	1 Planning Board Meeting Minutes, June 5, 2023
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2 3 4	MINUTES HOOKSETT PLANNING BOARD MEETING HOOKSETT TOWN HALL CHAMPERS (Room 105)
5 6 7	HOOKSETT TOWN HALL CHAMBERS (Room 105) 35 Main Street Monday, June 5, 2023
8	6:00 PM
9	MEETING CALLED TO ORDER AT 6:00 P.M.
11 12	PROOF OF POSTING
13 14	PLEDGE OF ALLEGIANCE
15 16	INTRODUCE MEMBERS OF THE BOARD
17 18 19	PRESENT: Chris Stelmach (Chairman), Sheena Gilbert, Paul Scarpetti, Denise Pichette Volk, Don Winterton, and James Sullivan (Town Council Representative)
20 21	ALTERNATES: Wayne Russell and Robert Duhaime
22 23	EXCUSED: Mike Somers (Vice-Chairman)
24 25	NOT PRESENT:
26 27	STAFF: Andre Garron (Town Administrator) and Dana Pendergast (Code Enforcement Officer)
28 29	R. Duhaime will be a voting member this evening.
30 31	APPROVAL OF MINUTES OF MAY 15, 2023
32 33 34	S. Gilbert motioned to approve the minutes of the May 15, 2023 planning board meeting. Seconded by R. Duhaime. D. Pichette Volk abstained due to not being at the May 15, 2023 meeting.
35 36	P. Scarpetti: Line 247 - No 4 should read "it is written there will be no storage of asphalt or aggregate on site." No. 5 should read "the architectural building codes."
37	Line 18: R. Duhaime should be listed as an alternate board member.
38	Motion carried unanimously with a vote of 7-0.
39 40	R. Duhaime motioned to move Ridgeback Self Storage, LLC to the top of the agenda. Seconded by J. Sullivan. Motion carried unanimously with a vote of 7-0.
41 42	BOARD DISCUSSION

1. 108 MAMMOTH ROAD

Tax Map 41 Lot 10

Clarification on Waiver granted 8/15/22

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> David Jordan (GPI): This is a four unit townhouse development that was approved in 2021. We appeared before this board on August 15, 2022 with a request to waive the requirement for underground electric to service the building. We presented a plan and had a hearing. The planning board granted our request to waive installation of all utility lines to be installed below ground. Currently the poles have been installed but the wires have not. I stated the intention was to have the last 50' of wires from the pole to the building underground not overhead but that was not the case.

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Chris Mastriano is present.

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D. Jordan passed out photos of the current status of the utilities.

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D. Jordan: Mr. Mastriano would prefer to have the utility lines overhead. This building sits back on 58 Mammoth Road well behind houses. We were hoping to get this clarified so Mr. Mastriano can have 59 the rest of the overhead lines put in. 60

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C. Stelmach: How high is the last service pole to the house?

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D. Jordon: On the side of the house is about 14' or so above grade.

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C. Stelmach: Is that high enough?

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D. Jordan: Yes. There is no parking area next to the building. It is set up for plowing and means of turnaround for emergency vehicles.

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C. Stelmach: Once it is loamed will that raise it?

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D. Jordan: There will always be some foundation showing. It will only be raised a little.

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D. Winterton motioned to have all the utility lines for the entire project at 108 Mammoth Road, Tax Map 41 Lot 10 be overhead. Seconded by D. Pichette Volk. Motion carried unanimously with a vote of 7-0.

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2. HIDDEN OAK WAY EXPANSION Hackett Hill Road - Manchester Tax Map 766 Lot 15J Clarification on Impact Fee Calculation from 9/19/22

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William Socha: This project is being expanded with access on Hackett Hill Road. We requested curb cuts for 28 units. Eight of the units on Countryside will not be utilizing the curb cut. All of the units are in Manchester. We would like to have the impact fees for only the 20 units utilizing the curb cut.

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D. Winterton motioned to reduce the impact fees from 28 units to 20 units for the Hidden Oak Way Expansion, Hackett Hill Road - Manchester Tax Map 766 Lot 15J. Seconded by D. Pichette Volk.

Motion carried unanimously with a vote of 7-0. 89

3. TWIN TURNPIKE PROPERTIES LLC

3 & 9 Londonderry Turnpike

Tax Map 49 Lots 40 & 41

Special Exception – ZBA Request for Comments

Rachel Bohac (Owner): When I purchased this property I went in front of ZBA for a special exception to go from industrial to commercial for my real estate practice. That was approved. We made no changes except for painting. It was approved pending ZBA comments. I submitted the paperwork and think it got lost in the shuffle.

D. Pendergast: Ms. Bohac was required to do a site plan. The engineers were overwhelmed and it took a while to get the site plan to us. Ms. Bohac is here to finalize the conditions for her zoning.

P. Scarpetti: Is this for us to provide comments to the ZBA for them to approve the property going from industrial to commercial?

D. Pendergast: Yes. She had to have a valid site plan that was coming to you for your review. You have the site plan for review.

P. Scarpetti: Are there any plans for the material on the south side of the property?

R. Bohac: I do not have any long term plans. Right now we are using it as an open field. I am not sure what the preference of the town would be.

115 P. Scarpetti: There is no timetable as far as getting rid of it?

117 R. Bohac: No.

J. Sullivan motioned to send a letter to the ZBA stating the Planning Board does not have an issue with changing the zoning for 3 & 9 Londonderry Turnpike, Tax Map 49 Lots 40 & 41 from industrial to commercial.

123 S. Gilbert: We have already done this with a bunch of properties in that area?

125 C. Stelmach: Yes.

Seconded by P. Scarpetti. Motion carried unanimously with a vote of 7-0.

The board heard Item 6 next.

4. ZONING AMENDMENT SUBCOMITTEE

J. Sullivan motioned to reconsider the previous motion to establish the Zoning Amendment Committee to have the committee be made up of:

2 members of the Planning Board

137 2 members from the ZBA

1 member from the Conservation Commission

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Seconded by D. Winterton. Motion carried unanimously with a vote of 7-0.

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COMPLETENESS REVIEW & PUBLIC HEARING

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Moved to first item on the agenda.

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5. RIDGEBACK SELF STORAGE, LLC represented by THE DUBAY GROUP

1461 Hooksett Road

Tax Map 18 Lot 49-D

Amended Commercial Site Plan

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Doug MacGuire (The Dubay Group): This project was previously before the Planning Board and approved to allow for something similar in size and development on this site. We had proposed a commercial building with seven contractor bay units on the other side of the wetland, with a second access point for outdoor large vehicle storage with the potential for a three-sided building to provide covered storage. That was subsequently approved. The applicant was approach by First Student. They are working to get a bus contract with the Hooksett School District and are looking for a home for their buses to be closer in town. This location seemed to be a good fit they have a need for on-site maintenance and bus storage. Being this was approved as a storage yard for large vehicles it seemed to make sense. The commercial piece is the same. We adjusted the parking lot to be in tune with First Student's needs. There would be 30 buses as well as some additional parking for the drivers. We feel this is a good fit because of the building and storage space. We recognize it is a different use and need an amendment to the site plan. We recognized that there may be some concern with the school buses coming and going and with the traffic signal on Thames so we performed a full traffic study. The study showed this is a low intensive use based on the buses and timing. The buses would be on a set schedule. The results show an existing problem at that signal and we came up with a solution for that. Robert Woodland who is a senior manager at Tetra Tech will do a presentation and he has some simulations that will show what the traffic would look. We also have members of First Student here for operational questions. David Grappone who is the owner and applicant of Ridgeback self-storage is also present. The drainage is similar on the commercial building. The impact of the parking area is similar. We adjusted the alignment of the driveway and it aligns with an existing curb cut which gives better access. The landscaping is the same as before with a buffer and fencing.

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R. Woodland: We prepared a detailed traffic study for this development based on the amended site plan showing a bus layout for 35 buses, 30 active, and parking for bus drivers. The study contains existing traffic counts, weekday daily trips, commuter patterns, proposed daily traffic counts, and vehicle speeds.

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R. Woodland presented the traffic study with the following information which is attached: 1) Traffic Impact Analysis Methodology; 2) Existing Vehicle Queues; 3) Proposed Bus Schedules (every route will consist of a driver coming to the facility, getting the bus, returning for lunch, and getting the bus for the afternoon); 4) Exiting bus trips (weekday commuter peak period); 5) Entering bus trips (will not be adding to the que); 6) Project trips; 7) Traffic simulation - existing am peak hour; 8) Traffic simulation-

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- tion existing pm peak hour; 9) Traffic simulation Build (with project) am peak hour; 10) Traffic sim-
- ulation Build (with project) pm peak hour; 11) Intersection level of service criteria: 12) Signalized In-
- tersection Capacity Analysis am peak hour; 13) Unsignalized Intersection Capacity Analysis am
- peak hour: 14) Unsignalized Intersection Capacity Analysis pm peak hour.

- R. Woodland: We have met with DOT and walked them through the study. This was not required as
- part of the study but we wanted an understanding of what the buses would be doing to that intersection
- and get ideas for any remedies. They are going to look at our numbers and make sure we did everything
- right.

- D. MacGuire: As a traffic engineer the weeds can get weedy but the access in the am and pm can actu-ally be improved. When you have a signalized intersection that does not have enough green time things
- can get backed up. When you give additional time it can make a difference.

C. Stelmach: How much time?

R. Woodland: Four seconds in the am and two seconds in the pm

- R. Duhaime: Sometimes the buses cannot make the corner. The Thames Rd. intersection is wide but
 - buses are slow and need a lot of range. Did you phase that into your numbers?

R. Woodland: There is an adjustment for that. The simulation does not treat buses like passenger cars.

R. Duhaime: The state of New Hampshire is not calling for any improvements?

S. Gilbert: Does the study take into account the bus drivers commuter car?

R. Woodland: The maximum increase was eight buses from 7-7:15 am.

- R. Woodland: We do not think that is anticipated. This intersection is handling truck deliveries and they are making these turns. It looks like the turning radii would work but that will be part of NH
- DOT's review.

S. Gilbert: These buses will service Hooksett, Auburn, and Candia?

R. Woodland: Yes.

and projections.

R. Woodland: Yes. The driver's vehicles coming to and from the lot twice a day are in the simulation

S. Gilbert: I could not see what that volume represented for the commuter peak high time.

S. Gilbert: Regarding the traffic from Rt. 3, were you looking at DW highway turning onto Thames?

R. Woodland: Yes. The operations on the highway are low delay. There is a very high level of service.

S. Gilbert: Can you explain the process of getting the time change done with DOT?

R. Woodland: First would be their review and concurrence with our projections. Addressing the exist-ing que is something they would look at in their own review. This would require two hours of an elec-

trictions time to redo the timing of the signal.

S. Gilbert: How much time could the improvements take?

R. Woodland: It typically takes 30 days to review and longer to concur and schedule.

S. Gilbert: On a worst case scenerio could this take more than 6 months?

R. Woodland: That would be about the timeframe.

D. Winterton: How many workers stay at the bus lot?

R. Woodland: None.

D. Winterton: What about the contractor bays?

R. Woodland: Two of the bays would have a handful of workers. Those trips were accounted for in the projections for the plan that was already approved.

D. Winterton: You are saying traffic on DW highway will not be affected at all? Sometimes there are delays on that road.

R. Woodland: The capacity of that may not be correct and that would result in que management fail-ures.

D. Winterton: Should we make the state aware of that? Do you think they are unaware of the lights up and down DW highway. Is this something they only do on a commercial basis?

R. Woodland: There is funding available for DOT to do reviews throughout the state, but there is the matter of time and resources. Any town could approach DOT and make them aware of an issue.

W. Russell: Where are the buses now?

R. Woodland: Whitehall Road in Candia?

P. Scarpetti: We wanted to see the existing plan that was already approved.

D. Pendergast passed out the existing approved plan to the board.

R. Duhaime: You accounted for 30 buses for each trip. There are 31 on your plan.

- R. Woodland: The existing dropped down. First Student thinks they will be able to operate with 28 but we accounted for 30. First Student came up with the scheduling. There is a percentage to account for
- that.

S. Gilbert: The buses are currently over the line on Candia Road. What was the desire to move?

D. MacGuire: This is a different company. First Student is taking over the contract from the existing company that has the contract. There have been issues with the existing company and the bus routes and schedules. First Student is looking to come into this community.

S. Gilbert: Would this potentially improve the routes for Hooksett children from what they are now?

D. MacGuire: Absolutely. That is the goal. First Student is coming in to do things better. They have different resources and are not having the same concerns that have been raised.

D. Winterton: Has this contract been awarded?

291 D. MacGuire: Yes.

293 D. Winterton: If this does not happen, what happens to that contract?

D. MacGuire: First student needs a home for their buses. I have looked at some of their other facilities and they are gravel. This is a true build to suit First Student. It exceeds their needs. If this were not to be the spot they would have to look elsewhere.

P. Scarpetti: When we approved this it was for passive storage. This is more active. With the agreement with the association, they were supposed to enter from Hooksett Road. Is this part of the association or just access to the road?

D. MacGuire: The property has a legal right to access Thames Road due to a legal easement that has been in place for years. There was a Summary Judgment by the court to codify the rights of the easement for the private road. When this project was being put forth there was an agreement for utilities to be brought through this property with the benefit of the access. This development could not happen without utilities and this was given access rights for Thames Road as a result of the utilities being brought in.

310 C. Stelmach: Will the buses that will parked in the lot go elsewhere for fuel?

312 D. MacGuire: Yes.

314 C. Stelmach: Can you discuss the fence around the southern part to the trailer park? Is there idle time 315 and then they have to be shut off?

D. MacGuire: That was the fencing we proposed and what we had last time. It is for 6' chain link with privacy slats with a row of arborvitae. I do not have the specifics for idling.

Shawn Prendable (First Student): As far as idling there are EPA standards. The maximum time to idle is five minutes. The majority of buses are started, situated, and then depart. Fuel is offsite.

323 C. Stelmach: How long is the contract with Hooksett?

325 S. Prendable: Five years with options for extension.

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D. Pichette Volk: At what point in time was the legal discussion had and resolved?

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- Attorney Frederick Moeckel (Tarbell and Brodich, Concord): Ridgeback's easement rights have existed since the 1970's. On April 9, 2021 they were affirmed by the Merrimack County Superior Court.
- The condo associations attorney was involved and the condo association had agreed not to interfere.
- That was agreed to with Ridgeback and the condo association relating specifically to this road?

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W. Russell: What is the easement for? The original access on the plan was supposed to be Hooksett Rd.

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337 Attorney Moeckel: There was no limitation on ingress or egress?

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- R. Duhaime: This a huge change in the plan. This is a lot of yellow buses on a small lot. Maybe First Student should have polled some of the residents. Site line wise there will be a lot of yellow buses.
- When the board agree to the fencing there were smaller things being stored. You are staying the turn radius is there?

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D. MacGuire: This is a luxury space for with they are used to. these are 40' spaces. This has been designed to their criteria. They could work with less. I can understand peoples concerns but this is an organized organization. This is a commercial piece for property. Alternatively, you are talking about a lot of RV's coming in and out whenever they want, this is a commercial user supporting a commercial use. We can talk about how to buffer the edge differently. The foundation will be backfilled.

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350 R. Duhaime: There are not improvements necessary for the turn onto Thames?

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D. MacGuire: Correct.

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354 C. Stelmach: It is a wide road and there is a speed table?

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P. Scarpetti: Do the buses have back up alarms?

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358 S. Prendable: They do.

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360 P. Scarpetti: This is in the PZ?

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362 D. Pendergast: Yes.

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P. Scarpetti: We fought for the landscaping on the front. You have taken that away. This was supposed to be for RV's. This use is everyday and a totally different set-up. Anything in the PZ is supposed to minimize adverse traffic impacts. I want the board to think about that.

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D. MacGuire: That is a fair comment. I think improving an existing signal is positive. We are not making anything worse.

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- P. Scarpetti: This is totally different than what we voted on.
- D. MacGuire: I used the same landscaping, just situated differently.
- 375 P. Scarpetti: It is a different plan with a wide space.
- 377 D. MacGuire: We can add additional buffering.

