



TOWN OF HUDSON

Planning Board

Timothy Malley, Chairman

Robert Guessferd, Selectmen Liaison



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

MINUTES OF THE PLANNING BOARD MEETING DATE – JUNE 24, 2026 - DRAFT

In attendance = X Alternate Seated = S Partial Attendance = P Excused Absence = E

Tim Malley Jordan Ulery Ed Van der Veen Timothy Lyko
Chair X Vice-Chair X Member X Member X

James Crowley George Hurd Todd Boyer Bob Guessferd
Member X Alternate E Alternate E Select. Rep X

Brooke Dubowik
Town Rep. X

I. **CALL TO ORDER BY CHAIRPERSON**

Mr. Malley called the meeting to order at 7:00 PM.

II. **PLEDGE OF ALLEGIANCE**

Mr. Malley invited all to participate in the Pledge of Allegiance and read through the Chairperson’s introduction/order of business and cited housekeeping items.

III. **ROLL CALL**

Mr. Mallery asked the Clerk to call for attendance.

IV. **SEATING OF ALTERNATES**

None at this time.

V. **MEETING MINUTES**

- 10 June 2026 Meeting Minutes

Mr. Crowley moved to approve the meeting minutes of June 10, 2026. Motion seconded by Mr. Van der Veen.

All in favor – motion carried 5/0/1 (Ulery abstaining).

VI. **CORRESPONDENCE**

A. Elvis Dhima, Director of Development Services

- Bond Establishment Request – Taybre Drive Subdivision

Mr. Crowley moved to approve a performance bond in the amount of \$150,000.00 for On-Site Improvements associated with Taybre Drive Subdivision, 9 Alvirne Drive, Map 138/Lot 0-000, specifically for water and road improvements, to remain in place until such improvements are completed and conveyed to the Town, as presented in the memoranda from Elvis Dhima,

44 Development Services Director to Tim Malley, Planning Board Chair, and Brooke Dubowik,
45 Town Planner, dated June 9, 2026, together with the Town of Hudson Road Guarantee Estimate
46 Form. Motion seconded by Mr. Van der Veen.

47 All in favor – motion carried 6/0/0.

48

49 B. Driveway Waiver Request – 98 Highland Street

50

51 Mr. Crowley moved to grant a waiver from §193-8(F) Design criteria - regarding the maximum
52 cumulative driveway width to exceed 50 feet, not to exceed 60' in total width, based on the
53 Board's discussion, the testimony of the Applicant's representative, and in accordance with the
54 language included in the submitted Waiver Request Form for said waiver. Motion seconded by
55 Mr. Van der Veen.

56 All in favor – motion carried 6/0/0.

57

58 VII. OLD BUSINESS

59 A. Restaurant Depot Site Plan

60 CUP# 01-26 & SP# 01-2

273 Lowell Road

Map 243/Lot 034

61 Purpose of Plan: to depict the construction of a new commercial building for a wholesale
62 cash-and-carry foodservice supplier, along with associated site improvements. The
63 project has been designed to avoid any direct impacts to on-site wetlands, with all
64 proposed work located outside of the wetland boundary. However, certain construction
65 activities and site improvements are proposed within the 75-foot wetland buffer.

66 (Continued from April 8, 2026).

67

68 Keith Curran, Bohler Engineering; Larry Cohen, Restaurant Depot, LLC; and Shaun Kelly,
69 Chappell Engineering Associates, addressed the Board. Mr. Curran explained that the applicant
70 has addressed the peer review comments and submitted updated information. The applicant also
71 submitted one additional waiver for the shrub plantings. The request is for a waiver from **§275-**
72 **8.C.(7).(d) – Landscaping**, to allow for 248 shrubs where 280 would otherwise be required,
73 noting that planting at the required density would result in overcrowding, leading to
74 problems with plant health and visual clutter, including sight-line obstructions in the parking lot.
75 He noted that the Conservation Commission comments disagree with the Town Engineer's
76 comments. The applicant previously revised the plans to reduce the drive width from 30' to 26'.
77 The applicant also changed the slope on the backside between the drive and the wetlands to a 2:1
78 slope. The Town Engineer requested that the plan be changed back to a 30' wide drive and 3:1
79 slope. The applicant did not make these changes as it is unclear which recommendation should
80 be followed.

