.49	0.41 - 0.92	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 282

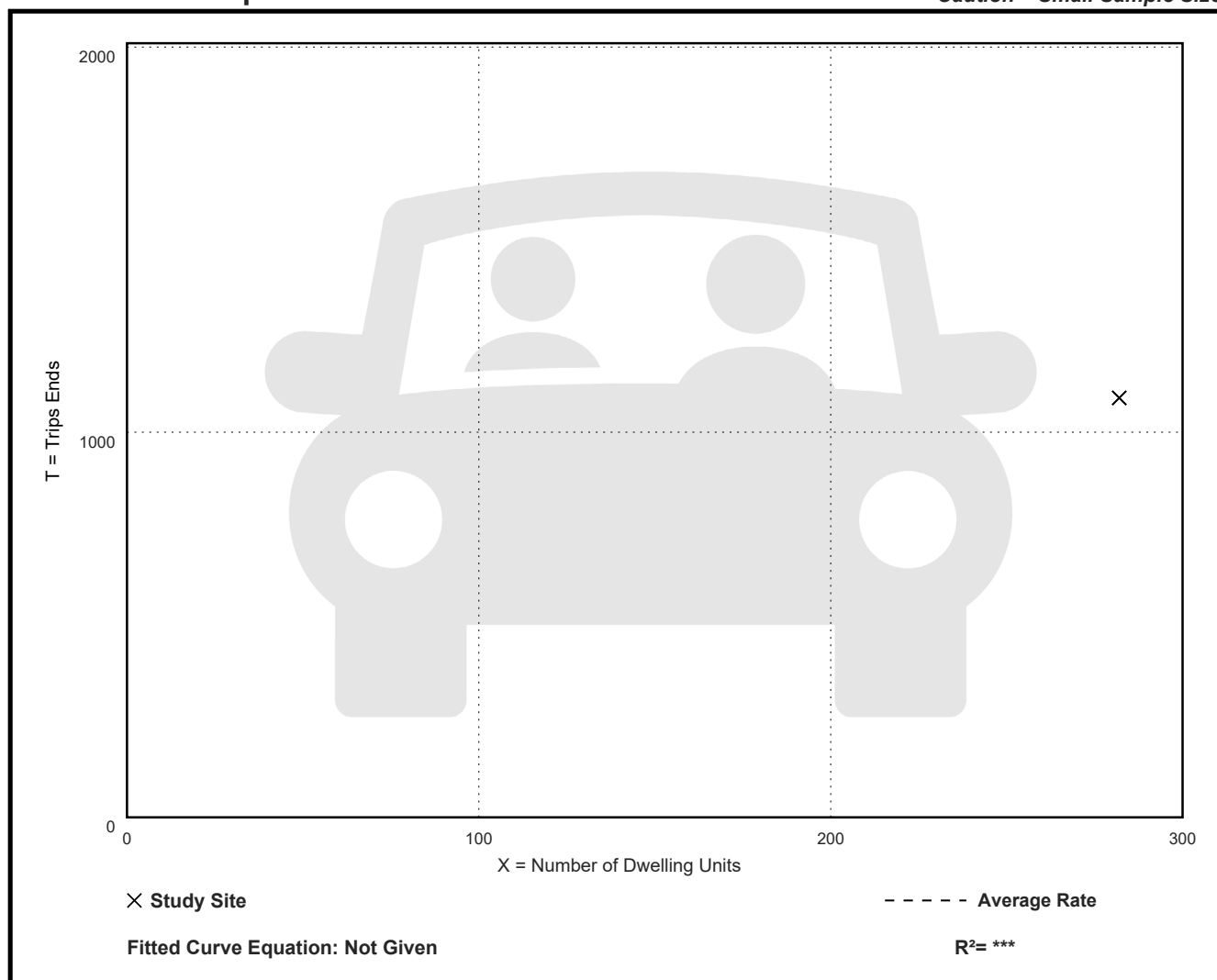
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.86	3.86 - 3.86	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 282

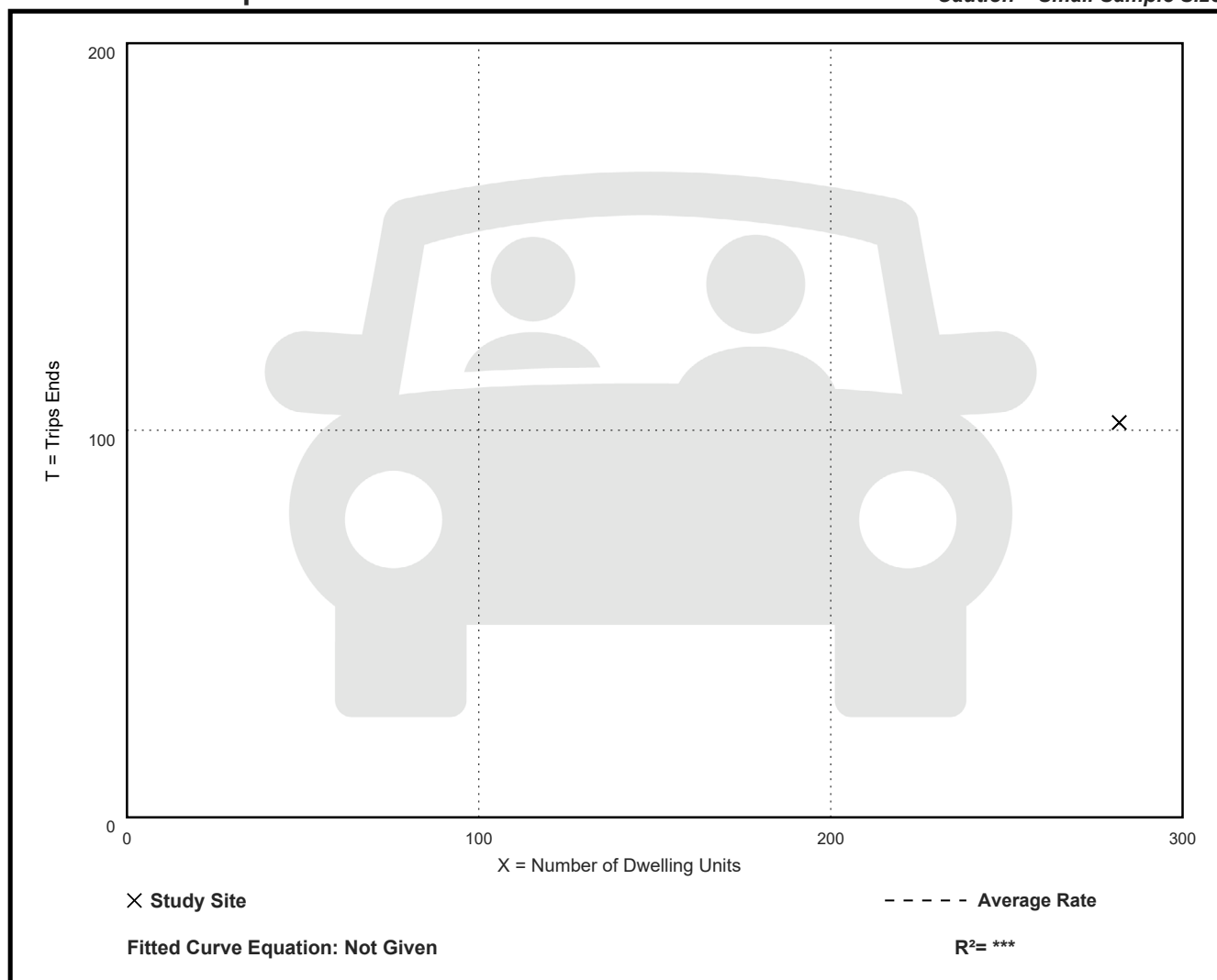
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.36 - 0.36	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Residents

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 177

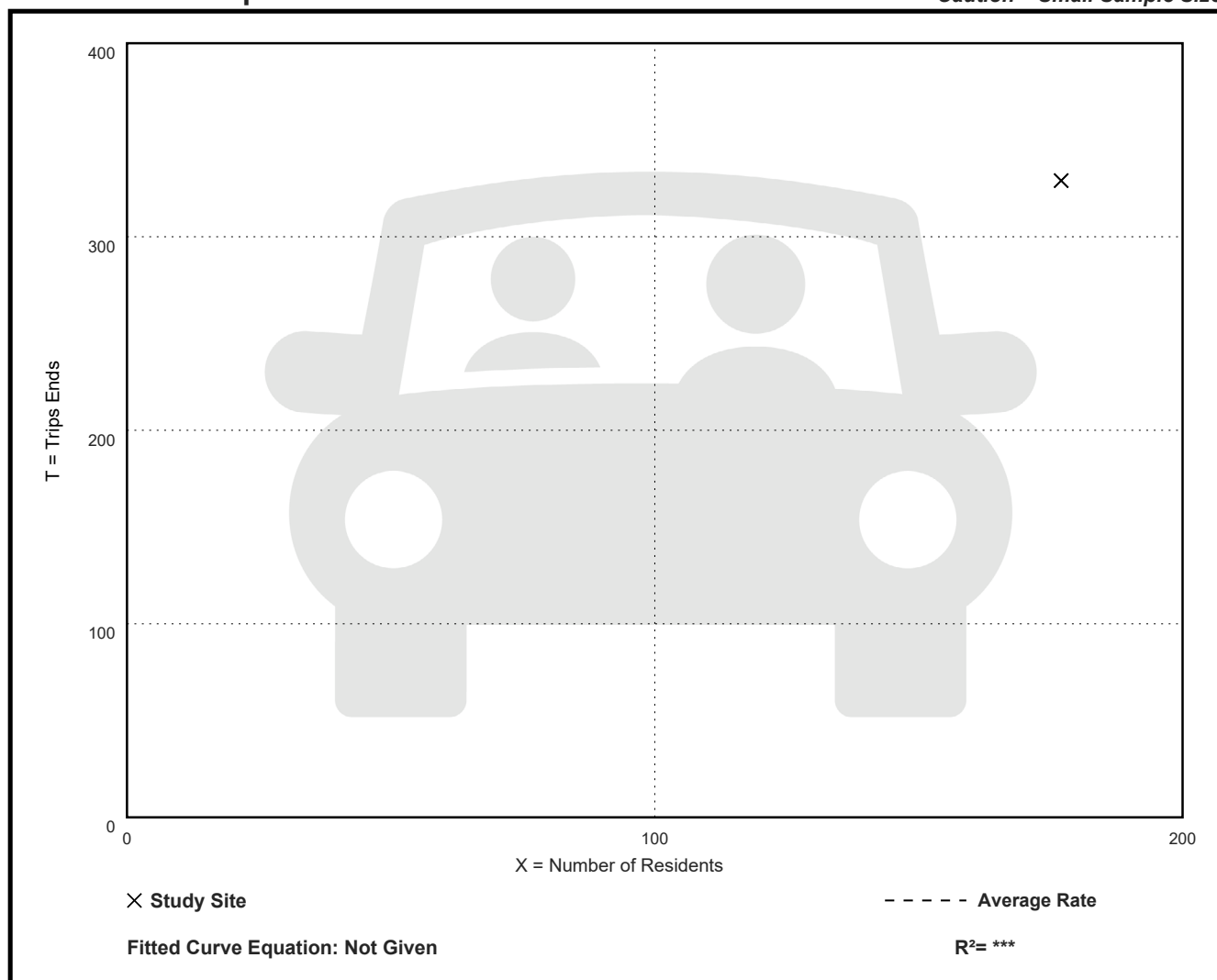
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
1.86	1.86 - 1.86	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Residents

On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 177

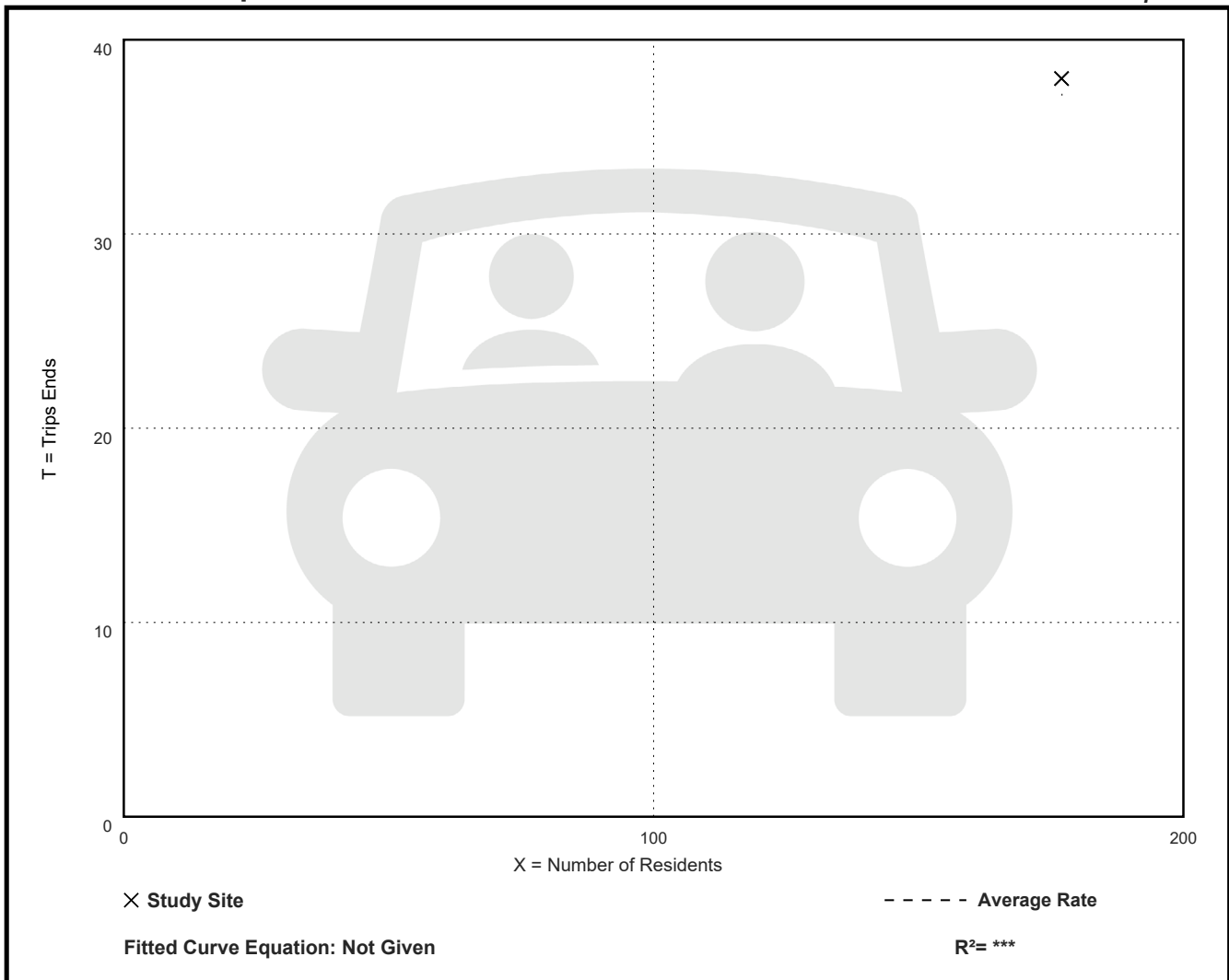
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.21	0.21 - 0.21	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Residents

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 177

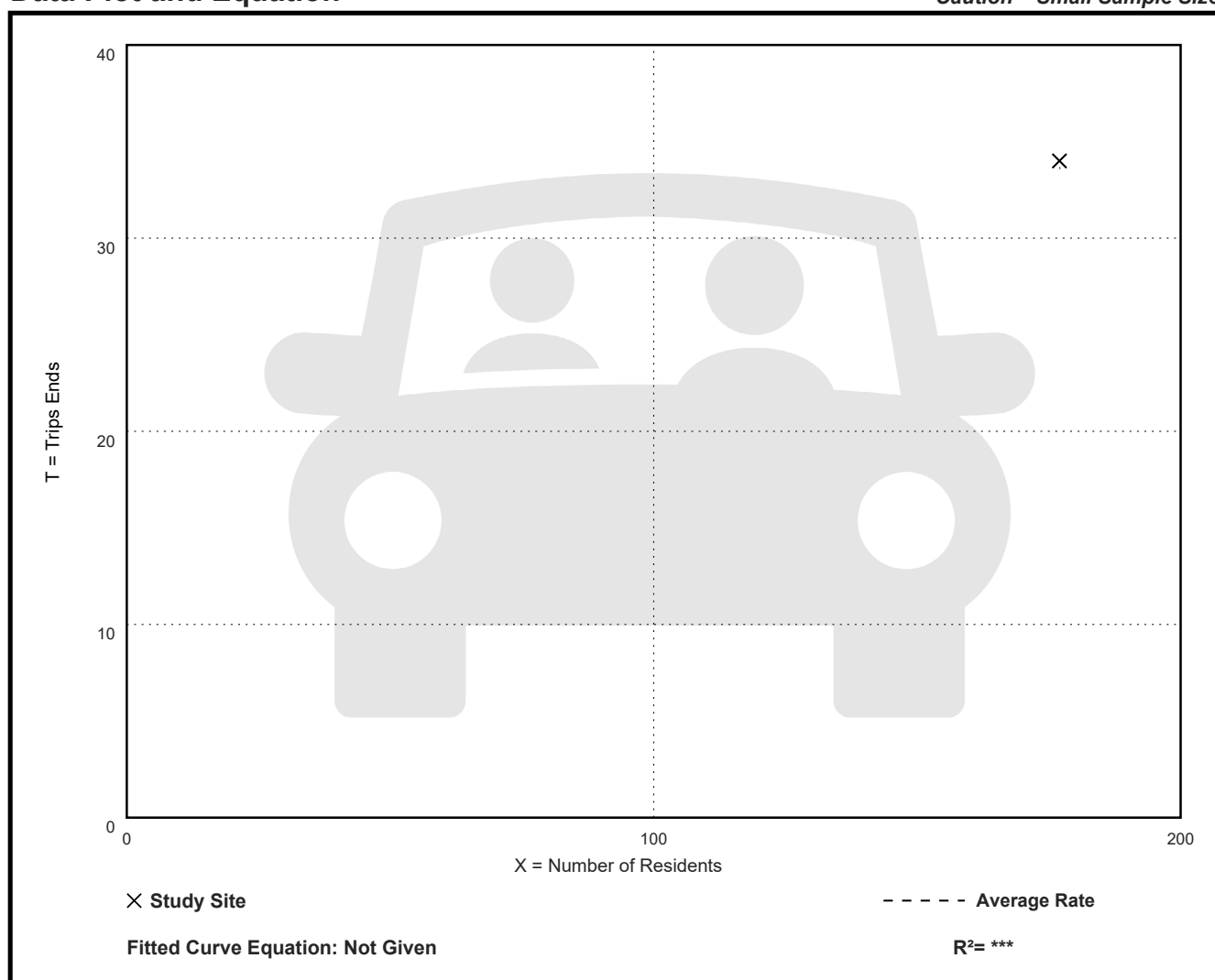
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.19	0.19 - 0.19	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

