

**EXPANDED DRAFT MEETING SUMMARY**  
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NASHUA CITY PLANNING BOARD  
January 8, 2026

The regularly scheduled meeting of the Nashua City Planning Board was held on January 8, 2026 at 7:00PM in the 3<sup>rd</sup> floor auditorium in City Hall.

Members Present:     Bob Bollinger, Chair  
                             Adam Varley, Vice Chair  
                             Dan Hudson, City Engineer  
                             Ald. Patricia Klee  
                             Cameron Green  
                             Larry Hirsch  
                             Benjamin Zoller, Alt.

Also Present:           Sam Durfee, Planning Manager  
                             Connor Muise, Deputy Planning Manager  
                             Scott McPhie, Planner I

**APPROVAL OF MINUTES**

December 4, 2025

**MOTION** by Ald. Klee to approve the minutes, as written

**SECONDED** by Mr. Hirsch

**MOTION 6-0**

**COMMUNICATIONS**

- **Updates to staff reports of several cases, unspecified**
- **A25-0164, 840 West Hollis St**
  - Updated Conditional Use Permit letter
  - Additional presentation materials
- **Beth Raymond, 14 Pennichuck St,** thanking the Planning Board for their efforts

**REPORT OF CHAIR, COMMITTEE, & LIAISON**

Mr. Bollinger wished Mr. Hudson and Mr. Durfee a happy birthday.

**PROCEDURES OF THE MEETING**

After the legal notice of each conditional, special use permit, site plan or subdivision plan is read by the Chair, the Board will

determine if that the application is complete and ready for the Board to take jurisdiction. The public hearing will begin at which time the applicant or representative will be given time to present an overview and description of their project. The applicant shall speak to whether or not they agree with recommended staff stipulations. The Board will then have an opportunity to ask questions of the applicant or staff.

The Chair will then ask for testimony from the audience. First anyone wishing to speak in opposition or with concern to the plan may speak. Please come forward to the microphone, state their name and address for the record. This would be the time to ask questions they may have regarding the plan. Next public testimony will come from anyone wishing to speak in favor of the plan. The applicant will then be allowed a rebuttal period at which time they shall speak to any issues or concerns raised by prior public testimony.

One public member will then be granted an opportunity to speak to those issues brought by the applicant during their rebuttal period. The Board will then ask any relevant follow-up questions of the applicant if need be.

After this is completed the public hearing will end and the Board will resume the public meeting at which time the Board will deliberate and vote on the application before us. The Board asks that both sides keep their remarks to the subject at hand and try not to repeat what has already been said.

Above all, the Board wants to be fair to everyone and make the best possible decision based on the testimony presented and all applicable approval criteria established in the Nashua Revised Ordinances for conditional, special use permits, site plans and subdivisions. Thank you for your interest and courteous attention. Please turn off your cell phones and pagers at this time.

Mr. Bollinger said there is a lengthy agenda tonight and we will try to get to everything. The Board reserves the right after 10PM to stop hearing new cases.

#### **NEW BUSINESS - SPECIAL USE PERMITS**

**A25-0200** Silver Lining Development, LCC (Owner), Doug Seppala (Applicant) Proposed Special Use Permit to allow the construction of a single-family home with access from a paper street. Property is located 16 East Glenwood Street & "L" Linton Street. Map 129 - Lots 187 & 259.

Zoned A-Urban Residence (R-A). Ward 7. **(Postponed to the January 22, 2026 meeting by applicant request)**

**NEW BUSINESS - SUBDIVISION PLANS**

**A25-0185** Doug Seppala, Silver Lining Development, LCC (Owner & Applicant) requesting approval for a boundary plan and 3-lot subdivision. The property is located 16 East Glenwood Street. Map 129 - Lot 187. Zoned A Urban Residence (R-A). Ward 7. **(Postponed to the January 22, 2026 meeting by applicant request)**

**NEW BUSINESS - CONDITIONAL USE PERMITS**

**A25-0164** City of Nashua, Division of Public Works (Owner & Applicant) Requesting conditional use permit approval to construct a 127,555-sqft garage and maintenance facility, with associated site improvements. Property is located at 840 West Hollis Street. Sheet D - Lot 54. Zoned A-Suburban Residence (R30) and C-Suburban Residence (R9). Ward 5. **(Postponed to the December 4, 2025 meeting by applicant request)**

**NEW BUSINESS - SITE PLANS**

**A25-0165** City of Nashua, Division of Public Works (Owner & Applicant) Requesting site plan approval to construct a 127,555-sqft garage and maintenance facility, with associated site improvements. Property is located at 840 West Hollis Street. Sheet D - Lot 54. Zoned A-Suburban Residence (R30) and C-Suburban Residence (R9). Ward 5. **(Postponed to the December 4, 2025 meeting by applicant request)**

*Mr. Hudson recused himself from A25-0164 and A25-0165.*

**MOTION** by Mr. Varley that A25-0164 and A25-0165 are complete and the Planning Board is ready to take jurisdiction.

**SECONDED** by Mr. Green

**MOTION CARRIED 5-0**

Atty. Andy Prolman, Prunier & Prolman PA, 24 Trafalgar Sq, Nashua NH

Atty. Prolman introduced himself on behalf of the applicant. This application is for the proposed DPW garage and associated site improvements, to be located directly behind the new office building. With him tonight is engineer Ethan Beals of IMEG Corp.,

traffic engineer Steven Haas of Hoyle Tanner, and Janet Slemenda of HKT Architects. This application received Zoning Board approval on December 9, 2025 for wetland impacts. He said this is not Teak Drive, which the Board may not understand as they have no Teak Drive application in front of them. The city of Nashua is seeking to permit a water line off of Teak Drive for a future fire training facility, which has been somewhat controversial. This is for the garage, and has nothing to do with Teak Drive.

Ald. Alicia Gregg, Alderman At Large

Ald. Gregg said she is an alderman at large and a state representative for ward 7. She is in support of the garage project, which received unanimous approval from the Zoning Board with no public opposition. She said she toured the current Streets Dept. garage facility, and the conditions are sorely outdated and deteriorating. She is concerned about the health and safety of the workers reporting there every day. That location has absolutely no ability to expand. This is smart fiscal planning; it will protect and maintain a fleet of over 100 vehicles, proper indoor storage will extend the life of this equipment and reduce the long term replacement costs. Operational coordination also matters, especially for time sensitive services like snow removal. Having all the equipment in one place will mean faster response times. DPW operates 6:45AM-2:45PM, which means they are arriving and departing outside of peak traffic hours. This project has been fully vetted by the Conservation Commission, Board of Aldermen, and Zoning Board, who all recognized that this is necessary and appropriate. The city deserves infrastructure that supports these critical operations, and she encourages their approval.