81

82 In response to a question from Mr. Van der Veen, Mr. Curran explained that there will not be
83 any light trespassing off the easement area into the surrounding properties. Shielded lighting is
84 proposed.

85

86 Mr. Curran noted that, based on concern previously expressed by an abutter, the applicant
87 submitted renderings showing that the building will be a beige, earth tone on the backside.

88

89 Mr. Crowley asked about the Fire Department recommendations. Mr. Curran stated that he does
90 not believe these comments dealt with the drive width. The drive works at 24' or 30'. The 2:1
91 slope was suggested by the Conservation Commission in order to pull the grading further from
92 the wetland area and create less buffer impact. A 2:1 slope would not impact the drive location or
93 width. A 3:1 slope would lead to the site being less likely to have erosion control issues. The
94 applicant is comfortable with 2:1 or 3:1.

95
96 Mr. Crowley stated that he would support the 3:1 slope and a 30' width at least for the first 100'
97 or so. He expressed concern regarding Cisco purchasing Restaurant Depot and a potential change
98 in use to delivery services. Mr. Cohen explained that this business runs as an independent unit
99 and will not be changing its format. Cisco is buying the business because they love the format as
100 it is very profitable. The business currently has delivery services, but mostly as an Uber-based
101 model. This is only a small percentage of sales. There are no plans to change this in the future. If
102 the business moved to a mostly delivery based business, it would change the use which could be
103 a stipulation of approval. Mr. Malley stated that he does not see this as enforceable. Also, it
104 seems that every retailer has moved toward offering delivery services of some type.

105
106 Mr. Crowley asked about the 12' high sound attenuation wall. He did not see any details for this
107 within the architectural plan. The applicant previously agreed to supply some acoustical
108 attenuation with a wall. Mr. Curran stated that he sent a spec sheet for this which apparently did
109 not get to the Town. He suggested that he should meet with the Town Engineer to satisfy any
110 requirements. Mr. Cohen stated that this could be a condition of approval, as he has found the
111 proposed attenuation wall to be useful in the past.

112
113 Mr. Cohen suggested 26' or 28' width, as 30' may be overkill and 24' may be a bit tight. Mr.
114 Malley stated that he would prefer to go with the Town Engineer's recommendation of 30'.

115
116 Mr. Crowley noted that the proposal includes paving within the buffer. He suggested removing
117 some of the pavement within the wetland buffer which would only impact employee parking on
118 the site. Mr. Cohen stated that there are times of the year when the amount of parking proposed
119 is needed.

120
121 Mr. Van der Veen stated that he is not in favor of reducing the parking below 166 spaces. He is
122 also not in favor of rerouting the driveway to save a bit of buffer space, as there is a lot of buffer
123 on this site and much of it will be returned to a natural state.

124
125 Mr. Ulery moved to grant a waiver **§275-8.C.(2) – Parking Calculations** – To allow for 166
126 parking spaces where otherwise 250 would be required, based on the Board's discussion, the
127 testimony of the Applicant's representative, and in accordance with the language included in the
128 submitted Waiver Request Form for said waiver. Motion seconded by Mr. Van der. Veen.
129 All in favor – motion carried 6/0/0.

130
131 Mr. Ulery moved to grant a waiver **§275-17.D.6 – Light Trespass** – To permit off-site lighting
132 where it would otherwise not be allowed, based on the Board's discussion, the testimony of the
133 Applicant's representative, and in accordance with the language included in the submitted
134 Waiver Request Form for said waiver. Motion seconded by Mr. Van der. Veen.

135 All in favor – motion carried 6/0/0.

136

137 Mr. Ulery moved to grant a waiver **§275-8.C.(6).(a) – Loading Space Count** – To allow for a
138 reduced count of docking spaces, based on the Board’s discussion, the testimony of the
139 Applicant’s representative, and in accordance with the language included in the submitted
140 Waiver Request Form for said waiver. Motion seconded by Mr. Van der. Veen.