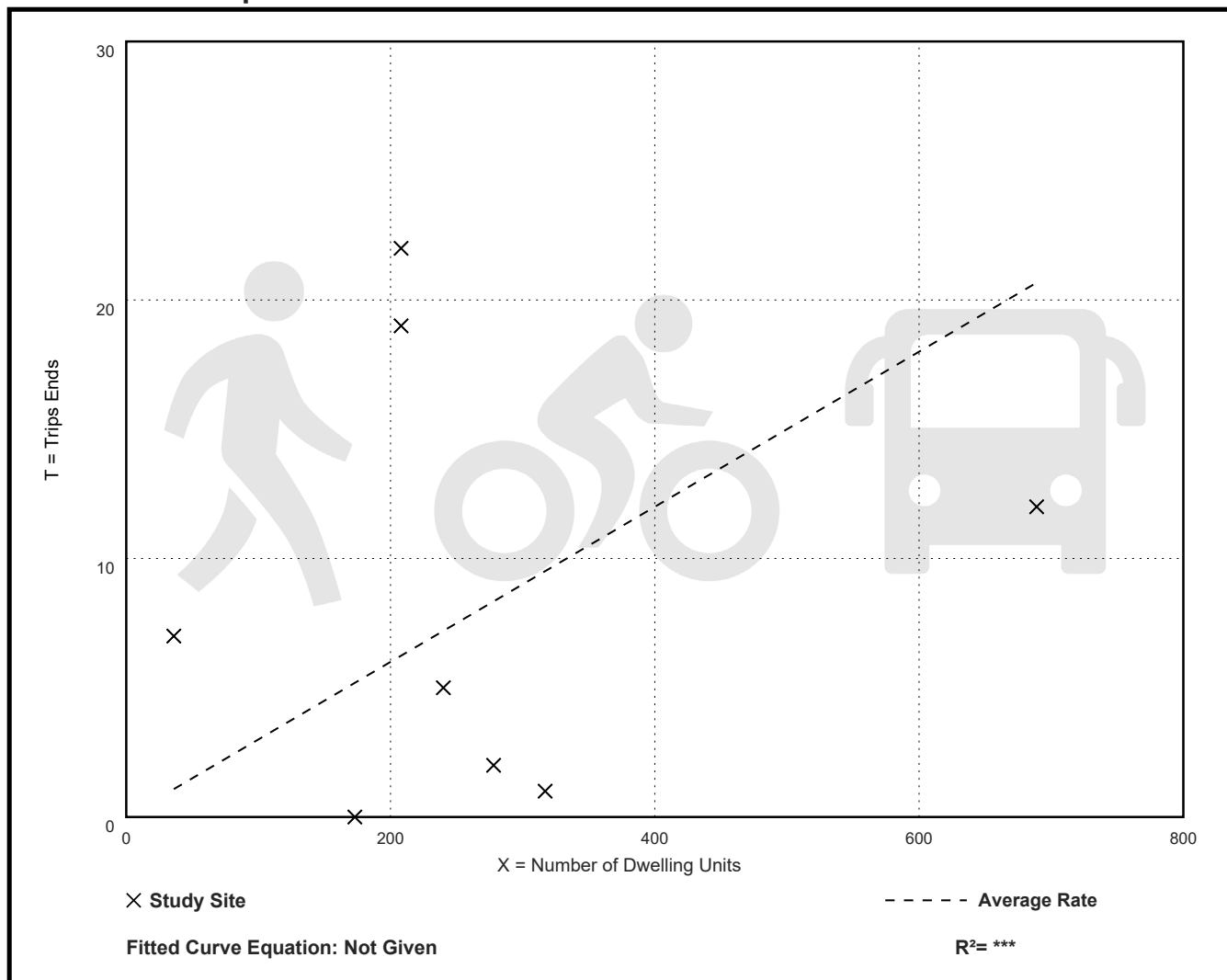
Avg. Num. of Dwelling Units: 269

Directional Distribution: 57% entering, 43% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.19	0.04

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 10

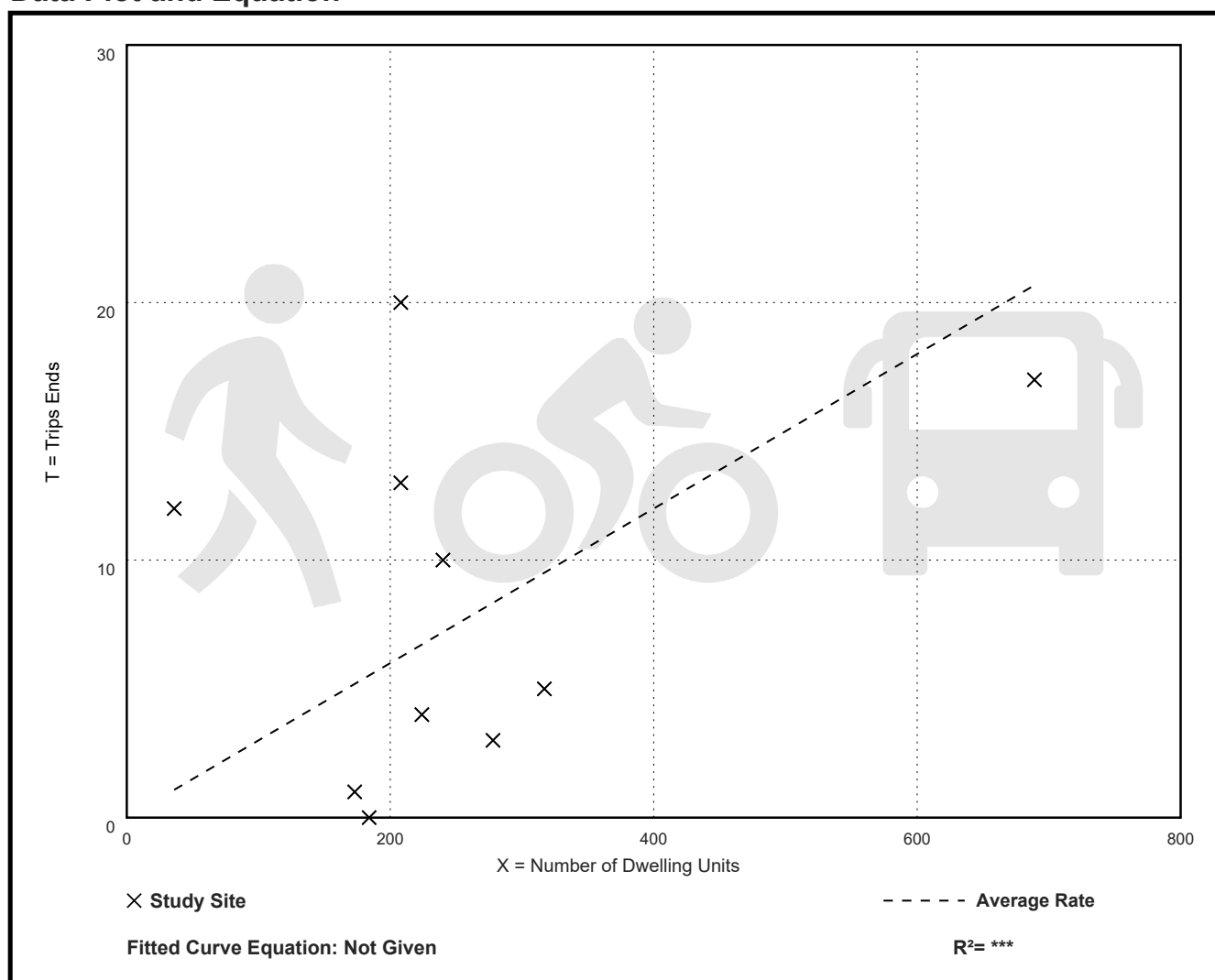
Avg. Num. of Dwelling Units: 256

Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.33	0.05

Data Plot and Equation



Land Use: 822

Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, its GLA is the same as the gross floor area of the building.

The 40,000-square-foot GLA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. All shopping plazas in the database with a supermarket as their anchor are larger than 40,000 square feet GLA.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Delaware, Florida, New Jersey, Ontario (CAN), Pennsylvania, South Dakota, Vermont, and Wisconsin.

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not contain retail that would generate significant trips during this period (for example, a coffee/donut shop).

Source Numbers

358, 428, 437, 507, 728, 936, 960, 961, 1009, 1219

Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

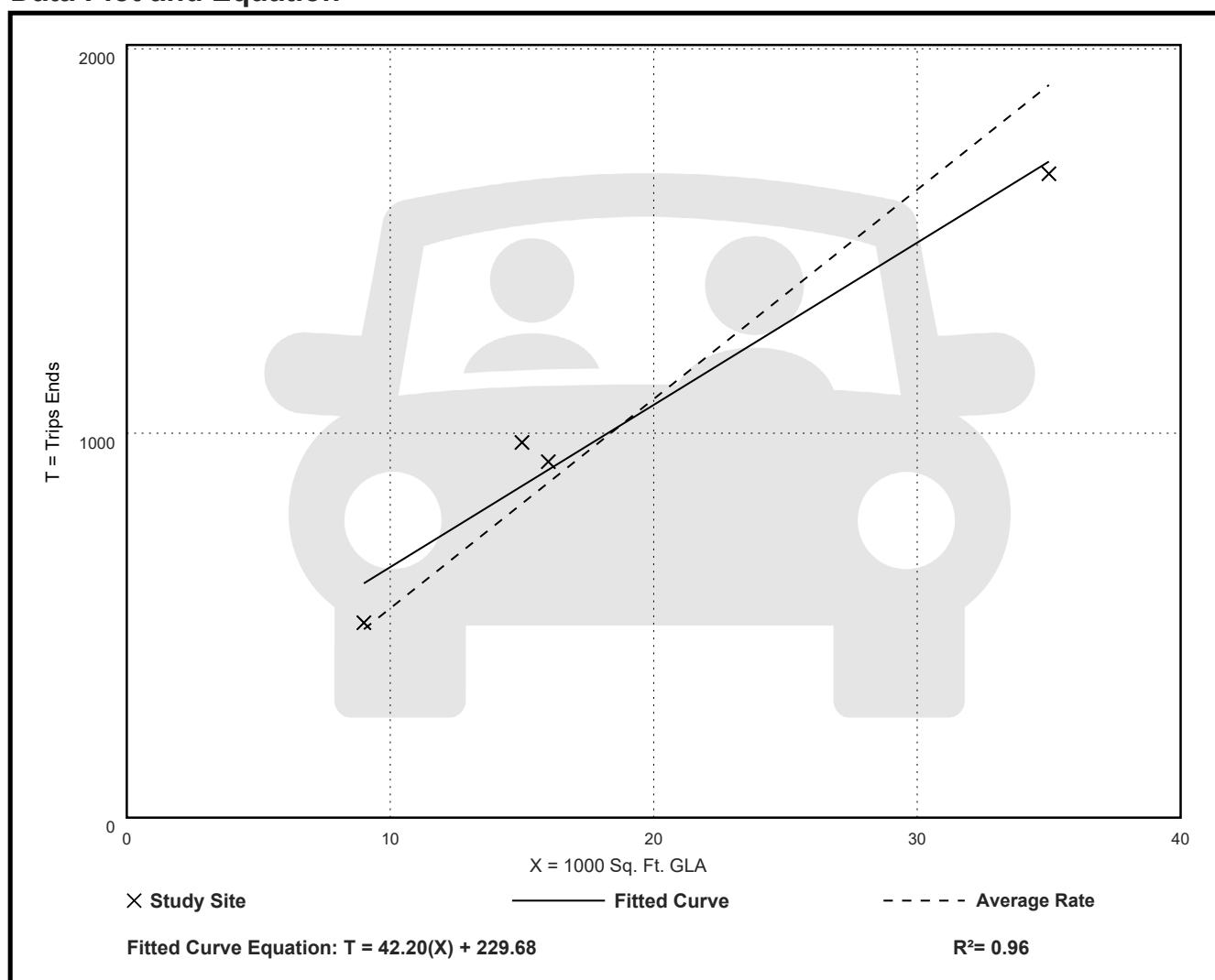
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