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- S. Gilbert: We fought for the arborvitae. I am concerned for the individuals who live on the other side of the fence. I want you to be concerned about the people living here. What are the environmental impacts of the buses in this area?
- 383 S. Prendable: I cannot give you exact numbers. The buses run with DEF clean diesel.
- D. Winterton: What happens when we have a couple flakes in the air and they call off school and then change their minds? I am troubled with the snow storage and how you would get the buses out.
 - D. MacGuire: The access to the buses is right down the middle section. You want the snow storage where it will melt into the treatment system. You will clear the isle and push and clear through the parking lot for the bus drivers. It is an easier area to plow than our last design was.
- D. Winterton: The last design did not need to be cleared out by 6:30 am.
 - D. MacGuire: They will get the snow cleaning guys there at an early time.
- 396 Attorney Moeckel: The easements were granted in 1986.
- 398 Open public hearing 399

Attorney Bob Best (Sulloway and Hollis on behalf of the association): I represent the Villages at Granite Hill. The condo association does not support the proposal and does not think the effort to alleviate the problems would make an acceptable to this. We would like the board to vote no on this. testimony (leaving with the board). We learned they are going to do maintenance in the contractor bays. There was not much discussion about where diesel maintenance would be and that is not the appropriate use for contractor bays. Contractor bays are for people such as electricians or plumbers to use. They are not for hanging tires and oil use. Is there oil drainage storage was toil floor drains tires, etc. Is doing diesel a change of use for that location? Diesel mechanic is not an approved use nor part of zoning ordinance in the PZ. not buses, trucks Perhaps that requires a variance. Buses have back up alarms would be used as early as 5:30 in the am. Those are made to be heard at a distance and the neighbors are going to hear those alarms. Snow removal and plowing must clear off the top of the buses as well. Where and how does that happen and where does the snow go for that? It was stated there would be no fueling on site. It should be a condition of approval that there is no fueling on site. They typically bring fuel onto the site and fuel them overnight. It should be made clear that will not be allowed. Will there be trucks bringing diesel to the site? With hoses drawn there will be leaks and spillage. When fueling happens on site ridges are usually made in the ground to catch spilt fuel. Maybe they will not bring it in and it will not be an issue but then trips to get fuel will be needed to be accounted for. Candia and Auburn's buses will be served as well. It was stated this is a great use and

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needs to be in town. This does not need to be in town. Candia and Auburn will be putting their buses in your town. Regarding the traffic study, peak hour trips will not mean a whole lot of anything. There was hardly enough reason to do a study and they found the roads are operating at E and going to F. The DOT will adjust a few seconds off the light. I do not know how your experience has been with DOT but mine in Merrimack has been a long process. They have a million priorities and one traffic light is not at the top of their list. Every project and road has been designed by a traffic engineer. If they were all right we would not have any traffic. The traffic study is allowing for the fact that buses are slower and bigger. They said they would not roll the buses out at the same time. Most places roll the buses out at the same time. If you add 35 buses that is a half a mile long. Imagine being a pedestrian or a child riding a bike or in a car. That is a massive impact on the community and the neighbors. Section 10A of your PZ regulations has a number of objectives and requirements the applicant is supposed to meet. This proposal fails to meet those requirements. That is enough for the planning board to turn down this proposal. Bus terminal is not in the list of proposed uses. As far a diesel engines idling for minutes, that is not consistent with my observations with the engines warming up and heat kicking in. What about when buses are being used for sports teams or extracurricular activities. Buses go out early buses are arrive back late with the use of headlights. This proposal is so widely different than storage for boats and RV's. A boat or RV might move three or four times a year. They called the buses low intensity. That is not low intensity. On a federal level they are regulating how much time kids can spend on buses. That means more buses and more bus routes. Time on the buses is becoming a bigger and bigger problem and this is adding pressure to have more buses. Section 10A Section 10(e) of your ordinance states the use shall not have negative impacts on surrounding properties. If this were not going to have negative impacts you would not see the amount of people that are here tonight. This will have a really big impact on them and where they are living.

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Attorney Best showed photos of what Thames Road at Maidstone, where the pool and recreation area is, used to look like and photos of what the area looks like now.

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Attorney Best: Boats and RV's somewhat blend in. School buses are made to not blend in. You can see a bus light from 10,000' in the air in an airplane. These will be bright and visible. The slope of the land will make this visible no matter what you do. I thank the board for recognizing the applicant has backed down from what they said in their prior plan. The driveway was better when it was not aligned with where the residents come through. As far as EPA maintenance, the smell of the diesel will affect the neighbors and will have an impact on air quality. The lights will come across people's back yards and recreational areas and will brighten up the place. The condo association and trailer park would be greatly impacted and this would have an adverse impact.

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C. Stelmach: We were told the two contractor bays were for driver training and no mechanical work would be done.

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D. Pendergast: Correct.

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Attorney Best: What was presented was they are going to do maintenance. This lot was originally part of the condo association. The owner withdrew the parcel and granted himself the easement. There was no negotiation. It was one person granting himself the easement next to the property. It is legally valid.

There is a limitation on the ingress and egress. The user is not permitted to over burden the

infrastructure. Buses are much heavier than an automobile. This would overburden the park. That is the view of the condo association and they would act to protect their rights.

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Allan O'Brien (Seider Management Group for Granite Hill and Granite Heights): The easement for Granite Heights was started in 1985. The developer purchased the adjacent land in December of 1986. Granite Heights condos built Granite Hill shops and withdrew the property. In the process of withdrawing, they wanted to build the shops. The intent of the easement was for one to be a day care facility and the other to be elderly housing. The economy went south in the mid 80's. The traffic study about traffic coming down Thames Rd. was done with the unimproved section as it is now. Granite Heights can be expanded with another 300 homes. They have access to Thames Rd. for future development if these properties are built. This is a five year contract with five year extensions. The traffic study is an incomplete study. The turn lane will accommodate only three buses. The other buses will be sticking out. What happens with the traffic at the GE lights when employees are leaving. That is repeated again at 5:00 pm for ProCon. That traffic light is backed up and creates a huge amount of problems on the highway. The speed on the highway is a problem. People are disrespectful and will not follow the law. There will be fumes from the buses. November 5 starts frost. If they have to scrape the windshields they will be idling more than five minutes and will create a smog cloud which will affect Granite Heights and the coop. It is not a workable situation. The previous plan that was approved was for RV's and boats. The planning board mandated changes and vegetative plantings. This plan throws that out the window. They are not in accordance with the zoning ordinances with plantings. There is nothing on this plan. The association says they are not opposed to low impact but they are to a bus terminal. The pad is about 4' above the elevation of Thames Rd. If you put up a 6' fence that is meaningless and arborvitaes take a long time to grow. There is nothing that will be tall enough. Buses weigh a lot and there will be an impact on the roadways to the association. The buses will but 3 million pounds on the road everyday. That does not account for extra trips. That is over burdening. The performance standards under environmental performance include a decibel level. School buses run at 100 decibles which is over the recommended limitation for human beings to be in them. Your decibel limit says 75. This should not even be a consideration to allow this to happen. There are standards related to nuisance odors. Diesel is a known health risk and danger. These and abutting residents will have to deal with that. I understand what the planning board is up against. There are no residents stating they are in favor of this plan. The residents should not be burdened by this. At the October meeting it was stated that the DES AOT permit was obtained. They do not have it and they have never had it. An inquiry was sent to them by DES and they have never answered them. DES was dumbfounded they were stripping the land and they do not have a permit. I do not think these residents need to be hearing sounds of bus repair. The homeowner has filed a complaint with DES.

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S. Gilbert: I feel like we have heard a lot of great feedback. We do not want to discredit anyone's feelings or beliefs but would like to hear from people that have comments in addition to what has already been raised in order to save time.

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C. Stelmach stated that many letters of opposition have been received. They are attached and in the record for public view.

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D. Winterton gave the public the option to read their letter and stated that the board has read all of the letters and they will be attached to the minutes.

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Carl Hebert (1465 Hooksett Road, Unit 401): My ability to handle crowds was impacted by my military service. Having talked to my neighbors there are 458 families just at Granite Hill and that does not account for the manufactured homes and other families. We have north of 700 families use our

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road. This is not a build-to-suit for us. I cannot imagine something worse for our community. This is massive and they will overburden our roads. The roads are not built for this. Picture me walking this dog when it is quiet. It is a pretty wide road for two cars but has no shoulder for walkers or bikers or the elderly. Buses are 8-9' wide. None of our cars are that wide. This board is our only hope.

Greg Martakos (1465 Hooksett Road, Unit 69): I am glad a problem with the light has been noticed. There is a five second rule at that light or you will be t boned. There is a Supreme Court case regarding the easement. This is burdensome to our community. Young kids bike to the pool and recreation area. People use that to walk. We do not need 30 buses going down there. They are late and off schedule. They will not only idle for five minutes. There are residences that are 50' to 75' across the street. We need buses in the district but there are other alternatives. There is plot of land in Hooksett that is owned by the SAU in town.

Phyllis West (45 Gary Ave.): My property abuts Thames Rd. I have been watching the destruction of the trees and my yard for the past year. I am in my back yard protecting what is left of my plants. They have equipment coming into my yard. I spoke to a gentleman on Thursday and he said the developer is not interested in putting in a buffer. They are taking every inch of our backyard. How many monitors are going to be on the buses? That is more cars. How long does it take to clean off the buses? Our bedroom abuts that land and my husband and myself suffer with asthma. We have several elderly residents that already have breathing problems. I think you need to consider what this will look like and the impact. Does Hooksett gain anything by having First Student here? Our park is mostly elderly and we pay taxes. I do not think we should have to have this in our backyard. I can no longer use my pool because this in my backyard. I do not see the need for this. I am sure there is other land in Hooksett for this. Merrimack Valley has their buses stored on the school property. Students need to get to school but there has to be a better way.

Jarrod Williams (1465 Hooksett Rd., Unit 347): The photos that were passed out are mine. My property is behind the new industrial park that is being built. I contacted the DES today. It appears these were on file but they are still pending. It was made clear to me there is no approval at present. It is a pending application. There has been a request for information since November 2020. DES was not aware of the buses or that construction had even been started. There was a formal complaint form submitted to the state today. I want the board to know the type of things that are going on. I have the easement from 1986. It says no work shall be started unless all approvals, etc. have been obtained by the grantee or its agents.

Theresa McKeon (1465 Hooksett Rd. Unit 380): Regarding noise pollution, I live 1.5 miles away from the Brick House. I have never heard any noise from The Brick House until this construction. I can now hear them calling out numbers for pick up. That does not include the traffic noise. I cannot even see the construction but by cutting down the buffers and refusing to put up new buffers there is going to be more road noise. I have two year old neighbor next to me and he can hear that noise as well when he is trying to sleep. How will the noise be mitigated if they are not going to restore any of the vegetative buffer?

Cheryl Manning (1465 Hooksett Rd., Unit 452): My unit is on Maidstone and the bus terminal would be directly across from me. I have a background in real estate and I am very concerned about what this will do to our property values and condo fees. The impact from the buses will destroy the road. The use

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- fee the company will be paying is less than half of what we pay per month. The condo owners will have to pick up the fees. If this is approved I am requesting the Town of Hooksett maintain the roads.
- Peggy Maylone (1465 Hooksett Rd., Unit 273): I have a teenage daughter that has to walk down to the bus and back. She has to get up at 5:15 am to make the bus. I am concerned for her safety up and down the hill based on the increased traffic. The daylight savings is not good in the fall and we are going to increase traffic. She is old enough to utilize the pool and I am not comfortable with the number of people at the construction site. I have lived here for eight years and am opposed to this proposal.
 - Susan Marquis (1465 Hooksett Rd., Unit 286): I have lived here for 20 years. I understand development happens but we are talking about a neighborhood. That is different than just a road. There is a parcel for sale in between Granite Hill Shops and the fireworks place. Why cannot that be an access point. I understand we approved this for RV's but I think it is something that should be looked into. Why would they want to sell that access point if it is the same owner of this land?
- John Cochrane (1465 Hooksett Rd., Unit 48): Regarding the information you got pertaining to not receiving permits to do the work, what is the follow up to your end and the towns end? What is the next step for that?
- 576
 577 D. Pendergast: At this point they have not reached the threshold for their AOT permit. Once they reach
 578 that threshold they will need the permit. At this time, they do not need one.
 579
 - Anita Wolcott (1465 Hooksett Rd., Unit 127): I live on the northern side of the development. This will decrease the enjoyment of the pool area. There will increased traffic at the light across from Memorial School because people will try to bypass the other light. You are looking at young teens walking next to the buses in snow and rain. Maybe a traffic report needs to be done at the other light as well. People do not wait at the light on Hooksett Road.
 - D. MacGuire: I have been taking notes and there are items that we were not aware of that we will be looking into. I would request the board grant a continuance.
 - R. Duhaime motioned to continue the amended commercial site plan for Ridgeback Self Storage, LLC, 1461 Hooksett Road, Tax Map 18 Lot 49-D. Seconded by D. Winterton. Motion carried unanimously with a vote of 7-0.

To review the letters submitted, please refer to the Planning Board file located in the Community Development Department, PB#23-05, or view the electronic version on the Town of Hooksett website.

Recess at 8:39 pm.

- 598 Reconvened at 8:50 pm
- 599
 R. Duhaime left the meeting at 8:39 pm. W. Russell will be a voting member.
- 601
 602 D. Winterton motioned continue the amended commercial site plan for Ridgeback Self Storage,
 603 LLC, 1461 Hooksett Road, Tax Map 18 Lot 49-D with a date certain of June 19, 2023. Seconded by
 604 S. Gilbert. Motion carried unanimously with a vote of 7-0.

6. ESTATE OF PATRICIA A. MARTINEAU represented by T.F. BERNIER 18 Hunt Street

Tax Map 18 Lot 26

Minor Subdivision & Performance Zone Waiver

Tom Bernier: These are old neighborhood lots that were sub-divided in 2012. They are described as two lots in the deed. We are asking to recreate the lots as they were in the original sub-division. We are asking for a waiver to use this as residential. One lot is residential and the other is vacant. There is water and sewer access on Dartmouth St. The house has a designed septic and has access to sewer. It is the last house on Hunt Street that does. We had to get state sub-division approval for the septic as it is new and they want to keep that for now. The waiver is to allow residential in PZ and reduce the lot size in the Rt. 3 corridor PZ district. This is almost identical to what was approved last year when six lots were created. The board allowed residential uses in URD district which allowed the building setbacks. We have one commercial abutter, Granite State Dog Recovery. In that application the board approved a 20' no cut buffer. If you would like to do that again on this new lot that is fine with us. There is a small encroachment for emergency stairs. The buffer would be the trees that are already there.

C. Stelmach: What is the setback on the stairs?

T. Bernier: The building setback is 25' and you did a 20' no-cut buffer.

P. Scarpetti: Have you decided what you are going to do with the encroachment?

T. Bernier: I am working with a prospective buyer and I do not know what they are planning to do with it. Hopefully, we can come up with something where if it is needed it stays but if it no longer needed it will be gone.

D. Pendergast: I would recommend we get an easement from the owner for the stairs.

Open public hearing

Susan Piche (Granite State Dog Recovery): We applied for our building to be a commercial building. We met with code enforcement and Steve Colburn (Hooksett Fire) in order to get up to commercial code. There are interior stairs in the garage and a separate egress on the outside with an approved stairwell. The encroachment made the stairs come out that way. Permits were pulled and it was approved. We would be okay with an easement. We purchased the property as is.

P. Scarpetti: Is anyone here that owns the property here?

645 T. Bernier: No.

P. Scarpetti: They are the ones that have to approve the easement.

T. Bernier: The estate has already signed papers to sell the property so it would have to be the new owner. They cannot cut any trees so I cannot imagine they would not give an easement. I will work

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- with them to work it out. The potential buyer has been great to work with and I cannot see this will be a problem.
- 654 C. Stelmach: Are the stairs made of pressure treated wood?
- S. Piche: The stairs had to have a platform and land at a cement driveway. They were built to accommodate that as well as the air conditioning system.
 - J. Sullivan: Do you know if the future owner would do an easement for the current ownership?
- 661 T. Bernier: I cannot speak for him.
- D. Winterton motioned to continue the minor subdivision & performance zone waiver the Estate of Patricia A. Martineau, 18 Hunt Street, Tax Map 18 Lot 26 until the June 19, 2023 meeting. Seconded by J. Sullivan. Motion carried unanimously with a vote of 7-0.

NHDES NOTICE

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7. ALTERATION OF TERRAIN PERMIT; AoT-2377; 5/14/23

NHDES provided notice that Eversource obtained an Alteration of Terrain permit.

NHDOT NOTICE

8. ROADWAY RECONSTRUCTION PROJECT; 5/10/23

NH DOT gave notice as to the reconstruction of Hooksett Rd. from Alice to Martins Ferry. DOT held a meeting and showed the public what will happen with the five lanes.

9. DRIVEWAY PERMIT; 5/1/23 Map 17 Lot 33

NH DOT gave notice of repaving an existing driveway at Meadow Crest, 246 West River Road.

10. RE: HOOKSETT, 44098; 5/18/23 Bridge Preservation Project

Notification the bridge and overpass on Bicentennial and Donati will be worked on.

ADJOURNMENT

- 691
 692 D. Winterton motioned to adjourn at 9:38 pm. Seconded by S. Gilbert. Motion carried unanimously
 693 with a vote of 7-0.
- The next regularly scheduled meeting of the Planning Board will be held June 19, 2023 at 6:00 pm.