Ald. Dowd, Ward 2, 8 Ascot Park, Nashua NH

Ald. Dowd said this is one of the most important acquisitions that the city will have for quite some time. We have a number of vehicles of stored outside, which slows productivity and cuts down on vehicle life. We are spending hundreds of thousands of dollars on this equipment. Funding is harder, and these vehicles take much longer to procure now. To be able to keep vehicles functional longer will be critical to saving hundreds of thousands of dollars a year.

Ald. Dowd explained how the garage would be bonded and paid for. He said traffic may come as something against it, but the traffic would be less. Right now the vehicles travel between the landfill and the maintenance facility, and then back. Now they will be stored at one location, so there will be less traffic back and

forth and less fuel use. The current facility was built a long time ago and for far less vehicles and does not meet the criteria for our current fleet. This facility will give more space, store expensive vehicles inside, and will be able to handle the other city department vehicles. Storing vehicles outside is a lot of wear and tear we are trying to avoid. He asked the Board to approve this application tonight.

Ethan Beals, IMEG Corp, Civil Engineer, 3 Congress St, Nashua NH

Mr. Beals introduced himself as the project engineer. He showed a brief presentation of the project. He described the subject lot and surrounding uses. He described site access and lot frontage. The majority of the site is the Four Hills Landfill, which has been used to dispose of solid waste for over 55 years. The site also contains resident drop-off and recycling areas, the existing garage, various buildings to support the landfill, fire training facility, and the DPW administrative building constructed two years ago.

Mr. Beals said this project focuses on 14 acres on the western portion of the site. This contains a garage, storage buildings for the landfill, the fire training facility, debris sorting piles, and a material lay-down area to support DPW operations. Several wetlands were flagged by Gove Environmental, which are man-made and related to landfill activities and therefore have no buffer.

Mr. Beals said the city plans to consolidate their operations. DPW Administration, Engineering, and Parks and Recreation Departments have been relocated to this location, and now they are proposing to move the Streets Department as well. They are proposing a 128,000-sqft garage and maintenance building, to be attached to the side of the existing DPW building. This building will contain vehicle operation space, office space, fleet maintenance bays, wash bay, and an equipment storage garage for about 120 vehicles. They are also proposing a salt shed, deicing brine pad, auto wash building for larger city vehicles, a new parking lot for employees and visitors, covered and uncovered parking spaces for large vehicles, and earthwork materials storage.

Mr. Beals said located within the project limits are two small wetland areas, low quality man-made drainage ditches that serve as collection and conveyance for stormwater runoff. The Conservation Commission issued a favorable recommendation to fill these wetlands, which the Zoning Board approved.

Mr. Beals said the building is located about 600-ft from West Hollis Street and 520-ft from the closest dwelling on West Hollis Street. It is 700-ft from the closest dwelling on Trestle Brook Drive, 1,800-ft from Farmwood Drive, 2,400-ft from Teak Drive, 3,000-ft from Twilight Drive, and 4,200-ft from Pioneer Drive. They have tried to maintain a 100-ft wooded buffer from the closest property boundary. The building will be mostly screened from view as it is behind the DPW building, and the grading results in the floor elevation being 5-ft lower than the DPW building.

Janet Slemenda, Project Architect, HKT Architects, 24 Roland St #301, Boston, MA

Ms. Slemenda said these plans were developed to create an efficient and cost effective operations building for DPW. The building is not easily visible from the main road or residential properties. The site is very confined in that area to the east and south of the administrative building, between the recycling center and roadway on the edge of the landfill. She showed a floor plan of the building and the architectural features. She explained the appearance and design choice for each.

Mr. Beals described the internal traffic patterns to the site. He said the DPW driveway entrance will be utilized for arrival and departure of employees. The Four Hills Landfill driveway entrance will be used for work related trips. The scale, scale house, and resident trash drop-off will remain in their current locations. Commercial and city trash trucks will continue to use the landfill driveway entrance. Residents will use the bypass lane to the drop-off areas to the north of the project. The internal driveway for the maintenance facility has been designed to separate garage traffic from landfill traffic. To exit the facility a connection to the landfill access road will be constructed to loop back around and utilize the landfill driveway. A second driveway exit will connect back to employee parking area, but will be gated and only used as secondary access. All driveways have been sized to handle the large equipment onsite.

Steven Haas, Traffic Engineer, Hoyle Tanner Associates, 150 Dow St #402, Manchester, NH

Mr. Haas said the original study was done back in 2019 to evaluate the impact of relocating all DPW departments here. Since then we had COVID-19, which has affected traffic patterns, so we revisited this study to see if the 2019 study was still valid. We added the Wellesley Drive and Ledgewood Hills intersections to the study,

about a mile east from here. We used updated traffic counts. This is a relocation, not new trips, we are seeing what the impact of relocating that traffic further to the west is. The ITE trip generation manual doesn't have good data for DOW facilities of this size, so we had to do trip generation counts to truly record what traffic is at the facility. The building is projected to be built in 2027, and we projected out 10 years, which is commonplace.

Mr. Haas said this will result in traffic of about a car per minute moved further down West Hollis Street, which sees 1,600 vehicles per hour on the eastern portion of West Hollis Street. The peak Street Department hours do not line up with the peak hours on West Hollis Street, shifts start early and end early. We ran a worst case scenario where the peak hours align with each other, and found minimum additional delay in queuing on West Hollis Street. The level of service at these intersections ranges from A-C today, and with this relocation is expected to remain at that level of service.

Mr. Haas said we revisited traffic signal warrants, which is a measure of whether a traffic signal is warranted to improve operations. We focused on volume based, and it did not warrant a signal based on this. Most of the traffic is coming from and leaving to the east. The level of service within the study intersections is expected to remain acceptable, level service C, and no mitigation is recommended.

Mr. Beals said the existing utilities onsite contain sufficient capacity for the building. In terms of stormwater there will be a combination of surface and subsurface practices for stormwater treatment and release. A new stormwater trunk line will be constructed to replace the stormwater ditches being filled. This will provide qualitative and quantitative treatment of stormwater on a portion of the site which previously had none.