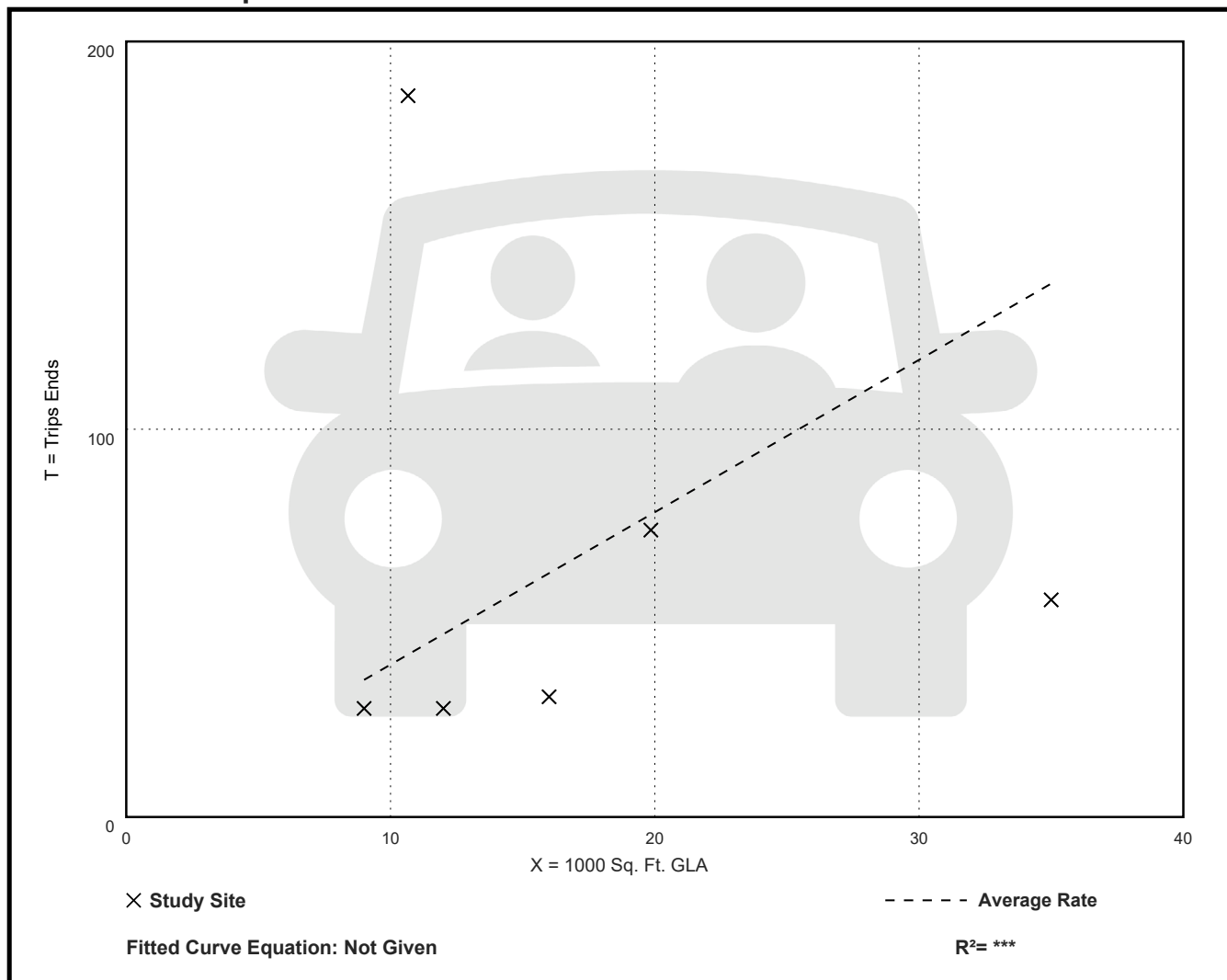
Avg. 1000 Sq. Ft. GLA: 17

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 24

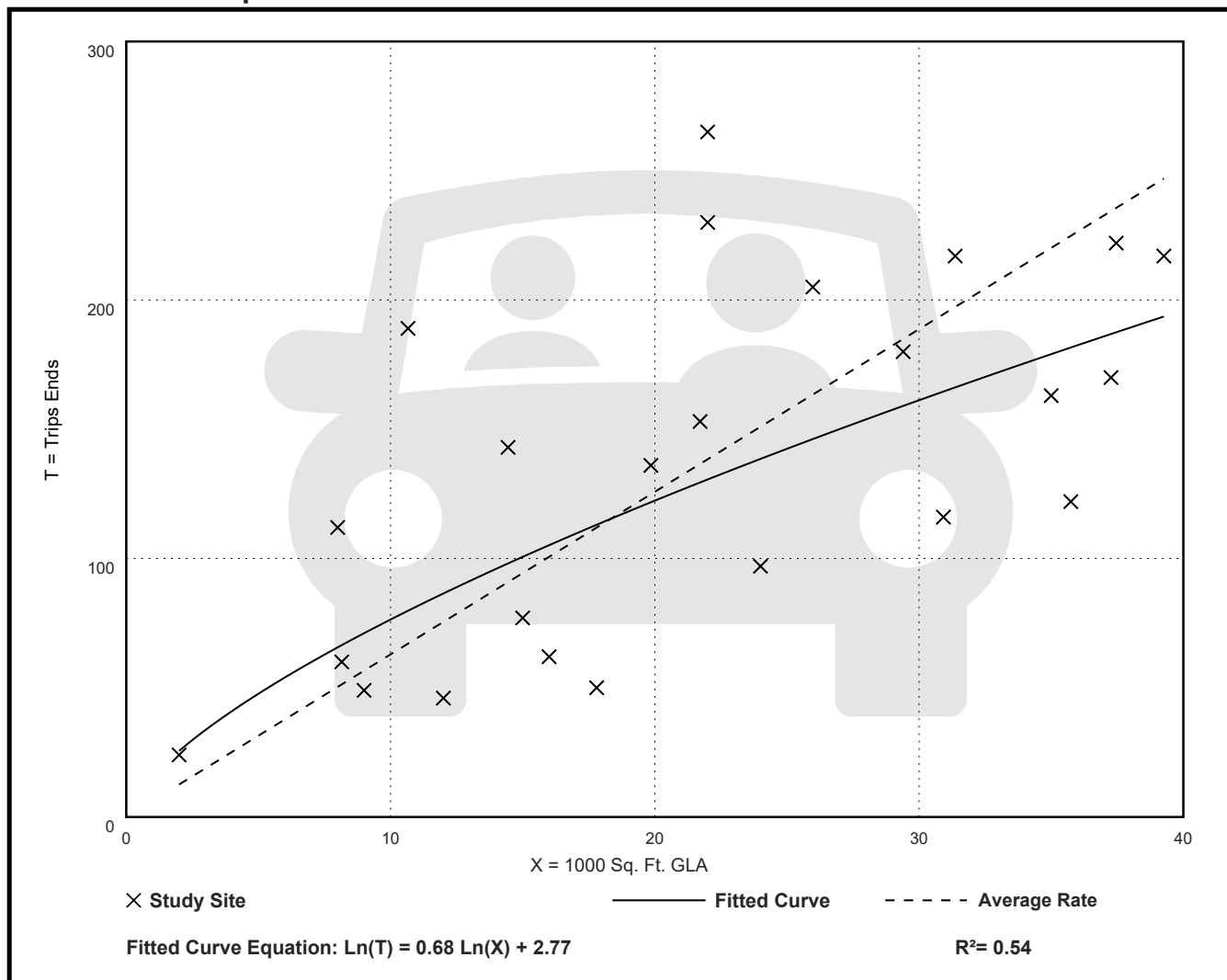
Avg. 1000 Sq. Ft. GLA: 22

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 15

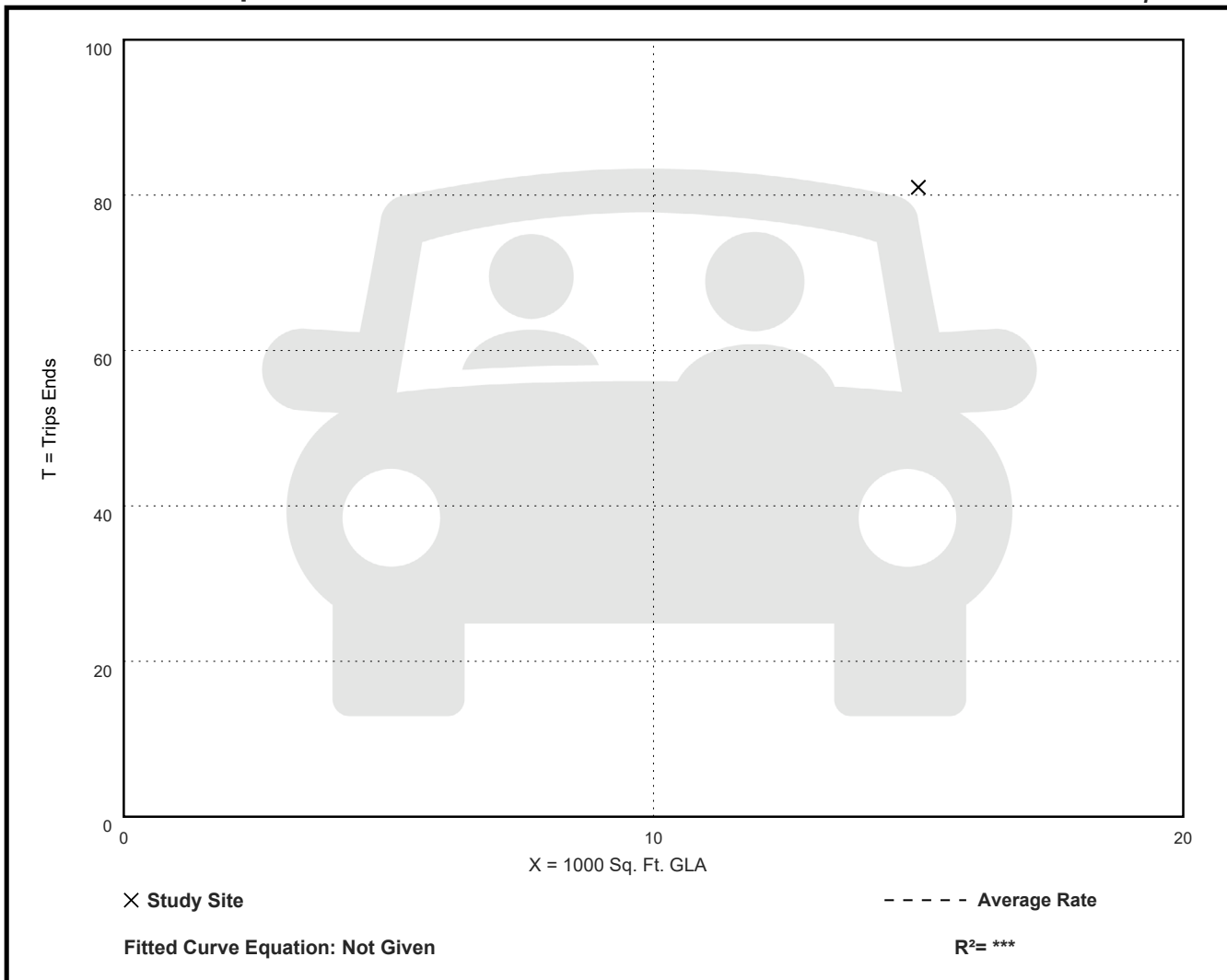
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.40	5.40 - 5.40	***

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 15

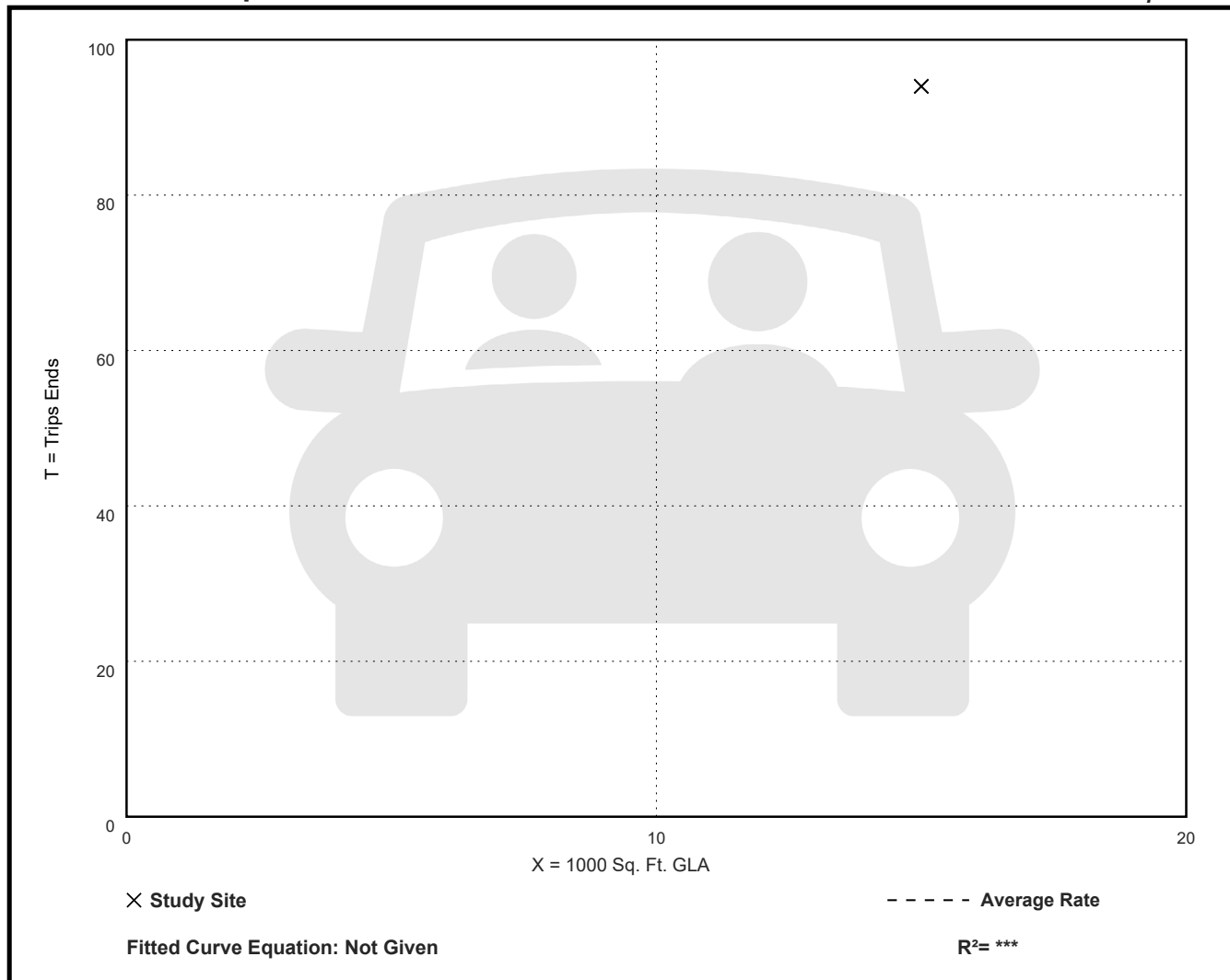
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.27	6.27 - 6.27	***

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 14

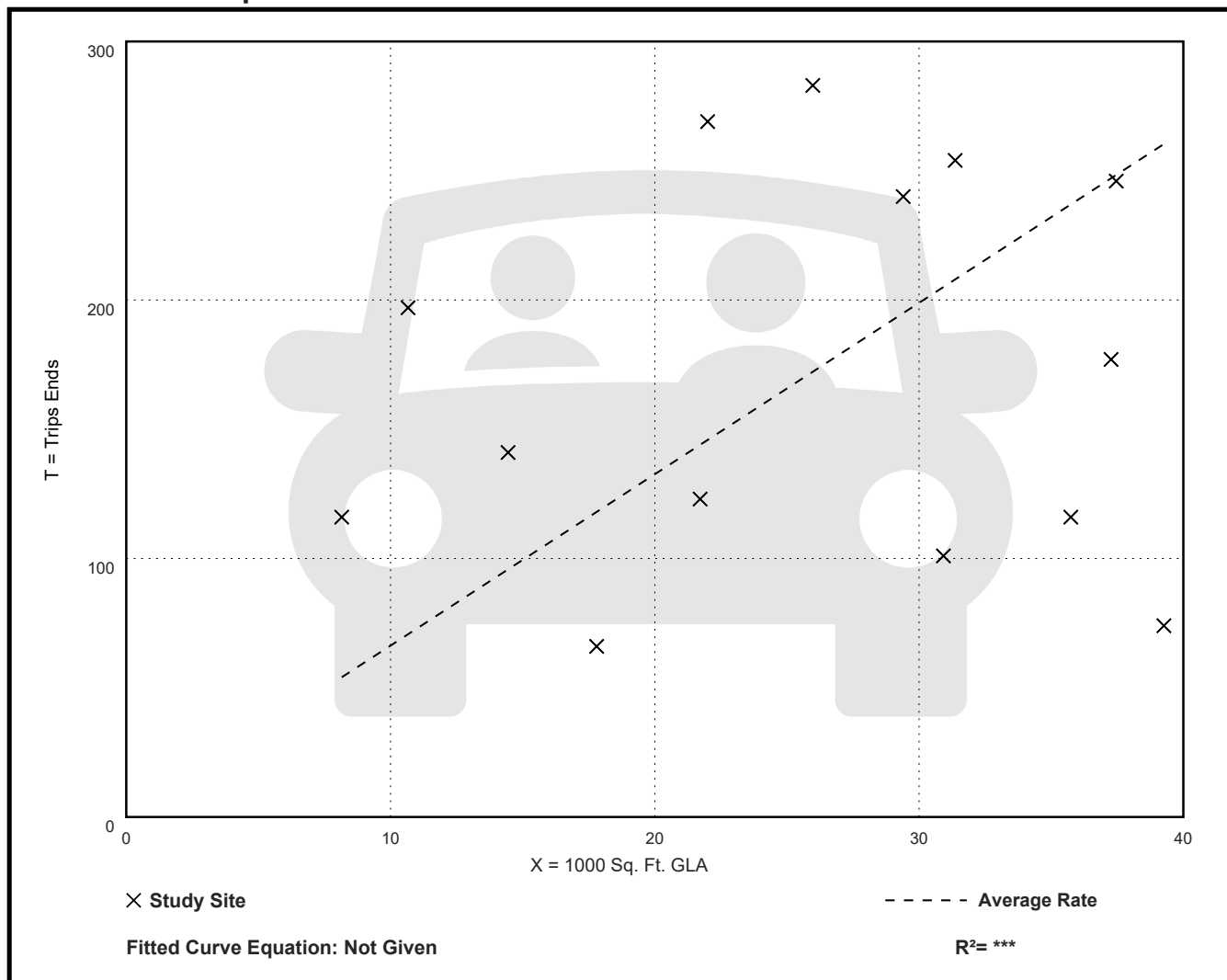
Avg. 1000 Sq. Ft. GLA: 26

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.63	1.88 - 18.48	3.99

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: Rural

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 6

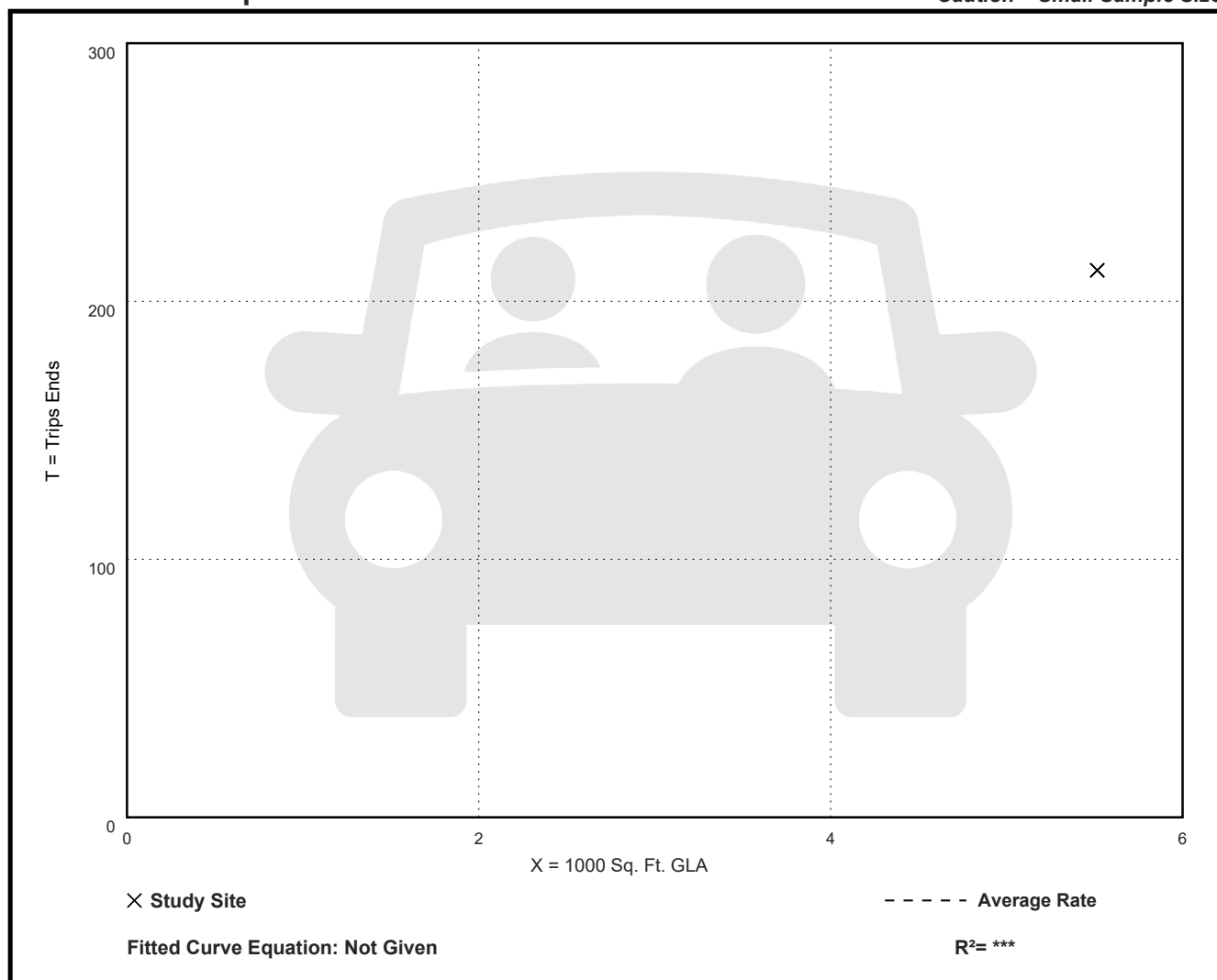
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
38.44	38.44 - 38.44	***

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: Rural

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 6

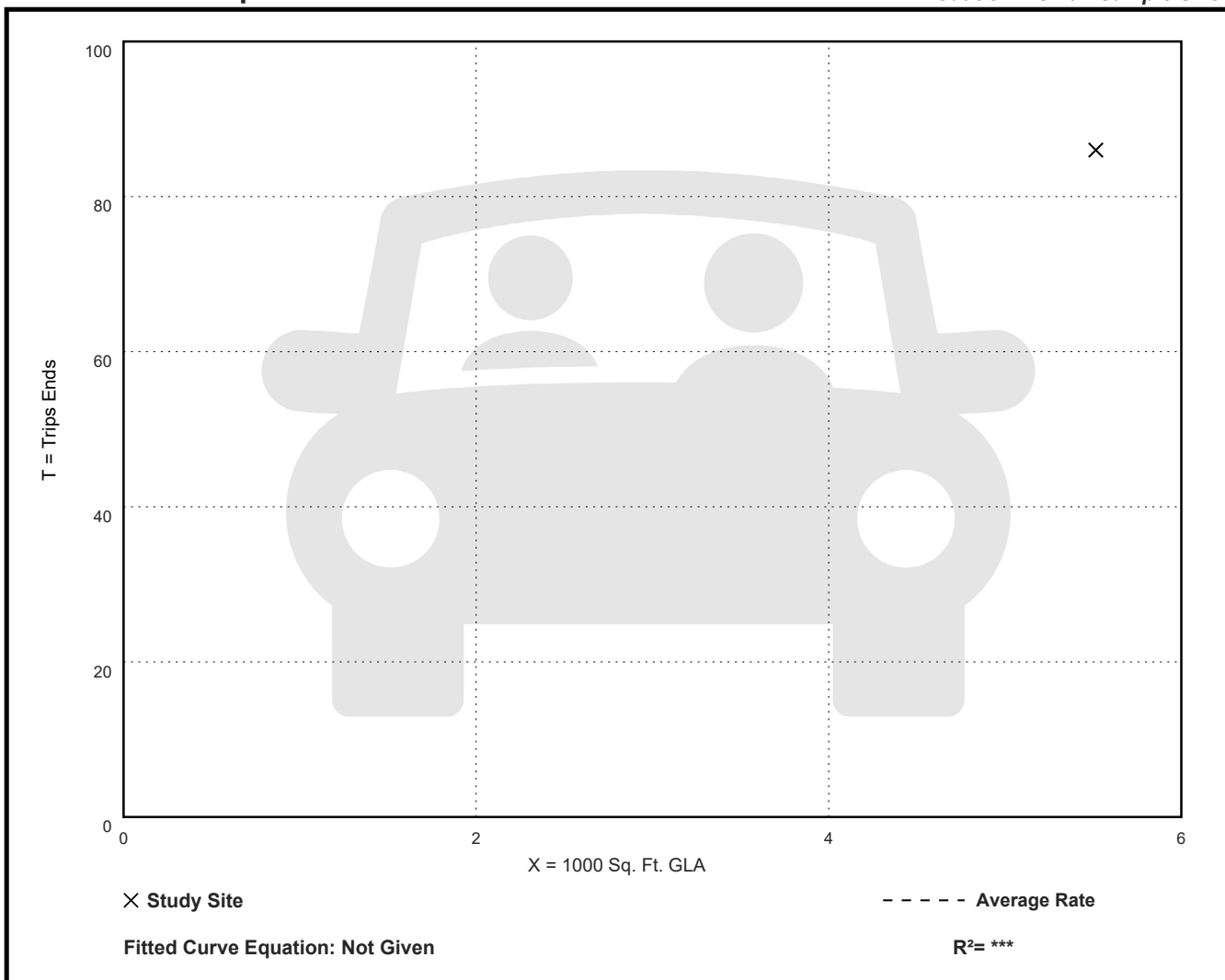
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
15.59	15.59 - 15.59	***

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Saturday, Peak Hour of Generator