141 All in favor – motion carried 6/0/0.

142

143 Mr. Ulery moved to grant a waiver **§275-8.C.(7).(d) – Landscaping** - To allow for 248 shrubs
144 where 280 would otherwise be required, based on the Board’s discussion, the testimony of the
145 Applicant’s representative, and in accordance with the language included in the submitted
146 Waiver Request Form for said waiver. Motion seconded by Mr. Van der. Veen.

147 All in favor – motion carried 6/0/0.

148

149 Mr. Lyko moved to approve the **Site Plan Application & Conditional Use Permit Application**
150 for the Proposed Retail Building: Proposed Restaurant Depot Site Development Plans, SP# 01-
151 26 & CUP# 01-26, Map 234 Lot 034, 273 Lowell Road, Hudson, New Hampshire; prepared by:
152 Bohler Engineering, 3 Executive Park Drive Floor 2, Bedford, NH 03110; prepared for:
153 Restaurant Depot 17-10 Whitestone Expressway, Whitestone, NY 11357; consisting of 22 sheets
154 and general notes 1-32 on Sheet C-102; dated January 23, 2026, last revised June 9, 2026; and:

155

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

160

161 Subject to, and revised per, the following stipulations:

162

- 163 1. All stipulations of approval shall be incorporated into the Development Agreement,
164 which shall be recorded at the HCRD, together with the Site-Plan-of-Record.
- 165 2. All improvements shown on the Site Plan-of-Record, including all Notes, shall be
166 completed in their entirety and at the expense of the applicant or the applicant’s assigns.
- 167 3. Prior to the Planning Board endorsement of the Plan, it shall be subject to final
168 administrative review by Town Planner, Town Engineer, and Town Counsel.
- 169 4. Prior to the issuance of a final certificate of occupancy, an L.L.S. Certified “As-Built”
170 site plan shall be provided to the Town of Hudson Development Services Department,
171 confirming that the site conforms to the Planning Board approved Site Plan.
- 172 5. A cost allocation procedure (CAP) fee amount of \$207,000.00, be paid prior to the
173 issuance of the Certificate of Occupancy.
- 174 6. Prior to application for a building permit, the Applicant shall schedule a pre-construction
175 meeting with the Town Engineer.
- 176 7. Maintenance of the onsite drainage system shall be constructed and maintained in
177 compliance with NHDES requirements for such systems.
- 178 8. Construction activities involving the subject lot shall be limited to the hours between 7:00
179 A.M. and 7:00 P.M., Monday through Saturday. No exterior construction activities shall
be allowed on Sundays.

- 180 9. If development involves blasting and/or ramming of bedrock materials, said activities
181 shall be limited to the hours between 7:00 A.M. and 5:00 P.M. Monday through Friday
182 only. Said blasting/ramming activities shall be prohibited on Saturday and Sunday.
183 10. Hours of refuse removal shall be exclusive to the hours between 7:00 A.M. and 7:00
184 P.M., Monday through Friday only.
185 11. During construction and restoration erosion control barriers shall be installed and
186 maintained, to the satisfaction of the Town Engineer, along the limits of disturbance
187 within, and/or adjacent to, any wetland(s) and/or wetland buffer(s).
188 12. Construction vehicles (non-refueling vehicles) shall not be parked within twenty-five (25)
189 feet of any wetland or wetland buffer boundaries overnight.
190 13. Refueling vehicles shall not be parked overnight or left unattended within seventy-five
191 (75) feet of any wetland or wetland buffer boundaries.
192 14. Stockpiling of construction materials is not allowed within the wetland or wetland buffer
193 areas of the site or in areas designated for permanent conservation.
194 15. Town Conservation markers shall be installed at 50-foot intervals, at the Applicant's
195 expense, along the conservation districts boundaries (75-foot wetland buffer).
196 16. Any vegetation associated with post-construction BMPs and slope restoration including
197 stormwater management area shall be suitably established to withstand erosion and shall
198 be inspected by the Town Engineer and the property owner shall be required to provide a
199 suitable replacement for any vegetation not suitably established during the relevant
200 monitoring period.
201 17. Fertilizers utilized for landscaping and lawn care shall be slow release, low-nitrogen
202 types (<5%), and shall not be used within seventy-five (75) feet of wetland resource
203 areas. Pesticides and herbicides shall not be used within seventy-five (75) feet of a
204 wetland resource area.
205 18. It is recommended to specify native shrub plantings along proposed slopes facing the
206 wetlands. Species to be selected shall be salt-tolerant and appropriate for the respective
207 slopes.
208 19. There shall be a 30' wide entrance and 28' wide driveway with a 3:1 slope.
209 20. Town Engineer to approve design of a 12' sound attenuation wall.
210 21. To remove the Hours of Operation from the plan.

