



02/18/2026

Ref: 52938.11

Richard S. Woodfin, Chair  
Planning Board  
City of Concord  
41 Green Street  
Concord, NH 03110

Re: Skate Park at Kiwanis Park - Site Plan Review

Dear Mr. Woodfin:

On behalf of the applicant, the City of Concord, VHB has enclosed the following material to support the design and permitting review for the proposed Skate Park at Kiwanis Park.

## Project History

In late 2022, the City of Concord engaged VHB to support in the overall master planning effort for the Kiwanis Waterfront Park Visioning project that included efforts to work with various community stakeholders to develop a master plan of the Everett Arena and Kiwanis Park area to meet the long term goals of the City and to revitalized an aging community asset. The results of the master planning efforts created a vibrant park with reimagined park areas, new skate park, arena expansion, pedestrian walkways all the enhance the waterfront and access at the park.

Following this effort, in late 2023, the City of Concord advanced the project into the design development and permitting phase for the master planned project. During these efforts and multiple iterations of the final park features, it was decided to move forward with an initial phase that just included the skate park area to better align with funding and potential grant opportunities. This package presents the first phase of the master plan, the Skate Park at Kiwanis Park.

## Proposed Project

The skate park includes the construction of approximately 20,400 square feet of a new skate park, timber pavilion, gravel parking field, landscaping, lighting, and stormwater improvements. The improvements show align with the master plan and do not impede upon the future phases of development. The project is located outside of the Protected Shoreland of the Merrimack River and under the jurisdictional area required for the New Hampshire Department of Environmental Services (NHDES) Alteration of Terrain Bureau, therefore, no review and approval from the NHDES, at this time. The future park improvements will require permitting with NHDES as these areas and thresholds meet jurisdictional requirements. The City has submitted this for review to the City of Concord Planning Board.

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## City of Concord Site Plan Review Submittal

At the request of the City, VHB has provided the following documents to support the application.

- > Site Plans
- > Stormwater Report
- > Traffic Report

Please feel free to contact me if you have any questions or comments regarding this project or any of the enclosed materials.

Sincerely,

VHB

A handwritten signature in blue ink, appearing to read "EK Gerade".

Eric K. Gerade, PE  
Director of Land Development

cc: Beth Fenstermacher, City of Concord  
Attachments



## Memorandum

To: Richard S. Woodfin, Chair  
Planning Board  
City of Concord  
41 Green Street  
Concord, NH 03110  
From: Christine Trearchis, PE, PTOE  
TS/TPO Team Leader

Date: February 25, 2026

Project #: R052938.011

Re: Concord Skatepark Expansion at Kiwanis Waterfront Park

This memo provides a summary of the anticipated traffic impacts associated exclusively with the proposed expansion of the Concord Skatepark (skatepark) at Kiwanis Waterfront Park, based on the October 2024 Traffic Study<sup>1</sup> prepared by VHB. The analysis in this memo extracts and focuses on the Phase 1 skatepark-related findings, recognizing that the Everett Arena expansion (Phase 2) is not moving forward at this time.

While the original traffic study evaluated a broader redevelopment concept for both Kiwanis Waterfront Park and the Everett Arena, including arena expansion and associated uses, the City is currently advancing only the skatepark improvements. Accordingly, this memo presents the Phase 1 skatepark-related findings and does not address traffic associated with any arena expansion or other non-skatepark components.

## Project History

In late 2022, the City of Concord engaged VHB to support the overall master planning effort for the Kiwanis Waterfront Park Visioning project that included efforts to work with various community stakeholders to develop a master plan for the Everett Arena and Kiwanis Waterfront Park area. The results of the master planning efforts created a vibrant park with reimagined park areas, new skatepark, arena expansion, and pedestrian walkways that enhance the waterfront and access at the park.

Following this effort, in late 2023, the City of Concord advanced the project into the design development and permitting phase for the master planned project. During these efforts and multiple iterations of the final park features, it was decided to move forward with an initial phase that just included the skatepark area to better align with funding and potential grant opportunities.

## Project Description

The project site is located between the Merrimack River and Loudon Road (NH Route 9) in Concord, New Hampshire, with vehicular access provided via two existing signalized intersections listed below. These two intersections serve as the study area for the previously conducted traffic study.

- › Loudon Road (NH Route 9), Gully Hill Road (West), and Kiwanis Park/Everett Arena West Driveway.
- › Loudon Road (NH Route 9), Gully Hill Road (East), and Kiwanis Park/Everett Arena East Driveway.