Setting/Location: Rural

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 6

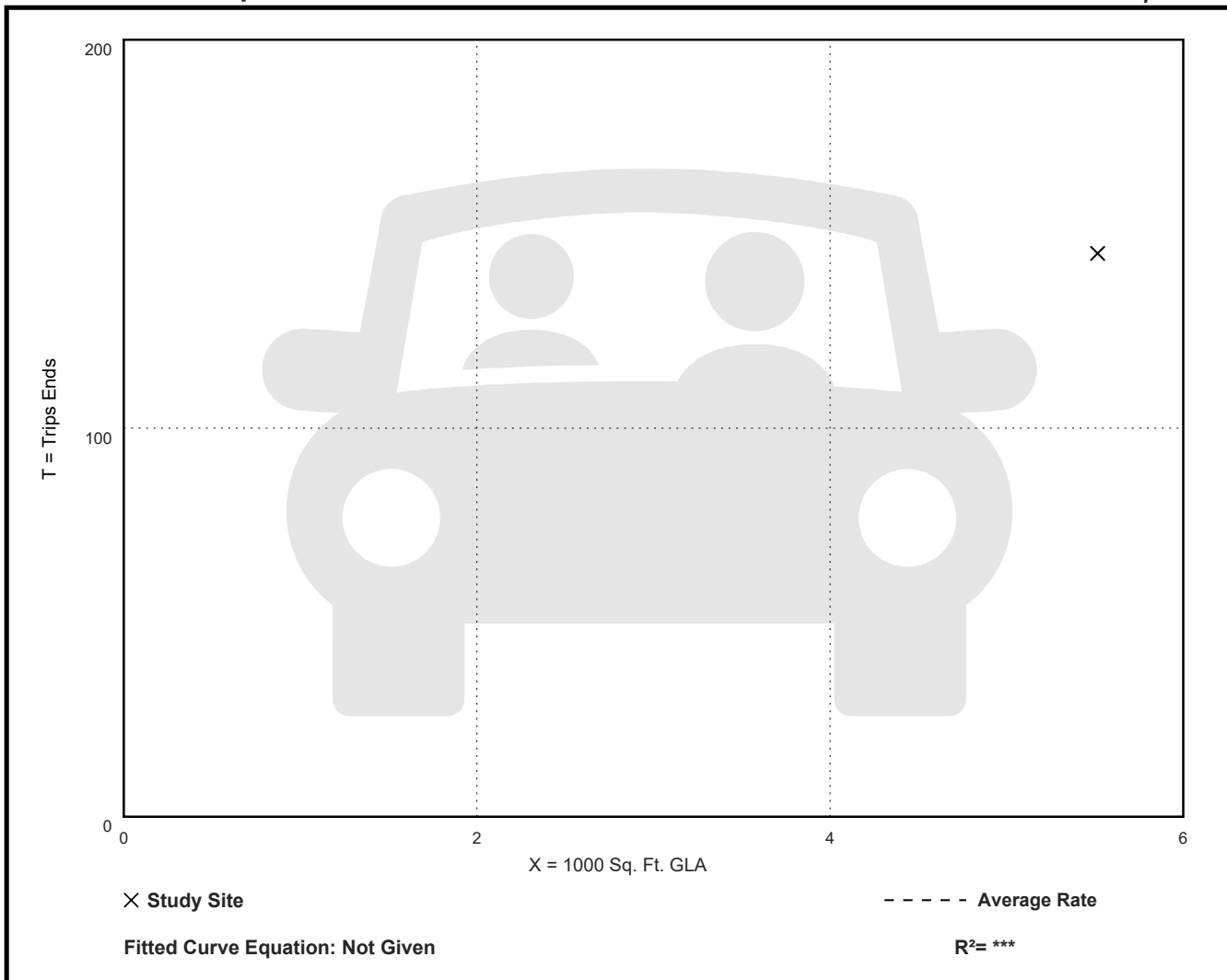
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
26.29	26.29 - 26.29	***

Data Plot and Equation

Caution – Small Sample Size



Land Use: 926 Food Cart Pod

Description

A food cart pod is a group of food carts or food trucks congregated in an established location, such as a parking lot, on a semi-permanent or regular basis. A food cart pod typically operates during both the lunch and dinner timeframes. A food cart pod often includes limited covered seating or a dining area. A food cart pod may also include the sale of alcoholic beverages.

Additional Data

All data was collected in the summer months. Most sites were located along public transit routes, and some were accessible by bike or multi-use paths. The independent variable “food cart” is defined for the purpose of this land use as the number of food carts open at the time of the study.

The sites were surveyed in the 2010s in Oregon.

Source Number

919

Food Cart Pod (926)

Vehicle Trip Ends vs: Food Carts

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 4

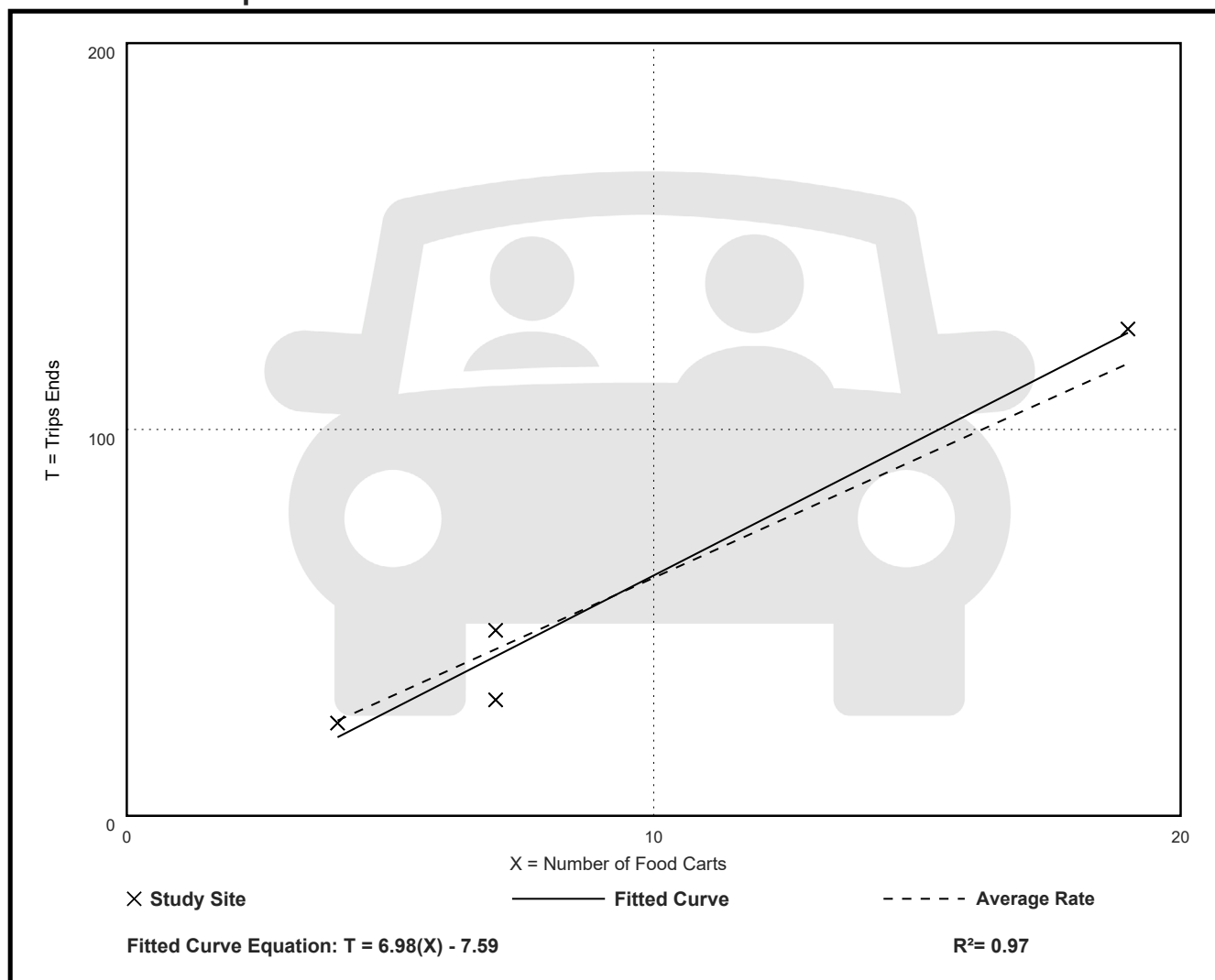
Avg. Num. of Food Carts: 9

Directional Distribution: Not Available

Vehicle Trip Generation per Food Cart

Average Rate	Range of Rates	Standard Deviation
6.16	4.29 - 6.86	1.08

Data Plot and Equation



Food Cart Pod (926)

Vehicle Trip Ends vs: Food Carts

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

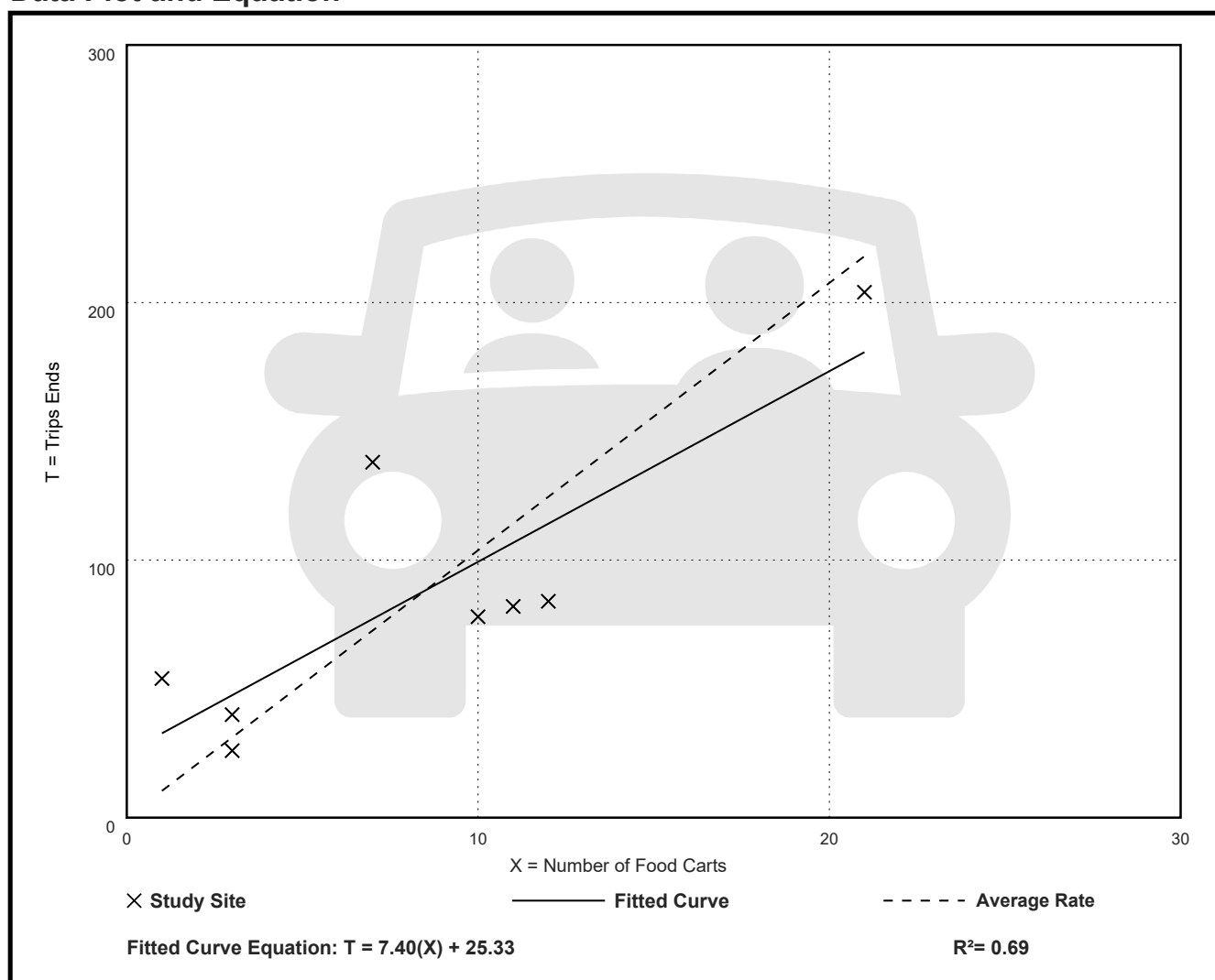
Avg. Num. of Food Carts: 9

Directional Distribution: Not Available

Vehicle Trip Generation per Food Cart

Average Rate	Range of Rates	Standard Deviation
10.38	7.00 - 54.00	6.93

Data Plot and Equation



Food Cart Pod (926)

Walk+Bike+Transit Trip Ends vs: Food Carts

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 4

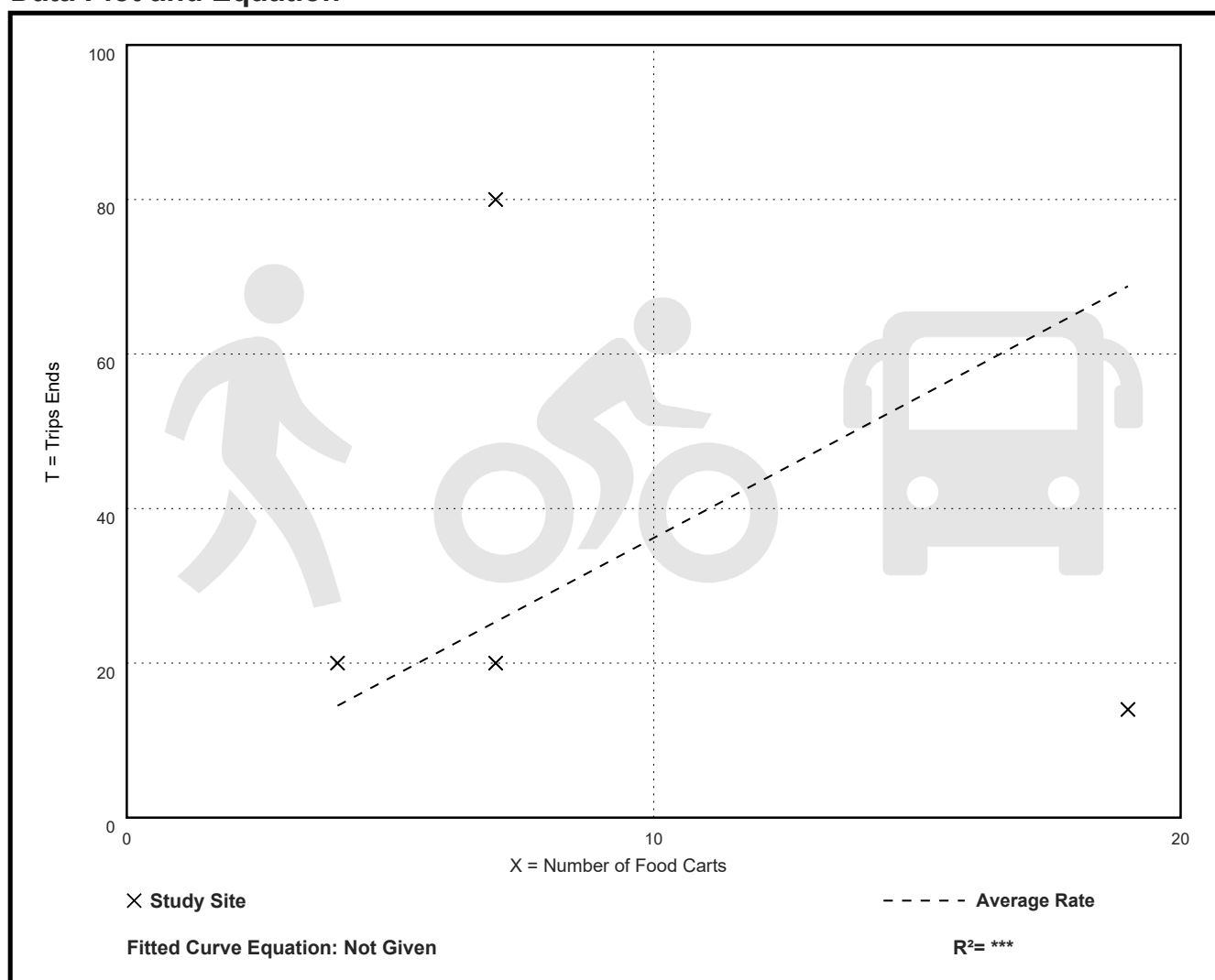
Avg. Num. of Food Carts: 9

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Food Cart

Average Rate	Range of Rates	Standard Deviation
3.62	0.74 - 11.43	4.64

Data Plot and Equation



Food Cart Pod (926)

Walk+Bike+Transit Trip Ends vs: Food Carts

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

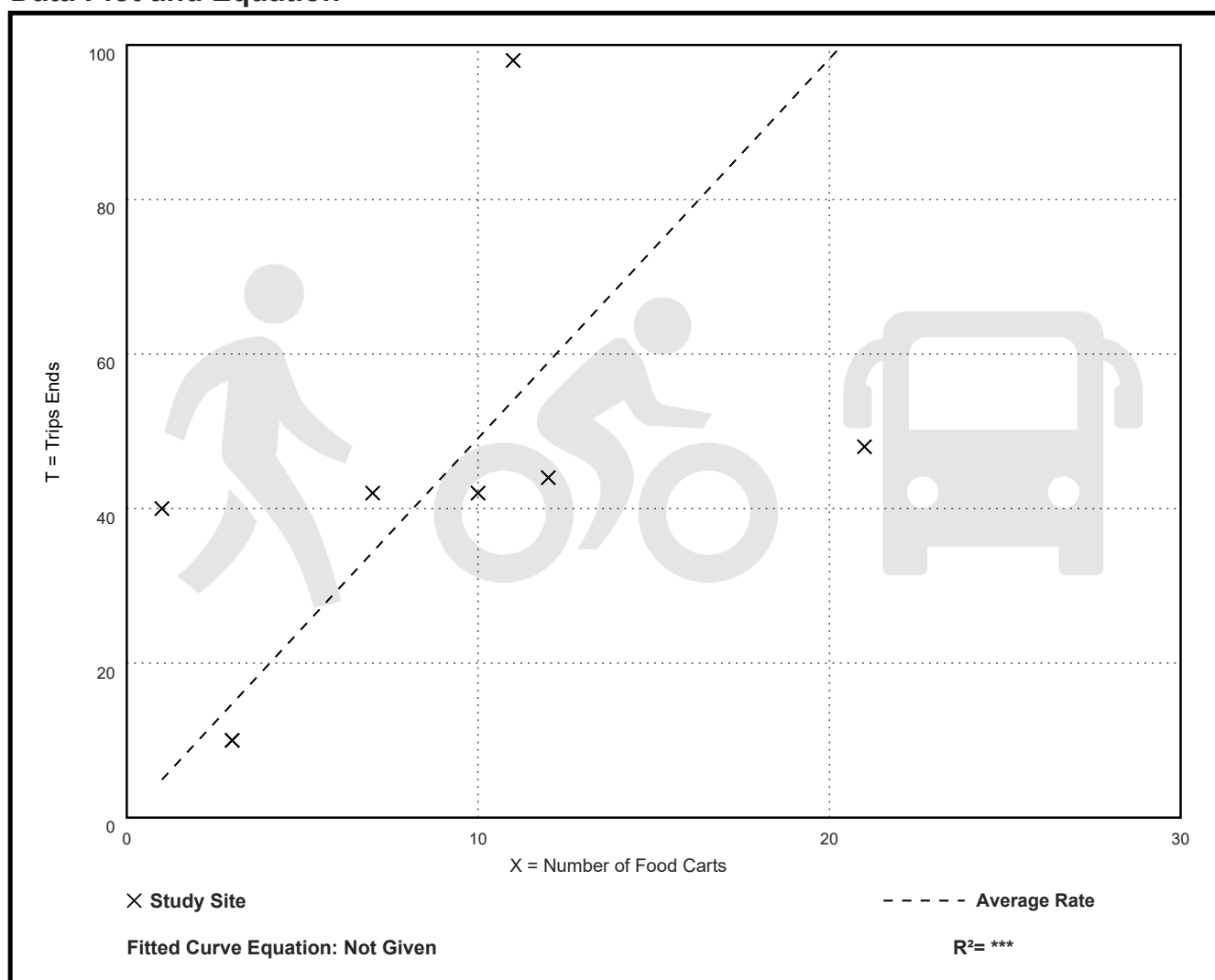
Avg. Num. of Food Carts: 9

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Food Cart

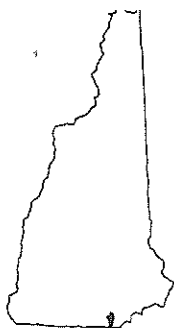
Average Rate	Range of Rates	Standard Deviation
4.91	2.29 - 40.00	5.18