211
212 Motion seconded by Mr. Van der. Veen.

213 Motion carried 5/1/0 (Crowley in opposition).

214
215 *The Board took a five minute recess at 8:08pm.*

216
217 **VIII. NEW BUSINESS**

- 218 A. Eversource Energy 326 Transmission Line Structure Replacement Project Boyd Road
219 CUP# 04-26 Map 107/Lots 003-001 & 002-000

220 Purpose: to propose replacement of select utility structures along the existing and
221 maintained right-of-way which requires impact to the wetland buffer zone to construct a
222 work pad to complete structure replacement. Application acceptance & hearing.
223

224 Mr. Van der Veen moved to accept the **Conditional Use Permit Application** for the 326
225 Transmission Line Structure Replacement Project within the Eversource Maintained Right-of-

226 Way and Utility Easements along Boyd Road, Map 107 Lots 002 & 003-001, Hudson, New
227 Hampshire, 03051. Motion seconded by Mr. Lyko.
228 All in favor – motion carried 6/0/0.
229

230 Lindsey Tower, GZA GeoEnvironmental, Inc., and Kurt Nelson, Eversource Energy, addressed
231 the Board. Ms. Tower explained that the CUP is proposed for upcoming utility maintenance work
232 along the transmission line. Eversource is looking to replace three existing structures along this
233 line, all of which are located off Boyd Rd. The work requires impacts within the Town's Wetland
234 Conservation District. There are no wetland impacts, but there are impacts in the 75' wetland
235 buffer. This is needed to access the three poles. Eversource is proposing to use an existing access
236 route that has a gravel base but has not been used in some time. This will require a gravel top
237 dressing in some locations. The request is also for a work pad shown around structure 76. The
238 plan shows a 100'x100' work pad area which is the standard size for permitting applications.
239 This will allow for the most amount of room that Eversource might need, though it is not always
240 constructed to that size. The work pad is for staging equipment and materials during
241 construction. Once construction is complete, the work pad will be restored to a 30'x60'
242 maintenance pad for future maintenance or emergencies along the line. The 30'x60' pad area will
243 be favored toward the side of the road. The remaining impacts will be minimal within the buffer,
244 though the permit request is for the full amount, 4,377 s.f. There are currently two wooden pole
245 structures which will be replaced with a weathered steel equivalent, slightly taller but in the same
246 style. The construction is proposed in October and work will be completed, with the area restored
247 by May. This was the time of year restriction given to the project.
248

249 In response to a question from Mr. Malley, Mr. Nelson explained that the wooden poles were
250 determined to be at end of life during an annual inspection. A vast majority of the network has
251 already been changed to steel poles.
252

253 Public input opened at @ 8:20 PM. Seeing none, public input was closed at @ 8:21 PM.
254

255 Mr. Crowley asked about a construction entrance for the work. Mr. Nelson explained that there is
256 a well-defined dirt driveway within the easement that will be utilized. Mr. Ulery expressed some
257 concern regarding leaving this as access for motorized vehicles. Mr. Nelson stated that this is an
258 existing dirt driveway to a residence. There is an existing gate, though it is usually always open.
259 Eversource will work in concert with the property owner regarding any concerns.
260