Mr. Beals briefly described lighting and landscaping. He outlined the conditional use permit criteria, as detailed in the staff report. They are requesting six waivers for this project, as detailed in the staff report and packet. They have reviewed the staff report and agree with staff's recommended conditions of approval.

Ald. Klee said the technical comments refer to maximum sound levels. Is there much significance between 45 and 50 decibels?

Mr. Beals said that is a standard requirement on all site plan projects, which speaks to HVAC.

Ald. Klee asked of the equipment being stored and staged at the YMCA parking lot will also be moved.

Mr. Beals said he can't speak to every single piece of equipment the city owns, but the goal is to get as much of the equipment they have as possible stored inside and consolidated onsite.

### **SPEAKING IN OPPOSITION OR CONCERN**

Ald. Paula Johnson, Ward 5

Ald. Johnson said she has some concerns about this project. She lives on Wellesley Road, she knows how bad the traffic is there. It is a total nightmare. She needs to be convinced that this project is going to be good for West Hollis Street. Right now the majority of the trucks go to the barn, there is a stopping point. They don't all go up to the landfill right now. Her two colleagues that spoke are from Ward 7 and Ward 2, they don't live in that area. This is her concern, and this is an intense project. We saw the view shed from West Hollis Street, but what about the other abutters? If you take down all the trees, they will see the landfill. What will be the plan for the abutters on that side, what will it look like when the building is there? The residents weren't supposed to see McCarthy Middle School, and they see the big school there.

Ald. Johnson said we have a charter school on West Hollis Street, but no one planned for that charter school. There's no traffic light, that's a hazardous area. Now we're going to propose this. She hears what the traffic engineer is saying but she lives there and there's a lot of people who complained at the West Hollis Street corridor meeting and nothing has been done. Ward 5 has been neglected long enough. This moves one big area to the landfill, which is already crowded all the time. It is a very busy street all the time. She hopes the Board considers that if this goes through there better be some contingency plans for fixing the traffic on West Hollis Street.

Ald. Johnson said they stated this doesn't have anything to do with Teak Drive, but it circles around to Teak Drive with the Fire Department. You're adding one thing and moving something elsewhere. She hopes to be more involved and kept abreast of the situation. The Board of Aldermen hasn't even gotten their

information, so this is putting the cart before the horse. She wants to know more so she can represent her constituents.

Rody Arantes, 3 Jolori Ln, Nashua NH

Mr. Arantes said he is concerned about bringing everything to the same site, that will clog up the whole area. He asked if because of the other proposal and the road that wasn't approved the Fire Department will use this entrance, what are the plans for the road to support that? There's always a line of cars at the dump, the line gets so long it blocks the 1-way road that is there. If the trucks can't get to the additional entrance because of the traffic, that eliminates the benefit of the separate entrance. There's not enough space to widen the road for a second lane next to the cars that are waiting.

Mr. Arantes said 50-decibels is the same amount of noise as a refrigerator running. A truck is louder. If they were actually putting the proper numbers on the plan instead of using just templates on every single project, they should put actual numbers there so the Board can have proper information to make their decisions.

Mr. Arantes said Pacific Boulevard is to the southwest, a small road next to where the proposed entrance is going to be. It's very close. That is probably less than 100-ft from where they will be building. They're going to be seeing that right across from any of the houses on that road.

Mr. Muise said there is no on Zoom to speak.

#### **SPEAKING IN FAVOR**

None

#### **APPLICANT REBUTTAL**

Ethan Beals, Civil Engineer, IMEG Corp

Mr. Beals said in regards to locating all the DPW departments on one site, he doesn't think there is any question about operational efficiencies and cost effectiveness in having one large garage instead of multiple small garages scattered over the city. We are adding about 80 parking spaces to the site, noninclusive of the equipment and oversized parking spaces in the building. All

portions of that traffic are currently stored onsite, some of that employee parking already exists.

Mr. Beals said in regards to noise, we are not claiming the site produces 50-decibels. That is a standard requirement in the city of Nashua for HVAC appurtenances. We are not claiming that we have had a noise study done and that we produce that noise.

Mr. Beals said Pacific Boulevard is a dead end road that abuts into the property boundary on the southern side of the development. He said he listed distances from the building to the nearest abutter, not specific to the overall site. We are keeping a 100-ft vegetated buffer onsite to the nearest property boundary.

Dan Hudson, City Engineer

Mr. Hudson said he wanted to address some of the traffic issues raised. Mr. Haas did a good job explaining the traffic study performed. There are some prevailing background traffic issues which Ald. Johnson spoke to that we are well aware of and the city is working towards addressing. West Hollis Street is a busy corridor, it's hard to turn left out of driveways. It's not something that is easily fixed without some more substantive changes. We have been engaged in a corridor study and what things we could do, we heard a lot of public testimony about safety along the corridor. We feel this is largely due to vehicle speeds, people are driving too fast and not paying attention. We have been working on plans for traffic calming, but it's not something that can be addressed comprehensively within the city's prevailing funding. We have installed camera detection at the Riverside intersection and school zone signs with radar speed feedback at the charter school. Although the charter school did not install a signal we did work with them, and the reconfigured the whole site so that it will be suitable to installing a signal in the future in conjunction with the Wellesley intersection. We haven't been successful in budgeting it, but we have been seeking grants. The city is aware of them problems out there, we are working to fix them.

Mr. Hudson said relative to queuing in the driveway and employee arrivals and departures, those times don't align with the peak times for the landfill. The arrival times happen before the landfill is even open. There is some queuing on the corridor, people stack up waiting for the landfill to open, it clears out in a relatively short time. The landfill has a new scale, and we are trying to keep everything flowing.

Mr. Hudson said the fire training facility is a separate project, we are going back to the Zoning Board to discuss it. We had proposed a driveway only for the facility, not for the landfill, but that was rejected. We are now back to discuss a waterline off of Teak Drive, no driveway, no access. The fire training facility is already onsite, and they would be moving from one portion of the site to the other.

Ald. Klee said in the traffic presentation Mr. Haas said there wasn't a warrant for a signal here. If for some reason one was put in, would that create more issues?

Mr. Hudson said the majority of turns are left turns in, right turns out. A signal wouldn't help the 80% of cars turning right out, there's really no benefit. The signal would platoon traffic, stop West Hollis Street flow and create more gaps. But he doesn't know that the landfill is the best place for that. Currently that intersection functions at a level of service A. We've talked about roundabouts, which process traffic well but don't really create the platooning. We don't think a signal here would provide enough benefit to warrant the expense.