Data Plot and Equation



APPENDIX B

- CRASH DATA



TOWN OF HUDSON Attachment "B"

Police Department

Partners with the Community

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



David Cayot
Chief of Police

Captain Steven McElhinney
Special Investigations Bureau

Captain Patrick Broderick
Operations Bureau

Captain Patrick McStravick
Support Services Bureau

Traffic Accident Study January 1, 2022 thru November 30, 2025 **Central Street (includes intersections of Burnham Rd, Greeley St, Hamblett and Kimball Hill Rd)**

Wason Road Totals:

Accidents: 75

Vehicles: 146

Fatalities: 0

Injuries Reported: 19

Time of Day

1:00 am to 12:00 am: 23

12:00 pm to 11:00 pm: 52

Weather: 8 (conditions other than dry)

Breakdown of statistics

Central St at Burnham Rd:

Accidents: 19 (vehicles only)

Injuries Reported: 3

Time of Day

1:00 am to 12:00 am: 4

12:00 pm to 11:00 pm: 15

Traffic Offenses

Speed Related: 1

Vehicle vs Fixed Object: 2

Operator Distraction: 4

Failure to Yield: 5

Weather: 3

Central St at Greeley St:

Accidents: 26 (vehicles only)

Vehicle vs Pedestrian (1)

Vehicle vs Animal (2)

Injuries Reported: 5

Time of Day

1:00 am to 12:00 am: 8

12:00 pm to 11:00 pm: 18

Traffic Offenses

Speed Related: 2

Operator Distraction: 6



A NATIONALLY ACCREDITED LAW ENFORCEMENT AGENCY

Failure to Yield: 2
Following too closely: 5
Weather: 3

Central St at Hamblett Ave:

Accidents: 7 (vehicles only)
Injuries Reported: 4
Time of Day
1:00 am to 12:00 am: 3
12:00 pm to 11:00 pm: 4
Traffic Offenses
Speed Related: 2
Operator Distraction: 2
Following too Closely: 4
Weather: 0

Central St at Kimball Hill Rd:

Accidents: 17 (vehicles only)
Injuries Reported: 5
Time of Day
1:00 am to 12:00 am: 6
12:00 pm to 11:00 pm: 11
Traffic Offenses
Vehicle vs Fixed Object: 1
Operator Distraction: 4
Following too Closely: 6
Weather: 1

Central St (between Burnham and Greeley/Kimball Hill intersections)

Accidents: 6 (vehicles only)
Injuries Reported: 7
Time of Day
1:00 am to 12:00 am: 2
12:00 pm to 11:00 pm: 4
Traffic Offenses
Vehicle vs Fixed Object: 2
Failure to Yield: 2
Weather: 1

Statistics compiled by:

Colleen Jefferson

Colleen Jefferson, Records Clerk
December 10, 2025



Motor Vehicle Traffic Accident Study
Central Street
(Burnham, Greeley, Hamblett, Kimball Hill)
1/1/2022 to 11/30/2025

Attachment "E"

YEAR	12:00 AM TO 11:59 AM	12:00 PM TO 11:59 PM	Vehicles Involved	INJURIES	PROP DAMAGE	CITATIONS	WEATHER	FINDINGS
2025								
Kimball Hill	2	2	7	2	2		Dry	Four-way Intersection (1 accident) Five-Point Intersection (2 accidents) Vehicle vs Pole/Tree/Etc. (1 accident) Fall/Jump related (1 vehicle) Use of parking lane/zone (1 accident)
Hamblett		1	3		1		Dry	Two way intersection (1 accident) Speed related (1 vehicle)
Greeley	3	2	11	1	4	1	Dry	Intersection related (2 accidents) Inattentive/careless/distracted operator (1) Use of parking lane/zone (1 accident) Speed related (1 vehicle)
Burnham	1	2	4	1	3	1	Dry	Intersection related (5 accidents) DUI (1 accident) Inattentive/careless/distracted operator (1) Medical related (1 vehicle) Vehicle vs Pole/Tree/Etc. (1 accident) Use of parking lane/zone (1 accident) Speed related (1 vehicle)
Central St	2		2	1			Dry	Vehicle vs Pole/Tree/Etc. (2 accident)
2024								
Kimball Hill	2		3		2		Dry	Five-Point Intersection (1 accident)
Hamblett	1	1	4		2		Dry	Five-Point Intersection (1 accident)
Greeley	2	9	17	2			Wet (1)	Intersection related (7 accidents) Inattentive/careless/distracted operator (3) Vehicle vs Pedestrian (1 accident) DUI (1 accident)

Motor Vehicle Traffic Accident Study
Central Street
(Burnham, Greeley, Hamblett, Kimball Hill)
1/1/2022 to 11/30/2025

Attachment "E"

								Animal Involvement (2 accidents)
Burnham	2	8	22	1				Wet (1) Intersection related (5 accidents) Failure to Yield Right-of-Way (1 vehicle) Inattentive/careless/distracted operator (2) Driveway involvement (1 accident) Vehicle vs Pole/Tree/Etc. (1 accident) Use of parking lane/zone (1 accident)
Central St		3	3					Wet (1) Use of parking lane/zone (1 accident)
2023								
Kimball Hill	1	6	15	2				Wet (1) Four-way Intersection (1 accident) Five-Point Intersection (4 accidents) Following too closely (5 vehicles) Failure to Yield Right-of-Way (1 vehicle) Inattentive/careless/distracted operator (1) Traffic Congestion (1 accident)
Hamblett	1	1	6	2		1		Dry (2) T-Intersection (2 accidents) Speed related (1 vehicle) Following too closely (2 vehicles) Operation reckless/aggressive (1 vehicle) Inattentive/careless/distracted operator (1)
Greeley	1	6	12	1	1			Wet (1) T-Intersection (1 accident) Four-way Intersection (1 accident) Five-Point Intersection (1 accident) Speed related (1 vehicle) Following too closely (3 vehicles) Failure to Yield Right-of-Way (2 vehicles) Inattentive/careless/distracted operator (1) Traffic Congestion (1 accident) Ran off Roadway (1 vehicle)
Burnham	1	1	4					Wet (1) Four-way Intersection (1 accident) Failed to Keep Proper Lane (1 vehicle) Failure to Yield Right-of-Way (1 vehicle)
								2

1/1/2022 to 11/30/2025

Attachment "E"

APPENDIX C

- **HCM CAPACITY ANALYSIS REPORTS**
- **SYNCHRO REPORTS**

HCM Unsignalized Intersection Capacity Analysis 3: Central St & Western Site Drive

AM Peak Hour - 2027 Pre-Development

06/16/2026

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	0	0	733	0	0	977
Future Volume (Veh/h)	0	0	733	0	0	977
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	797	0	0	1062
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			385			
pX, platoon unblocked	0.86	0.86			0.86	
vC, conflicting volume	1859	797			797	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1919	680			680	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	63	387			782	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	0	797	1062			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	782			
Volume to Capacity	0.00	0.47	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s/veh)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s/veh)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			54.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

5: Central St & Cumberland Farms/Burnham Rd

AM Peak Hour - 2027 Pre-Development

06/16/2026

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	406	2	26	16	6	11	11	316	13	10	391	576
Future Volume (vph)	406	2	26	16	6	11	11	316	13	10	391	576
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1774	1583		1738		1770	1852		1770	1863	1583
Flt Permitted		0.95	1.00		0.79		0.95	1.00		0.52	1.00	1.00
Satd. Flow (perm)		1774	1583		1416		1770	1852		982	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	441	2	28	17	7	12	12	343	14	11	425	626
RTOR Reduction (vph)	0	0	18	0	11	0	0	1	0	0	0	196
Lane Group Flow (vph)	0	443	10	0	25	0	12	356	0	11	425	430
Turn Type	Split	NA	Perm	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4			8		5	2			6	4
Permitted Phases			4	8						6		6
Actuated Green, G (s)		28.6	28.6		3.7		1.0	30.7		25.7	25.7	54.3
Effective Green, g (s)		28.6	28.6		3.7		1.0	30.7		25.7	25.7	54.3
Actuated g/C Ratio		0.36	0.36		0.05		0.01	0.39		0.33	0.33	0.69
Clearance Time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		642	573		66		22	719		319	606	1088
v/s Ratio Prot		c0.25					0.01	c0.19			c0.23	0.14
v/s Ratio Perm			0.01		c0.02					0.01		0.13
v/c Ratio		0.69	0.01		0.37		0.54	0.49		0.03	0.70	0.39
Uniform Delay, d1		21.4	16.1		36.5		38.7	18.2		18.1	23.2	5.3
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		3.1	0.0		3.5		24.8	0.5		0.0	3.6	0.2
Delay (s)		24.6	16.1		40.0		63.6	18.8		18.2	26.9	5.5
Level of Service		C	B		D		E	B		B	C	A
Approach Delay (s/veh)		24.1			40.0			20.2			14.2	
Approach LOS		C			D			C			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			18.3									
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			79.0									
Intersection Capacity Utilization			58.2%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 6: Central St & Eastern Site Drive

AM Peak Hour - 2027 Pre-Development

06/16/2026

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	0	0	733	0	0	977
Future Volume (Veh/h)	0	0	733	0	0	977
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	797	0	0	1062
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			970			
pX, platoon unblocked	0.88	0.88			0.88	
vC, conflicting volume	1859	797			797	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1908	701			701	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	66	386			788	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	0	797	1062			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	788			
Volume to Capacity	0.00	0.47	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s/veh)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s/veh)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			54.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

5: Central St & Cumberland Farms/Burnham Rd

PM Peak Hour - 2027 Pre-Development

06/16/2026

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	469	15	42	30	4	38	27	488	21	28	339	493
Future Volume (vph)	469	15	42	30	4	38	27	488	21	28	339	493
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.92		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1777	1583		1695		1770	1851		1770	1863	1583
Flt Permitted		0.95	1.00		0.63		0.95	1.00		0.26	1.00	1.00
Satd. Flow (perm)		1777	1583		1099		1770	1851		500	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	510	16	46	33	4	41	29	530	23	30	368	536
RTOR Reduction (vph)	0	0	29	0	30	0	0	1	0	0	0	181
Lane Group Flow (vph)	0	526	17	0	48	0	29	552	0	30	368	355
Turn Type	Split	NA	Perm	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4			8		5	2			6	4
Permitted Phases			4	8						6		6
Actuated Green, G (s)		35.0	35.0		8.1		4.3	37.1		28.8	28.8	63.8
Effective Green, g (s)		35.0	35.0		8.1		4.3	37.1		28.8	28.8	63.8
Actuated g/C Ratio		0.36	0.36		0.08		0.04	0.39		0.30	0.30	0.66
Clearance Time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		646	575		92		79	713		149	557	1049
v/s Ratio Prot		c0.30					0.02	c0.30			0.20	0.12
v/s Ratio Perm			0.01		c0.04					0.06		0.10
v/c Ratio		0.81	0.02		0.51		0.36	0.77		0.20	0.66	0.33
Uniform Delay, d1		27.6	19.6		42.1		44.6	25.8		25.1	29.4	7.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.7	0.0		4.8		2.8	5.2		0.6	2.9	0.1
Delay (s)		35.4	19.6		47.0		47.5	31.1		25.7	32.3	7.2
Level of Service		D	B		D		D	C		C	C	A
Approach Delay (s/veh)		34.1			47.0			31.9			17.7	
Approach LOS		C			D			C			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			26.9									
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			96.2							20.0		
Intersection Capacity Utilization			68.7%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 6: Central St & Eastern Site Drive

PM Peak Hour - 2027 Pre-Development

06/16/2026

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	0	0	995	0	0	861
Future Volume (Veh/h)	0	0	995	0	0	861
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1082	0	0	936
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			970			
pX, platoon unblocked	0.73	0.73			0.73	
vC, conflicting volume	2018	1082			1082	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2209	928			928	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	36	237			538	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	0	1082	936			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	538			
Volume to Capacity	0.00	0.64	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s/veh)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s/veh)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			55.7%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 3: Central St & Western Site Drive

AM Peak Hour - 2027 Post-Development

06/16/2026

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	23	18	740	8	7	986
Future Volume (Veh/h)	23	18	740	8	7	986
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	20	804	9	8	1072
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			385			
pX, platoon unblocked	0.85	0.85			0.85	
vC, conflicting volume	1897	809			813	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1964	690			695	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	57	95			99	
cM capacity (veh/h)	59	380			769	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	45	813	1080			
Volume Left	25	0	8			
Volume Right	20	9	0			
cSH	94	1700	769			
Volume to Capacity	0.48	0.48	0.01			
Queue Length 95th (ft)	52	0	1			
Control Delay (s/veh)	74.6	0.0	0.3			
Lane LOS	F		A			
Approach Delay (s/veh)	74.6	0.0	0.3			
Approach LOS	F					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			67.5%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

5: Central St & Cumberland Farms/Burnham Rd

AM Peak Hour - 2027 Post-Development

06/16/2026

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	415	2	26	16	6	11	11	322	13	10	404	595
Future Volume (vph)	415	2	26	16	6	11	11	322	13	10	404	595
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1774	1583		1738		1770	1852		1770	1863	1583
Flt Permitted		0.95	1.00		0.79		0.95	1.00		0.51	1.00	1.00
Satd. Flow (perm)		1774	1583		1416		1770	1852		959	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	451	2	28	17	7	12	12	350	14	11	439	647
RTOR Reduction (vph)	0	0	18	0	11	0	0	1	0	0	0	198
Lane Group Flow (vph)	0	453	10	0	25	0	12	363	0	11	439	449
Turn Type	Split	NA	Perm	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4			8		5	2			6	4
Permitted Phases			4	8						6		6
Actuated Green, G (s)		29.4	29.4		3.7		1.0	31.8		26.8	26.8	56.2
Effective Green, g (s)		29.4	29.4		3.7		1.0	31.8		26.8	26.8	56.2
Actuated g/C Ratio		0.36	0.36		0.05		0.01	0.39		0.33	0.33	0.69
Clearance Time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		644	575		64		21	727		317	617	1099
v/s Ratio Prot		c0.26					0.01	c0.20			c0.24	0.15
v/s Ratio Perm			0.01		c0.02					0.01		0.14
v/c Ratio		0.70	0.01		0.38		0.57	0.49		0.03	0.71	0.40
Uniform Delay, d1		22.0	16.4		37.4		39.7	18.5		18.2	23.6	5.2
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		3.4	0.0		3.7		32.4	0.5		0.0	3.8	0.2
Delay (s)		25.5	16.5		41.2		72.2	19.0		18.3	27.5	5.5
Level of Service		C	B		D		E	B		B	C	A
Approach Delay (s/veh)		24.9			41.2			20.7			14.4	
Approach LOS		C			D			C			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			18.7									
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			80.9									
Intersection Capacity Utilization			59.4%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis6: Central St & Eastern Site Drive

AM Peak Hour - 2027 Post-Development

06/16/2026

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	9	10	751	7	12	984
Future Volume (Veh/h)	9	10	751	7	12	984
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	11	816	8	13	1070
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			970			
pX, platoon unblocked	0.88	0.88			0.88	
vC, conflicting volume	1916	820			824	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1974	725			729	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	83	97			98	
cM capacity (veh/h)	59	373			767	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	21	824	1083			
Volume Left	10	0	13			
Volume Right	11	8	0			
cSH	105	1700	767			
Volume to Capacity	0.20	0.48	0.02			
Queue Length 95th (ft)	17	0	1			
Control Delay (s/veh)	47.5	0.0	0.6			
Lane LOS	E		A			
Approach Delay (s/veh)	47.5	0.0	0.6			
Approach LOS	E					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			71.4%	ICU Level of Service		C
Analysis Period (min)			15			

PM Peak Hour - 2027 Post-Development

06/16/2026

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	14	11	1007	22	18	872
Future Volume (Veh/h)	14	11	1007	22	18	872
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	12	1095	24	20	948
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			385			
pX, platoon unblocked	0.72	0.72			0.72	
vC, conflicting volume	2095	1107			1119	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2324	955			972	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	47	95			96	
cM capacity (veh/h)	28	226			512	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	27	1119	968			
Volume Left	15	0	20			
Volume Right	12	24	0			
cSH	47	1700	512			
Volume to Capacity	0.58	0.66	0.04			
Queue Length 95th (ft)	55	0	3			
Control Delay (s/veh)	158.4	0.0	1.3			
Lane LOS	F		A			
Approach Delay (s/veh)	158.4	0.0	1.3			
Approach LOS	F					
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			70.3%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

5: Central St & Cumberland Farms/Burnham Rd

PM Peak Hour - 2027 Post-Development

06/16/2026

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	485	15	42	30	4	38	27	506	21	28	353	505
Future Volume (vph)	485	15	42	30	4	38	27	506	21	28	353	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.92		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1777	1583		1695		1770	1852		1770	1863	1583
Flt Permitted		0.95	1.00		0.62		0.95	1.00		0.24	1.00	1.00
Satd. Flow (perm)		1777	1583		1087		1770	1852		456	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	527	16	46	33	4	41	29	550	23	30	384	549
RTOR Reduction (vph)	0	0	29	0	30	0	0	1	0	0	0	180
Lane Group Flow (vph)	0	543	17	0	48	0	29	572	0	30	384	369
Turn Type	Split	NA	Perm	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4			8		5	2			6	4
Permitted Phases			4	8						6		6
Actuated Green, G (s)		36.3	36.3		8.1		4.4	38.8		30.4	30.4	66.7
Effective Green, g (s)		36.3	36.3		8.1		4.4	38.8		30.4	30.4	66.7
Actuated g/C Ratio		0.37	0.37		0.08		0.04	0.39		0.31	0.31	0.67
Clearance Time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		650	579		88		78	724		139	570	1064
v/s Ratio Prot		c0.31					0.02	c0.31			0.21	0.13
v/s Ratio Perm			0.01		c0.04					0.07		0.11
v/c Ratio		0.83	0.02		0.54		0.37	0.78		0.21	0.67	0.34
Uniform Delay, d1		28.7	20.1		43.7		46.0	26.6		25.5	30.0	6.9
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		9.1	0.0		6.6		2.9	5.7		0.7	3.1	0.1
Delay (s)		37.8	20.1		50.4		49.0	32.3		26.3	33.2	7.1
Level of Service		D	C		D		D	C		C	C	A
Approach Delay (s/veh)		36.4			50.4			33.1			18.1	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			28.1									
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			99.2							20.0		
Intersection Capacity Utilization			70.6%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Central St & Eastern Site Drive

PM Peak Hour - 2027 Post-Development

06/16/2026

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	15	12	1003	15	12	875
Future Volume (Veh/h)	15	12	1003	15	12	875
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	13	1090	16	13	951
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			970			
pX, platoon unblocked	0.72	0.72			0.72	
vC, conflicting volume	2075	1098			1106	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2296	944			955	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	47	94			98	
cM capacity (veh/h)	30	230			520	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	29	1106	964			
Volume Left	16	0	13			
Volume Right	13	16	0			
cSH	49	1700	520			
Volume to Capacity	0.59	0.65	0.02			
Queue Length 95th (ft)	57	0	2			
Control Delay (s/veh)	152.0	0.0	0.8			
Lane LOS	F		A			
Approach Delay (s/veh)	152.0	0.0	0.8			
Approach LOS	F					
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			65.6%	ICU Level of Service		C
Analysis Period (min)			15			

Lanes, Volumes, Timings
3: Central St & Western Site Drive

AM Peak Hour - 2027 Pre-Development

06/16/2026

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	733	0	0	977
Future Volume (vph)	0	0	733	0	0	977
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	25		30			30
Link Distance (ft)	490		385			585
Travel Time (s)	11.1		9.2			12.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	797	0	0	1062
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	797	0	0	1062
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 54.8%			ICU Level of Service A			
Analysis Period (min) 15						