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Respectfully submitted by,

/s/ AnnMarie Scott

AnnMarie Scott

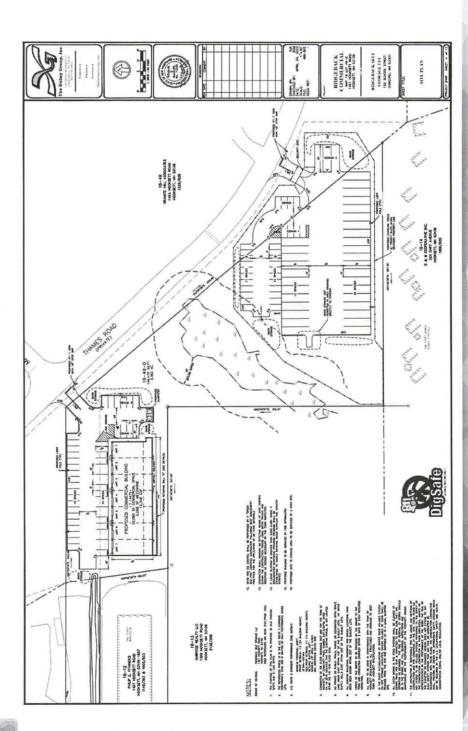
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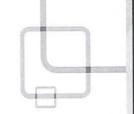
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Amended Site Plan

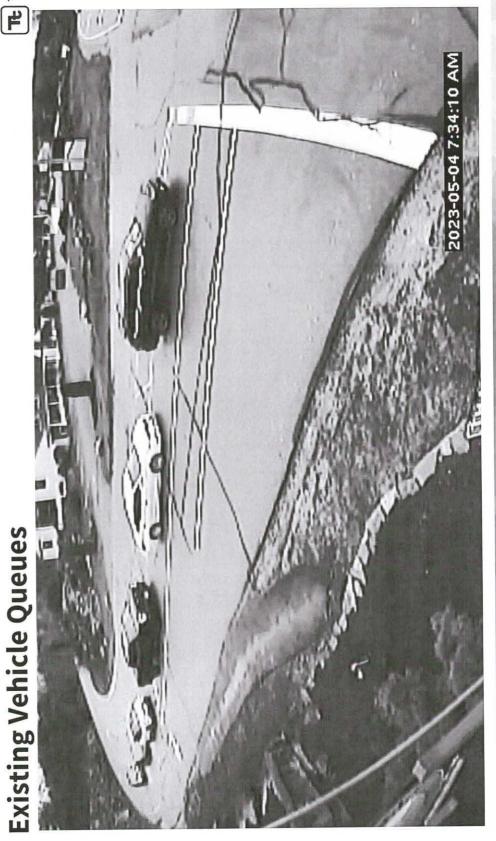


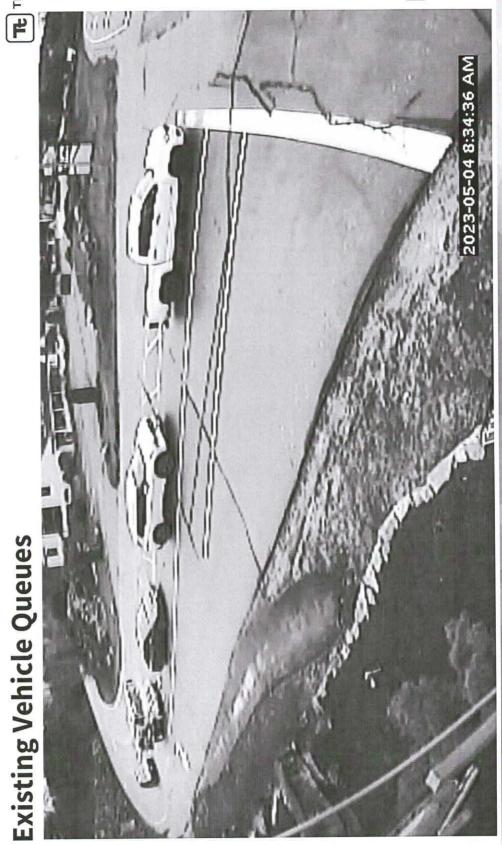
Traffic Impact Analysis Methodology

- Collect Weekday Daily and Weekday Commuter Peak Hour Traffic Volumes Data at the Study Area Intersections (May 4, 2023)
- Inventory Existing Traffic Control and Observe Existing Traffic Operations
- Adjust As Counted Traffic Volumes To Reflect Seasonal Peak Conditions
- Apply Background Traffic Growth To Reflect No Build (Without Project) codintions
- Develop Vehicle Trip Generation and Trip Distribution Patterns for proposed development
- Add Project Trips to the Study Area Intersections to reflect Build (with Project) weekday commuter peak hour traffic volumes
- Conduct Intersection Capacity Analysis













Proposed Bus Schedules

						200 0000	Date Cates DAA	Employee Evit DM
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Hooksett 1	5:30 AM	5-45 AM	8:55 AM	9:10 AM	1:20 PM	1:35 PM	4:06 PM	4:21 PM
HOORSEIL Z	2.30 AM	5-50 AM	8-55 AM	9:10 AM	1:20 PM	1:35 PM	4:03 PM	4:18 PM
Hooksett 3	5.33 AM	S-47 AM	8-55 AM	9:10 AM	1:20 PM	1:35 PM	4:23 PM	4:38 PM
Hooksett 4	5.32 PAN	6-55 AM	8-55 AM	9:10 AM	2:05 PM	2:20 PM	4:23 PM	4:38 PM
Hooksett 5	6-50 AM	7:05 AM	8:55 AM	9:10 AM	2:05 PM	2:20 PM	3:25 PM	3:40 PM
Hooksett 6	6-45 AM	7:00 AM	8:55 AM	9:10 AM	2:05 PM	2:20 PM	4:24 PM	4:39 PM
Hookett /	6.35 AM	6-S0 AM	8:55 AM	9:10 AM	2:05 PM	2:20 PM	4:15 PM	4:30 PM
Hooksett 6	6-40 AM	6-SS AM	8:55 AM	9:10 AM	2:05 PM	2:20 PM	4:25 PM	4:40 PM
Hooksett 3	6-45 AM	7-00 AM	8:55 AM	9:10 AM	2:05 PM	2:20 PM	4:25 PM	4:40 PM
Hooksett 10	6-35 AM	6-50 AM	8:55 AM	9:10 AM	2:05 PM	2:20 PM	4:15 PM	4:30 PM
Hooksett 11	6-45 AM	7:00 AM	8:55 AM	9:10 AM	2:05 PM	2:20 PM	4:03 PM	4:18 PM
Hooksett 12	6-05 AM	6.20 AM	8:55 AM	9:10 AM	2:05 PM	2:20 PM	4:15 PM	4:30 PM
Hooksett 13	6-47 AM	7.02 AM	8:55 AM	9:10 AM	2:05 PM	2:20 PM	4:10 PM	4:25 PM
Hooksett 14	5-37 AM	S-52 AM	8-55 AM	9:10 AM	1:20 PM	1:35 PM	4:10 PM	4:25 PM
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Auburn 3	5:27 AM	5:42 AM	8:55 AM	9:10 AM	1:15 PM	1:30 PM	4:30 PM	4:45 PM
Auburn 4	6-27 AM	6-42 AM	8:55 AM	9:10 AM	1:55 PM	2:10 PM	4:30 PM	4:45 PM
* Unana	C-17 AN	6-22 AM	8-55 AM	9-10 AM	1:55 PM	2:10 PM	4:30 PM	4:45 PM
Auburn 5	6:30 AM	6.45 AM	8-55 AM	9:10 AM	1:55 PM	2:10 PM	4:30 PM	4:45 PM
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Auburn 7	b.17 AW	0.32 AIN			1.65 014	2.10 01.4	A-30 PM	4.45 PM
Auburn 8	6:25 AM	6:40 AM	8:55 AM	9:10 AM	1.33 FM			

Source: Bus Route Schedules Provided by First Student. Assumes bus driver commuter trips would arrive to the Bus Lot 15 Minutes before Scheduled Bus Departure and Leave 15 Minutes after Bus Returns to Bus Lot

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5:00 PM

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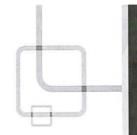
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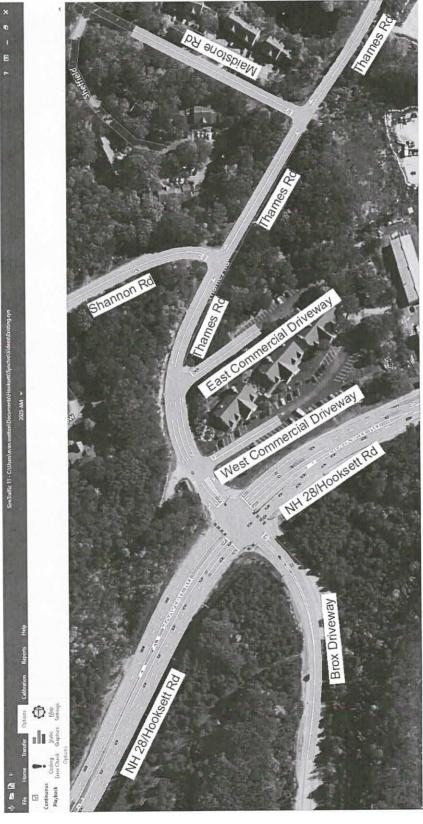
3130 PM Wd ST:E M4 00:E Wd 52 Z 230 PM 7.72 bW 2:00 PM M4 SV:T 130 bW 1:12 bW M9.00-1 15:30 PM 12:15 PM MH 00:ST MA 08:11 MA 25:11 MAZINI MA 00:11 MA 24:01 MAGEIOL MARIOI MA 00.01 MA 21:9 MA DE: 6 WYST-6 **Entering Bus Trips** Weekday Morning Commuter Peak Period 7:00 - 9:00 AM MA 05:8 WYST8 MA 00.8 MA 24.5 MAGET 7-15 AM MA 00:7 MA.08:9 WVST9 MA 00:8 MADER MA SEE MA 00.2 MA 22.2 17

Project Trips

Total Project Trips	170 170 340	13 25	13 34 47
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Commercial Building 12,348 Sq Ft ¹	60 60 120 our		8 16 24
Time Period	Weekday Daily Enter Exit Total Weekday Morning Commuter Peak Hour	Exit Total Weekday Evening Commuter Peak Hour	Enter Exit Total

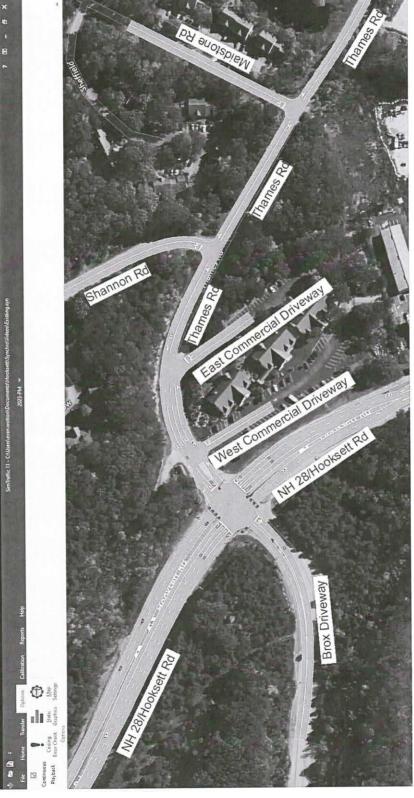
1) ITE Trip Generation Manual, 11th Edition for Land Use 180 (Specialty Trade Contractor) applied to 12,348 square feet of development. 2) Based on review of Bus Route Schedule Information Provided by First Student, Inc, assuming 30 bus routes for opening year.

Traffic Simulation - Existing AM Pk Hr

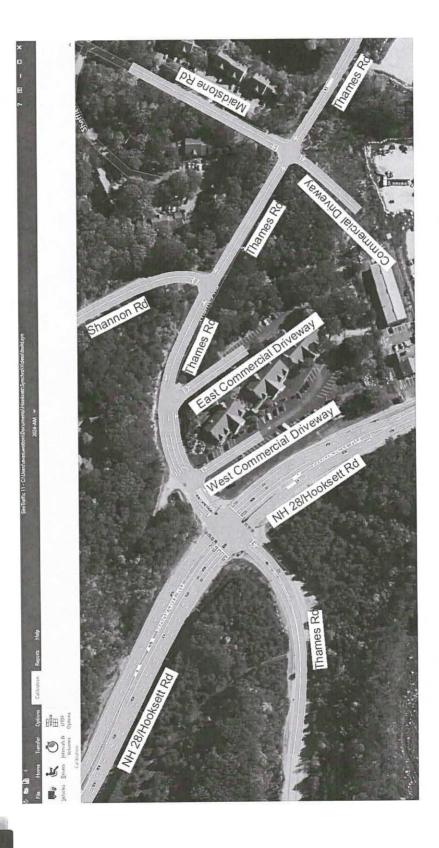




Traffic Simulation – Existing PM Pk Hr



Traffic Simulation - Build (With Project) – AM PK Hr



Traffic Simulation – Build (With Project) PM Pk Hr

Shannon Rd

Intersection Level Of Service Criteria

Average Delay per Vehicle (Seconds)	Unsignalized Intersections	≤10.0	10.1 to 15.0	15.1 to 25.0	25.1 to 35.0	35.1 to 50.0	>50.0
Average De	Signalized Intersections	≤10.0	10.1 to 20.0	20.1 to 35.0	35.1 to 55.0	55.1 to 80.0	>80.0
	Level of Service ¹	A	Ф	U	Q	ш	ш

Source: Transportation Research Board Highway Capacity Manual (HCM) 2000 (signalized)/6th Edition (unsignalized) ¹If the v/c is greater than 1.0, than the level-of-service designation is LOS F, regardless of delays (HCM 6th Edition only)

Signalized Intersection Capacity Analysis – AM Pk Hr

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Signalized Intersection Capacity Analysis - PM Pk Hr



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Unsignalized Intersection Capacity Analysis - AM Pk Hr

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Thames Road at East Commercial Driveway	NB LR	0.08	8.6	4	7	0.08	8.6	4	7	0.09	10.0	æ	7
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Commercial Driveway	NB LTR	٠		٠	٠	٠				00.0	9.3	4	0
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'vic = Volume to capacity ratio "Delay = Average delay per vehicle (seconds) "LOS = Level of Service "95" percentile queue (vehicles)

Unsignalized Intersection Capacity Analysis – PM Pk Hr

			2023 E	2023 Existing			2024 No-Buil	Panild			2024	2024 Build	
Intersection	Movement	víc¹	Dolay ²	LOS	95° Q4	vic	Dela	2 %	95 th Q	víc	Delay	COS	95th Q
Thames Road at West Commercial Driveway	WBL	0.00	9.7	4	0	0.00	7.6	¥	0	0.01	9.7	A	0
	NB LR	0.00	9.6	¥	0	0.00	6.6	K	0	0.00	10.2	8	0
Thames Road at East Commercial Driveway	NB LR	0.14	10.2	æ	13	0.15	10.2	8	13	0.16	10.7	8	14
Thames Road at Shannon Road	EBL	90.0	5.3	А	22	90.0	5.3	A	2	90.0	4.8	Ą	S
	SBLR	0.08	9.1	∢	9	0.08	9.1	A	9	0.08	9.5	A	7
Thames Road at Maidstone Road /	E81	0.03	6.8	⋖	ы	0.03	6.8	Æ	т	0.03	5.3	A	6
Commercial Driveway	NB LTR		٠	٠						0.02	10.2	æ	-
	SBLTR	0.03	8.4	4	2	0.03	8.4	А	2	0.03	8.6	A	2
Thames Road at Recreation Driveway /	E81	0.00	7.2	V	0	0.00	7.2	A	0	0.00	2.7	A	0
Bus Driveway	NB LTR	•	*	٠		٠	٠			0.02	8.7	¥	2
	SBLTR	0.01	8.3	¥	0	0.01	8.3	A	0	0.01	8.3	ď	0

"vic = Volume to capacity ratio "Delay = Average delay per vehicle (seconds) "LOS = Level of Service "95" percentile queue (vehicles)

June 1, 2023

Andre Garron,

I am writing to express my complete opposition to the construction project that is being proposed down by the pools in the Granite Hill community.

First and foremost, I believe this to be a HUGE safety concern. There are many people, adults and children alike, who enjoy walking or riding bikes at all times of the day down by that area. To have buses coming and going is very concerning.

That is the only recreational area we have here and it is a big selling point and place of pleasure for this community and to deal with bus traffic, bus noise and the pollution is unthinkable.

I hope the right thing is done for all of us that are affected and this never gets approved.

Julie LeMieux

1465 Hooksett Road, Unit 103

Hooksett, NH 03106

603-210-5170

To:

Andre Garron

Cc:

Dana Pendergast; Bruce Thomas

Subject:

RE: Ridgeback Project

From: Andre Garron <agarron@hooksett.org>

Sent: Thursday, June 1, 2023 9:04 AM

To: Bridgette Grotheer

Sprotheer@hooksett.org>

Cc: Dana Pendergast < dpendergast@hooksett.org>; Bruce Thomas < BThomas@hooksett.org>

Subject: FW: Ridgeback Project

From: Lathrop, Jennifer M < jennifer m lathrop@uhc.com>

Sent: Thursday, June 01, 2023 9:00 AM **To:** Andre Garron agarron@hooksett.org

Cc: cedarmgt@comcast.net; Jennifer Marchand <sb1alias2008@gmail.com>

Subject: Ridgeback Project

Good Morning,

I am reaching out to you in reference to the Ridgeback project. I would like to voice my opposition to the revised plans. My understanding is that the original plans had the entrance to their development at the end of Maidstone and it proposed vegetation so the site wouldn't be an eye sore. Now those plans have been amended to have the entrance across from the pool area and no vegetation to camouflage/beautify the entrance. The developers have also changed their plan from storing boats, cars, campers etc. to storing 35 buses. These buses will need to access Thames Road regularly several times a day not to mention the additional traffic that goes along with having the bus drivers coming and going in their own vehicles.

Prior to the development of this project Granite Hill was a neighborhood with lots of vegetation where folks had the ability to walk/run safely on our side streets. There was a sense of seclusion due to the way the trees wrapped around the area. This project has already resulted in the removal of a lot of vegetation which increases street noise from Hooksett Rd. This is in addition to detracting from the beauty of our neighborhood. This project will also significantly increase the traffic in the area and will likely result in more litter on our roads and potentially impact the safety/crime of our community on the roads and in the surrounding neighborhood. I also believe that this project could negatively impact home values in the neighborhood due to all of the issues I have mentioned here.

I have lived in this development for 13 years and feel that this project would negatively impact our community in many ways – only some of which I have noted here. I would like our neighborhood to remain safe and beautiful and with the development of this project I don't believe that is possible.