261 Mr. Crowley moved to approve the **Conditional Use Permit Application** CUP# 04-26, for the
262 326 Transmission Line Structure Replacement Project within the Eversource Maintained Right-
263 of-Way and Utility Easements along Boyd Road, Map 107 Lots 002 & 003-001, Hudson, New
264 Hampshire, 03051; prepared by: GZA GeoEnvironmental Inc., 14 Central Park Ave, Suite 201,
265 Hooksett, NH 03106; prepared for: Eversource Energy, 13 legends Drive, Hooksett, NH 03106,
266 consisting of 1 Sheet, dated May 27, 2026. Motion seconded by Mr. Ulery.
267 All in favor – motion carried 6/0/0.
268

269 B. Hudson Car Wash Site Plan
270 SP# 04-26

224 Central Street
Map 176/Lot 029

271 Purpose: to depict redevelopment of the site as an automated car wash facility consisting
272 of one (1) building containing two (2) touch-free wash bays and one (1) wash tunnel,
273 including twenty-one (21) onsite parking/vacuum spaces and associated site
274 improvements. Application acceptance & hearing.
275

276 Mr. Lyko moved to accept the Site Plan Application for Hudson Car Wash SP#04-26, Map 176 /
277 Lot 029, 224 Central Street, Hudson, NH. Motion seconded by Mr. Van der Veen.
278 All in favor – motion carried 6/0/0.
279

280 Jeff Merritt, P.E., Granite Engineering; Scott Thornton, P.E., Vanasse Associates; and Vanessa
281 Rozier, Marquis Contracting Group, addressed the Board. Mr. Merritt explained that this is the old
282 Burger King location at 224 Central Street in Hudson. The parcel is approximately 1.2 acres in
283 area and is zoned Business. There is currently a single building on the property, some access aisles
284 that circulate the building, and some parking. Access to the facility today is from Central Street,
285 with a single curb cut on the northeast corner of the property. This section of roadway is a DOT
286 controlled area which has the project working with New Hampshire DOT for a driveway permit.
287 There are no wetlands on the property. Most of the site is either building or pavement. Adjacent to
288 the property are mostly commercial uses. The primary abutter is a retail plaza/commercial
289 business, and the property is one lot removed from a 7-Eleven. Across the street is the Town-
290 owned Benson's Park.
291

292 Mr. Merritt explained that the proposed project is to raze the existing building, remove the
293 pavement, and reconstruct the site with a car wash. The site plan includes an automated car wash
294 tunnel. On the rear of the site are two laser wash bays. These are touch-free and not self-serve. The
295 total building area proposed is approximately 5,091 s.f. Access to the site would remain as it is
296 today, with one existing curb cut which is not proposed to be relocated or widened. From the curb
297 cut, there is a one way circulation through the car wash site. There is a very long queueing area
298 proposed. There is a cut-in access point that allows people into the parking lot behind the facility
299 if needed. If someone would like to reach the vacuums, they would take a left into the parking lot
300 to find those spaces. These will be wider than the typical space to accommodate doors open on
301 both sides. Deliveries to the site will be by a short box truck. The plan shows a proposed dumpster
302 in the north corner of the property on a concrete pad and that it will be screened. The plan shows
303 some proposed new lighting and landscaping from what is currently on the site. The
304 reconfiguration and redevelopment of the site make those existing items not usable. In terms of
305 utilities for the project, sewer, water and gas are located along the frontage. A new sewer service
306 will be needed to make the grades work for the plumbing system. In terms of drainage, there will
307 be a net decrease in impervious area based on the facility as it exists today by about 3,500 s.f. of
308 pavement. The applicant will provide stormwater treatment for a portion of the site. In terms of
309 permits, a DOT driveway permit is needed. This is a change of use, though there is good sight
310 distance. The application is pending with NH DOT. A traffic study was completed for the project,
311 and this information was submitted to the Town.
312

313 Scott Thornton, Vanasse Associates, explained that the traffic study reviewed the intersections on
314 either end of the block, at Burnham Road and Greeley Street. The traffic study is currently
315 undergoing peer review, with some comments received back so far. The Burger King generated
316 between 1.5 times to 3 times as much traffic as the car wash use would generate. The study added

317 the traffic from the nearby intersections without realizing the change in overall level of service at
318 the signals. In general, the estimated roadway increases are during the peak hours between 0.8%
319 and 2.5%, or between 2-27 vehicles.