Attachment "E"

Lanes, Volumes, Timings

AM Peak Hour - 2027 Pre-Development

5: Central St & Cumberland Farms/Burnham Rd

06/16/2026

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	406	2	26	16	6	11	11	316	13	10	391	576
Future Volume (vph)	406	2	26	16	6	11	11	316	13	10	391	576
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	105		0	210		220
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			60			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.955			0.994				0.850
Flt Protected		0.953			0.977		0.950			0.950		
Satd. Flow (prot)	0	1775	1583	0	1738	0	1770	1852	0	1770	1863	1583
Flt Permitted		0.953			0.796		0.950			0.527		
Satd. Flow (perm)	0	1775	1583	0	1416	0	1770	1852	0	982	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111		12			2				626
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		652			199			533			385	
Travel Time (s)		14.8			4.5			12.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	441	2	28	17	7	12	12	343	14	11	425	626
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	443	28	0	36	0	12	357	0	11	425	626
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	20	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	50	50	20	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4			8		5	2			6	4
Permitted Phases			4	8						6		6
Detector Phase	4	4	4	8	8		5	2		6	6	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	4.0		3.0	10.0		10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	10.0	10.0		7.0	16.0		16.0	16.0	14.0
Total Split (s)	49.0	49.0	49.0	14.0	14.0		14.0	65.0		51.0	51.0	49.0

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	38.3%	38.3%	38.3%	10.9%	10.9%		10.9%	50.8%		39.8%	39.8%	38.3%
Maximum Green (s)	45.0	45.0	45.0	8.0	8.0		10.0	59.0		45.0	45.0	45.0
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0		1.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Act Effect Green (s)		28.6	28.6		8.0		7.4	27.1		25.7	25.7	64.7
Actuated g/C Ratio		0.38	0.38		0.11		0.10	0.36		0.34	0.34	0.87
v/c Ratio		0.65	0.04		0.22		0.06	0.52		0.03	0.66	0.42
Control Delay (s/veh)		27.7	0.1		38.4		47.4	24.0		23.8	30.3	1.2
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		27.7	0.1		38.4		47.4	24.0		23.8	30.3	1.2
LOS		C	A		D		D	C		C	C	A
Approach Delay (s/veh)		26.1			38.4			24.8			13.1	
Approach LOS		C			D			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 128

Actuated Cycle Length: 74.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 19.0

Intersection LOS: B

Intersection Capacity Utilization 58.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Central St & Cumberland Farms/Burnham Rd

 Ø2	 Ø4	 Ø8
65 s	49 s	14 s
 Ø5	 Ø6	
14 s	51 s	

Lanes, Volumes, Timings
6: Central St & Eastern Site Drive

AM Peak Hour - 2027 Pre-Development

06/16/2026

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	733	0	0	977
Future Volume (vph)	0	0	733	0	0	977
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	25		30			30
Link Distance (ft)	448		585			435
Travel Time (s)	10.2		12.9			30.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	797	0	0	1062
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	797	0	0	1062
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 54.8%			ICU Level of Service A			
Analysis Period (min) 15						

Lanes, Volumes, Timings
3: Central St & Western Site Drive

PM Peak Hour - 2027 Pre-Development

06/16/2026

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	995	0	0	861
Future Volume (vph)	0	0	995	0	0	861
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	25		30			30
Link Distance (ft)	490		385			585
Travel Time (s)	11.1		9.2			12.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1082	0	0	936
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1082	0	0	936
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 55.7%			ICU Level of Service B			
Analysis Period (min) 15						

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	469	15	42	30	4	38	27	488	21	28	339	493
Future Volume (vph)	469	15	42	30	4	38	27	488	21	28	339	493
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	105		0	210		220
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			60			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.929			0.994				0.850
Flt Protected		0.954			0.979		0.950			0.950		
Satd. Flow (prot)	0	1777	1583	0	1694	0	1770	1852	0	1770	1863	1583
Flt Permitted		0.954			0.635		0.950			0.268		
Satd. Flow (perm)	0	1777	1583	0	1099	0	1770	1852	0	499	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111		33			2				536
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		652			199			533			385	
Travel Time (s)		14.8			4.5			12.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	510	16	46	33	4	41	29	530	23	30	368	536
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	526	46	0	78	0	29	553	0	30	368	536
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	20	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	50	50	20	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4			8		5	2			6	4
Permitted Phases			4	8						6		6
Detector Phase	4	4	4	8	8		5	2		6	6	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	4.0		3.0	10.0		10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	10.0	10.0		7.0	16.0		16.0	16.0	14.0
Total Split (s)	49.0	49.0	49.0	14.0	14.0		14.0	65.0		51.0	51.0	49.0

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	38.3%	38.3%	38.3%	10.9%	10.9%		10.9%	50.8%		39.8%	39.8%	38.3%
Maximum Green (s)	45.0	45.0	45.0	8.0	8.0		10.0	59.0		45.0	45.0	45.0
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0		1.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Act Effect Green (s)		35.0	35.0		8.1		7.4	35.2		28.8	28.8	70.0
Actuated g/C Ratio		0.37	0.37		0.09		0.08	0.37		0.30	0.30	0.74
v/c Ratio		0.80	0.07		0.62		0.21	0.80		0.20	0.65	0.41
Control Delay (s/veh)		38.9	0.2		54.9		52.0	37.5		33.8	38.0	1.3
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		38.9	0.2		54.9		52.0	37.5		33.8	38.0	1.3
LOS		D	A		D		D	D		C	D	A
Approach Delay (s/veh)		35.9			54.9			38.3			16.9	
Approach LOS		D			D			D			B	

Intersection Summary

Area Type: Other

Cycle Length: 128

Actuated Cycle Length: 95.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 29.0

Intersection LOS: C

Intersection Capacity Utilization 68.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Central St & Cumberland Farms/Burnham Rd

 Ø2	 Ø4	 Ø8
65 s	49 s	14 s
 Ø5	 Ø6	
14 s	51 s	

Lanes, Volumes, Timings
6: Central St & Eastern Site Drive

PM Peak Hour - 2027 Pre-Development

06/16/2026

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	995	0	0	861
Future Volume (vph)	0	0	995	0	0	861
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	25		30			30
Link Distance (ft)	448		585			435
Travel Time (s)	10.2		12.9			30.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1082	0	0	936
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1082	0	0	936
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 55.7%			ICU Level of Service B			
Analysis Period (min) 15						

Lanes, Volumes, Timings
3: Central St & Western Site Drive

AM Peak Hour - 2027 Post-Development

06/16/2026

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	23	18	740	8	7	986
Future Volume (vph)	23	18	740	8	7	986
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940		0.999			
Flt Protected	0.973					
Satd. Flow (prot)	1704	0	1861	0	0	1863
Flt Permitted	0.973					
Satd. Flow (perm)	1704	0	1861	0	0	1863
Link Speed (mph)	25		30			30
Link Distance (ft)	490		385			585
Travel Time (s)	11.1		9.2			12.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	20	804	9	8	1072
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	813	0	0	1080
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 67.5%			ICU Level of Service C			
Analysis Period (min) 15						

Attachment "E"

Lanes, Volumes, Timings

AM Peak Hour - 2027 Post-Development

5: Central St & Cumberland Farms/Burnham Rd

06/16/2026

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	415	2	26	16	6	11	11	322	13	10	404	595
Future Volume (vph)	415	2	26	16	6	11	11	322	13	10	404	595
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	105		0	210		220
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			60			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.955			0.994				0.850
Flt Protected		0.953			0.977		0.950			0.950		
Satd. Flow (prot)	0	1775	1583	0	1738	0	1770	1852	0	1770	1863	1583
Flt Permitted		0.953			0.796		0.950			0.515		
Satd. Flow (perm)	0	1775	1583	0	1416	0	1770	1852	0	959	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111		12			2				647
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		652			199			533			385	
Travel Time (s)		14.8			4.5			12.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	451	2	28	17	7	12	12	350	14	11	439	647
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	453	28	0	36	0	12	364	0	11	439	647
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	20	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	50	50	20	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4			8		5	2			6	4
Permitted Phases			4	8						6		6
Detector Phase	4	4	4	8	8		5	2		6	6	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	4.0		3.0	10.0		10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	10.0	10.0		7.0	16.0		16.0	16.0	14.0
Total Split (s)	49.0	49.0	49.0	14.0	14.0		14.0	65.0		51.0	51.0	49.0

Attachment "E"

Lanes, Volumes, Timings

AM Peak Hour - 2027 Post-Development

5: Central St & Cumberland Farms/Burnham Rd

06/16/2026

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	38.3%	38.3%	38.3%	10.9%	10.9%		10.9%	50.8%		39.8%	39.8%	38.3%
Maximum Green (s)	45.0	45.0	45.0	8.0	8.0		10.0	59.0		45.0	45.0	45.0
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0		1.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Act Effect Green (s)		29.4	29.4		8.0		7.4	28.2		26.8	26.8	66.6
Actuated g/C Ratio		0.38	0.38		0.10		0.10	0.37		0.35	0.35	0.87
v/c Ratio		0.66	0.04		0.22		0.06	0.53		0.03	0.67	0.44
Control Delay (s/veh)		28.9	0.1		39.4		48.8	24.1		23.7	30.7	1.2
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		28.9	0.1		39.4		48.8	24.1		23.7	30.7	1.2
LOS		C	A		D		D	C		C	C	A
Approach Delay (s/veh)		27.3			39.4			24.9			13.3	
Approach LOS		C			D			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 128

Actuated Cycle Length: 76.5

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 19.3

Intersection LOS: B

Intersection Capacity Utilization 59.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Central St & Cumberland Farms/Burnham Rd

 Ø2	 Ø4	 Ø8
65 s	49 s	14 s
 Ø5	 Ø6	
14 s	51 s	

Lanes, Volumes, Timings
6: Central St & Eastern Site Drive

AM Peak Hour - 2027 Post-Development

06/16/2026

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	9	10	751	7	12	984
Future Volume (vph)	9	10	751	7	12	984
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929		0.999			
Flt Protected	0.977					0.999
Satd. Flow (prot)	1691	0	1861	0	0	1861
Flt Permitted	0.977					0.999
Satd. Flow (perm)	1691	0	1861	0	0	1861
Link Speed (mph)	25		30			30
Link Distance (ft)	448		585			435
Travel Time (s)	10.2		12.9			30.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	11	816	8	13	1070
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	824	0	0	1083
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	71.4%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings
3: Central St & Western Site Drive

PM Peak Hour - 2027 Post-Development

06/16/2026

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	14	11	1007	22	18	872
Future Volume (vph)	14	11	1007	22	18	872
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940		0.997			
Flt Protected	0.973					0.999
Satd. Flow (prot)	1704	0	1857	0	0	1861
Flt Permitted	0.973					0.999
Satd. Flow (perm)	1704	0	1857	0	0	1861
Link Speed (mph)	25		30			30
Link Distance (ft)	490		385			585
Travel Time (s)	11.1		9.2			12.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	12	1095	24	20	948
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	1119	0	0	968
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 70.3%			ICU Level of Service C			
Analysis Period (min) 15						

Attachment "E"

Lanes, Volumes, Timings

PM Peak Hour - 2027 Post-Development

5: Central St & Cumberland Farms/Burnham Rd

06/16/2026

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	485	15	42	30	4	38	27	506	21	28	353	505
Future Volume (vph)	485	15	42	30	4	38	27	506	21	28	353	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	105		0	210		220
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			60			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.929			0.994				0.850
Flt Protected		0.954			0.979		0.950			0.950		
Satd. Flow (prot)	0	1777	1583	0	1694	0	1770	1852	0	1770	1863	1583
Flt Permitted		0.954			0.628		0.950			0.245		
Satd. Flow (perm)	0	1777	1583	0	1087	0	1770	1852	0	456	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111		33			2				549
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		652			199			533			385	
Travel Time (s)		14.8			4.5			12.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	527	16	46	33	4	41	29	550	23	30	384	549
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	543	46	0	78	0	29	573	0	30	384	549
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	50	50	20	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	50	50	20	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Perm	NA		Prot	NA		Perm	NA	pm+ov
Protected Phases	4	4			8		5	2			6	4
Permitted Phases			4	8						6		6
Detector Phase	4	4	4	8	8		5	2		6	6	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	4.0	4.0		3.0	10.0		10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	10.0	10.0		7.0	16.0		16.0	16.0	14.0
Total Split (s)	49.0	49.0	49.0	14.0	14.0		14.0	65.0		51.0	51.0	49.0

Attachment "E"

Lanes, Volumes, Timings

PM Peak Hour - 2027 Post-Development

5: Central St & Cumberland Farms/Burnham Rd

06/16/2026

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	38.3%	38.3%	38.3%	10.9%	10.9%		10.9%	50.8%		39.8%	39.8%	38.3%
Maximum Green (s)	45.0	45.0	45.0	8.0	8.0		10.0	59.0		45.0	45.0	45.0
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0		1.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0		6.0		4.0	6.0		6.0	6.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Act Effect Green (s)		36.3	36.3		8.1		7.4	37.0		30.4	30.4	73.0
Actuated g/C Ratio		0.37	0.37		0.08		0.08	0.38		0.31	0.31	0.74
v/c Ratio		0.82	0.07		0.65		0.21	0.82		0.21	0.66	0.41
Control Delay (s/veh)		41.3	0.2		58.0		53.3	38.7		34.4	38.4	1.3
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		41.3	0.2		58.0		53.3	38.7		34.4	38.4	1.3
LOS		D	A		E		D	D		C	D	A
Approach Delay (s/veh)		38.1			58.0			39.5			17.2	
Approach LOS		D			E			D			B	

Intersection Summary

Area Type: Other

Cycle Length: 128

Actuated Cycle Length: 98.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 30.1

Intersection LOS: C

Intersection Capacity Utilization 70.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Central St & Cumberland Farms/Burnham Rd

 Ø2	 Ø4	 Ø8
65 s	49 s	14 s
 Ø5	 Ø6	
14 s	51 s	

Lanes, Volumes, Timings
6: Central St & Eastern Site Drive

PM Peak Hour - 2027 Post-Development

06/16/2026

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	15	12	1003	15	12	875
Future Volume (vph)	15	12	1003	15	12	875
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.998			
Flt Protected	0.973					0.999
Satd. Flow (prot)	1702	0	1859	0	0	1861
Flt Permitted	0.973					0.999
Satd. Flow (perm)	1702	0	1859	0	0	1861
Link Speed (mph)	25		30			30
Link Distance (ft)	448		585			435
Travel Time (s)	10.2		12.9			30.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	13	1090	16	13	951
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	1106	0	0	964
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	65.6%			ICU Level of Service C		
Analysis Period (min)	15					



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July 8, 2026

Ms. Brooke Dubowik
Town Planner
Town of Hudson
12 School Street
Hudson, NH 03051

Re: Town of Hudson Planning Board Review
The Meadows Mixed Use Development, 207 Central Street
Tax Map 176 Lots 41, 44 & 45; Acct. #1350-733
Reference No. 20030249.260

Dear Ms. Dubowik:

Fuss & O'Neill (F&O) has reviewed the second submission of materials, received between April 14 and June 19, 2026, related to the above-referenced project. Authorization to proceed was received on April 14, 2026. 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 constructing three apartment buildings, two food truck/food court areas and a combination retail/apartment building on the previously undeveloped lot. The site has proposed a total of 116 units of residential housing. The proposed improvements to the site include the construction of parking areas, drainage, utilities, landscaping and lighting. The site is proposed to be serviced by public water and sewer system.

The following items have outstanding issues:

1. Site Plan Review Codes (HR 275)

- e. *Former Fuss & O'Neill Comment: HR 275-8.C.(2). & 275-8.C.(3). and Zoning Ordinance (ZO) 334-15.A. The applicant should provide parking calculations for the site. It appears that the applicant has proposed adequate parking for residential buildings B, C & D. The applicant has noted 8 parking spaces for the 8 residential units in Building A, however it appears 16 spaces are required. The applicant has also not provided information as to how these spaces will be designated/signed for residence use only vs. the proposed retail use in the same building. The applicant has also not provided any retail or food truck parking space calculations.*

Current Fuss & O'Neill Comment: The applicant has added parking calculations to the plan set. We note that the applicant has used 1.5 spaces per residential unit where the Regulation required 2 spaces per unit. The applicant should review the need for a waiver from the Town. The applicant has also noted one space per 300 square feet for Commercial Use but has not noted the specific commercial use for Building A. Commercial uses and their parking requirements vary (professional office (1 space per 300 sf); retail business (1 space per 200 sf); etc.). Building A continues to show what appears to be a drive thru lane, so is a restaurant use proposed? A drive through bank teller? The applicant should clarify. We understand that a tenant or tenants may not have been secured yet, so a conservative parking calculation should be used in order to accommodate potential parking needs. We also continue to recommend the applicant provide information as to how the spaces will be designated for resident use vs. commercial use and for the rest of the parking spaces associated with building A.

- f. *Former Fuss & O'Neill Comment: HR 275-8.C.(2).(c). The applicant has noted a drive-thru use at building A; however, no information was provided showing stacking spaces for the drive-thru or the type of business proposed (i.e. coffee shop; fast food restaurant; etc.), so adequacy of the drive-thru layout could not be confirmed.*

Current Fuss & O'Neill Comment: The applicant has stated that the intended tenant and specific use is not currently known. We are unable to review the adequacy of the drive-thru without additional information as noted above. We note that if the use is not shown and approved on the plan it would require an amendment before additional use is allowed.

- g. *Former Fuss & O'Neill Comment: At the proposed drive-thru location there are no ordering kiosks, striping, or other operational signage shown on the plans.*

Current Fuss & O'Neill Comment: The applicant has stated that the intended tenant and specific use is not currently known. We are unable to review the adequacy of the drive-thru without additional information as noted above.

- j. *Former Fuss & O'Neill Comment: HR 275-8.C.(6)(b). The applicant has not shown any loading spaces for the retail building or any of the apartment buildings shown on the plan.*

Current Fuss & O'Neill Comment: The applicant has stated that loading spaces are not provided. The applicant believes that the drive aisles are adequate for loading at Building A. We note that since the actual use is not known for the commercial space, we cannot comment on the adequacy of this assumption.

- k. *Former Fuss & O'Neill Comment: HR 275-9.C.(11). The applicant has not provided any handicapped accessible parking spaces in the area of Building A. The applicant has provided two handicapped accessible parking spaces in the area of Building B; however, it appears three spaces are required. The applicant has provided adequate handicapped accessible parking spaces for buildings C and D. The applicant should show the tip down sidewalk locations on the plans and provide details for these features. Also, the applicant has not shown any handicapped accessible spaces for the food court areas.*

Current Fuss & O'Neill Comment: The applicant has added one ADA parking space at Building A where two are required for the parking lot size. We also note that a tip down location has not been shown for Building A. We note that the ADA spaces at the remaining buildings meet the minimum ADA amount required and show tip down locations. We also note that the tip down locations shown on the plans do not appear to meet the details shown. The applicant should revise the details to match the layouts shown. The applicant should also provide spot grades at the curb ramp, tip down, and parking space limits of the accessible spaces to be sure the grading meets the requirements of the standard.

- l. *Former Fuss & O'Neill Comment: HR 275-9.F. The applicant provided copies of deeds as part of the package received for review. We note that an existing drainage easement is shown on the plan adjacent to Central Street, and the applicant is proposing parking spaces within a portion of that easement. A copy of this easement was not included in the review submission documents.*

Current Fuss & O'Neill Comment: The applicant has provided an easement plan, but there are not any specific prohibitions shown on the plan. The applicant should confirm if any other additional easement documents are available to go with this easement plan.