Thank you for your consideration.
Jennifer

Jennifer and Chris Lathrop 1465 Hooksett Rd. Unit 463 Hooksett, NH 03106

Home email: sb1alias2008@gmail.com
Work email: Jennifer m lathrop@uhc.com

Jenn cell phone #: 603-566-9563

From: Andre Garron

Sent: Wednesday, May 31, 2023 7:13 PM

To: Bridgette Grotheer

Cc: Dana Pendergast; Bruce Thomas

Subject: FW: June 5 - planning board meeting

From: carl hebert <hebert_cj@yahoo.com> Sent: Wednesday, May 31, 2023 7:04 PM

To: Andre Garron <agarron@hooksett.org>; Cedar Management <cedarmgt@comcast.net>; Cedar Management Group

For Granite Hill Condo Ass. <cedarmgt1@comcast.net>

Subject: June 5 - planning board meeting

Greeting from a Hooksett Resident,

My name is Carl Hebert and I am a Board of Directors Member serving the Granite Hill Community.

I have resided in Granite Hill since 2019.

I am writing to let you know that I OPPOSE the Ridgeback Self-Storage proposal to change the intended use as well as the plans you previously approved for their abutting property.

The weight of a school bus is approximately 25,000 pounds with no children onboard. Having 35 of them using our roads will certainly overburden them. Four, one-way trips a day, multiplied by 35 units is 3.5 million pounds of traffic each day on a private road that is not constructed to the same standards as a State Highway. The average car or truck on American roads is between 2,500 to 6,000 pounds.

In addition to the massive weight, a school bus is 35 feet long. If they were to leave for their rounds at the same time with minimal following distance, they would exceed the entire length of the private road that they will be traveling on.

Both of these factors are not in keeping with the easement which states that they will not overburden our roads.

I do not believe that I can support any project that involves such a large number of massive vehicles moving frequently and resulting in the overburdening of our private roads.

Sent Respectfully,

Carl Hebert (603)661-8854 hebert cj@yahoo.com 1465 Hooksett Rd. Unit 401 Hooksett, NH 03106 May 31, 2023

Dear Mr. Garron and others:

I am writing to voice my opinion on the Ridgeback project since I am unable to attend the meeting on June 5th due to a prior commitment.

I am vehemently opposed to what Ridgeback is now proposing. Admittedly, I was not keen on them building storage units for boats, cars at first but when we were told they would be filling in some of the trees cut down with new trees I thought it would end up turning out ok. However, I am so shocked by the "bait and switch" and what an eyesore they have created both at the end of Maidstone and across from the pool area !! Granite Hill used to be a nice contained development where we couldn't even see the main road and it felt nice to be so secluded.

My biggest concern now is safety. We have been informed they want to have a school bus terminal next to Granite Hill with approximately 35 buses, which will drive out near the end of Maidstone and use Thames Road to exit onto Hooksett Road. I cannot imagine how much traffic would be on Thames with 35 buses entering and exiting 5 days a week. There are already numerous cars that drive on Thames in the morning and the school buses would cause serious congestion. There are elementary and middle school children who wait at the bus stop at the corner of Thames and Shannon every morning. It would not be safe for them with multiple school buses barreling on by.

In the mornings, I also see multiple people walking on Thames Road, whether its to walk their dog or jogging for exercise. The Spot eatery is opening shortly next to Granite Tapas restaurant. This is a place that will be opening early in the morning for coffee/breakfast. When Bitsize occupied that location, the number of people walking on Thames increased because some people enjoyed walking to the shop to pick up morning coffee. Now if this goes through, nobody is going to feel safe walking on Thames Road. Additionally diesel fumes will be pouring out into a concentrated location.

I am extremely disappointed that this developer has strayed from the original agreement and has no regard for his neighbors, the residents of Granite Hill.

Sincerely,

Laura VanWagner 1465 Hooksett Rd Unit 410 Devon Hooksett, NH 03106 (603) 361-2457

Sub	ject:	FW:
Sub	ject:	F

From: Andre Garron <agarron@hooksett.org> Sent: Tuesday, May 30, 2023 10:15 AM

To: Bridgette Grotheer

Sprotheer@hooksett.org>
 Cc: Dana Pendergast

dpendergast@hooksett.org>

Subject: FW:

From: Rebecca Ellis < r.goldfarb1990@gmail.com>

Sent: Monday, May 29, 2023 8:40 PM
To: Andre Garron agarron@hooksett.org
Cc: Cedar Management cedarmgt@comcast.net

Subject:

Dear Mr. Garron and The Town of Hooksett Planning Board,

My name is Rebecca Ellis. I live at 1465 Hooksett Rd Unit 434, Hooksett NH in the Villages at Granite Hill Neighborhood. I am writing to you in opposition of Ridge Back Development's amended site plans, which include storage of up to 36 school busses, moving the entrance to intersect the recreation field lot, and eliminating the need for a tree buffer. My primary concerns are regarding the school bus storage due to safety, traffic, and quiet enjoyment of our community.

Thames road is heavily used by walkers, runners, cyclists, and families (like mine) with dogs, strollers and small children accessing our recreational fields, trails, or The Shoppes at Granite Hill. Thames Rd does not appear wide enough, nor is there a sidewalk to accommodate all incoming/outgoing bus traffic, car traffic, and pedestrians. After the intersection with Shannon Rd, the roadway narrows, which forces cars to cross into the oncoming lane to allow space for pedestrians. In the warm months, one must step onto the grass if there is two-way motor traffic. In the winter, this road will be hazardous and inaccessible to pedestrians, as there would be no where to go but over the snowbanks. Dozens of school buses re-entering via Thames Rd at 4 PM after their routes would pose a significant safety concern.

And at those 'pinch points' - busses leaving and returning on morning and afternoon bus runs, traffic could be insanely backed up on Thames Rd. The green light onto Hooksett Rd is short. The space for cars entering/exiting from the Shoppes, Shannon Rd, and Maidstone Rd would be significantly impacted by all the busses, increasing wait times and congestion well into the neighborhood.

Busses are noisy. Granite Hill is quiet. According to <u>decibelhearing.com</u> (1) bus engine noise is rated between 80-95 dB, which is additive with additional busses. I am concerned about noise pollution, as well as diesel smell (given these buses would be non-electric?) impacting the peaceful enjoyment of my property and the common areas.

We chose to live in this tranquil, accessible, and sage neighborhood. Please help us keep it that way by opposing Ridge Back's change in their plans. While I am unable to attend the public hearing due to a scheduling conflict, I would be happy to speak with you if you have any questions or want more info. My email is r.goldfarb1990@gmail.com and I can be reached by call or text at 603-969-9259

Thank you for your time,

-Rebecca

Source:

1. https://decibelhearing.com/does-driving-a-bus-increase-your-risk-of-hearing-loss/

1465 Hooksett Rd.,, #143 Hooksett, NH 03106 May 29, 2023

Town of Hooksett Planning Board 35 Main Street Hooksett, NH 03106

Re: Ridgeback Self-storage, LLC

Ladies/Gentlemen,

I have resided at Granite Hill Condominiums for more than 30 years. Any alterations that have occurred over that time have added to the overall pleasant environment that exists here. The Ridgeback proposed plan to alter our environment would affect not only the land, but would have a very negative effect on our quality of life.

The address of Ridgeback Self Storage appears to be 1461 Hooksett Road. That tells me that access to their property was initially planned to be from Route 3, along the side the Fireworks business and next to the Granite Hill Shoppes. It would appear that Ridgeback would prefer to utilize our existing infrastructure for access rather than to construct the access from route 3. This would alleviate a substantial expenditure on their part, while causing wear and tear on Granite Hill roads.

Adding school buses, heavy equipment, and numerous other motor vehicles at various times of the day and early evening will cause dangerous conditions that do not currently exist. Despite the 15 mile per hour speed limit on the property, we have difficulty with non-residents speeding, and the increased traffic will only make that worse. The eyesore created if Ridgeback's amended site plan goes through (i.e., no mitigating vegetation across the road from the entrance to our swimming pool area) would also diminish the value of all of the units within the complex.

For these reasons, I strongly oppose approval of this amended commercial site plan.

Very truly yours,

Cheryl W. Wolff

cc: Cedar Management, Inc.

Subject:

FW: Ridgeback project opposition letter

From: Jennifer Brassard < Jennifer.Brassard@alliant.com>

Sent: Friday, June 2, 2023 11:24 AM

To: Andre Garron <agarron@hooksett.org>

Cc: Cedar Management < cedarmgt@comcast.net >; Jennifer Brassard < jbrassard1811@gmail.com >

Subject: Ridgeback project opposition letter

Hello,

I am writing to voice my opposition to the proposed changes being made to the Ridgeback construction project on the parcel of land at the end of Maidstone Rd and Thames Rd. As the mother of a small child who moved to this development from NY to give my son a better, safer, quieter way of life, I have many concerns regarding the proposed changes.

I, as well as many other community members, chose to move to a quiet townhouse development that does not see a lot of traffic, as it allows me to walk to the field, swings, basketball court, and pool area with my son on a regular basis without fear of him being injured from walking near a congested street. If the entrance to the new facility is moved to the area across from the pool, I fear walking with my 3 ½ year old on Thames Rd will be a thing of the past, as with the influx of traffic and large busses being driven day in and day out will prove too dangerous for us to enjoy a quiet walk. As a community member who suffers from an autoimmune disease that makes me more susceptible to bronchial illnesses, I fear the fumes from the diesel gas being omitted from the busses will adversely affect my health. I am also concerned with the increased amount of noise that we will hear everyday that will absolutely diminish our enjoyment of the field, swings, and pool area – amenities we pay to enjoy. I also live near Maidstone and Thames and I am sure I will hear the noise from the busses every time I step out of my house or even open my windows, making use of my deck or just being outside, no longer enjoyable.

I am also concerned with the damage that will be done to Thames Rd by having all the additional traffic using the street, along with the congestion it will cause in the mornings and afternoons when people are trying to leave the development to get to work or take/pickup their children to and from school. We will have to compete with busses along with the bus drivers in their private cars to leave the development. If/when these busses cause damage to the road, will the money to repair the road have to come out of our HOA dues? 35 busses being used solely for morning and afternoon school pickup/drop off routes will result in what equates to 280 additional vehicles using our private road every day. This does not include the busses being used for any extracurricular/weekend/summer activities.

I love living here and chose to live here because of the quiet, country like setting. It is one of the things that makes this development so attractive and keeps our property values stable. Adding this "bus depot" and all of the noise and traffic that will come with it, will take that away from all of us that live in the southern part of our development and will likely negatively affect the value of our homes as people will be less likely to want to buy/live here.

In closing, this is NOT the project that was originally proposed, reviewed, and accepted and feel this would dramatically diminish our standard of life here, our safety, our happiness, and possibly our property values, if this new proposal is accepted.

Thank you for your time. Please feel free to reach out with any questions.

Sincerely, Jennifer Brassard

1465 Hooksett Rd, #379 Hooksett, NH 03106 347-585-1834

From:

Andre Garron

Sent:

Sunday, June 4, 2023 3:43 PM

To:

Bridgette Grotheer

Cc:

Dana Pendergast; Bruce Thomas

Subject:

FW: Ridgeback Bus Proposal

From: MARK &KAREN LOTTERHAND <mlotterhand@comcast.net>

Sent: Friday, June 2, 2023 11:54 AM

To: Andre Garron <agarron@hooksett.org>; cedarmgt@comcast.net

Subject: Re: Ridgeback Bus Proposal

On 06/02/2023 11:17 AM EDT MARK &KAREN LOTTERHAND <mlotterhand@comcast.net> wrote:

Mr Garron.

As residents of Granite Hill Condominiums my wife and I are vehemently opposed to the storage of buses off Thames Road and the resulting traffic debacle that will result. The length of the buses combined is more than four football fields in length or a quarter mile. Even if the schedules are staggered it is going to result in a backup on Thames, Maidstone and Shannon roads. Residents have to work, drop children off at school, early morning appointments etc. Or in a worst case scenario be needing to take a family member to the emergency room. And how would this backup affect emergency vehicles trying to get in or out of the complex? This has been a residential neighborhood for almost 40 years. Introducing this commercial enterprise with all of its pitfalls is not appropriate. I'm all for anyone to run a profitable business but not at the expense of so many others.

Regards, Mark Lotterhand Karen Lotterhand 1465 Hooksett Road Unit 415 - Devon Village

To Whom It May Concern:

My name is Richelle Pedalino. I live at Granite Hills. My address is 1465 Hooksett Road, Unit 285. I live in the Sussex division. I have lived there for the last 7 years, but previously lived in Buckingham with my mother before that, since 2006. I have lived in Granite Hill for a total of 17 years. I am writing this letter to express my concerns regarding the planning of the construction project down by our pools, with the possibility of storing school buses there, and using the Thames Road entrance as their entrance and exit. I feel this is not a good idea, as it will create a lot of issues with those of us residing in the Granite Hill and Heights community. Having buses enter and exit that way is going to create a lot of traffic build up that could potentially cause a lot of us delays in getting to work, school, etc. I also feel it brings down the value of our units. There are also safety issues as there's already the traffic coming in and out of that road from the plaza near there. There will be an increased risk of children that play in our neighborhoods getting hit, or small vehicle accidents due to the increase in traffic there. Hooksett road already has issues with traffic backing up daily, and this project with only make that worse. Not to mention the noise and air pollution from the buses. I strongly ask that this proposal be declined, and either the buses get stored somewhere else, or use a different route for entrance and exit, not Thames Rd. feel free to contact me with any questions. Thank you for your time.

Sincerely,

Richelle Pedalino

Phone: 915-329-4705

From:

Andre Garron

Sent:

Sunday, June 4, 2023 3:46 PM

To:

Bridgette Grotheer

Cc:

Dana Pendergast; Bruce Thomas

Subject:

FW: Opposition to Ridgeback Self Storage amended plan

From: Karen Shea <karenmshea@gmail.com>

Sent: Friday, June 2, 2023 3:35 PM

To: Andre Garron <agarron@hooksett.org>; CEDARMGT@COMCAST.NET

Subject: Opposition to Ridgeback Self Storage amended plan

Dear Mr. Garron,

I am a 30 year + resident of Granite Hill Villages. I write to express my opposition to the Ridgeback Self Storage revised site plan wherein they plan to use our private road to run 35 school buses daily through the complex.

I walk my dog on and near the roads in question. It is bad enough that residents run stop signs and go faster than the set speed limit. I don't wish to have to dodge school buses on my daily walk. As it is, the school buses that pick up students in the complex exceed the speed limit and do not give due space to pedestrians. Last year we had a logging operation using an easement and their trucks barrelled through the complex on a regular basis. The current construction that is ongoing near where Ridgeback plans to build is creating dust, unsafe road conditions and plenty of pollution. I have had to dodge cars and trucks that were more interested in looking at the ongoing construction than the road.

I am opposed to having all the noise this plan will create, air pollution from the diesel engines and pedestrian safety issues. If 35 buses are running daily, residents who are trying to get to Thames Road from Maidstone Road will have great difficulty getting in and out even with the traffic lights at the two entrances. Is Ridgeback going to compensate Granite Hill for the use of our roads and the extra wear and tear school buses will cause? Is Ridgeback going to contribute to road maintenance and snowplowing costs? I can see many accidents happening given residents' propensity to run the stop sign from Maidstone to Thames as well as the number of people that run the stop sign at Shannon Road onto Thames. We have two condo complexes using our entrance/exit each day as well as the Hamlet and residents of Dove Road. We don't need the extra traffic this will create.

I am not opposed in general to their October 2022 request for typical outside storage other than I believe it will create more litter and more wear and tear on our roads that we as residents have to fund with our condo fees. I think it will also be unsightly to have to look at a storage facility in a residential area. Many people use the grounds near the pool area for dumping of litter, tires, you name it, it has been dumped there. I could envision some people moving their items out of storage would do the same.

Please provide this correspondence to the Planning Board for consideration.

Thank you.

Karen M. Shea 1465 Hooksett Road, #451 Hooksett, NH 03106

From:

Andre Garron

Sent:

Sunday, June 4, 2023 3:46 PM

To:

Bridgette Grotheer

Cc:

Dana Pendergast; Bruce Thomas

Subject:

FW: Ridgeback Self Storage Amended Plan

From: GARY DESRUISSEAUX <garcaraly@comcast.net>

Sent: Friday, June 2, 2023 4:47 PM

To: Andre Garron <agarron@hooksett.org>

Cc: cedarmgt@comcast.net

Subject: Ridgeback Self Storage Amended Plan

To: Andre Garron

Town of Hooksett Administrator

Sir.

This email is to state our strong opposition to the amended plan by Ridgeback Self Storage due to the very negative affect it would have on our property values and quality of life from the resulting traffic, exhaust, noise and safety concerns.

We are property owners of #470 at Granite Hill, which in close proximity to this development and and do not believe that the amended plan would offer anything beneficial to this dense residential area. We urge that this negative change NOT be granted as the original plan was acceptable to many, and need not be altered as to cause negative consequences for many residents of the Town of Hooksett.

Respectfully, Gary & Carlene Desruisseaux

June 2, 2023

Donna J. Dostie 1465 Hooksett Road, Unit 159 Hooksett, NH 03106

To: Hooksett Planning Board

Cedar Management

agarron@hooksett.org cedarmgt@comcast.net

Dear Hooksett Planning Board:

RE: Entrance location to Ridgeback Storage
Use of Thames Road

I currently own a townhouse at Granite Hills, in Yorkshire Village, Unit 159. I have been a resident here for roughly 7 years and have lived in Hooksett for 28 years, after moving here from Maine.

I am writing in reference to the proposed construction and business plans of Mr. Grappone's, Ridgeback Storage. My understanding is that the property will be used for storage and bus parking, which will have a detrimental on our beautiful community and it's surroundings. While I do understand, that growth and development does happen in every town, city and State, there also needs to be consideration for people that live in and around the areas of these developments; and, for businesses that already exist that are impacted directly by these projects.