Atty. Andy Prolman, Prunier & Prolman

Atty. Prolman said he believe that this project meets all of the conditional use permit criteria, the site plan criteria, and he asks for their approval.

## **PUBLIC MEETING**

Mr. Bollinger closed the public hearing and opened the public meeting. He said there has been a lot of due diligence that has been put into this. In terms of the traffic, Mr. Haas and Mr. Hudson have addressed it to the greatest extent possible. There's larger issues with West Hollis Street, the Board and the residents are aware. In terms of concentrating everything into one central city, as a Nashua High School alum and someone who had kids go through there he thinks moving large commercial vehicles away from a school is better. He doesn't think that is redistributing a problem, there's a lot going on at the Riverside area. If there's an opportunity to have a modern facility that is able to service other commercial fleet vehicles for the city, he would be in favor of it.

Mr. Varley said he largely agrees. He thanked the applicants for their thorough presentation. The plan seems well designed; the

justifications make a lot of sense. The overriding concern is traffic. This is something we see in other areas of the city, incremental additions to traffic. The trips generated here are 3-4% of the volume on West Hollis Street, and these aren't truly new trips, they are moved ones. The off-peak nature of this alleviates some of the traffic concerns he might have. The benefits of this project outweigh the concerns around traffic and other issues.

Ald. Klee said she thinks the benefits to this plan are important, but we have to look at the impact to those that live there. Technically there are no new trips in the area, but they are new trips to that specific area. She believes that the benefits of having everything in one location are important. We need to get the Street Dept. personnel out of their current location. Putting everyone together is more efficient and communication is better. Other DPW's have done similar things. She is in support but she doesn't want to minimize what the residents experience. Ald. Johnson lives there, we can't minimize that. She is glad that Engineer Hudson talked about the West Hollis Street corridor project. Things take a long time and a lot of money, but the conversation needs to happen. It's not just this one area, it's the entire length of West Hollis Street. She believes as a whole the benefits outweigh the concerns. A traffic light could be put there that only triggers on left turns. She has sat in the queue at the dump for a long time. The concerns the residents have are real.

Mr. Green said the design team did a good job minimizing the impact that this building and operations will have, and getting the height down to something manageable, and keeping the trees around the residential areas. It is a really good design.

Mr. Bollinger said they will need to consider the waivers first, then the conditional use permit, then the site plan.

**MOTION** by Mr. Varley to approve the following waivers for New Business - Site Plan A25-0165:

- a. §190-279 (B): To waive the requirement to provide bearings and distances of all property lines of the parcel.
- b. §190-279 (EE): To waive the requirement to show existing conditions on 'adjacent parcels as appropriate.

- c. §190-184 (D): To waive the requirement that parking aisles shall not contain 10 spaces in a row unless planted by a median and/or island is provided.
- d. §190-184 (B): To waive the requirement that parking lots contain raised islands.
- e. §190-272: To waive the requirement to produce a site plan in the 22" by 34" format size
- f. §190-172: To waive certain architectural design standards for non-residential buildings.

As per RSA 674:36(II)(N), RSA 674:44(III)(e), and §190-148(D), Strict conformity would pose an unnecessary hardship to the Applicant and the waiver would not be contrary to the spirit and intent of the regulations; and specific circumstances, or conditions of the land, and the waiver will properly carry out the spirit and intent of the regulations.

**SECONDED** by Ald. Klee

**MOTION CARRIED 5-0**

**MOTION** by Mr. Varley to approve A25-0164 - Conditional Use Permit. The Board finds that the application meets the Approval Criteria under §190-133(F) with no conditions

**SECONDED** by Mr. Green

**MOTION CARRIED 5-0**

**MOTION** by Mr. Varley to approve A25-0165 - Site Plan. The Board finds that the application meets the Approval Criteria under §190-146(D) with the following conditions:

- a. All conditions from the Planning Board decision letter shall be added to the plan.
- b. Any waiver(s) granted shall be listed on the plan. Should any waiver(s) be denied, the plan must be revised in order to comply with the applicable site plan regulations.
- c. The plan set shall be sealed and signed by a professional engineer, architect, and wetland scientist on applicable plan set sheets.

- d. Prior to the issuance of a building permit, an electronic copy of the plan will be submitted to the Planning Department.
- e. Prior to the commencement of site work, a pre-construction meeting shall be held.
- f. Prior to the issuance of a Certificate of Occupancy, all site improvements will be completed.
- g. Prior to the issuance of the final Certificate of Occupancy, an as-built plan locating all driveways, buildings, utilities, and site landscaping shall be completed by a professional engineer or a licensed land surveyor and submitted to the Engineering and Planning Departments. The as-built plan shall include a statement that all construction was completed in accordance with the approved site plan and applicable local regulations.

**SECONDED** by Mr. Hirsch

**MOTION CARRIED 5-0**

*The Board held a brief recess.*

*Mr. Hudson resumed his position on the Board.*

**NEW BUSINESS - CONDITIONAL USE PERMITS**

**A25-0213** The Courtland, LLC, c/o Gal Peretz (Owner & Applicant) requesting conditional use approval for a condominium conversion of existing density that does not conform to the land use regulations. Property is located at 36-38 Courtland Street. Map 66 - Lot 50. Zoned B Urban Residence (R-B). Ward 3.

**NEW BUSINESS - SUBDIVISION PLANS**

**A25-0212** The Courtland, LLC, c/o Gal Peretz (Owner & Applicant) requesting approval for a 4-unit condominium subdivision. Property is located at 36-38 Courtland Street. Map 66 - Lot 50. Zoned B Urban Residence (R-B). Ward 3.

**MOTION** by Mr. Hirsch that A25-0212 and A25-0213 are complete and the Planning Board is ready to take jurisdiction.

**SECONDED** by Mr. Green

**MOTION CARRIED 6-0**

Gal Perez, Address Not Stated

Mr. Perez said he is here with Tomy Capella. They purchased this property as a 5-family multifamily with the intention of converting it to a 4-unit condominium. He said they spoke to every department in the city and was told they do not need approvals to do so, but now they must get Planning Board approval. They have one unit under agreement and are closing this week. The building was in poor shape and only had one tenant, they had to rip everything out and rebuild it. We spent much more money than we planned, but he thinks it will be good for the neighborhood and the city.

Mr. Bollinger asked if they have reviewed the Engineering comments.

Mr. Perez said yes. We did everything that was asked.

