



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 <u>X</u>	Vice-Chair <u>X</u>	Member <u>X</u>	Member <u>X</u>

James Crowley	George Hurd	Todd Boyer	Bob Guessferd
Member <u>X</u>	Alternate <u>E</u>	Alternate <u>E</u>	Select. Rep <u>X</u>

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,

Development Services Director to Tim Malley, Planning Board Chair, and Brooke Dubowik, Town Planner, dated June 9, 2026, together with the Town of Hudson Road Guarantee Estimate Form. Motion seconded by Mr. Van der Veen.
All in favor – motion carried 6/0/0.

B. Driveway Waiver Request – 98 Highland Street

Mr. Crowley moved to grant a waiver from §193-8(F) Design criteria - regarding the maximum cumulative driveway width to exceed 50 feet, not to exceed 60' in total width, 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 seconded by Mr. Van der Veen.
All in favor – motion carried 6/0/0.

VII. OLD BUSINESS

A. Restaurant Depot Site Plan
CUP# 01-26 & SP# 01-2

273 Lowell Road
Map 243/Lot 034

Purpose of Plan: to depict the construction of a new commercial building for a wholesale cash-and-carry foodservice supplier, along with associated site improvements. The project has been designed to avoid any direct impacts to on-site wetlands, with all proposed work located outside of the wetland boundary. However, certain construction activities and site improvements are proposed within the 75-foot wetland buffer.
(Continued from April 8, 2026).

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

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

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

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

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

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

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

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

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

Mr. Ulery moved to grant a waiver **§275-8.C.(2) – Parking Calculations** – To allow for 166 parking spaces where otherwise 250 would 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 seconded by Mr. Van der Veen. All in favor – motion carried 6/0/0.

Mr. Ulery moved to grant a waiver **§275-17.D.6 – Light Trespass** – To permit off-site lighting where it would otherwise not be allowed, 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 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 1. All stipulations of approval shall be incorporated into the Development Agreement,
163 which shall be recorded at the HCRD, together with the Site-Plan-of-Record.
- 164 2. All improvements shown on the Site Plan-of-Record, including all Notes, shall be
165 completed in their entirety and at the expense of the applicant or the applicant’s assigns.
- 166 3. Prior to the Planning Board endorsement of the Plan, it shall be subject to final
167 administrative review by Town Planner, Town Engineer, and Town Counsel.
- 168 4. Prior to the issuance of a final certificate of occupancy, an L.L.S. Certified “As-Built”
169 site plan shall be provided to the Town of Hudson Development Services Department,
170 confirming that the site conforms to the Planning Board approved Site Plan.
- 171 5. A cost allocation procedure (CAP) fee amount of \$207,000.00, be paid prior to the
172 issuance of the Certificate of Occupancy.
- 173 6. Prior to application for a building permit, the Applicant shall schedule a pre-construction
174 meeting with the Town Engineer.
- 175 7. Maintenance of the onsite drainage system shall be constructed and maintained in
176 compliance with NHDES requirements for such systems.
- 177 8. Construction activities involving the subject lot shall be limited to the hours between 7:00
178 A.M. and 7:00 P.M., Monday through Saturday. No exterior construction activities shall
179 be allowed on Sundays.

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

Motion seconded by Mr. Van der. Veen.

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

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

VIII. NEW BUSINESS

- A. Eversource Energy 326 Transmission Line Structure Replacement Project Boyd Road
CUP# 04-26 Map 107/Lots 003-001 & 002-000
Purpose: to propose replacement of select utility structures along the existing and maintained right-of-way which requires impact to the wetland buffer zone to construct a work pad to complete structure replacement. Application acceptance & hearing.

Mr. Van der Veen moved to accept the **Conditional Use Permit Application** for the 326 Transmission Line Structure Replacement Project within the Eversource Maintained Right-of-Way and Utility Easements along Boyd Road, Map 107 Lots 002 & 003-001, Hudson, New Hampshire, 03051. Motion seconded by Mr. Lyko.
All in favor – motion carried 6/0/0.

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

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

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

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

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

B. Hudson Car Wash Site Plan

224 Central Street

SP# 04-26

Map 176/Lot 029

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

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

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

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

Scott Thornton, Vanasse Associates, explained that the traffic study reviewed the intersections on either end of the block, at Burnham Road and Greeley Street. The traffic study is currently undergoing peer review, with some comments received back so far. The Burger King generated

between 1.5 times to 3 times as much traffic as the car wash use would generate. The study added the traffic from the nearby intersections without realizing the change in overall level of service at the signals. In general, the estimated roadway increases are during the peak hours between 0.8% and 2.5%, or between 2-27 vehicles.

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

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

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

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

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

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

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

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

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

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

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

IX. OTHER BUSINESS

A. Review Planning Board Rules of Procedure

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

X. ADJOURNMENT:

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

Meeting adjourned at 9:28 P.M.

Timothy Lyko
Secretary

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