I am opposed to the entrance location of this property being located off Thames Road and/or Thames Road or any other road associated with Granite Hills being utilized in any manner to accommodate for traffic, parking or in any other way for this storage facility. More importantly the impacts this business proposition will have on the recreational area that includes a pool, field for events, swings and a tennis court, our safety and living in this quiet secluded area of Hooksett.

Therefore, I present to this Board my concerns in opposition:

Utilizing Thames Road; all roadways into, out of; and, around the property, Granite Hills, presents multiple safety issues. It also concerns the amenities which are private to residents, including the roadways, that will have access to the public as a result of this development.

- There are several residents that walk, run, walk with strollers and with children who bike and
 drive to the pool and recreation area to use these amenities by use of Thames Road and all other
 roadways including Shannon Road, which is an access point into and out of the property.
- It can not be assumed that traffic for the Storage facility will only enter via Thames Road; but, that Shannon Road will be utilized as well. It makes sense that this will happen once it's figured out Shannon Road leads to Thames Road. We will also have curious traffic.

- Granite Hills does not currently have sidewalks. Residents walk in and on the sides of the roads, which creates the likelihood of someone getting hit due to the increased traffic flow.
- Buses, other heavy and large commercial vehicles, along with traffic entering and leaving
 Granite Hills will cause our roads to be used more causing damage which will require upkeep
 more frequently. The extra traffic flow, will also, create more traffic noise, dust, littering, etc.
 due to public access to our roadways.
- Bright Beginnings, which is a Day Care Center and already an existing business, located in
 Granite Hills is located on the corner of Thames Road. Having additional traffic and large
 busses utilizing this access point will cause safety concerns for those dropping off and picking
 up young children beginning early in the morning until later afternoon. It also could impact
 the safety of children attending the day care with the additional dust, gasoline and fumes in the
 air.
- Increased Traffic Light Hazards. Currently cars/trucks and other automobiles and motorcycles run the red lights every single day at an alarming rate at both Thames Road and Shannon Road entrances/exits.
 - Permitting more traffic into and out of Granite Hills creates more of a danger to, not only Granite Hills residents, but to every single Hooksett resident and those using Hooksett Road in any capacity.
- Once the public is aware of the pool, field, swings, etc., they WILL, with no uncertainty, start vandalizing the property, start using the property by jumping gates at the pool using the filed for cookouts, flying kites, using the swings, etc. The public is not deterred from utilizing private property, as we all know. And, that's not to say that employees and their families will feel free to use the property as well.

As residents at Granite Hills, we purchased our homes with the dream that we would enjoy the tranquil nature of the property and what it offers – not to have a local business come in and "hack" that away from us.

• <u>HOA fees</u> will increase due to more maintenance needed on the roads; and, not just on Thames Road – throughout the property.

What will be affected?

- Public using the private pool and the entire recreational area more upkeep
- Public and workers using our trash receptacle for dumping and deposing of their own home trash, household items and more more trips from the trash vendor.
- HOA and tax increases
- Granite Hills loosing property; but, still paying taxes on it to increase profits of this development.
- The use of Granite Hills property being utilized for parking related to this development. We can not assume by "any means" that only these parking spots will on be used; but, will overflow into parking to be used by Granite Hills residents for the recreation area or even alongside the road. This, as we know, is not how parking works. People will park anywhere

even when they shouldn't. This is unacceptable in all scopes of the parking plan. There is no way to monitor anything.

• **Privacy Screen**. Contingent on what privacy screen will or may be used, if any, this potentially could be an eyesore for the residents living at Granite Hills. We can't assume this company will have **any** interest in looking out for the integrity of the property or how it's viewed from our perspective.

Wherefore, for the above reasons and not free-standing, I am opposed to allowing any and all access, including entrance in to and out of Granite Hills by Ridge Back Storage, be struck down by the Hooksett Planning Board. The entrance to this facility was originally by the Fireworks Store. It needs to remain there.

In closing, while we understand the need for business development and community growth, the part that money plays in approving or not approving any certain development, the "power" of big companies to make certain offers to achieve their goals and to take over small towns and cities? It does fall back to the cities and their officials, the people that reside in Hooksett and Granite Hills, the Town of Hooksett, The Hooksett Planning Board. We count on you to make a difference in order to keep people safe and our community charming, beautiful, free of pollution, litter, etc. I would ask that you please do your part in helping us – Granite Hills – and stand with us as we oppose plans that interfere with our lives and what we value most – our homes, our privacy, and safety.

I will be in attendance at the meeting on Monday evening should you have any further questions.

Respectfully submitted,

Donna J. Dostie

603-391-2567 donnajdostie@gmail.com

From:

Andre Garron

Sent:

Sunday, June 4, 2023 3:47 PM

To:

Bridgette Grotheer

Cc:

Dana Pendergast; Bruce Thomas

Subject:

FW: Unit 248 votes no

From: Heather Weirich Roy < A Heather Letter@hotmail.com >

Sent: Friday, June 2, 2023 11:23 PM

To: Andre Garron <agarron@hooksett.org>; cedarmgr@comcast.net

Subject: Unit 248 votes no

Let this letter serve as our vote to disallow use of Thames and Shannon Rd for any commercial use in service to a business. The concerns are:

Safety for the community children due to increased traffic from busses and staff in a hurry to get to work driving the busses.

Increased wear and tear on the roadways and speed bumps in our community. The cost of those repairs will increase our condo fees.

The cost of repairs to the grounds from the large busses turning around will increase our condo fees.

The safety of all residents will be compromised in the pool areas due to the increased traffic and probable attempts from bus drivers trying to use the pool parking lot as a turning area.

The value of our property will go down from the unsightly view of industrial parking and industrial lighting.

Our property value will decrease because of increased levels of trash, exhaust fumes, and noise from the busses and employees and storage renters using our property.

Feel free to contact us if you have any questions.

Thank you for keeping our homes safe and prosperous for all of the taxpaying, voting members in our development.

Heather Weirich Roy Keith Weirich 1465 Hooksett Rd Unit 248 Hooksett, NH 03106 This is a matter of over 600 tax paying homeowners versus one business that has an approved plan in place that works and has been approved.

The proposal originally put forth which should be adhered to caused minimal disturbance to our neighborhood. One of the big draws for most people who move to Granite Hill, Granite heights and the residential neighborhoods within is the fact that it is a natural preserved environment, with the trees ponds and wildlife around it does not feel like a typical condominium community. The revised proposal that has been put forth now to change their original approval is allowing this one business to skirt their responsibility of replanting an area of natural woods they destroyed which disturbs a portion of our natural environment.

The proposed new plan is across from the recreational for almost 450 homeowners and disturbs the view and peaceful enjoyment from our pool, tennis courts, basketball courts, playground, and field area.

Additionally, this new entrance makes no sense for a business you would think they would want to come off a main road with great exposure and access instead of off a small private side road.

The traffic study done recently does not show the traffic that uses these facilities throughout the summer months. Therefore, any traffic study done we feel should not even be considered because again during the summer months the traffic to this area is much higher as we have over 450 tax paying homeowners using these facilities.

We ask that on behalf of the almost 450 tax paying households at Granite Hill, the almost 100 tax paying households at Granite heights, the approximate 55 households in the neighborhoods that you stand by us, as tax paying citizens of Hooksett and not this one business that wants to change their approved plans.

We request that you, the town, ensure the taxpayers of this town are not being misled or have been misrepresented and adhere to the original plans and do not allow our neighborhood of a peaceful natural setting be disturbed by a business who can easily use a high exposure location as an entry opposed to our peaceful quiet private road as an entry.

So as the board again it's up to you to either represent over 600 tax paying homeowners of this town or comply with one privately one run business who understood when they got their plans approved that their business would be coming off 3A and that they would have to replant the natural environment they disturbed within our neighborhood.

Karin Provencher

Granite Hill owner unit #217 Tidcomb Village

Gh almost 450

Hrs 95

Neigh 55

From:

Andre Garron

Sent:

Sunday, June 4, 2023 3:49 PM

To:

Bridgette Grotheer

Cc:

Dana Pendergast; Bruce Thomas

Subject:

FW: Planning Board: Amended Ridgeback Self Storage proposal

From: Paul Swinford <paul.swinford@gmail.com>

Sent: Sunday, June 4, 2023 8:54 AM

To: Andre Garron <agarron@hooksett.org>

Cc: cedarmgt@comcast.net; Paul Swinford <paul.swinford@gmail.com> **Subject:** Planning Board: Amended Ridgeback Self Storage proposal

Dear Mr. Garron,

Re: Ridgeback Storage School Bus Depot proposal

The Planning Board is meeting on June 5 to discuss the amended proposal from Ridgeback Self Storage to develop a school bus depot adjacent to Granite Hill. Under this proposal, the buses would use a private roadway in Granite Hill.

As residents of Granite Hill since 2002, my wife Angela and I strongly oppose this proposal. We live in Granite Hill because the setting - while on Hooksett Road - is pretty and peaceful. There are days that fumes remind of the presence of the Brox plant across the road. For the most part, though, Granite Hill is nice, well-managed, and affordable.

Angela and I appreciate the opportunity to take long walks through the development, including sections that would be affected by this proposal. We don't want the smog and noise. Furthermore, we are concerned about the safety to pedestrians and residential traffic caused by buses on our roadways.

There are plenty of other properties in Hooksett that would be suitable for this development that would not have a direct impact on so many residents. We encourage the Planning Board and the Town of Hooksett to reject the amended proposal.

Thank you for your time and consideration.

Best Regards,

Paul Swinford 1465 Hooksett Road, Unit 241 Hooksett, NH 03106

From:

Andre Garron

Sent:

Sunday, June 4, 2023 3:49 PM

To:

Bridgette Grotheer

Cc:

Dana Pendergast; Bruce Thomas

Subject:

FW: Ridgeback Storage School Bus Depot

From: pebbleso@aol.com <pebbleso@aol.com>

Sent: Sunday, June 4, 2023 1:50 PM

To: Andre Garron <agarron@hooksett.org>; cedarmgt@comcast.com

Subject: Ridgeback Storage School Bus Depot

I have been an owner at Granite Hill for 25 years. One reason I chose Granite Hill was the quiet area. I do not approve of having a school bus depot abutting the property. Having 35 buses coming in and out of our road daily would be awful. There is often a lot of pedestrian traffic. Many children play at the playground.

The safety, noise and bus emissions would cancel the area's aesthetics. Please do not revise the site plan to allow school buses.

Mary Osborne Nottingham 383

Sent from the all new AOL app for iOS

From:

Andre Garron

Sent:

Sunday, June 4, 2023 3:50 PM

To:

Bridgette Grotheer

Cc:

Dana Pendergast; Bruce Thomas

Subject:

FW: Ridgeback Storage amended plan

----Original Message----

From: Louise Boucher < Imeb51@comcast.net>

Sent: Saturday, June 3, 2023 1:43 PM

To: Andre Garron <agarron@hooksett.org>

Cc: cedarmgt@comcast.net

Subject: Ridgeback Storage amended plan

Dear Mr Garron and the Hooksett Planning Board,

I am opposed to and disheartened by the revised plan involving Ridgeback Storage. The homeowners at Granite Hill have recently been informed that the amended plan involves a School Bus Transportation Depot with buses using a private road for their daily runs. Many of us have moved here from busy, noisy cities in order to have a peaceful safe place to walk in wooded areas surrounded by ponds, streams and wildlife. There are no sidewalks, no WALK/DON'T WALK lights, no painted crosswalks on Thames Road (that has a speed limit of 15mph) because we do not need them. People, young and old are using this end of Thames Road everyday for recreational purposes....dog walkers, children, parents with strollers, bird watchers, nature photographers, basketball and tennis players and families going to the swimming pool, picnic area or playground. Not only are there big concerns about noise and pedestrian safety but environmental issues concerning the contamination of water by toxic fuel and chemicals especially since there is a brook running beside this proposed building and a pond right across the street.

I hope the board members could visit this site before considering their final vote. I am asking for a NO vote on the amended plan of including a school bus transport center across from the entrance to a swimming pool, tennis court, playground and nature trail along the pond.

Thank you for your attention to this decision.

Louise Boucher Granite Hill Homeowner Unit 429

Sent from my iPad

Subject:

FW: Opinion for 6/5/23 Planning Board Meeting

From: Tracey Adams < traceyadams1@comcast.net >

Sent: Saturday, June 3, 2023 7:42 PM
To: Andre Garron agarron@hooksett.org

Cc: cedarmgt@comcast.net

Subject: Opinion for 6/5/23 Planning Board Meeting

Dear Mr. Garron and members of the Hooksett Planning Board,

I wish to express my opposition to the amended site plan of Ridgeback Self Storage. It makes no sense whatsoever that you would even consider allowing use of an outside storage area by 35 school buses and giving them access through a residential community. Safety is the primary concern - for our community's children and pedestrians, but there are also the issues of smog, noise, unattractive visuals, decreased property values, traffic, etc. We are a quiet amenable community suitable for walking by residents of all ages. The added traffic and size of busses puts us all in danger. The secondary concern is the increased traffic. The lights at the two entrances to our community only allow for 3-4 cars to turn onto Hooksett Road during a green light cycle. I hope you can visualize and imagine the difficulties Granite Hill and Granite Heights residents would face trying to leave for work each morning battling 35 school busses to leave the property - and that's after they've let the buses idle for 30-40 minutes on a frigid winter morning trying to warm and clean them before leaving to pick up students. We would also have to contend with the bus drivers entering and exiting our community in their private vehicles as they pick-up and park their buses - drivers who have no concern for our community, our pedestrians and our pets. What a nightmare scenario!

While the original plan that called for standard outside storage of vehicles, campers, boats, and trailers, is unattractive enough, at least those vehicles would be static for long periods of time and would not leave the property on a daily basis. In addition, the main entrance for this facility was not slated to use Thames Road - which is a private road owned by Granite Hill - instead using their own entrance south of our community. While this scenario is not ideal, it is certainly better than the revised proposal of bus storage and allowing them to parade through a residential area.

I hope you will intently listen to the opposition presented by me and my fellow Granite Hill/Granite Heights residents and deny this revised site plan for use by Ridgeback Self Storage. Please keep as your top priority, the safety of our residents - your constituents - in making your decision.

Sincerely,

Tracey Adams
1465 Hooksett Rd #1358
Hooksett, NH 03106
traceyadams1@comcast.net

Subject:

FW: Opposition to new Ridgeback proposal

From: Fran B. < franb33@aol.com Sent: Saturday, June 3, 2023 10:59 AM

To: Andre Garron < agarron@hooksett.org

Cc: Cedar Management < cedarmgt@comcast.net > Subject: Opposition to new Ridgeback proposal

Dear Hooksett Planning Board members,

I am a resident of the Granite Hill community. My daughter and I moved here three years ago. I chose this community because although it is located off a commercial and busy route, the neighborhood is set back and nestled in forest - truly a hidden gem and peaceful place to live. I have seen the progression of what is becoming an encroaching commercial landscape spilling out onto what had once been the end of a quiet residential street. It is ugly and it is invasive. The fact that we abut commercial property is no shock, but the new direction our commercial neighbors have decided to take is truly disappointing. Last fall, a plan was approved that would provide the replanting of trees and greenery as a barrier between us and the Ridgeback facility. As it now stands, the stark and treeless gap between us is completely unacceptable. To add insult to injury, the change of intent to store lower key items like trailers and boats has shifted to dozens of buses, which will no doubt cause much more traffic, as well as sound and air pollution, now completely unshielded by the treeless landscape. I understand that an easement of a somewhat nebulous nature exists on the land along Thames Road which could potentially allow the developer to use this space as they have, but disturbing the peace and privacy of this community is not the neighborly thing to do. They have options - to create a driveway out to Route 3, which they seem to be declining in favor of using this easement to their financial advantage, or, in going the cheaper route, it should still remain within their ability to replace the green space between us and to conduct activity that will not violate the sanctity of the Granite Hill neighborhood. I encourage you to please strongly consider these concerns as you deliberate the allowance of such activity. We should be able to arrive at an agreeable conclusion that does not damage the way of life (let alone the property value) of the hundreds of residents who live in this community.

Sincerely,

Francesca Bruno Granite Hill resident, Unit 275

From:

Andre Garron

Sent:

Sunday, June 4, 2023 3:51 PM

To:

Bridgette Grotheer

Cc:

Dana Pendergast; Bruce Thomas

Subject:

FW: Ridgeback Self Storage -- Revised Site Plan

From: Douglas Chamberlain <douglasrchamberlain@icloud.com>

Sent: Saturday, June 3, 2023 11:03 AM **To:** Andre Garron agarron@hooksett.org

Cc: cedarmgt@concast.net

Subject: Ridgeback Self Storage -- Revised Site Plan

To the Town of Hooksett Planning Board:

As residents of The Villages at Granite Hill (Unit 414, Devon Village off Maidstone Road), we wish to record our strong opposition to the revised site plan submitted by Ridgeback Self Storage, proposing a school bus depot and storage yard for its property at the southerly boundary of the Granite Hill premises, immediately adjacent to Granite Hill's swimming pools, fields, tennis courts and parking area.

The original Ridgeback proposal for these premises, apparently submitted and approved in the fall of 2022, was relatively unobjectionable in that it provided for comparatively passive off-season storage of recreational vehicles, boats and the like, where traffic to and from the facility would be reasonably light, sporadic and seasonal. Further, the entryway to the facility was offset from the entry to the Granite Hill recreational facility parking lot, thereby minimizing potential traffic conflicts, and rows of evergreen plantings along the access road (and abutting adjacent properties to the south) provided visual and sound buffers as well.