Ald. Klee asked how long had the building has been vacant.

Mr. Perez said the two back units were vacant since 2015. The tenant downstairs was there for a couple of years, and the lady upstairs died a few years before we bought it.

Ald. Klee asked if was a vacant 5-unit for some time.

Mr. Perez said yes, there was no meter, no heat, no nothing.

Ald. Klee asked if the plan is not to change the current footprint.

Mr. Perez said correct. Everything is the same.

Ald. Klee asked about the building behind the house.

Mr. Perez said that is the garage.

Ald. Klee asked if that will be for storage.

Mr. Perez said it will be a garage.

Ald. Klee said it looks a lot better there than it had.

Mr. Green agreed.

Mr. Perez said everyone has been telling them that. We like this area, we want to make it better.

Mr. Bollinger asked staff for the context of this application.

Mr. Durfee said most condo projects that this Board sees are in the context of site development. We have not seen since he has been here condominium conversations of existing structures. Under state statute and the land use code it is a subdivision, so this application operates as a subdivision creating new interest in land. The land use code lacks clarity in process, which we will endeavor to fix, and this is not the last of these we will see going forward.

Ald. Klee asked if there would be a homeowner association? Is there going to be public trash pickup?

Mr. Perez said there will be an association which will pay for utilities and property maintenance.

Ms. Capella said trash pickup will be the same as it was before.

Mr. Perez said it will be like a regular home.

Ald. Klee asked if the units will get unique addresses.

Mr. Perez said it will be address 36 Courtland A-B-C-D.

#### **SPEAKING IN OPPOSITION OR CONCERN**

None

#### **SPEAKING IN FAVOR**

None

#### **PUBLIC MEETING**

Mr. Bollinger closed the public hearing and opened the public meeting. He said if not for the condominium conversion the Board otherwise wouldn't have seen this. It seems pretty straightforward, and he sees no issues.

**MOTION** by Mr. Hudson that A25-0212 and A25-0213 are not items of regional impact.

**SECONDED** by Mr. Green

**MOTION CARRIED 6-0**

**MOTION** by Mr. Hudson to approve the following waivers for New Business - Subdivision Plan A25-0213:

- a. §190-282 (B)(9): to waive the requirement to show all existing features within 1,000' on the subdivision boundaries.

As per RSA 674:36(II)(N), RSA 674:44(III)(e), and §190-148(D), Strict conformity would pose an unnecessary hardship to the Applicant and the waiver would not be contrary to the spirit and intent of the regulations; and specific circumstances, or conditions of the land, and the waiver will properly carry out the spirit and intent of the regulations.

**SECONDED** by Ald. Klee

**MOTION CARRIED 6-0**

**MOTION** by Mr. Green to approve A25-0212 - Conditional Use Permit. The Board finds that the application meets the Approval Criteria under §190-133(F) with no conditions

**SECONDED** by Ald. Klee

**MOTION CARRIED 6-0**

**MOTION** by Mr. Varley to approve A25-0213 - Subdivision Plan. The Board finds that the application meets the Approval Criteria under §190-138(G) with the following conditions:

- a. Any waiver(s) granted shall be listed on the plan. Should any waiver(s) be denied, the plan must be revised to comply with the applicable site plan regulations.
- b. All conditions from the Planning Board decision letter will be added to the plan.
- c. Prior to the signing of the plan, all outstanding comments from the Engineering Department, shall be addressed to the satisfaction of the Division of Public Works.

- d. Prior to the recording of the plan, per the Fire Marshal's Office, the condominiums will be addressed to 36 Courtland Street, with the sub addresses as follows:
  - a. Proposed 36A = 36A
  - b. Proposed 36B = 36B
  - c. Proposed 38A = 36C
  - d. Proposed 38B = 36D

**SECONDED** by Mr. Hirsch

Mr. Hudson said the Engineering comments speak to the sewer service, he is glad to hear that they have scoped the pipe. He understands that one unit is set to close next week, he doesn't want to hold that up. Engineering will work with Planning staff and the applicant to make sure all comments are resolved before the units are all sold.

Mr. Bollinger asked if Planning staff is comfortable with that.

*No audible response from staff.*

Mr. Bollinger said alright. Mr. Hudson's comments are noted but we do not need to amend the motion.

**MOTION CARRIED 6-0**

**NEW BUSINESS - CONDITIONAL USE PERMITS**

**A25-0203** Eastpoint Properties, LLC (Owner), Richard Lindof (Applicant), requesting conditional use approval for a barber shop. Property is located at 114 Perimeter Road Unit D. Map E - Lot 1509. Zoned Airport Industrial (AI). Ward 1.

**MOTION** by Ald. Klee that the application is complete and the Planning Board is ready to take jurisdiction.

**SECONDED** by Mr. Varley

**MOTION CARRIED 6-0**

Rick Lindof, Address Not Stated

Mr. Lindof said he currently rents office space near the airport, and one of the rooms he would like to make into a small one chair barbershop. He has been doing this for three decades. He owns a

few barbershops in the city and is looking to simplify his life. He will be open two days a week.

Mr. Bollinger asked if there would be physical changes to the space.

Mr. Lindof said nothing beyond paint and a chair.

Mr. Bollinger said he doesn't see anything out of the ordinary in this application.

**SPEAKING IN OPPOSITION OR CONCERN**

None

**SPEAKING IN FAVOR**

None

**PUBLIC MEETING**

Mr. Bollinger closed the public hearing and opened the public meeting. He said this sounds like a good plan.

Mr. Green said the airport has a mishmash of things.

Mr. Bollinger agreed.

Ald. Klee said where this is a one seat barbershop she has no issues with it.

**MOTION** by Mr. Green to approve A25-0203 - Conditional Use Permit. The Board finds that the application meets the Approval Criteria under §190-133(F) with no conditions

**SECONDED** by Mr. Varley

**MOTION CARRIED 6-0**

**NEW BUSINESS - SITE PLANS**

**A25-0205** New England Performance Cars Prop, LLC (Owner & Applicant) requesting site plan approval for building and site improvements to existing auto dealership. Property is located at 170 Main Dunstable Road. Map E - Lot 30. Zoned Highway Business (HB). Ward 6

**MOTION** by Ald. Klee that the application is complete and the Planning Board is ready to take jurisdiction

**SECONDED** by Mr. Hirsch

**MOTION CARRIED 6-0**

Jim Petropulos, Civil Engineer, IMEG Corp, 3 Congress St, Nashua NH

Mr. Petropulos introduced himself on behalf of the applicant. He said this site plan is for a couple of building additions for the Audi dealership.