320
321 Public input opened at @ 8:41 PM. Seeing none, public input was closed at @ 8:41 PM.

322
323 Mr. Crowley asked about a bypass lane for the site. He asked about access to the dumpster and
324 then exit from the site during peak times. Mr. Merritt explained that the dumpster would not
325 normally be accessed during peak times for the car wash. Mr. Crowley suggested a turning
326 movement study for the site in order to make sure the turning radii and circulation for emergency
327 equipment are appropriate. Mr. Malley noted that there were no comments from the Fire
328 Department. Tom Klemm, Klemm's Expresses, stated that there are typically 1-4 employees
329 manning the kiosks and so can help to cycle people through as needed.

330
331 Mr. Guessferd expressed concern with entering or exiting the site, specifically in terms of turning
332 left from the site during peak times. This use may add a lot of traffic, and he is concerned with
333 making sure there are adequate controls in place. This is already a very high traffic area during
334 certain times of the day, especially during commuter times and on Saturday. This is a safety issue.
335 Mr. Thornton noted that the plan is being reviewed by DOT. Mr. Malley shared similar concerns
336 to Mr. Guessferd.

337
338 There was discussion regarding potentially adding a Do Not Enter sign or pavement markings near
339 the kiosk to ensure the proposed circulation for the site

340
341 Mr. Ulery stated that the applicant mentioned there are no wetlands on the site, yet immediately
342 across the street there is ponding. On the final plans he would like to see confirmation that there
343 will be no runoff from vehicles or the operation that would flow off site.

344
345 Mr. Lyko noted that the applicant is proposing 21 parking spaces. Mr. Merritt stated that three of
346 the spaces do not have vacuums. Mr. Lyko asked where the employees will park. Mr. Merritt stated
347 that they will also park in one of the spaces. Code required 17, and the request is for 21 spaces.

348
349 Mr. Van der Veen asked if water will be recycled on site. Mr. Klemm stated that approximately
350 70%-71% of the water on site is recycled.

351
352 Mr. Crowley asked about the 10'x35' loading place on the plan. Mr. Merritt explained that this is
353 located between the exit to the wash tunnel and the exit to the touch-free bays.

354
355 Mr. Crowley noted that the hours of operation are proposed at 7 days per week, 24 hours per day.
356 He asked about noise from the wash tunnel and possible attenuation. Mr. Merritt stated that the
357 wash tunnel is not 24/7; that is only for the wash bays. Mr. Klemm stated that the wash tunnel is
358 proposed to be open from 7am-7pm/8pm. The doors are closed and muffle most of the sound from
359 the blowers. Mr. Malley suggested a condition regarding the hours for the wash tunnel. Also, a
360 condition that the vacuums will follow the same hours.

361

362 Mr. Crowley asked if any of the site will be filled. Mr. Merritt stated that the site will be regraded
363 for the most part.

364
365 Mr. Ulery moved to continue the Site Plan Application for Hudson Car Wash SP# 04-26, Map
366 176 / Lot 029, 224 Central Street, Hudson, NH, to date certain August 26, 2026. Motion
367 seconded by Mr. Crowley. All in favor – motion carried 6/0/0.

368
369 **IX. OTHER BUSINESS**

370 A. Review Planning Board Rules of Procedure

371
372 The Board reviewed the proposed Rules of Procedure. The Board agreed to consider certain
373 proposed amendments and discuss this further at a future meeting.

374
375 **X. ADJOURNMENT:**

376
377 Mr. Van der Veen moved to adjourn. Motion seconded by Mr. Crowley.
378 All in favor – motion carried 6/0/0.

379
380 Meeting adjourned at 9:28 P.M.

381
382
383
384 _____ Timothy Lyko
385 Secretary

386
387
388 ***These minutes are in draft form and have not yet been approved by the Planning Board.***
389 ***Note: Planning Board minutes are not a transcript. For full details a video of the meeting is***
390 ***available on HCTV (Hudson Community Television) www.hudsonctv.com.***