The existing Concord Skatepark is an approximately 15,120-square-foot outdoor facility located within the Kiwanis Waterfront Park / Everett Arena site. The proposed Phase 1 improvement consists of expanding the Concord Skatepark to 20,400 square feet and adding an additional 30 parking spaces. Currently, the Phase 2 expansion of the

<sup>1</sup> Traffic Study: Kiwanis Waterfront Park and Douglas N. Everett Arena, Concord, New Hampshire, published in October 2024 by VHB.

Everett Arena program is not moving forward, and no separate new vehicular access points are proposed. Skatepark patrons will continue to access the site via the two existing signalized intersections on Loudon Road at Gully Hill Road.

Although the original traffic study evaluated both Phase 1 and Phase 2 impacts, this memorandum summarizes the traffic impacts related to Phase 1 (the skatepark) only.

## Trip Generation

The ITE Trip Generation Manual<sup>2</sup> does not include a specific land use code or standardized trip rates for skateparks. To address this, VHB used documented trip-generation rates from other skatepark traffic studies in California, including Malibu, Huntington Beach, San Bernardino, and San Juan Capistrano.

Applying these trip-generation rates to the proposed Concord Skatepark expansion, VHB estimated the Phase 1 skatepark trip generation, as presented in Table 1.

**Table 1 Phase 1 Trip-Generation Summary for Concord Skatepark**

Peak Hour/Direction	New Trips
Weekday Evening Peak Hour	
Enter	13
<u>Exit</u>	<u>15</u>
Total	28
Saturday Midday Peak Hour	
Enter	20
<u>Exit</u>	<u>18</u>
Total	38

a Based on trip generation rates for skateparks in Huntington Beach, San Bernardino, and San Juan, CA. multiplied by 20.4 ksf proposed skatepark.

In summary, the expanded skatepark is anticipated to generate approximately 28 vehicle trips (13 entering / 15 exiting) during the weekday evening peak hour and 38 vehicle trips (20 entering / 18 exiting) during the Saturday midday peak hour under typical operating conditions, which corresponds to a modest increase relative to the overall traffic volumes on Loudon Road and at the site access points.

## Traffic Operations

The traffic study developed future traffic conditions for 2025 (opening year) and 2035 (10-year planning horizon) at the two study area intersections listed above. Existing traffic volumes were obtained from turning-movement counts conducted in March and June 2024 and were subsequently adjusted for seasonality, pandemic effects, and historical growth to represent 2024 Existing Conditions.

<sup>2</sup> Institute of Transportation Engineers, Trip Generation Manual, 11<sup>th</sup> edition, Washington, D.C, Sept 2021.

To project No-Build traffic conditions, without the project in place, a 1.0 percent compounded annual background traffic growth rate was applied to 2024 volumes on Loudon Road to develop 2025 and 2035 traffic forecasts.

The Phase 1 Build scenarios incorporate background growth plus traffic from the skatepark.

The study performed detailed intersection operational analyses, including Level of Service (LOS) and queue length evaluations, for existing, No-Build, and Build conditions at the two study area intersections.

Based on the previous analyses, the additional trips associated with the expanded skatepark represent a small proportion of total intersection volumes. With the Phase 1 site trips added to the roadway network, operations at the study area intersections are projected to be similar to the No-Build intersection operations with minor increases in queue and delay.

## Parking and Access

The existing site includes 197 marked parking spaces as well as significant overflow gravel spaces. The proposed skatepark expansion will add an additional 30 spaces, bringing the total marked parking spaces to 227.

Vehicular access will continue to be provided via the two existing signalized intersections on Loudon Road. No new driveways, unsignalized access points, or geometric modifications are proposed as part of the Phase 1 skatepark.

## Conclusion

Based on the VHB October 2024 traffic analysis, as summarized above, the proposed Concord Skatepark expansion at Kiwanis Waterfront Park is expected to have a limited traffic impact on the surrounding roadway network. Using trip rates derived from comparable California skateparks and applied to the proposed 20,400-square-foot Concord Skatepark, the expanded facility is estimated to generate about 28 vehicle trips during the weekday PM peak hour and 38 vehicle trips during the Saturday midday peak hour under typical conditions. Because the outdoor skatepark is seasonal and weather-dependent, these trips were added only to typical traffic scenarios and not to winter event conditions dominated by Everett Arena tournament activity. When layered onto 2025 and 2035 No-Build traffic forecasts, which already assume a conservative 1.0 percent annual background growth rate, the skatepark-related trips constitute only a minor increase relative to existing and projected traffic volumes on Loudon Road and at the Gully Hill Road / Kiwanis Park / Everett Arena intersections. The incremental traffic generated by the expanded skatepark can be accommodated by the existing signalized access on Loudon Road without the need for skatepark-specific capacity improvements. The October 2024 Traffic Study prepared by VHB has been provided under separate cover for reference.