Mr. Petropulos described the subject lot and surrounding properties. He said this was the former site of the Howard Johnson Motor Inn and Restaurant, which was redeveloped to the Porsche Audi dealership in 2001. In 2025 the Porsche dealership moved to the former Holiday Inn site which freed up room for Audi. The two buildings total 62,000-sqft of floor space, with 264 car spaces. They are proposing four building additions to connect the two buildings, add service bays, a building entry, and a photo booth. There will be minimal impact to parking, 9 fewer spaces. There will be some minor sidewalk and utility service connections.

Mr. Petropulos said they completed a traffic impact worksheet, and do not meet the thresholds for a full study. The architecture will match the branding and current building onsite. They are requesting two waivers, as detailed in the staff report. They hope to start in spring 2026, and take 6 months to complete. Conditions of approval are acceptable; they owe a landscaping plan to staff.

**SPEAKING IN OPPOSITION OR CONCERN**

None

**SPEAKING IN FAVOR**

None

**PUBLIC MEETING**

Mr. Bollinger closed the public hearing and opened the public meeting. He said this seems fairly benign. He has no issues with granting the waivers.

Ald. Klee asked if they need to add a landscaping plan as a condition of approval.

Mr. Green said it is addressed under item D, section 5.1.

Mr. Durfee said correct.

**MOTION** by Mr. Green to approve the following waivers for New Business - Subdivision Plan A25-0205:

- a. §190-279 (EE): To waive the requirement to show existing conditions on 'adjacent parcels as appropriate.
- b. §190-172: To waive certain architectural requirements for non-residential buildings.

As per RSA 674:36(II)(N), RSA 674:44(III)(e), and §190-148(D), Strict conformity would pose an unnecessary hardship to the Applicant and the waiver would not be contrary to the spirit and intent of the regulations; and specific circumstances, or conditions of the land, and the waiver will properly carry out the spirit and intent of the regulations.

**SECONDED** by Mr. Hirsch

**MOTION CARRIED 6-0**

**MOTION** by Mr. Green to approve A25-0205 - Site Plan. The Board finds that the application meets the Approval Criteria under §190-146(D) with the following conditions:

- a. All conditions from the Planning Board decision letter shall be added to the plan.
- b. Any waiver(s) granted shall be listed on the plan. Should any waiver(s) be denied, the plan must be revised in order to comply with the applicable site plan regulations.
- c. The plan set shall be sealed and signed by a professional engineer, land surveyor, architect, and wetland scientist on applicable plan set sheets.
- d. Prior to the signing of the plan, all technical review comments listed in Section 5 above shall be addressed to the satisfaction of the Planning Department.

- e. Prior to the signing of the plan, all outstanding comments from the Engineering Department, shall be addressed to the satisfaction of the Division of Public Works.
- f. All proposed demolition activities require inspections for the presence of asbestos-containing materials prior to Environmental Health's sign-off on Nashua's Building Safety Department's Demolition Permit Approval Form. If any asbestos-containing materials are found, they must be abated and documented according to state and local regulations.
- g. There shall be no construction vehicles, staging of materials, or any other construction activity within the wetland buffer.
- h. A pre-construction meeting shall be held prior to the commencement of any sitework.
- i. Prior to the issuance of a building permit, stormwater documents in accordance with §190-217 shall be submitted for review by City staff and recorded at the Applicant's expense.
- j. Prior to the issuance of a Certificate of Occupancy, all site improvements will be completed in accordance with the approved plan.
- k. Prior to the issuance of the final Certificate of Occupancy, an as-built plan locating all driveways, buildings, utilities, and site landscaping shall be completed by a professional engineer or a licensed land surveyor and submitted to the Engineering and Planning Departments. The as-built plan shall include a statement that all construction was completed in accordance with the approved site plan and applicable local regulations.

**SECONDED** by Mr. Varley

**MOTION CARRIED 6-0**

**NEW BUSINESS - SITE PLANS**

**A25-0206** City of Nashua (Owner & Applicant) requesting site plan approval for the construction of a 1- story, 4,583 SF building and greenhouse, with associated site improvements. Property is located at 107 Amherst Street. Map 60 - Lot 14. Zoned A-Urban Residence (R-A). Ward 2.

**MOTION** by Mr. Varley that the application is complete and the Planning Board is ready to take jurisdiction

**SECONDED** by Ald. Klee

**MOTION CARRIED 6-0**

Ethan Beals, IMEG Corp, Civil Engineer, 3 Congress St, Nashua NH

Mr. Beals introduced himself on behalf of the applicant. The property is Edgewood Cemetery, and with him tonight is Ken Lennox, Superintendent of Edgewood Cemetery, Caroline Morel with Randall Paulson Architects, and Tom Affee president of the board of trustees for Edgewood Cemetery.

Mr. Beals described the subject lot and surrounding properties. The site is developed as an active cemetery, with a chapel, two garages, two greenhouses, an office, and other associated site features. He described site access, utilities, and operations. The onsite buildings have reached the end of their usable life and it is not cost effective to renovate them. They are proposing to demolish them and construct one building and one greenhouse, with a small 8-space parking area. The existing internal roadways will be maintained in their current configuration. In terms of traffic, this is a replacement in kind and will not create an increase in staffing levels or generate any additional traffic to the site.

Caroline Morel, Project Architect, Randall Paulson Architects, Millyard Technology Park, Nashua, NH

Ms. Morel provided an overview of the architectural elements of the new proposed structure. The rear of the building will be for maintenance vehicles and garage space, and very utilitarian. The front is for staff and grieving families, and is a welcoming human scale. She described the material selection, color scheme, and design characteristics.

Mr. Beals said Cushing Ave was slated to be paved this past summer so we were able to stub in water and gas services to avoid the paving moratorium. The building will be serviced also by underground electric, telecommunication, and individual sewage. The well will remain in place and serve as water for the greenhouse and cemetery. A surface infiltration basin is proposed next to the new building for qualitative and quantitative treatment of runoff. All lighting will be downcast, fully cutoff fixtures to minimize light spillover. An effort was made to preserve as many of the

large mature trees onsite, and there are several plantings proposed.

Mr. Beals said they are requesting three waivers, as detailed in the staff report. The Edgewood Cemetery trustees are paying for this, and there are no tax dollars being used for this. They have reviewed all staff comments and are in agreement with the recommended conditions of approval.