- m. *Former Fuss & O'Neill Comment: The applicant has shown a proposed bituminous sidewalk between Area 2 and Area 3, but has not shown tipdowns/curb ramps nor included appropriate details for the sidewalk in the plans.*

Current Fuss & O'Neill Comment: The applicant has added tipdowns/curb ramps for the proposed bituminous sidewalk between Area 2 and Area 3. We continue to recommend that details be shown on the plan. We note the only sidewalk tip down details are shown for concrete sidewalks and does not match the layout proposed.

- p. **New Fuss & O'Neill Comment:** HR 276-11.1.B.(1). The plans provided were 24" by 36". The Town requires plans to be 22" by 34" for final submission.

2. Administrative Review Codes (HR 276)

- b. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(2). The applicant has not provided plans at a scale of 1"=50' maximum. We note that the applicant has provided overview plans at a scale of 1"=80' (Existing Conditions Plan) and 1"=60' (Overall Site Plan). For clarity the applicant should also use match lines between plan sheets when breaking up plans.*

Current Fuss & O'Neill Comment: The applicant has adjusted the scale for the Overall Site Plan to 1"=50' but has not updated the Existing Conditions Plan.

- d. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(4). & 289-27.A. The applicant should add the required approval block on each sheet of the plan set as required.*

Current Fuss & O'Neill Comment: The applicant should add the required approval block on the Boundary and Existing Conditions Plan.

- f. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(7). The applicant should provide the addresses of the abutting lot owners on the plan set.*

Current Fuss & O'Neill Comment: The applicant has provided the names of the abutting lot owners on the Overall Existing Conditions plan. We note that addresses should be shown as well or a waiver requested from the requirement.

- g. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(9). The applicant should provide boundary information and dimensions for the entire parcel, error of closure and certification by a licensed land surveyor.*

Current Fuss & O'Neill Comment: The applicant has provided a stamped boundary plan for the project. We note that an error of closure is not provide as required by the Regulation.

- h. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(12).(b). The applicant should confirm that the site does not abut any residential uses. The applicant should also label all setback lines on the plan set with their dimensions.*

Current Fuss & O'Neill Comment: The applicant has confirmed that the site does not abut any residential uses and has shown the setbacks on the plan. We note the front setback label on sheet C2.0 should be moved for legibility.

- j. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(16). The applicant should show all driveways and travel ways within 200 feet of the site.*

Current Fuss & O'Neill Comment: The applicant has shown major travel ways but not driveways adjacent to the proposed development.

- k. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(17). The applicant should clearly label existing topography on the plans with benchmark locations as required.*

Current Fuss & O'Neill Comment: The applicant has added a benchmark to the site. We note that due to the scale of the site and the contour line types, many of the contour lines are illegible and therefore very difficult to follow.

- l. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(18). The applicant should provide proposed topography for the proposed development. We note that there are no grades labeled on Grading Plan sheets C2.1 and C2.3. We also note that the applicant should provide spot grades were necessary to ensure parking lots and walkways are constructed as designed.*

Current Fuss & O'Neill Comment: The applicant has labeled proposed contour lines on the plan. Due to the flat nature of the site, we continue to recommend that spot grades be added to the parking lots, sidewalks and walkways to clarify the design intent.

- p. **Former/Current Fuss & O'Neill Comment:** HR 276-15. The applicant should add the Dig Safe logo and phone number to the plan set.

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

- c. **Former/Current Fuss & O'Neill Comment:** HR 193.10.H. We note that part of the southwestern driveway is within the side setback line.

5. Utility Design/Conflicts

- c. *Former Fuss & O'Neill Comment: HR 275-9.E & 276-13. The applicant should provide a water/sewer utility crossing detail.*

Current Fuss & O'Neill Comment: The applicant has provided a pipe crossing detail. We note that additional notes should be added to the detail clarifying which pipe is water and which is sewer.

- d. *Former Fuss & O'Neill Comment: HR 275-9.E & ETGTD Section 825.2.3 & Detail W-21. The applicant has not shown a gate valve on the proposed 8" water main connection at the Central Street water main. The applicant has not provided a detail for gate valve/tapping sleeve installation.*

Current Fuss & O'Neill Comment: The applicant has added a gate valve on the proposed 8" water main connection at the Central Street water main. We continue to recommend that a detail for a gate valve/tapping sleeve installation be provided.

- e. *Former Fuss & O'Neill Comment: HR 275-9.E. The applicant has provided a Utility Plan sheet for Areas 2 and 3, but has not provided a Utility Plan for Area 1.*

Current Fuss & O'Neill Comment: The applicant had noted that the Building A utilities are shown on the Site Plan. The applicant should review the need for separate site, grading and utility plans for clarity.

- m. *Former Fuss & O'Neill Comment: The Existing Conditions Plan shows what appears to be a sewer manhole adjacent to the concrete pad at the site of proposed building A. The applicant should clarify the intent for this SMH as part of the proposed sewer connection work for the new building.*

Current Fuss & O'Neill Comment: The applicant has noted that the manhole is a relic from the historic building and will not be utilized. The applicant should provide more information as to what it connects to, whether it will be removed or remain in place, and if it is removed, how it will be decommissioned.

- n. **New Fuss & O'Neill Comment:** The applicant may need to provide a grease interceptor for Building A once the commercial use is determined/established. This will require review by the Town for adequacy of sizing, location, appropriate detailing, etc.

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

- c. *Former Fuss & O'Neill Comment: HR 275-9.A.(1). & 290-5.A.(5). The applicant should provide a comparison table of pre-to-post volumes, in addition to the peak volume table provided.*

Current Fuss & O'Neill Comment: The applicant should provide a comparison table of pre-to-post volumes, in addition to the peak rate table provided (Table 2.0). The applicant should also provide the 25- year HydroCAD node listings for both pre- and post-development.

- d. *Former Fuss & O'Neill Comment: HR 290-5.A.(3). The applicant should provide the required Test Pit location upon the plan sets in relation to the stormwater management areas proposed.*

Current Fuss & O'Neill Comment: The applicant should provide the required Test Pit location upon the existing and proposed plan sheets as well as within the stormwater report Infiltration Feasibility Report in relation to the stormwater management areas proposed.

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

- g. *Former Fuss & O'Neill Comment: HR 290-5.A.(10). The applicant should ensure that all proposed Erosion and Sediment Control practices are illustrated upon the plan set and are located outside of the protected buffer area.*

Current Fuss & O'Neill Comment: We note that the plans still illustrate proposed Erosion and Sediment Control within the protected buffer area within proximity to the wetland impacts.

- h. *Former Fuss & O'Neill Comment: HR 290-5.A.(11). The applicant should provide detailed design plans of the proposed drainage, including but not limited to the following: proposed pipe locations/sizes/material/invert elevations, proposed headwalls/FES locations/elevations, roof drain sizes/elevations, etc.*

Current Fuss & O'Neill Comment: We note that the following items should be provided:

- i. The applicant should note on the grading plans (C2.X series) to refer to the C3.6 to C3.10 sheets for Pond Design.
 - ii. The applicant should label the specific Gravel Wetlands depicted upon sheets C3.7 to C3.10 to coordinate with the HydroCAD labels accordingly (4P, 9P, etc.)
 - iii. The applicant should provide additional information on the roof drains; i.e. size, material, length, slope, invert elevations, clean outs required, etc.
 - iv. The applicant should provide additional information on the 15 HDPE at Sta 4+75±; i.e. length, slope, invert elevations, etc.
 - v. The applicant should provide additional information on the 24 HDPE at Sta 9+00±; i.e. length, slope, invert elevations, etc.
 - vi. The applicant should provide additional information on the 24 HDPE at Sta 9+25±; i.e. length, slope, invert elevations, etc.
 - vii. The applicant should coordinate with the Town Engineer to confirm whether the proposed 6 inch HDPE outlet pipes from the stormwater basins are acceptable, or if a minimum 12 inch HDPE pipe is required to comply with Section 930.2 of the Engineering Technical Guidelines standard.
- j. *Former Fuss & O'Neill Comment: HR 290-5.A.(11). The applicant should provide details of the outlet control structures with associated orifice/rim size and invert information.*

Current Fuss & O'Neill Comment: We note the following:

- i. The applicant should note to core and boot the 6" underdrain connection to all outlets on Plan Sheets C3.7 to C3.10.
 - ii. The applicant should note the outlet structures material (assumed to be precast concrete) and also note the compressive strength on Plan Sheets C3.7 to C3.10.
 - iii. The applicant should review all Gravel Wetland HydroCAD designs (Ponds 2P, 4P, 8P, and 9P), as they depict a 48" Vertical outlet. These outlets are horizontal, and the orientation may alter the stormwater flow utilizing the top grates.
 - iv. Pond 4P is designed with a 3 inch (0.25 foot) vertical orifice at elevation 174.00, with the top grate set at elevation 174.40. The applicant should review the design to confirm that the proposed 0.15 foot separation can be reliably fabricated and constructed with the selected grate and trash rack assembly.
- p. *Former Fuss & O'Neill Comment: HR 290-5.A.(12). The applicant should provide a Long Term Maintenance Plan including but not limited to; procedures, protocols, frequency, roles, reporting, and responsible parties.*

Current Fuss & O'Neill Comment: The applicant should provide a more detailed I&M Maintenance Log, noting all individual items/practice, this will ensure all proposed drainage features are properly maintained, including but not limited to; individual headwalls, surface basins, rip rap outlets, roof drains, etc.

- q. *Former Fuss & O'Neill Comment: HR 290-5.A.(12). The applicant should provide a detailed BMP location plan of the I&M Manual, this will ensure all proposed drainage features are properly maintained, including but not limited to; specific locations of individual drainage structures, basins, rip rap outlets, snow storage locations, and closed drainage networks.*

Current Fuss & O'Neill Comment: To ensure effective winter maintenance, the applicant should clearly identify designated snow storage areas on the Inspection & Maintenance (I&M) plan, as the maintenance crew does not routinely reference full site plans. We also note that snow shall not be plowed or stockpiled within proposed Stormwater BMPs, as doing so impairs

treatment performance and can damage or kill the vegetative cover. The applicant should review if signage or fencing is preferred on-site to restrict snow storage to specific areas.

- r. *Former Fuss & O'Neill Comment: HR 290-5.A.(12). Due to the location in respect to the onsite wetlands and the abutting brook, the applicant should also prepare a winter maintenance and salt minimization plan.*

Current Fuss & O'Neill Comment: The applicant should coordinate with the Town if a salt minimization and winter maintenance plan is recommended.

- t. *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 should provide support material, calculations, or commenting on the required 80% TSS and 50% TP pollutant removals.

- v. *Former Fuss & O'Neill Comment: HR 290-6.A.(5). We note the phasing of the site will be required to meet or request a waiver from the 1-acre winter disturbed area limit from NHDES Env-1505.06(b)(1).*

Current Fuss & O'Neill Comment: The applicant should coordinate with NHDES for all applicable notes or comment accordingly.

- y. *Former Fuss & O'Neill Comment: HR 290-6.A.(9). The applicant should add the required disturbed area note to the plan set.*

Current Fuss & O'Neill Comment: The applicant should review the Erosion Control General Note #9 on plan sheet C2.8 states 45 days, where the town requires maximum of 30 days.

- z. **Former/Current Fuss & O'Neill Comment:** HR 290-7.A.(6). The applicant should provide information for the project accounting for frozen ground conditions.

- aa. *Former Fuss & O'Neill Comment: HR 290-7.A.(8). The applicant should ensure the Plans and Stormwater Management Report are stamped by a PE.*

Current Fuss & O'Neill Comment: The applicant should provide a PE Stamped Stormwater Report/AoT Permit. The applicant should also review the professional stamp shown on the plan set, as it does not appear to match the official NH PE stamp dimensions and may have been incorrectly scaled during electronic processing.

- ac. **Former/Current Fuss & O'Neill Comment:** HR 290-7.B.(16). The applicant should provide locations upon the plan set for proposed snow storage areas. We note snow storage is not allowed within the treatment bays of stormwater basins, snow should be directed to forebays for pre-treatment prior to entering the treatment bay.

- ae. **Former/Current Fuss & O'Neill Comment:** HR 290-10.A. The applicant should keep the Town informed of all communication with NHDES in relation to the required Alteration of Terrain and Wetlands Permits being requested to ensure NHDES comments do not alter drainage design/calculations.

- af. **Former/Current Fuss & O'Neill Comment:** HR 290-10.A. We note that additional items will be required for the NHDES AoT Permit, which could potentially affect the stormwater calculations and/or construction of the site. Please provide additional detail on the following items:

- i. **Former/Current Fuss & O'Neill Comment:** We request the applicant review typical NHDES screening layers as well as the NHDES PFAS sampling maps.
- ii. **Former/Current Fuss & O'Neill Comment:** We note the phasing of the site will be required to meet or request a waiver from the 5-acre disturbed area limit from NHDES Env-1505.03.
- iii. **Former/Current Fuss & O'Neill Comment:** We note the phasing of the site will be required to meet or request a waiver from the 1-acre winter disturbed area limit from NHDES Env-1505.06(b)(1).

- ag. *Former Fuss & O'Neill Comment: HR 290-10.B. The applicant should provide the typical EPA NPDES disturbance note of over 1 acre, to ensure the contractor is aware of the ENOI SWPPP requirement.*

Current Fuss & O'Neill Comment: We note Construction Sequence Note #1 on Plan Sheet C3.0 refers to SWPPP, we recommend that the applicant should provide a more detailed EPA NPDES disturbance note of over 1 acre, to ensure the contractor is aware of the ENOI SWPPP requirement.

7. Zoning (ZO 334)

- b. *Former Fuss & O'Neill Comment: ZO 334-17 & 334-21. The subject parcel is located within the Business (B) and General (G) zoning districts, and the applicant has noted this on the plans. The applicant has noted that Zoning variances granted in October 2024 allow for multifamily use within the General District and mixed use and residential use on the same lot. The applicant should note these variances on the plan with their approval dates. The proposed retail and restaurant uses are allowed within the district.*

Current Fuss & O'Neill Comment: We continue to recommend that any zoning variances be noted on the plan.

- c. *Former Fuss & O'Neill Comment: ZO 334-36.C. The applicant has requested a Conditional Use Permit for installation of parking, drive access and stormwater management within the wetlands and wetlands buffer areas. The applicant has stated that the wetlands buffer is 50 feet in the General District and 75 feet in the Business District. We note that ZO 334-35.A.(3) states that the buffer is 50 feet for residential uses and 75 feet for non-residential uses. The applicant should provide a Wetlands Impact Plan to clearly show the wetlands and buffers impacted by the design.*

Current Fuss & O'Neill Comment: We continue to recommend a Wetlands Impact Plan to clearly show the wetlands and buffers impacted by the design.

8. Erosion Control/Wetland Impacts

- a. *Former Fuss & O'Neill Comment: The applicant should provide an Erosion Control Plan showing locations of proposed erosion control measures on the plan. Specific erosion control measures for disturbances of the asbestos material areas should be provided also.*

Current Fuss & O'Neill Comment: The applicant has provided an Erosion and Sediment Control Plan. We continue to recommend that specific erosion control measures for disturbances of the asbestos material areas be provided.

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 should provide landscape parking calculations on the plan set for each of the multiple parking lots proposed.*

Current Fuss & O'Neill Comment: The applicant has revised the parking lot layouts so that only the parking lot near building C & D is required to meet this Regulation. The applicant should provide landscape calculations for this parking lot.

- b. *Former Fuss & O'Neill Comment: HR 275-8.C.(8). The applicant should confirm that there are no abutting residential neighbors that would require screening.*

Current Fuss & O'Neill Comment: The applicant has noted that there is an existing residential site to the east of the access road. The applicant has provided some landscaping and shown an existing tree line abutting the lot. The applicant should review if additional screening is needed or if the existing tree line is dense enough to meet the intent.

- c. *Former Fuss & O'Neill Comment: HR 275-17.C. The applicant has provided lighting details on the plan but an illumination plan has not been provided for review.*

Current Fuss & O'Neill Comment: The applicant has provided an illumination plan. We note that the plan provided does not meet the Regulation plan scale requirements making the

illumination numbers illegible when printed.

- d. *Former Fuss & O'Neill Comment: HR 275-17.D.2. The applicant should note the hours of operation for the retail use and food court/food truck uses at the site and the relationship of those hours to the site lighting.*

Current Fuss & O'Neill Comment: The applicant has stated that the hours of operation have not been set yet.

- e. *Former Fuss & O'Neill Comment: HR 275-17.D.6. We were unable to evaluate light trespass without an illumination plan.*

Current Fuss & O'Neill Comment: The applicant has provided an illumination plan showing light trespass on both sides of the access road and the southwest side of Building A.

- f. *Former Fuss & O'Neill Comment: HR 275-17.E.1. The applicant should update the light fixture detail and the concrete light base detail to match the light pole base height requirements of the Regulation.*

Current Fuss & O'Neill Comment: The applicant should update the Concrete Light Base Detail as well as the Landscape & Lighting Detail sheet to match the light pole base height requirements within the Regulation.

11. Other

- c. **Former/Current Fuss & O'Neill Comment:** The applicant has proposed two food court areas, but it is unclear what is the intent for these areas. The project narrative identifies these as 'food truck' areas, but the plans call these out as 'food court' areas. The applicant has not provided any information about food trucks, where they will park, or if any utility connections are proposed. We note that picnic table areas are provided but no further information is shown.

- d. *Former Fuss & O'Neill Comment: The applicant has not shown snow storage locations on the plans.*

Current Fuss & O'Neill Comment: The applicant has shown some snow storage locations on the plans. We note the location at Building A appears to be on top of existing trees to remain according to the Landscape Plan. The location at Building B appears to be landscaped areas that would be damaged from plowed snow. We also note the snow storage area for Buildings C & D are not shown.

- e. *Former Fuss & O'Neill Comment: The applicant should provide additional details on the plans, including but not limited to: internal sidewalks, sidewalk tip downs, sidewalk curbing, traffic signage, and internal roadway typical cross sections.*

Current Fuss & O'Neill Comment: The applicant has provided additional details on the plan. We continue to recommend that the applicant match the details to the plan set, specifically the sidewalk tip downs as noted above.

- g. *Former Fuss & O'Neill Comment: On sheet AC103 of the architectural plans there is no entry door shown for the apartment furthest to the right in the Second Floor Plan.*

Current Fuss & O'Neill Comment: The applicant has noted this is a minor drafting error that will be fixed in the final plan.

- j. **New Fuss & O'Neill Comment:** The applicant should note that the use of PCs and PTs corresponds to the nearest stationing value, excluding the higher order station digit.

The following items require Town evaluation or input:

2. Administrative Review Codes (HR 276)

- m. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(22). The applicant has not provided the required 35 feet of green space between the right-of-way line and the parking lot of Building A and Food Court Area 2.*

Current Fuss & O'Neill Comment: The applicant has noted on the plan that a waiver will be requested for this requirement. We note that the applicant has proposed less than 15 feet of green space between the Building A parking lot and Central Street pavement.

5. Utility Design/Conflicts

- i. *Former Fuss & O'Neill Comment: ETGTD Section 720.8.3. The applicant has not proposed cleanouts or manholes at the property line/right-of-way line.*

Current Fuss & O'Neill Comment: The applicant has added a sewer cleanout to the plans for Building A and noted that the manhole to be added to Central Street can act as a cleanout. We recommend that the applicant confirm with the Town that an additional manhole is not necessary at the property line.

- k. *Former Fuss & O'Neill Comment: At the proposed SMH 8 in Central Street the invert in from the site's 8" sewer is 1.3 feet higher than the inverts of the existing sewer main. The applicant should lower the 8" invert in to more closely connect to the existing sewer main inverts or provide a dimensioned detail showing the intended construction of this invert.*

Current Fuss & O'Neill Comment: The applicant has noted that this was intentional and provided an inside drop. The applicant should review with the Town if this option is preferable. We note that the Town requires a minimum 24" drop for internal drop manholes per ETGTD Detail S-3.