Key

- ① Arena
- ② Drop-off
- ③ Boat Launch
- ④ New Path Connection Under Bridge
- ⑤ Overflow Parking/Reinforced Turf
- ⑥ Children's Playground
- ⑦ Pavillion / Concert Venue / Event Lawn
- ⑧ Multi-Use Recreation Area
- ⑨ Concord Crew Expansion
- ⑩ Concord Crew Parking
- ⑪ Skate Park - 30,000sf
- ⑫ Vendor Space / Rentals
- ⑬ Upgraded Dock System
- ⑭ Stabilized Riverbank

Parking Count:	
Arena Parking:	197
Arena Overflow Parking:	80
Shared Parking:	96
Concord Crew Parking:	7
<b>Total Parking</b>	<b>403</b>



**Kiwanis Waterfront Park**  
 Conceptual Master Plan | June 2024





02/27/2026

Ref: 52938.11

Richard S. Woodfin, Chair  
Planning Board  
City of Concord  
41 Green Street  
Concord, NH 03110

Re: Skate Park at Kiwanis Park – Conditional Use Permit (CUP)

Dear Mr. Woodfin:

In support of the conditional use permit application for the City of Concord Skate Park at Kiwanis Park project, VHB is providing this narrative, and supplemental figure, to satisfy the CUP checklist item under Section 28-4. Please refer below.

## Summary

The Applicant, City of Concord, is requesting a Conditional Use Permit in relation to Section 28-4-3(d), related to the installation of impervious land cover within a wetland buffer as part of the project. As allowed under Section 28-4-3(c), the Applicant is utilizing the provision to request a conditional use permit as stated in Section 28-4-3(c)(7).

The criteria for a conditional use permit and the provisions in which this proposed use meets them are outlined below:

1. *The disturbance of the buffer is necessary to the establishment of an allowable principal or accessory use on the buildable land area of the lot;*

The disturbance is necessary to the establishment of an allowable use due to the master planning of Kiwanis Park. The skate park is the first phase of a multi-phased effort to better align with funding and potential grant opportunities. The location of the skate park, and associated walkways, is situated on the site in accordance with future development.

2. *The proposed disturbance to the buffer cannot practicably be located otherwise on the lot to eliminate or reduce the impact to the buffer and represents the minimum extent of disturbance necessary to achieve the reasonable use of those portions of the lot consisting of buildable land;*

The proposed disturbance to the buffer cannot be located on the lot to eliminate the impact to the buffer completely. As shown in the attached figure, the skate park mirrors the wetland buffer with minimal impacts. The skate park is located here to provide adequate vehicular and pedestrian connectivity to future park improvements. There are a total of 2,529 square feet (SF) of impacts associated with the Project, primarily including 2,492 SF area that will remain pervious (i.e. landscaped area) and only 37 SF of area that will be impervious material associated with the skate park.



3. *The proposed disturbance to the buffer minimizes the environmental impact to the abutting wetland, and to downstream property and hydrologically connected water and wetland resources;*

The proposed disturbances will not have any impact on the abutting wetland. Land cover will be revegetated and restabilized within the buffer where temporary impacts that will remain pervious are denoted. Hydrologic connectivity will be established with a drain pipe to connect existing drainage conditions to the wetland system and areas of the skate park is routed to a surface sand filter where it is ultimately discharged towards the Merrimack River. Please refer to the stormwater report included in the site plan application package.

4. *Where applicable, wetland permit(s) have been received or are obtained from the NHDES and USACOE;*

Not applicable, wetland permits are not required for this project.

5. *Where applicable, permits or proof of compliance with all other state and/or federal regulations have been received or obtained.*

Not applicable, additional permits are not required for this project.

Please feel free to contact me if you have any questions or comments regarding this project or any of the enclosed materials.

Sincerely,

VHB

A handwritten signature in blue ink, appearing to read "E. Gerade".

Eric K. Gerade, PE

Director of Land Development

cc: Beth Fenstermacher, City of Concord  
Attachments



### LEGEND

<span style="color: red;">■</span>	IMPERVIOUS BUFFER IMPACTS	37 SF
<span style="color: green;">■</span>	PERVIOUS BUFFER IMPACTS	2,492 SF
<b>TOTAL:</b>		<b>2,529 SF</b>