The revised proposal differs significantly in several respects. First, the entryway to the premises is now directly opposite the entry to the Granite Hill parking area, creating more potential for traffic conflicts involving both vehicles and pedestrians accessing the recreational facilities—particularly in view of the much more intensive proposed use of the premises, as discussed below. Moreover, all of the evergreen plantings have been eliminated, replaced by a chain link fence which, while affording some security for the Ridgeback premises, provides no visual or sound screening whatsoever insofar as Granite Hill's premises are concerned.

However, the most troubling aspect of the revised proposal involves the use of the premises as a depot and storage facility for up to 35 school buses. Presumably, on each of the 180 weekdays of the typical school year (ignoring any use of the buses during vacation periods), 35 buses will leave the facility in early morning (7-9 AM), return later in the morning, depart once more in the early afternoon (1-3 PM) and return later that afternoon—a total of four trips per day per bus. This amounts to 25,200 trips over each nine month school year (35 x 4 x 180). Again, this ignores and use of the buses for special excursions, summer school and the like, as well as the inevitable extra trips for re-fueling, maintenance, etc. This exceeds by orders of magnitude the original proposed use, whereby individuals would deposit and reclaim their recreational vehicles, etc. from storage on an occasional basis.

Apart from the overall volume of use contemplated by the revised proposal, the nature and intensity of the traffic that will result is particularly objectionable. Instead of occasional, sporadic use by private vehicles, Granite Hill residents will be subjected to intensive use of their private roadway four times each weekday by dozens of large, unwieldy and noisy vehicles (with revving engines on cold mornings, plus loud warning beeps as the buses back out of (or into) their parking

stalls). These buses will create a traffic hazard for Granite Hill vehicular and pedestrian traffic, particularly in terms of accessing the recreational area and, most notably, the southerly access to Hooksett Road via Thames Road. The latter issue will be particularly acute at each weekday morning rush hour during the school year, when one can envision a solid row of three dozen school buses backed up all the way from the traffic light at Hooksett Road, past the Thames Road intersections with Shannon and Maidstone Roads and virtually all the way back to the storage lot, hindering southbound Granite Hill residents on their way to work, shopping, medical appointments, etc. in the Manchester area. The problem will only worsen during periods of inclement weather, especially when snow removal operations are underway on the Granite Hill roads as well as in the bus facility itself.

For the above reasons, we respectfully urge that the Board deny approval for the revised site plan. Thank you.

Douglas R. Chamberlain Linda J. Chamberlain 1465 Hooksett Road, Unit 414 Hooksett, NH 03106 douglasrchamberlain@icloud.com

cedarmgt@comcast.net

From:

CLAUDIA GRILLI < cmg52@comcast.net>

Sent:

Sunday, June 4, 2023 1:21 PM

To:

agarron@hooksett.org cedarmqt@comcast.net

Cc: Subject:

Ridgeback Self Storage

Dear Mr. Garron,

I am a 20-year resident of Granite Hills Condominiums and am writing to you to voice my strong opposition to the revised site plan from Ridgeback Self Storage.

The original site plan that the Hooksett Planning Board agreed to in October of 2022 was that the site would be used to store vehicles such as campers, RV's and boats. Residents of Granite Hills did not strongly oppose this plan as it would have a smaller impact on our community.

The new plan for 35 school buses to be running their daily routes using a private road (Thames Road) would greatly impact this community as outlined below. This new plan suggests there would be 70 trips a day of 35 buses going in and out of Thames road. This would be akin to someone using a neighbor's private driveway 70 times a day. Even if all 35 buses were not used every day, the impact on our community would be unacceptable. My concerns are as follows:

- 1. Increased daily noise from buses coming and going.
- 2. Increased daily traffic of 35 buses making in and out trips daily.
- 3. Increased in fumes from the buses in an area where people live and walk.
- 4. increased traffic of buses on Thames Road would require more frequent road repair and maintenance which could financially impact the homeowners.
- 5. Increased traffic as the bus drivers need to get to their buses. That could potentially add more trips to the daily tally. Also, where would all these drivers park their cars?
 - 6. Increased danger to the many residents who walk daily in that area, myself included.

One of the reasons homeowners are attracted to Granite Hills is the safe walking areas, the pool, tennis courts and large open areas for recreation. We pay to maintain all of this with our HOA fees. This is a large mixed age community with many children and adults of all ages who use the roads for safe walking. Another concern is that the new entrance to the site is now directly across from the private parking lot that abuts the pool, tennis courts and recreational areas that are used by the homeowners.

In closing, I once again voice strong opposition to this new site plan and am counting on the Hooksett Planning Board to disapprove the new site plan.

Sincerely,

Claudia Grilli Unit 182

Subject:

FW: In opposition to the amended plan of using storage site for school buses depot

From: LAURENT PATENOTTE < spatenotte@comcast.net >

Sent: Sunday, June 04, 2023 4:27 PM

To: Andre Garron <agarron@hooksett.org>

Cc: cedarmgt@comcast.net

Subject: In opposition to the amended plan of using storage site for school buses depot

Hello Mr. A Garron,

My husband and I strongly oppose the amended plan of using the Ridgeback Self Storage site for the school buses depot involving our private Thames Road and the roadway of our Granite Hill Condominium Association.

This revised plan, if approved, would create major safety issues and lack of evacuation routes as well as a whole host of noise, traffic, smog, pedestrian problems and unfavorable quality of life changes in the recreational area for the residents of Granite Hill and potentially will lower the value of our real estate property.

We know that Granite Hill Board of Directors strongly opposes the revised plan and we support our Board as well as the plan which was approved earlier in October 2022.

Thank you for your consideration.

Respectfully Yours,

Sofya and Laurent Patenotte 1465 Hooksett Rd, Hooksett, NH 03106 Unit 280 Town of Hooksett, NH

ATTN: Planning Board

35 Main Street

Hooksett, NH 03106

RE: Proposed Plan for Bus Storage Off Thames Rd.

Dear Chairperson and Board Members

I own property in Granite Hill, at the Villages at Granite Hill Condominiums. I recently learned of Ridgeback Self-Storage's proposed school bus parking/storage area in property off Thames Rd, a private road owned by the Granite Hill Condominium Association. While the Planning Board had previously granted an easement for use of our private roadway to Ridgeback, I am writing to ask you to reconsider the use of this land for the stated intention of storage of school busses and vehicles owned by the drivers of these busses. Please consider the following before allowing this to proceed:

The increased traffic will surely pose a safety risk to the residents proximal to this lot. There are numerous children of various age who play in the field and recreation area across the way, who could be hurt by the increase in traffic to this area of my development.

A version of the plan for this property which I have seen shows that there is merely a plan to have a fence to close off the parcel of land from Granite Hill property. Having seen the Manchester Transit Authority parking area from the inside, I imagine a similar fence will be put to use and as such I think that such an eyesore will decrease the overall value of the common property which is a consideration of the value of the homes in this development.

Furthermore, as this roadway is private and not maintained by the town, the extra load on the infrastructure will needlessly damage the roadway, which puts my person and property (e.g. my motor vehicles) at risk of damage. Since the clearing of the land in preparation for board approval of intended use, there is a marked increase in the volume of road traffic from US-3 (Hooksett Rd) which will negatively impact my enjoyment of the property adjacent to this land parcel.

Lastly, I purchased this property because the well-established community was peaceful, quiet, and had low volume of traffic. Approving this plan will noticeably change that and prove to have more of a negative impact to Granite Hill than you have previously thought. As a Hooksett resident I am requesting that the proper action be taken to assess this situation and make the rational choice to reject this and any planned storage which will negatively impact this community.

Subject:

FW: Objection to Thames Storage Unit Proposal

From: Dan Buchanan < buclan@pacbell.net >
Sent: Monday, June 05, 2023 12:58 AM
To: Andre Garron < agarron@hooksett.org >
Cc: Cedar Management < cedarmgt@comcast.net >

Subject: Objection to Thames Storage Unit Proposal

June 4, 2023

Hooksett Planning Board

In Care of Andre Garron, agarron@hooksett.org

CC:Cedar Management. Cedarmgt@comcast.net

Dear Board Members:

We are owners in Granite Hills Condominiums, Unit 330. We want to express our extreme dissatisfaction with the Board's consideration to change the plans of a commercial project proposed with small impact on a private residential community using a private road, Thames Road, that is owned by our association. Instead, a plan that seems to disregard all of the mitigating factors to reduce the impact to the owners of the road is being considered. This will cause considerable harm – environmental, fiscal and safety - to our community.

Under the new plan, an excessive amount of large, diesel, polluting school buses will be coming and going through out the day, exceeding any reasonable expectation of shared use. The damage to the road from the weight of the vehicles, the pollution generated by their operation, and the traffic on a small private road in a walking community (causing a safety hazard due to excessive speed) is beyond the scope of any agreement.

The developer has already destroyed the tree line that provided some protection from this eyesore as well as conducting an unapproved study on the private road. This may indicate that they do not intend to act as good neighbors even if a good faith agreement can be reached.

Access to this project such as this should be from public streets, and private development should bear the cost of their project, not a quiet condominium community. We will be collecting and comparing property values and will consider the harm done by this project and the City's approval should it go forward as is.

Please feel free to contact us

Town of Hooksett Planning Commission 35 Main Street Hooksett, NH 03106

Committee members:

I writing to express my opposition to the proposed changes to the Ridgeback Self Storage proposal from its intended use and in addition to the change in plans presented for the use of their property.

I am a homeowner who lives in the abutting property at Granite Hill, the proposed changes impact negatively on myself, my property and that of my community for the following reasons.

- 1) Conversion to storage and use of 35 buses making 4 one-way trips daily contribute to significant increase in air pollution. The <u>Journal of Environmental Ecology and Management</u> and the <u>American Lung Association</u> have both published researches stating that school buses contribute disproportionally to pollution near residential and school areas. The particulate matter of CO2, Nitrous oxide and hydrocarbons expelled is 3x more polluting than semi-trucks and poses a significant risk for breathing issues, emphysema and lung cancer. I suffer from compromised respiratory function and the added pollutants will have a significant impact of the air quality.
- 2) Thames Road is a private road and therefore is it not required to be built to meet the same standards of City roads and State highways. The daily use of 35 school buses weighing approximately 33,000 tons making 4 trips a day (totally 140 buses daily) will have significant detrimental impact on Thames Road. The cost of repairs secondary to damage incurred will be born unfairly by the residents of Granite Hill.
- 3) The elimination of the originally agreed upon proposed plantings surrounding the Ridgeback will have also have a negative impact on those us abutting the site. A naked industrial look will impact on housing value of the community, especially as one of the reasons that many are attracted to purchase home in Granite Hill is due to its sylvan surroundings. The plantings offer curb appeal and softening of an industrial site within a residential area and they also offer some environmental advantage as well. Trees and plants help purify the air, if the proposed buses are going to add more carbon dioxide, nitrous oxide and hydrocarbons, the least the Ridgeback developers could do is add back the trees and plantings.

Thank you for listening to some of my concerns. I hope the committee will consider the impact of the proposed changes and find in favor of the residents of Granite Hill .

Sincerely, Geri Goffe 1465 Hooksett Rd Unit 417 Ggoffe04@msn.com Christine Hennigan 1465 Hooksett Road Unit 82 Hooksett NH, 03106

June 5, 2023

Hooksett Town Planning Board 35 Main Street, 2nd Floor, Room 201 Hooksett, NH 03106

Dear Hooksett Town Planning Board,

Re: Ridgeback Self Storage Request to Amend Site Plan and disruption to residential community

Granite Hill is a beautiful residential community that enhances the Town of Hooksett and brings in substantial tax dollars. I have been a grateful member of the Town of Hooksett and the Granite Hill residential community since purchasing my Townhome in 2007. As a taxpayer of the community, I am opposed to Ridgeback Self Storage's request to amend the site plan and appeal to the Town for help:

- 1- Landscaping: The barrier of trees between the residential and commercial communities has been removed and must be replaced. The trees planted will need to be mature enough to create an adequate barrier between commercial and residential areas.
 - Residences along the pool/recreational area living along Maidstone Dr. are now disrupted with direct visibility and noise of route 3. (See photos taken 6/4/2023 attached).
 - All residences of Granite Hill including those with families and children are disrupted when going to the pool/swings recreational area. (See photos taken 6/4/2023 attached).
- 2- Traffic. Thames road is a private road paid for via residential condo fees for the residential community which should not be granted commercial access. Commercial access to the residential private road is unsafe to children, will cause extra traffic and snow removal burden to the community in the winter.
- 3- Lighting: Security lighting for Ridgeback Storage will need to point down. Any lighting pointing up will be a nuisance to the entire residential community.

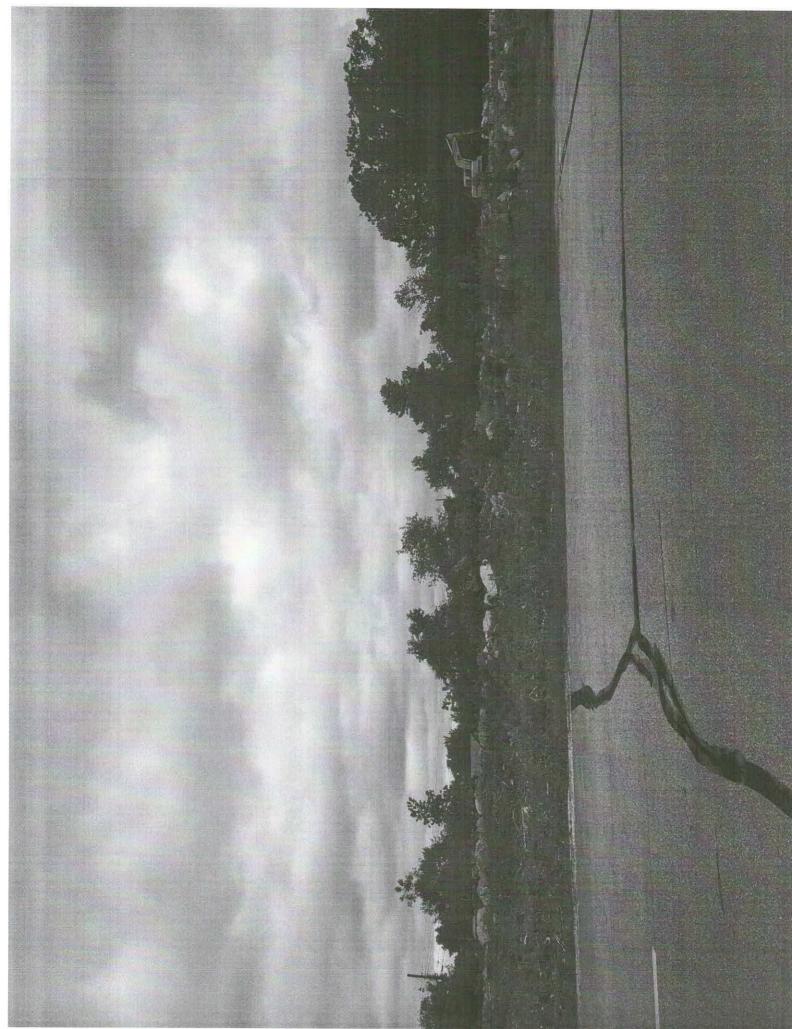
The Granite Hill residential community is saddened by the work done to date. The deterioration of Granite Hill through non delineated commercial space will lower home values and motive residences to move from Hooksett. The project is ruining our pool/recreational area and is a nuisance to all living along Maidestone Road.

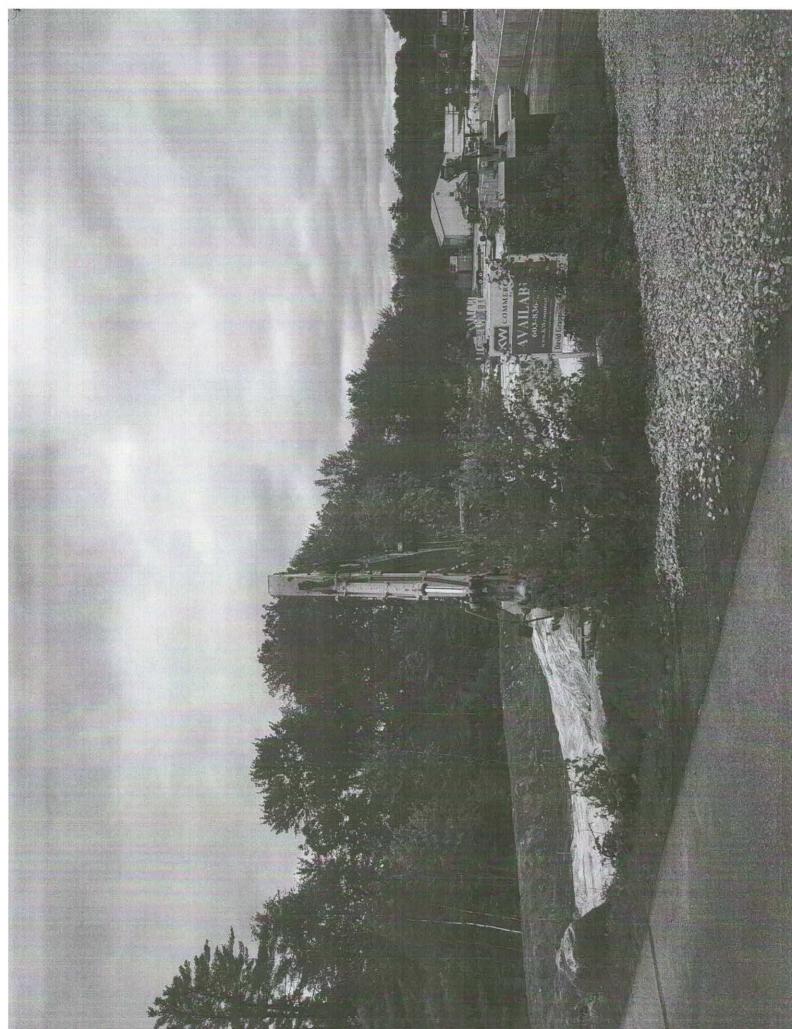
Please help us save our beautiful community and do not hesitate to call me for via 603-759-2146.