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

- a. *Former Fuss & O'Neill Comment: HR 275-6.F. & 290-5.A.4. The applicant should provide a GRV worksheet within the Stormwater Management Report or coordinate with the Town engineer for a waiver of GRV.*

Current Fuss & O'Neill Comment: The applicant has provided a GRV waiver request directed at NHDES. The applicant should finalize the waiver request with applicable names and/or signatures required. The applicant should coordinate with the Town if the waiver is permitted/allowed.

- b. *Former Fuss & O'Neill Comment: HR 275-9.A. The applicant should provide both PDF and paper copies of pre- and post-development stormwater watershed/drainage plans.*

Current Fuss & O'Neill Comment: The applicant should provide paper copies to the Town for Record, as we did not receive paper copies, only PDFs.

7. Zoning (ZO 334)

- a. *Former Fuss & O'Neill Comment: ZO 334-14. Buildings B, C and D are proposed with heights that exceed the 38 foot maximum height allowed by the Ordinance. The applicant will need a variance for these proposed heights.*

Current Fuss & O'Neill Comment: The applicant has stated that the building height issue has been resolved with Town staff. That Town should confirm that this issue has been resolved.

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 & T.(1)(b) The applicant has not proposed adding any sidewalks along Central Street. We note that there are no existing sidewalks along Central Street in the vicinity of the project site.*
- 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 site. We note that the applicant has proposed two fire hydrants on the site. The applicant should review the design with the Fire Department.*

Current Fuss & O'Neill Comment: The applicant has noted that the plan was revised to meet the Fire Department comments including adding additional hydrants. No further Fuss & O'Neill comment.

- c. *Former Fuss & O'Neill Comment: HR 275-6.T. The applicant is proposing limited off-site improvements that include utility connections and driveway apron installations.*
- d. *Former Fuss & O'Neill Comment: HR 275-6.V. The applicant has shown 2 locations for dumpster enclosures on the plan set at buildings A and C. The applicant should provide details for these enclosures. We note that no dumpster locations are proposed for buildings B and D.*

Current Fuss & O'Neill Comment: The applicant has added proposed dumpster enclosure locations for both buildings B and D. We note that the dumpster location for building A will be difficult for trucks to access during business hours if the drive-thru is occupied. No further Fuss & O'Neill comment.

- h. *Former Fuss & O'Neill Comment: HR 275-8.C.(4). The applicant has proposed reduced size parking spaces of nine feet by 18 feet, which is allowed by Planning Board vote. The applicant should note proposed parking space sizes at each building.*

Current Fuss & O'Neill Comment: The applicant has provided parking space sizes for each proposed building. No further Fuss & O'Neill comment.

- i. *Former Fuss & O'Neill Comment: HR 275-8.C.(5). The applicant should note the proposed aisle widths for the parking areas at each building.*

Current Fuss & O'Neill Comment: The applicant has provided aisle widths for the parking areas at each proposed building. No further Fuss & O'Neill comment.

- n. *Former Fuss & O'Neill Comment: The applicant has not shown any proposed stop signs or stop bars on the driveways within the site or at the intersections with Central Street.*

Current Fuss & O'Neill Comment: The applicant has added a stop sign and bars to the plan. No further Fuss & O'Neill comment.

- o. *Former Fuss & O'Neill Comment: The plans are not stamped by a New Hampshire licensed Professional Engineer.*

Current Fuss & O'Neill Comment: The applicant has provided the stamp from a New Hampshire Licensed Professional Engineer on the plans. No further Fuss & O'Neill comment.

2. Administrative Review Codes (HR 276)

- a. *Former Fuss & O'Neill Comment: HR 276-7. The applicant should note any requested waivers on the plan set.*

Current Fuss & O'Neill Comment: The applicant has added a list of waivers to the plans. No further Fuss & O'Neill comment.

- c. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(3). The applicant should review the requirements for the title block on the plan sheets. We note that the name for whom the plan was prepared is not included in the title block on any of the plan sheets.*

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

- e. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(6). The applicant has not provided the owner's signature on the plan set.*

Current Fuss & O'Neill Comment: The applicant has provided the owners signature to the cover sheet of the plans. No further Fuss & O'Neill comment.

- i. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(13). The applicant should add the required sign note to the plan.*

Current Fuss & O'Neill Comment: The applicant has added the required sign note to the plan. No further Fuss & O'Neill comment.

- n. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(24). The applicant has not provided the open space percentage on the plan set.*

Current Fuss & O'Neill Comment: The applicant has provided the open space percentage on the Overall Site Plan. No further Fuss & O'Neill comment.

- o. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(25). It appears that the applicant has proposed parking and travel ways between the side lot line and setback lines.*

Current Fuss & O'Neill Comment: The applicant has removed the parking lot area from the side setback. No further Fuss & O'Neill comment.

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

- a. *Former Fuss & O'Neill Comment: HR 193.10.E. The applicant has provided information showing that sight distance is adequate.*
- b. *Former Fuss & O'Neill Comment: HR 193.10.G. The applicant has proposed two driveways on Central Street for the site.*
- d. *Former Fuss & O'Neill Comment: The applicant should review the driveway geometry at building A to ensure fire trucks have unimpeded access around the building. It appears that truck travel through the drive-thru area may encroach on unpaved areas. We recommend providing a firetruck turning/access plan or detail within the plan set which demonstrates acceptable access.*

Current Fuss & O'Neill Comment: The applicant has provided a truck turning exhibit showing that aerial fire trucks can access the site. We understand that the commercial uses may not be known at this time. Once they are known, if any commercial uses include any larger trucks the applicant should confirm that they can access the site freely. No further Fuss & O'Neill comment.

- e. *Former Fuss & O'Neill Comment: Some of the proposed drain crossings along the driveway are not shown or are inaccurate on the road profiles on sheets C2.4 and C2.5. These features are also not shown on the Utility Plan profiles.*

- *Drain crossing at station 3+80 is not shown*
- *Drain crossing at station 4+64 is not shown*
- *Drain crossing at station 9+00 is shown on the profile at station 8+80*

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

4. Traffic (HR 275-9.B)

Former Fuss & O'Neill Comment: Fuss & O'Neill, Inc. has reviewed the Traffic Impact and Access Study prepared by Barton & Loguidice dated January 20, 2026, for the proposed mixed-use development at 207 Central Street Hudson, New Hampshire (Tax Map 176 Lots 41). The project proposes the development of 7,000 square foot (sf) of retail space, 116 residential dwelling units and 2 food truck spaces. Access and egress to the site will be provided via an existing driveway on the northeast side and a new proposed driveway on the southwest of the project site along Central Street.

- a. *Former Fuss & O'Neill Comment: The procedures that the Barton & Loguidice report uses are reasonable, with the appropriate seasonal adjustment factors and future traffic growth used to determine base conditions, determinations of pass trips, and new trips. The analysis also properly analyzes current and future years (2027) for No-Build and Build conditions.*
- b. *Former Fuss & O'Neill Comment: On page 2 of the report it indicates that the data count was conducted on September 24, 2026. We suggest that the applicant update this to the correct date.*

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

- c. *Former Fuss & O'Neill Comment: The applicant should confirm whether analyzing a future Design Year was considered during the scoping process.*
Current Fuss & O'Neill Comment: The applicant has noted that this method was considered. We note because the roadway appears to be under Town jurisdiction, this is not required. No further Fuss & O'Neill comment.
- d. *Former Fuss & O'Neill Comment: NHDOT prefers the HCM 2000 report format for signalized intersections instead of the HCM 6th report format. We recommend that that applicant provide the HCM 2000 reports for the Central Street at Burnham Road intersection and the lanes, volumes, and timings report. We are unable to check phasing and signal timing without those items.*
Current Fuss & O'Neill Comment: We note that some of the phasing assumptions used in the Synchro model may not exactly match existing field conditions (e.g., turn movements modeled as permitted-only that may operate as protected). While the operational results could vary slightly with revised phasing assumptions, the study conclusions are not expected to change. No further Fuss & O'Neill comment.
- e. *Former Fuss & O'Neill Comment: The applicant should confirm the source of the existing timing data that was referenced in developing the capacity analysis. Any additional information such as an existing signal plan should be incorporated into the analysis as needed.*
Current Fuss & O'Neill Comment: The applicant noted that they coordinated with the Town for the current signal programming. No further Fuss & O'Neill comment.
- f. *Former Fuss & O'Neill Comment: The applicant should confirm if peak hour factors were calculated for the intersection turning movements or approaches for the capacity analysis. They all appear to be 0.92 which is the default setting in the capacity analysis reports provided.*
Current Fuss & O'Neill Comment: The applicant provided rational for the factor used. No further Fuss & O'Neill comment.
- g. *Former Fuss & O'Neill Comment: The applicant should provide information on any notable crash patterns at the Central Street and Burnham Road intersection regarding crashes resulting from a failure to yield (i.e. any particular direction) that may be addressable by simple measures such as better signage or other means.*
Current Fuss & O'Neill Comment: The applicant provided the requested data. No further Fuss & O'Neill comment.
- h. *Former Fuss & O'Neill Comment: The applicant should confirm if Central Street (Route 111) is under NHDOT jurisdiction in this area and if so, was NHDOT involved in the scoping process of this traffic study.*
Current Fuss & O'Neill Comment: The applicant confirmed the roadway is under Town jurisdiction. No further Fuss & O'Neill comment.
- i. *Former Fuss & O'Neill Comment: The applicant should confirm if any consideration was given to analyzing the Central Street at Kimball Hill Road signalized intersection due to its proximity to the project site.*
Current Fuss & O'Neill Comment: The applicant provided additional information. No further Fuss & O'Neill comment.

5. Utility Design/Conflicts

- a. *Former Fuss & O'Neill Comment: HR 275-9.E & 276-13.A. The applicant has not shown any electrical, communications or gas connections.*
Current Fuss & O'Neill Comment: The applicant has shown the utility locations on the plan. No further Fuss & O'Neill comment.
- b. *Former Fuss & O'Neill Comment: The Sewer and Water Notes should reference the Town of Hudson Engineering Technical Guidelines and Typical Details (ETGTD). The applicant should review this document and update the utility notes and details accordingly.*

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

- f. *Former Fuss & O'Neill Comment: HR 275-9.E & ETGTD Section 825.2.13 & Detail W-10. The applicant should include notes regarding hydrant requirements, and either revise the hydrant detail to meet the requirements of detail W-10 or replace with that referenced hydrant detail in the plans.*

Current Fuss & O'Neill Comment: The applicant has included the Town hydrant detail. No further Fuss & O'Neill comment.

- g. *Former Fuss & O'Neill Comment: The water main on sheet C2.8 appears to be located closer than 10 feet to the sewer main in the area east of SMH 4.*

Current Fuss & O'Neill Comment: The applicant has revised the layout to maintain the required separation. No further Fuss & O'Neill comment.

- h. *Former Fuss & O'Neill Comment: HR 275-9.E. The applicant has not shown valves on the 6" water service connections to the buildings. The plans include a Water Service Connection detail for a small diameter service pipe.*

Current Fuss & O'Neill Comment: The applicant has added valves for the 6" water service connections to the proposed buildings. No further Fuss & O'Neill comment.

- j. *Former Fuss & O'Neill Comment: ETGTD Section 720.8.5. The applicant should include a note indicating that floor drains, roof drains, sump pumps or other non-sanitary sewerage cannot be connected to a building's sewer service connection.*

Current Fuss & O'Neill Comment: The applicant has added this note on the Overall Site Plan. No further Fuss & O'Neill comment.

- i. *Former Fuss & O'Neill Comment: The Sewer Service Detail included in the plans references 4" sewer service piping. The Utility plans show a 6" sewer service connection at each building.*

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

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

- f. *Former Fuss & O'Neill Comment: HR 290-5.A.(9). The applicant should review the BMP design to ensure the ESHWT is taken into account with the NHDES required separation.*

Current Fuss & O'Neill Comment: The applicant has accounted for ESHWT within the NHDES BMP Worksheets. No further Fuss & O'Neill comment.

- k. *Former Fuss & O'Neill Comment: HR 290-5.A.(11). The applicant should provide the flood elevation (top of berm) for all stormwater ponds within the HydroCAD to ensure proper freeboard is attained.*

Current Fuss & O'Neill Comment: The applicant has added the top of stormwater berms to HydroCAD. No further Fuss & O'Neill comment.

- i. *Former Fuss & O'Neill Comment: HR 290-5.A.(11). The applicant should provide detailed design plans of the proposed grading, including but not limited to the following: proposed contours, proposed contour labels, etc.*

Current Fuss & O'Neill Comment: The applicant has provided grading information on the plan. No further Fuss & O'Neill comment.

- l. *Former Fuss & O'Neill Comment: HR 290-5.A.(11). The applicant should coordinate the pre- and post- development areas within HydroCAD to be exactly the same.*

Current Fuss & O'Neill Comment: The applicant has provided areas to be within 0.01 acres between pre and post development areas. No further Fuss & O'Neill comment.

- m. *Former Fuss & O'Neill Comment: HR 290-5.A.(11). The applicant should provide the NHDES BMP worksheets, illustrating the stormwater practices that meet NHDES regulations.*
Current Fuss & O'Neill Comment: The applicant has provided BMP worksheets. No further Fuss & O'Neill comment.
- n. *Former Fuss & O'Neill Comment: HR 290-5.A.(11). Basins utilize volume below the lowest outlet inverts. If infiltration is not accounted for, this volume is technically always occupied by stormwater, which is unable to be utilized for detention purposes. The applicant should provide additional information as to the purpose of the Basins. If infiltration is proposed the applicant should revise HydroCAD accordingly. If a permanent pool is proposed, the applicant should implement a "starting elevation" within HydroCAD accordingly.*
Current Fuss & O'Neill Comment: The applicant has revised the basins to not account for open volume below the outlet. No further Fuss & O'Neill comment.
- o. *Former Fuss & O'Neill Comment: HR 290-5.A.(11). The applicant should provide details for the basin emergency spillway.*
Current Fuss & O'Neill Comment: The applicant has provided emergency spillway details upon Plan Sheets C3.6 to C3.10. No further Fuss & O'Neill comment.
- s. *Former Fuss & O'Neill Comment: HR 290-5.B.(1).(a). The applicant should provide the required NHDES BMP worksheets for onsite drainage features.*
Current Fuss & O'Neill Comment: The applicant has provided BMP worksheets. No further Fuss & O'Neill comment.
- u. *Former Fuss & O'Neill Comment: HR 290-6. The applicant should provide rip rap calculations within the Stormwater Management Report.*
Current Fuss & O'Neill Comment: The applicant has provided Rip Rap calculations. No further Fuss & O'Neill comment.
- w. *Former Fuss & O'Neill Comment: HR 290-6.A.(7). The applicant should ensure the plans illustrate the required Construction Entrance with details upon the plan set.*
Current Fuss & O'Neill Comment: The applicant has provided construction entrance on the plans. No further Fuss & O'Neill comment.
- x. *Former Fuss & O'Neill Comment: HR 290-6.A.(8). The applicant should ensure the plans note a pre-construction meeting is required with the Town Engineer.*
Current Fuss & O'Neill Comment: The applicant has added the note to the plan. No further Fuss & O'Neill comment.
- ab. *Former Fuss & O'Neill Comment: HR 290-7.B.(14). The applicant should provide the limits of wetland impact areas upon the plan set.*
Current Fuss & O'Neill Comment: The applicant has depicted some wetland areas on Plan Sheet C2.5. No further Fuss & O'Neill comment.
- ad. *Former Fuss & O'Neill Comment: HR 290-8.A.(4). & (5). The applicant should ensure a note is upon the plan set, stating the requirement to coordinate the need for a Bond or Escrow with the Town Engineer.*
Current Fuss & O'Neill Comment: The applicant has added the note to the plan. No further Fuss & O'Neill comment.
- ah. *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 this requirement on the plan. No further Fuss & O'Neill comment.
- ai. *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)

- d. *Former Fuss & O'Neill Comment: ZO 334-83 and HR 218-4.E. The applicant has noted that a portion of the site is located within the Flood Hazard Area. The applicant has provided a LOMA for the site. We note that the applicant has not proposed any disturbance or development within the Flood Zone.*
- e. *Former Fuss & O'Neill Comment: ZP 334-57. The applicant has not provided any sign information on the plan set.*

Current Fuss & O'Neill Comment: We note that the applicant has added the required signage note to the plan. No further Fuss & O'Neill comment.

8. Erosion Control/Wetland Impacts

- b. *Former Fuss & O'Neill Comment: The applicant should provide a detail of and location for stabilized construction entrances on the plan.*
- c. *Former Fuss & O'Neill Comment: The applicant should note that the Town of Hudson reserves the right to require any additional erosion control measures as needed.*

Current Fuss & O'Neill Comment: The applicant has provided the recommended detail and locations on the plan. No further Fuss & O'Neill comment.

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

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

- g. *Former Fuss & O'Neill Comment: There are several locations shown within the Landscaping & Lighting Plans where proposed light poles are within tree canopies.*
- h. *Former Fuss & O'Neill Comment: On the Landscaping & Lighting Plans there are no building mounted lights shown. The applicant should confirm that is the intent for the site lighting or include building mounted lights on the lighting plan when it is prepared.*

Current Fuss & O'Neill Comment: The applicant has revised the light locations to remove the conflicts. No further Fuss & O'Neill comment.

Current Fuss & O'Neill Comment: The applicant has added building mounted lights to the plan. 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 should list all required permits and their status on the plan set.*

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

- b. *Former Fuss & O'Neill Comment: HR 275-9.G. The applicant should provide copies of any applicable Town, State or Federal approvals or permits.*
- c. *Former Fuss & O'Neill Comment: Additional local and state permitting may be required.*

11. Other

- a. *Former Fuss & O'Neill Comment: The applicant should add the Tax Map and Lot number to the Cover sheet.*

Current Fuss & O'Neill Comment: The applicant added the requested information to the plan. No further Fuss & O'Neil comment.

- b. *Former Fuss & O'Neill Comment: The applicant should move the legend on Sheet C2.3 to remove the line overwrite.*

Current Fuss & O'Neill Comment: The overwrite has been corrected. No further Fuss & O'Neill comment.

- f. *Former Fuss & O'Neill Comment: The applicant has provided a detail for a rockery wall. The applicant should show the wall location on the plans and note that any walls greater than 4 feet will need a building permit and require an engineered design stamped by a New Hampshire licensed professional engineer.*

Current Fuss & O'Neill Comment: The applicant has shown the wall location and provided elevations showing the wall is less than four feet high. No further Fuss & O'Neill comment.

- h. *Former Fuss & O'Neill Comment: The Existing Conditions Plan includes locations of covered asbestos. Plan notes do not indicate the proposed removal of any asbestos material, other than General Note 9 on sheet C1.0 which states there are numerous restrictions and covenants regarding that material. The Consent Decree documentation included in the review submission requires NHDES approval for any disturbances to these areas. A copy of that approval should be provided to the Town for their records, and any requirements of that approval should be noted on the plans.*

Current Fuss & O'Neill Comment: The applicant has updated the notes on the plan and agrees that the documentation will be provided to the Town. No further Fuss & O'Neill comment.

- i. *Former Fuss & O'Neill Comment: ETGTD Section 565.1.1. The applicant should note on the plans the Town requirement that the Contractor shall not import any fill over ten cubic yards per source without soils testing verifying the absence of constituents of concern.*

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

Please feel free to call if you have any questions.

Very truly yours,



Steven W. Reichert, P.E.

Enclosure

cc: Town of Hudson Engineering Division – File
Verdantas – jhayden@verdantas.com