Ald. Klee said her only concern is the rear of the building. Is that facing Adams Street?

Mr. Beals said correct.

Ald. Klee asked if there is a buffer or will the neighbors see this garage? The trees there were accidentally removed.

Mr. Beals said he has heard about that, the trees were much closer to the abutting properties. This building is relatively centered on the property, over 270-ft away from Adams Street. There is a good distance there. That said, there is a wooded hill behind the proposed building and the exterior storage building. He thinks there is a good buffer and minimal viewing.

Ald. Klee asked if this is going where the current building is.

Mr. Beals said correct.

Ald. Klee asked if this is larger and pushing more towards Adams Street.

Mr. Beals said no. The overall footprint is almost identical; we are constrained by the internal roadways.

Mr. Zoller said he thinks the visitor parking addition will be an improvement. He walks there frequently and cars just park on the avenues throughout the cemetery, it can create obstructions.

Mr. Hudson asked if the greenhouse will be a manufactured building.

Ms. Morel said the greenhouse is there is no slab or footings. It's a plastic sheet; the construction of it is not a building.

Mr. Hudson asked if there is lighting proposed.

Ms. Morel said this is a designed installation by the manufacturer. There will be lights.

Mr. Hudson asked if there would be grow lights going all night.

Ms. Morel said the lights won't be on.

Mr. Hudson said there is a lettuce farm in Loudon that has the lights on all night and it caused a huge controversy.

Ms. Morel said this is very similar to what is currently there.

**SPEAKING IN OPPOSITION OR CONCERN**

None

**SPEAKING IN FAVOR**

None

**PUBLIC MEETING**

Mr. Bollinger closed the public hearing and opened the public meeting. He has no issue with this application or the waiver request. It seems like a needed upgrade, and he appreciates that the footprint is similar. He is in favor.

**MOTION** by Mr. Green to approve the following waivers for New Business - Subdivision Plan A25-0206:

- a. §190-279 (B) To not include all bearings and distances of all property lines;
- b. §190-279 (EE) To not show existing conditions on 'adjacent parcels as appropriate;
- c. §190-170 To not meet all requirements for non-residential building standards;

As per RSA 674:36(II)(N), RSA 674:44(III)(e), and §190-148(D), Strict conformity would pose an unnecessary hardship to the Applicant and the waiver would not be contrary to the spirit and intent of the regulations; and specific circumstances, or conditions of the land, and the waiver will properly carry out the spirit and intent of the regulations.

**SECONDED** by Mr. Hirsch

Mr. Bollinger confirmed the waiver code sections with staff.

**MOTION CARRIED 6-0**

**MOTION** by Mr. Green to approve A25-0206 - Site Plan. The Board finds that the application meets the Approval Criteria under §190-146(D) with the following conditions:

- a. Any waiver(s) granted shall be listed on the plan. Should any waiver(s) be denied, the plan must be revised to comply with the applicable site plan regulations.
- b. The plan set shall be sealed and signed by a New Hampshire licensed engineer
- c. All comments in an e-mail dated December 18, 2025, from Jeffrey Labrie, Fire Inspector/Investigator, shall be addressed to the satisfaction of the Nashua Fire Department.
- d. All conditions from the Planning Board decision letter will be added to the plan.
- e. Prior to the issuance of a building permit, an electronic copy of the plan will be submitted to the Planning Department.
- f. Prior to the commencement of site work, a pre-construction meeting shall be held, with City staff.
- g. Prior to the issuance of a Certificate of Occupancy, all site improvements will be completed.
- h. Prior to the issuance of the final Certificate of Occupancy, an as-built plan locating all driveways, buildings, utilities, and site landscaping shall be completed by a professional engineer or a licensed land surveyor and submitted to the Engineering and Planning Departments. The as-built plan shall include a statement that all construction was completed in accordance with the approved site plan and applicable local regulations.

**SECONDED** by Ald. Klee

**MOTION CARRIED 6-0**

**NEW BUSINESS - SITE PLANS**

**A25-0201** YMCA of Greater Nashua (Owner & Applicant) requesting a twelve (12) month extension for site plan approval as granted on November 21, 2024. Property is located at 90 Northwest Boulevard. Map H - Lot 648. Zoned Park Industrial (PI). Ward 1.

**MOTION** by Mr. Varley that the application is complete and the Planning Board is ready to take jurisdiction

**SECONDED** by Mr. Green

**MOTION CARRIED 6-0**

Ethan Beals, IMEG Corp, Civil Engineer, 3 Congress St, Nashua NH

Mr. Beals introduced himself on behalf of the applicant. He said this is a request for a 1-year extension of the site plan approval granted on November 22, 2024 for a proposed recreation center. There are no plan changes from the previous approval. Construction was delayed due to fundraising constraints. They plan to start construction fall 2026, and open mid-2027.

Mr. Hudson asked if a 1-year extension is appropriate or should they be considering longer.

Mr. Durfee said it's the Board's pleasure, subject to the applicant agreeing to it. Staff would be amenable to it.

Mr. Hudson said he's not suggesting it, but for the future.

Mr. Green asked if it would be beneficial for the applicant to reapply in a year.

Mr. Bollinger asked how likely it is that the YMCA would be able to start and whether they would be amenable to a longer extension.

Mr. Beals said it's his understanding that they are targeting fall 2026. The plans have been signed by the chair, bonds have been posted, the preconstruction meeting has already been held. We got to the edge of the diving board and didn't take the leap. He would be nervous to submit a new application, we are past the original one year. We are comfortable with a 1-year extension.

Mr. Bollinger said we aren't trying to paint you into a corner, but other applications he is involved in might need a longer timeline.

Mr. Hudson said especially in cases where it is a nonprofit and fundraising is necessary. There's an expense to having them go through the process for an extension.

Ald. Klee said that was her concern, she knows that things stall and this time of year it's hard to get funding. She's not asking them to reapply, but maybe in the future staff can suggest 18-months instead of 1-year.

Mr. Bollinger said he has no issues with granting the requested extension.

**SPEAKING IN OPPOSITION OR CONCERN**

None

**SPEAKING IN FAVOR**

None

**PUBLIC MEETING**

Mr. Bollinger closed the public hearing and opened the public meeting. He said this seems straightforward.