Sincerely,

Christine Hennigan,

Homeowner







Dear Andre Garron,

As a 10-year resident of Granite Hill Condominiums Villages, I am deeply concerned and opposed to the Ridgeback construction project changes being proposed.

The Pool/Recreation area is a designated part of our community property for residents to relax and safely enjoy outdoor activities. Many families walk, ride bikes, and enjoy time with their young children and family members at this site.

The Ridgeback construction project changes poses a safety risk to all of us and pollutes a natural and relaxing setting.

- Increased traffic going in and out of this area puts pedestrians and young children at risk.
 - In addition to the bus traffic, employees for the site will increase the traffic with their arrivals and departures.
- Buses are contracted for all kinds of events so the traffic would be present at all hours of the day and night.
 - Night traffic increases the safety risk to Granite Hill residents as the current lighting is for residential and not for commercial traffic.
- The diesel exhaust and possible fuel leakage, etc.. from having 35+ buses at this site are of great concern as well.
- I oppose anything but the initial project plans noting evergreens and vegetation would be used to hide the storage site vs. an ugly fence.
- As a resident of the South entrance, I have experienced an increase in noise levels from the clearing of the vegetation.
 - It is devastating to see the stripping of trees and vegetation, taking away from the birds and wildlife that have been enjoyed in this recreational area by the residents of Granite Hill Villages.

Kind Regards, Suzanne Brochu 1465 Hooksett Rd, Unit 448 Hooksett, NH 03106

Subject:

FW: Planning Board Meeting for Ridgeback Storage School Bus Depot; Hearing June 5, 2023

From: Kate Loo < caitlyn.dunnahoe@gmail.com >

Sent: Monday, June 05, 2023 2:54 PM
To: Andre Garron agarron@hooksett.org

Cc: cedarmgt@comcast.net

Subject: RE: Planning Board Meeting for Ridgeback Storage School Bus Depot; Hearing June 5, 2023

Dear Mr. Garron & Hooksett Planning Board,

This is to inform you that we vehemently oppose Ridgeback Self Storage's revised plan to set up a school bus depot in place of the self-storage units originally approved by the Planning Board in 2022.

We are concerned that the school bus depot would negatively impact the enjoyment of property to those adjacent to the proposed depot site. In the morning when 35 buses are being warmed up for use, the excess noise and exhaust would be concerning and also the excess daily traffic would affect the residents of Granite Hill walking and driving Thames Road.

Please note that we are not opposed to the original plan for outside self-storage as we believe it would be quieter and less intrusive to the residents of Granite Hill.

Thank you,

Caitlyn Loo

Christopher Loo

1465 Hooksett Road #328

Hooksett, NH 03106

Subject:

FW: Ridgeback Project

----Original Message----

From: Lynne Theuner < Itheuner@icloud.com>

Sent: Monday, June 05, 2023 10:34 AM To: Andre Garron <agarron@hooksett.org>

Subject: Ridgeback Project

To the members of the Hooksett Planning Board,

I stand in OPPOSITION to the Ridgeback Project on Thames Road.

I purchased my home in the Dartmoor Village of Granite Hills in 2015. This was my forever home after a devastating chapter in my life. It was my chance to start over. We are a quiet village adjacent to Thames Road and the now daily construction.

We are true New Englanders, we wave to each other daily as we walk our dogs, push baby carriages, or go for peaceful walks. This has all changed. Construction started at 7 am this past Sunday morning filling the air with noise. Families are extremely concerned with safety as we walk for pleasure or to the bus stop for our children to be picked up or dropped off by the bus.

Our maintenance crew and landscapers try hard to keep our property running well. How am I to be expected to pay for road maintenance as 35 buses come and go daily along with their drivers? Why should the landscapers paid to keep our roads safe in winter now be burdened with keeping them accessible and safe for buses?? And at whose cost??? Am I expecting to foot the bill for travel that no one in my neighborhood wants???

My concerns are increasing noise, safety of pedestrians in the road, and property maintenance at a time when everyone's household is being economically taxed. I am also concerned that my house is being devalued and that the Town will not reduce our taxes accordingly.

Please, vote no to any amendments to this project, the negative impact on the local residents far outweighs any positive economic impact on the Town of Hooksett.

Sincerely,

Lynne E Theuner Dartmoor 371 Granite Hills Owner

Sent from my iPhone

Subject:

FW: Planning Board Meeting for Ridgeback Storage School Bus Depot; Hearing June 5, 2023

From: Kathleen Dunnahoe < kdunnahoe@sulloway.com >

Sent: Monday, June 05, 2023 10:59 AM

To: Andre Garron <agarron@hooksett.org>

Cc: cedarmgt@comcast.net; Kathleen Dunnahoe <kdunnahoe@sulloway.com>

Subject: RE: Planning Board Meeting for Ridgeback Storage School Bus Depot; Hearing June 5, 2023

Dear Mr. Garron,

As a resident of the Villages of Granite Hill for over 23 years, this is to notify you that I **strongly oppose**Ridgeback Self Storage's revised plan to set up a school bus depot when self-storage units were originally approved by the Planning Board in 2022. Self-storage units are typically quiet whereas 35 buses entering and exiting through the condominium association's roadways daily would impact noise and the safety of residents walking the roadways. I am also concerned about the excess exhaust/smog from the vehicles, additional traffic, and enjoyment of the homeowners' property on Thames Road, adjacent to the proposed depot. I am not opposed to the original plan for outside self-storage.

Thank you for your attention in this matter.

Kathleen Dunnahoe 1465 Hooksett Road #210 Hooksett, NH 03106

Subject:

FW: Ridgeback Self Storage amended plan

From: Pat <pjc6@comcast.net>

Sent: Monday, June 05, 2023 11:05 AM **To:** Andre Garron <agarron@hooksett.org>

Cc: cedarmgt@comcast.net

Subject: Ridgeback Self Storage amended plan

As a homeowner at Granite Hill I am writing to let you know that we are in opposition to the Ridgeback Self Storage amended plan to use the roadway at Granite Hill as a school bus depot. To do so would cause an increase in traffic, noise and smog and would jeopardize the safety of many walkers and children at Granite Hill as the school bus depot would be located directly across from the swimming pool, athletic fields, and homes here at Granite Hill.

We have no opposition to the original plan for typical outside storage but we request that you take our concerns under advisement when considering the amended plan for Ridgeback Self Storage.

Sincerely

James and Patricia Campbell

Bridgette Grotheer

From: Philip Fitanides <doctornitro10@gmail.com>

Sent: Monday, June 5, 2023 4:04 PM
To: Bridgette Grotheer; Andre Garron
Subject: Ridgeback Storage Map 18, lot 49 -D

Please Note we are Trying to locate the relationship of Map 18, Lot 49-D (4 + acres, to Map 18, Lot 49-E + or - 3.9 acres) that were available for sale as one parcel in Year AD 2000.

Personal observations of some other commercial storage operations in Hooksett, New Hampshire with pictures to back up the information, is what could take place here!

Types of effective stormwater treatment systems applications on 10,000, square feet of soil disturbance, for oils, degreasers, gasoline, diesel, gray water, sewerage, from campers and more, grease, batteries, battery chemicals, motor antifreeze, camper antifreeze, power washer cleaners and chemicals to clean and sterilize buss interiors and exteriors, boats interiors and exteriors, vehicles, cars, atv's motorcycles, and more, synthetic cleaning chemicals, phosphates, vehicle car bodies, lead and acrylic based paints and primers, sandblasting, power washing or any washing, Windshield washer fluids, air pollution from buses or vehicles Idling more than 15 minutes in 24 hours, painting equipment and portable booths, hazardous cleaning chemicals, acids, alkalies, hydraulic oils, transmission and Brake cleaners and fluids, biohazards and invasive species from boats and vehicles, animal poop, human feces.

Maintenance of a Junkyard?

Parking, then repairing and or disassembling of motorized camper vans, motorhomes, mobile homes, manufactured homes, modular homes, buses, tractor trailer bodies, flatbed trailers, any trailers, mobile tow behind trailers, assembled homes.

Fueling of any vehicles, boats, or using any fuel containers on the site, changing of any oils or filters on the site, pouring or draining of antifreezes.

The discharges into the wetlands areas must be collected and cleaned, before reaching the prime wetland areas that have sensitive Flora And Fauna.

What are the flood control preparations? What's in place for a serious deluge of say 2-5 inches of rain an hour for 3 days, 3 weeks in a row? -

Drains or French drains in floors for or parking lots that lead to Grease traps.

Provisions to prevent or exterminate rodents, varmints, insects, insecticides, fertilizers, hazardous metals, waste disposal, cans or barrels full of hazardous materials must be protected from weather to protect animals, birds, fish, frogs, wildlife habitats, Timber Rattlesnakes, bears, bobcats, deer, moose, song birds, Birds of Prey, hawks, vultures, and Eagles. Some Vernal pools are prevalent, Removal of Parts or pieces that render motorized items uninspectable or unable to move under its own power safely, uninspected vehicles, busses, buss conversions, antique cars, manufacturing or assembly operations of any sort, could Have 1000's of nails and screws on the ground everywhere. Protection from loose stains, paints, adhesives.

Control of fleas, flies, roaches, bees, millions of ants, spiders, rats, wolf rats, mice and more varmints. protection from used and unused insulation, wood debris, home demolition, selling vehicles, cars, boats, tires, be alert and aware of Invasive species on Boats, siding, bark and other wood or mulching operations, dying of processed wood chips. Chemica janitorial I closet in the building?.

Pollution controls for rust proofing spray booths, holding onto waste materials they may store on site in 100's of 55 gallon black storage bags of burned and mildewed, mold of waste, to avoid paying for waste and just dumping it as trash at the Hooksett Transfer Station.

Cleanup of Hooksett road site of debris, and old concrete drain culvert pipes -

Andre Garron

From:

Patty Jo Churas <pjduguay@gmail.com>

Sent:

Monday, June 05, 2023 4:51 PM

To:

Andre Garron

Cc:

cedarmgt@comcast.net

Subject:

Granite Hill Cornwall #396

Please be advised that Phil Beaulieu & Patty Jo Churas are opposed to the Ridgeback Self Storage amendment plan to the roadway of Granite Hill for a school bus depot.

We feel the safety, smog, noise, added pedestrians, traffic does not make sense for our nice quiet association.

We do not object to the original October 2022 plan for typical outside storage.

Respectfully, Phil Beaulieu & Patty Jo Churas

Bridgette Grotheer

Subject:

FW: Ridgeback Storage School Bus Depot

From: Rita Eredics <eredicsr@ritaeredics.com>

Sent: Monday, June 05, 2023 5:54 PM **To:** Andre Garron agarron@hooksett.org

Cc: cedarmgt1@comcast.net

Subject: Ridgeback Storage School Bus Depot

Dear Andre Garron,

I am a condo owner at Granite Hill of Unit 106 at 1465 Hooksett Road, Hooksett, NH. I am in opposition to the Ridgeback Self Storage amended plan to use the roadway of Granite Hill for a school bus depot. I oppose this due to safety, smog, noise, pedestrian, traffic, and other negative impacts to this area. I am not in opposition to the October 2022 plan for typical outside storage.

Yours truly,

Rita Eredics Pecora

- (T) (516) 627-5417
- (F) (516) 627-5852
- (E) eredicsr@ritaeredics.com

Bridgette Grotheer

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FW: Ridgeback Planning Meeting

----Original Message----

From: Gabby Desjardins < gdesjardins 2457@gmail.com>

Sent: Monday, June 05, 2023 6:08 PM To: Andre Garron <agarron@hooksett.org> Subject: Ridgeback Planning Meeting

Hello,

To whom it may concern, I am Gabriella Desjardins, owner of unit 11 at Granite Hill. I STRONGLY oppose this new planning changes for all reasons that my fellow owners and the granite hill board members will identify tonight. Most concerning is the fact that our children and other residents will be at the pool with so many strangers. This is about safety and quite frankly the town should do what it can to support that.

For any further questions please feel free to contact me at 603-370-2457

Thank you,

Gabby

cedarmgt@comcast.net

From:

F Cochrane < gardenpeopleandpeeps@gmail.com>

Sent:

Monday, June 5, 2023 7:30 AM

To:

agarron@hooksett.org

Cc:

CEDARMGT@comcast.net

Subject:

Objection to Proposed Thames Rd., Hooksett (Ridgeback) Bus Depot

Dear Mr. Garron.

As Town Administrator, please accept our profound objection to the proposed (Ridgeback) bus depot on Thames Rd, a private road owned by Granite Hill Villages Condominium Association.

It is with great disbelief that this proposal was given more than an ounce of thought towards approval by the Hooksett Planning Board. It is a plan that is clearly for the **benefit of one** person and to the **detriment of thousands**.

There are 458 units in Granite Hill Villages and 114 in the separate Granite Heights development. There are 17 single family homes in the Dove Rd development and an additional 30 in The Hamlet. Most of these homes and units have multiple vehicles. The ONLY roads to route the comings and goings of all of these vehicles to Rte 3/Hooksett Rd. are the few roads owned by Granite Hill Villages.

As retirees, we moved to the Villages of Granite Hill because we were drawn by the tranquility of the private tree lined roads and low speed limits of the property as we enjoy walking many miles every day - as do many other residents.

The proposed bus depot would have a deleterious impact on this very tranquility:

- Noise and fumes from buses warming up
- Noise and fumes from 35 buses traveling Thames Rd.
- Noise from the personal vehicles of the drivers of 35 buses coming and going.
- Noise from the vehicles exiting via the north entrance of the Villages to avoid the traffic backup on Thames Rd. at the south entrance.
- Noise from vehicles entering via the north entrance of the Villages to avoid the buses at the south entrance.
- . Noise from snow removal equipment during the night to clear the way for early morning bus drivers, etc.
- GRIDLOCKS at the south entrance as parents and customers of the Shoppes try to exit onto Thames Rd. and struggling to weave their way into the parade of buses.
- · Pedestrian safety issues dodging buses and vehicles.

This bus depot will not only have an effect on the peaceful use of our association's property but we are also concerned with the folks who live in (43) mobile homes on the abutting G & M Cooperative property. These mobile homes, with thin wall construction, are located right up to the property line. It is obvious that the property owner has very little regard for their welfare regarding noise and fumes but in addition, an ugly chainlink fence will be installed along with two bright lights very close to the property line! And we all know what the planned "privacy screen" on the fence would look like. Please take these property owners or renters into your consideration as well.

In closing, just as important to state our objections to this bus depot proposal, we do not object to the outside storage plan of October 2022.

Respectfully,

John & Faye Cochrane Granite Hill Villages Association 1465 Hooksett Rd Unit 48 Hooksett NH



ROBERT L. BEST Direct Phone: 603-223-2812

Fax: 603-226-2405 Email: rbest@sulloway.com

9 Capitol Street | Concord, NH 03301 Sulloway.com | 603-223-2800

Trusted Advisors for Changing Times

June 5, 2023

Christopher Stelmach, Chairman Hooksett NH Planning Board 2nd Floor, Room 201 35 Main Street Hooksett, NH 03106

RE: Ridgeback Self Storage, LLC Amended Commercial Site Plan

Dear Chairman Stelmach and Members of the Planning Board:

I represent The Villages at Granite Hill Condominium Association, and we address the Board in opposition to the proposed amended commercial site plan submitted by Ridgeback Self Storage, LLC. By way of background, the site proposed for development by Ridgeback is a commercial site originally incorporated into the Villages at Granite Hill Condominium. Later, the site was withdrawn from the condominium plan, but continues to rely upon private roads within the condominium for access to the site. Because the site abuts the condominium common area, and it utilizes private roadways within the condominium for access to the site, the Condominium Association is uniquely and strongly impacted by the development.

The prior commercial site plan laid out a use for the property as storage for RVs and boats. As you can imagine, the level of activity on such a site is very low, with each boat or RV typically coming and going a few times a year. The new proposed use as a school bus terminal is a very intense use. In fact, we were unable to identify a bus terminal as an approved use within this zone. To the extent we are correct in this assertion, this alone mandates the rejection of the site plan by the Planning Board.

Moreover, when the Planning Board previously considered the RV and boat storage, the Board was concerned about screening, buffering and landscaping around the site, and required the applicant to provide such landscape buffering. Notwithstanding the Board's clear requirement for buffering for the relatively modest appearance of campers

Page I of 4

and boats, the applicant has stripped away all screening and buffering now that the proposal calls for over three dozen bright yellow school busses to occupy the site. In addition, the applicant has realigned its driveway to correspond directly across from the pool and recreation area for the Condominium such that the adverse visual and traffic impacts are greatly increased. The lack of buffering and realignment of the driveway are each sufficient causes for the Planning Board to reject the plan.