**MOTION** by Mr. Green to approve A25-0201 - Site Plan. The Board finds that the application meets the Approval Criteria under §190-146(D) with the following conditions:

- a. All Previous conditions of approval granted at the November 22, 2024, Nashua Planning Board meeting are included as conditions of this approval.

**SECONDED** by Mr. Hirsch

**MOTION CARRIED 6-0**

**NEW BUSINESS - SITE PLANS**

**A25-0204** ZJBV Properties, LLC (Owner & Applicant) requesting a twelve (12) month extension for site plan approval as granted on March 6, 2025. Property is located 159 Temple Street. Maps 38/39 - Lots 31, 38, & 47. Zoned General

Industrial/Transit Oriented Development (GI/TOD). Ward 7.

**MOTION** by Ald. Klee that the application is complete and the Planning Board is ready to take jurisdiction

**SECONDED** by Mr. Varley

**MOTION CARRIED 6-0**

Michael Malynowski, Project Engineer, Allen & Major Associates 400 Harvey Rd, Suite 2, Manchester, NH

Mr. Malynowski said they are requesting a 1-year extension of the site plan approval from March 7, 2025 for a 168-unit multifamily residential development. The plans have not changed. The current owner has been working with SMC Management Corp, who did Riverfront Landing and is in negotiations to purchase the property. We are asking for more time to start construction. We would like to ask for the 18-month extension discussed on the previous case if possible.

Mr. Bollinger said that was for a nonprofit, you're stuck with the regular 12-months.

Mr. Malynowski said this extension would allow them to finalize the transfer to SMC Management Corp.

Ald. Klee the audio is hard to hear on Zoom. She asked if the reason for it is that they are trying to buy another parcel.

Mr. Malynowski said no, the current owner is trying to sell the project to the same group that built Riverfront Landing.

Mr. Hudson said this was originally approved in 2019.

Mr. Green said there was a resubmittal of a new case in 2025.

Mr. Hudson said the Board has heard about this case for many years.

Mr. Durfee said it was a total reapplication in 2025 for the same project.

Mr. Hudson said he is glad they had to reapply, there is a reasonable limit to the amount of extensions. There were still some remaining Engineering comments to address, we added some minor

conditions. This has largely been the same since 2019, it is reasonable to do.

Mr. Bollinger said he is okay here.

Ald. Klee asked if they would include that in the motion.

Mr. Bollinger said yes, it is incorporated in the staff report.

Mr. Malynowski said he has reviewed them and agree that the Engineering comments are minor.

**SPEAKING IN OPPOSITION OR CONCERN**

None

**SPEAKING IN FAVOR**

None

**PUBLIC MEETING**

Mr. Bollinger closed the public hearing and opened the public meeting. He agrees with Mr. Hudson, it would be good to see this get going. If we are to get beyond a year again, we'll see.

Ald. Klee asked if this is the first extension since the reapplication.

Mr. McPhie said that it's a little early, they are trying to settle things before the sale.

Ald. Klee asked when the extension will be from.

Mr. McPhie said that it would be from today.

Mr. Durfee said no, it would be to March 2027.

**MOTION** by Mr. Green to approve A25-0204 - Site Plan. The Board finds that the application meets the Approval Criteria under §190-146(D) with the following conditions:

- a. All prior conditions of approval are incorporated herein and made part of this plan, unless otherwise determined by the Planning Board Prior to the Chair signing the plan,

- b. All comments in an e-mail from Joe Mendola, Senior Staff Engineer, dated January 5, 2026 will be resolved to the satisfaction of the Division of Public Works.

**SECONDED** by Mr. Varley

**MOTION CARRIED 6-0**

**OTHER BUSINESS**

**1. Review of tentative agenda to determine proposals of regional impact.**

**MOTION** by Mr. Varley that there are no items of regional impact

**SECONDED** by Mr. Green

**MOTION CARRIED 6-0**

**2. Capital Improvements Program (CIP) Report Draft**

Sam Durfee, Planning Manager

Mr. Durfee said the Planning Board subcommittee is tasked with scoring and ranking city projects, then compiles them for recommendation to the Planning Board, who recommends them to the Board of Aldermen.

Mr. Bollinger said as the de facto Chair, last year we revamped the scoring to be more objective. He feels it's a quality representation with a unique composition of public, staff, and elected involvement. The ranking here does not infer or imply how projects are funded, this is only one look at the aldermanic process.

Ald. Klee said she likes the new ranking system. The aldermen have the right to pull something up to the top if needed but it gives the aldermen a better view. Her only question is there anything new or funded.

Mr. Bollinger said this committee had to share if there were federal grants in place or money from outside sources.

Mr. Durfee said he does not feel there is anything the Board specifically needs to comment on. We put the Enterprise funded projects in another table, simply because they are funded through

service fees. The rankings do not matter all that much because this is a vehicle for project solicitation for what is brought to the ad hoc committee to decide how it is funded. We take into the account whether federal dollars are coming in.

Ald. Klee said often time there is an expiration date to be shovel ready. The CIC is advisory, but does the heavy lifting on the review.

Mr. Durfee said all that information is included in the department presentations and is utilized by the ad hoc committee.

Mr. Hudson asked if the CIC has a minimum of \$50,000.

Mr. Durfee said \$100,000 minimum.

Mr. Hudson said some of the projects on here are like \$6,000. Is that because it needs to be on the list in order to be funded?

Mr. Durfee said that's the city's share.

Mr. Hudson asked if the entire project cost needs to be on the list, even if the city's match is relatively small.

Mr. Durfee said yes.

**MOTION** by Mr. Varley to favorably recommend the Capital Improvement Project Report Draft to the Board of Aldermen

**SECONDED** by Mr. Green

**MOTION CARRIED 5-0-1 (Hudson abstained)**

#### **DISCUSSION ITEMS**

**Nashua Re-Code presentation and discussion** - Postponed

**Annual Officer Selection:** Mr. Bollinger said Ms. Harper would be looking for nominations for officers. He is willing to serve as chair, and Mr. Varley is willing to serve as vice chair.

**MOTION** to adjourn by Mr. Green at 10:15 PM

**MOTION CARRIED 6-0**

NCPB

January 8, 2026

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DIGITAL RECORDING OF THIS MEETING IS AVAILABLE FOR LISTENING DURING REGULAR OFFICE HOURS. DIGITAL COPY OF AUDIO OF THE MEETING MAY BE MADE AVAILABLE UPON 48 HOURS ADVANCED NOTICE AND PAYMENT OF THE FEE.

Kate Poirier - Taped Hearing

DRAFT