Over three dozen school busses leaving the property before dawn, returning midmorning, leaving again in the early afternoon, and returning sometimes after dark is a massive impact that affects the association as an abutter. 36 school busses of the type typically used in NH (40 feet long), if lined up end-to-end to exit the site would extend something close to 1/3 of a mile, if there was only five feet between them. That distance is further than the site driveway is from Route 3, meaning that the entirety of Thames Road from the site to Route 3 will be occupied by busses when the fleet departs in the morning. When moving, the line of busses will likely be more than a half a mile long. Whether coming in or going out, this long line of buses will impact traffic on the Condominium roadway (Thames Road), and Route 3. If the line of buses was headed north, it would extend from Thames Road to Memorial Drive/ Shannon Road. Southerly, the line would extend to Industrial Park Drive. In addition to the bus traffic, there is a fleet of bus drivers arriving and departing in their personal vehicles twice a day. This is already a stretch of road with significant traffic pressure. This impact is not as simple as having a traffic analysis that counts peak-hour trips from the site.

Pedestrians, bicyclists, and residents driving cars will absolutely be impacted by the stream of buses coming and going from this mostly residential neighborhood. Imagine a pedestrian or a child on a bicycle heading for the condominium pool at the same time that three dozen buses go by in a convoy. The association sets the speed limit at 15 miles per hour within its private roads, and it is unrealistic to suppose that the buses will comply with it. The bus convoy will also have a detrimental impact on the ability of emergency vehicles to access the Villages at Granite Hill.

The proposed use as a bus terminal has an impact upon noise and air quality as well. Over three dozen diesel or gasoline powered busses starting and idling in the morning to warm up will create noticeable exhaust, noise, and light. Bus headlights will illuminate the neighborhood each morning and evening while the half-mile long parade of buses comes and goes. This is far, far different than the previously approved site plan where an occasional RV or boat comes and goes from the site.

As far as we can tell, the applicant does not describe fueling, washing, and maintenance activities on the site. Based on similar sites, fuel tanks are typically a part of a

bus depot like the proposed one. If that is the case here, is that an appropriate fixture on this site. If the buses are going to fuel up offsite, how will those trips affect traffic? The same questions apply to bus washing, as the runoff from vehicle washing requires treatment and oil separation. We do not know anything about servicing the buses, however, there is a rumor that the applicant intends to service the busses in one or more of the commercial warehouses on the abutting site. If so, is that site appropriate for commercial light truck mechanical service? Will there be motor oil tanks, waste oil, tires, and the like? Are there floor drains in those buildings, and if so, are they equipped with oil separation and appropriate treatment for a bus maintenance facility? To the extent that the applicant's proposal includes truck/bus fueling, maintenance and washing, Those uses are also not consistent with Article 10A.

Our understanding is that the applicant is proposing this site plan amendment under the *Performance Zone* provisions of the zoning regulations (Article 10-A). Among the purposes of the performance zone is to minimize adverse traffic impacts on US Route 3, New Hampshire Route 28, and surrounding local streets and roadways. Another listed purpose is to promote improved aesthetics through implementation of design controls for landscaping, maintenance of open space and preservation of natural resources. The applicant's proposal fails to meet, and is irreconcilable with, these goals. For this reason, the Planning Board should reject the proposal.

Further, as mentioned earlier, we have not been able to identify a Bus Terminal and potentially a maintenance facility among the permitted uses listed in Section E of Article 10A. We further note that regardless of the permitted use, Section 10 E states that the proposal "shall not produce negative impacts on surrounding properties." There is no question that the applicant fails to meet this criterion as the proposed site plan has enormous negative impacts on surrounding properties.

In closing, the Condominium Association asks the Board to reject the proposed site plan amendment. We do not believe any potential modifications of the site plan will ameliorate the traffic, noise, exhaust fume, light, and visual impact of a significant bus terminal accessed from a private road. We also note that a school bus is as much as five times heavier than a passenger automobile. While Thames Road can support the usual amount of light truck traffic that is typical of a residential condominium, the proposed site plan would likely increase the school bus traffic over private roads by a factor of 36 or more. In simple terms, the proposed site plan is a severe overburdening of the site and the surrounding infrastructure. While the RV and boat storage is a reasonable use of the property, 36 or more bright yellow school buses with all the traffic noise, light pollution, fuel maintenance, and other impacts that come along with it are too much. Accordingly, we hope the Planning Board will decline the proposed site plan.

{C2565527.1}

Sincerely,

Robert L. Best

RLB/jak

cc: The Villages at Granite Hill Condominium Association

Bridgette Grotheer

Subject: Attachments: FW: Ridgeback Storage - Opposition to School Bus Depot Statement Stephanie Ward - Granite Hills - Ridgeback Opposition Statement.docx

From: Ward, Stephanie < Stephanie Ward2@comcast.com >

Sent: Tuesday, June 06, 2023 9:03 AM
To: Andre Garron <agarron@hooksett.org>

Cc: cedarmgt@comcast.net

Subject: Ridgeback Storage - Opposition to School Bus Depot Statement

Good morning,

My name is Stephanie Ward, I reside at 1465 Hooksett Rd, Unit 366. I attended last night's planning board meeting, to oppose Ridgeback's request use the land for a school bus depot. I had a prepared statement that I had planned to read, so I never emailed it you or Cedar Management. I chose not to read it since my feelings and points were all similar and did not have anything new to add. However, after getting home, I realized that my statement would not be on the record, and I would like it to be. I realize, it can't be for this past meeting, but, if possible, I would like it to be entered for the 6/19 meeting, which I also plan to attend in person. Attached you will find my original statement I had prepared.

I would just like to reiterate my proximity to the proposed site. I live in the Dartmoor village, which is the closest to the Ridgeback Development, aside from the other homes in the trailer park on the other side. If this is approved, my back yard view will be a sea of yellow buses (as mentioned, there will be no way to "hide" a bus depot from our view) my property value will plumet, on top of being subjected to noise (those buses will not only be idling for 5 mins and it's not just one bus idling) and air pollution, there will be safety concerns for walkers and despite what the traffic study said, I still feel traffic is going to be greatly impacted.

Please feel free to contact me with any questions.

Thank you,

Stephanie Ward (617)818-2723

Good evening,

My name is Stephanie Ward, I reside at 1465 Hooksett Rd, unit 366. My unit is part of the Dartmoor Village right at the corner of Thames and Maidstone Rd, more importantly right across the street from the Ridgeback development area. While all of our community will feel and has felt the effects from the development, I feel Dartmoor is really in the heart of this mess. The privacy and serenity we enjoyed is all but gone but with this new approval request it will be completely destroyed if approved.

When my husband and I move to Granite Hills about 4 years ago, we were so excited because not only were we first time home buyers, but we found a home that had a country setting with city amenities, which isn't easy to find now-a-days. We had been renters on the west side of Manchester for 20 years, our backyard view was an alley way, that sadly, more often than not was littered with overfilled garbage cans and trash. So you can imagine just how much we love living here in Granite Hills, being surrounded by all the trees and beautiful landscaping. When word got out about the Ridgeback development, we were devastated, but it helped knowing that the land was only going to be used for 7 commercial bays and storage for boats, where traffic in and out wouldn't be excessive and once the construction was done, Ridgeback would be replacing some of the trees they tore down to cover up what had been built and to restore some privacy to us owners. Although still disappointing, with those provisions in place, it made it more bearable. However, we now know that Ridgeback is requesting approval for a new site plan, not just an amendment. I am not in favor of this at all. I've explained my proximity to the proposed site where 30+ school buses will be stored and maintained. We will be subject to noise while the buses have warm up their diesel engines, especially in the winter, along with the pollution and stink those buses give off. I feel like we will be right back to city living, but instead of looking at an alley way, we will be staring at a bus depot, which in all honesty is worse!

Also, I've heard, Ridgeback already has a driveway marked out by dig safe, but using this will cost Ridgeback a significant amount to install traffic lights and a bridge/road to get over the wetlands, so instead of doing what is right by this well established RESIDENTIAL community, they just simply want to use our PRIVATE road, that we Granite Hill residents pay for, to save themselves the trouble and money.

Aside from everything else I've mentioned, this will give way to more traffic going in and out of our entire community at both entrances. Not only the buses, but the bus driver's and bus monitor's cars. School buses are not just used M-F during school hours, there could be potential for weekend and night activity as well. Another legitimate concern is what will this do the property of my home, being situated right across the road from a bus depot? I know as a home buyer, I wouldn't even take a look at my house. This is (was) a quiet residential community and I want to keep it that way as best we can and that is why I am opposed to Ridgeback's request to use the land for a school bus depot.

I know Hooksett is a growing town but this project does not need to be at the expense of the 400+ homeowners of Granite Hills and Granite Heights and other neighborhoods, especially those who are in direct proximity of the site, like myself.

I implore everyone on this planning board to deny Ridgeback's request and if you're on the fence about it, please just put yourself in my shoes and ask if you'd like to be standing on your deck and have to stare at 30+ ugly school buses, be forced to close your windows to avoid the noise and air pollution, or have to worry about what this will do to your property value.

Jarrod and Ashley Williams 1465 Hooksett Road #347 Hooksett, NH 03106

June 5th 2023

Town of Hooksett, NH Planning Board 35 Main Street Hooksett, NH 03103

In 2020, the clearing of the land at 1461 Hooksett Rd (Ridgeback) and 1401 Hooksett Rd (Ambrose) was done as a joint venture with Dubay Group. At that time, I had contacted the town regarding the clearing of the land. The official I had spoken to assured me that there was a 40 foot "impervious" buffer zone. Impervious is a strong word. I was told that buffer zone would not be impacted. I am not ani-business, and understand that Mr. Grappone has a right to develop his land. After being assured that there would be a buffer zone, that it was a requirement of the PZ Zoning, and that it would not be impacted, I was satisfied. That was a lie. I also informed the town that, at that time, Mr Graponne was advertising the land for sale, and that it had all approvals. The official told me that was not true, there were no approved site plans and to please send them the link to the advertisement, as that was disingenuous and not true or ethically sound.

My first mistake was trusting that the duly elected public servants of the town of Hooksett would serve and protect the *public* interest. I was naïve to believe such a thing.

Unbeknownst to me, an abutter, the town ZBA granted a "Special Exception" without any proof of hardship. At the September 14, 2021 ZBA meeting. At that meeting it was pitched that this project was to be for the benefit of the residents of Grante Hill.

Doug MacGuire (Dubay Group): I am here representing Dave Grappone, the owner and applicant of the property. This was originally approved in 2009 as a self-storage facility. It is located next to the Hooksett Fireworks and abuts Granite Hill. The applicant wants to downsize the development, and is proposing a self-storage lot for vehicles, RV's, and/or boats. There are a lot of residents in the area that do not have room to store these items due to current rules.

There is absolutely no benefit to the residents of Granite Hill for a Bus Depot. In fact, quite the opposite. Noise and sound pollution, increase of traffic, potential safety issues with the increase of traffic and long-term impact on property value and salability of property would be the result of a bus depot. The fact that this project was first introduced as one of benefit to the residents of Granite Hill should give this board pause in their consideration of the amended site plan that is before them.

Later in the same meeting there was some discussion was some apprehension about the removal of the buffer zone:

David Ross (56 Sherwood Drive): They have a set of plans that are 12 years old. The rules have changed. I thought we had a 50' buffer requirement now. It sounds like there are changes of how the property was going to be used, and I would be surprised if there have not been any rule changes. I do not agree with doing these things by variance and special exception. You are setting a precedent. Someone else can come in and say they have a hardship. I don't like it and think it needs to be reviewed based on todays rules. There has to be a statute of limitations on how long you can let something hang. I don't like special exceptions unless there is a hardship.

The granting of a Special Exemption without proof of the Simplex test was a great gift to this business venture.

There is precedent for this error that may have been made by the board.

See BARRINGTON EAST OWNERS'ASSOC. v. Town of Barrington, 121 NH 627 - NH: Supreme Court 1981

A similar situation occurred with a special exemption granted via variance without proof of hardship.

Under Simplex, a property owner can establish unnecessary hardship by showing:

- The regulation as applied to the property interferes with the applicant's reasonable use of the property, considering the unique setting of the property in its environment;
- No fair and substantial relationship exists between the general purposes of the regulation and the specific restriction on the property; and
- The variance would not injure the public or private property rights of others.

It is my believe that this exception was a direct injury to my person property rights.

At that meeting there was some discussion of AOT Permit. That permit application has been submitted, but no permit has been issued to date. The current status is: DES SENT REQUEST FOR MORE INFO. That request was sent 11/22/2022.

D. Grappone: We have all of the DES permits, and the application has been brought up to date.

Does the Town have these permits?

Per the Hooksett Conservation Commission November 14, 2022 Minutes:

- 1. DES AoT Permit Application 1461 Hooksett Rd Map 18 Lot 49-D
- 2. V. Consent Agenda
- 3. 1. DES AoT Permit Application 1461 Hooksett Rd Map 18 Lot 49-D 22
- 4. 2. Transfer of Current Use Deposits & T Shirt Sales 23
- 5. 3.Transfer from Conservation Account to Town General Fund Stantec Consulting Services
- 24 Motion to approve the Consent Agenda made by Sheena Gilbert, 2nd by JoCarol Woodburn.
- g
- 9. All 25 in favor 26

- 10.
- 11. Phil 1461 Hooksett Rd AoT permit, did it come before us?
- 12. Cindy I am not sure

Can we get confirmation regarding this? This should be investigated.

Move forward to Planning Board Meeting October 18, 2021

We are here to work on the southern portion of the site and are proposing a simple self storage lot for vehicles. Mr. Grappone thought there is potential need in this location for storage of larger vehicles, such as RV's and boats, especially being next to Granite Hill. This is a low impact use, and will not be an occupied area. The people keeping their RV or boat there would be given an electronic access to a fence to take them in and out. We are proposing 40 spaces. Most can accommodate the RV size campers.

Same

Doug MacGuire also states "This will be landscaped as it is in the Performance Zone"

- C. Stelmach: You said this is mostly for the residents of Granite Hill?
- D. MacGuire: It would be open to any customer. They would have access to Thames Road and that goes to a signal at Granite Hill.
- C. Stelmach: Have you gotten feedback from the residents of Granite Hill?
- D. MacGuire: We have not gotten feedback either way. This is lacking visibility so we thought this was a good use.

Again this is being presented as some type of benefit for the residents of Granite Hill. A "Bus Depot" has no benefit and only presents hardships for the residents of Granite Hill.

I would also remind the board that this property is within the Performance Zone and should be held to a higher standard, including landscape performance standards. This board should not be engaging in "spot zoning" by taking clearly defined zoning standards and negating them. The board should hold the applicant to the landscaping standards that they have, on record, heretofore agreed to.

Move Forward to October 3, 2022 Planning Board Meeting

- D. Boutin: I live at Granite Hill so I won't be voting on this. Have you spoken with the people at Granite Hill about this project?
- D. MacGuire: They have been notified of this development and there has been some tree clearing that 204 was done. The property manager came out and discussions were had. I have not had any follow up discussions specifically on this proposal.

I would like to state for the public record here, as a direct abutter, that I was not personally notified of this.

- D. Boutin: What kind of traffic will be coming in and what impact will that have on the residential traffic?
- D. MacGuire: This is not in a visible portion right off of the main road. It is more of a destination spot. I would categorize both of these uses as very low traffic generators. One is a vehicle storage lot. The commercial portion is for contractors or commercial entities that need storage space for their materials.

A storage lot, that customer's occasional access for their belongings is a low traffic impact usage. A Bus Depot is not low traffic and will have an adverse impact on the roadways, create additional traffic noise and congestion at the lights located at the entrance to Granite Hill, and poses general safety and health impacts. The fact that the previously approved plans have taken this into consideration, and the applicant has also stated, *on record*, that their intent is low impact traffic use for the property, means that it is incumbent that this board hold them to these covenants.

Later in that same meeting:

D. Boutin: What kind of screening will be at those driveways and along the frontage of those lots? I don't see anything and am curious as to what the Granite Hill people will have to live with.

Walsh: I thought he already addressed that with the landscaping plan. Although he didn't answer your question about cutting them all down.

- D. MacGuire: I did not think of the potential of the southern portion of the parking lot area. We factored in on the commercial piece to have street trees along that area. I think a treatment of that in a similar fashion would break up that facade as well.
- D. Boutin: That has frontage on Thames Road.
- D. MacGuire: Exactly.
- D. Boutin: So that means all the people who live on that end of Granite Hill will have some level of visibility unless you screen it and you have not proven to me that you will adequately screen it.
- D. MacGuire: We can add additional street trees. What I will probably do is pull back the parking a bit 357 and give more room to plant some street trees in that area. I think that will break up and screen the parking lot in addition to the commercial section.
- D. Grappone: Are you talking about where the swimming pool and the rec area is?
- D. Boutin: Yes.
- D. Grappone: They don't come up that far. The street goes up the other way.
- D. Boutin: They most certainly do. I live there.
- D. Grappone: But you do not go up into the area. The rec area is where it is going to be.

This exchange illustrates the general lack of regard for the residents of Granite Hill. This gentleman does not live here. Yet he seems to feel he knows more about and how the residents utilize their own property. This contemptuous attitude has also led to the illegal placement of traffic study equipment without authorization from the Board of Directors or Property Management Company, on private property. This needs to be taken into consideration by the board. The best predictor of future behavior is

past behavior or performance in a similar situation. The newly proposed plan is in keeping with the past behavior of the applicant.

Final Approval of Site Plan - October 17, 2022

- P. Scarpetti: Thank you for making the changes on the plan. It looks very good.
- P. Scarpetti motioned to approve the plan for the addition of a 10,080 SF commercial building with Associated parking for Ridgeback Self Storage, LLC, 1461 Hooksett Road, Tax Map 186 Lot 49-D.

Seconded by D. Winterton.

N. Williams: The number of arborvitaes on the southern revision is different than the one we have.

D. MacGuire: That might have been an interim set. What we are proposing is what you asked for. We had breaks in the arborvitae along the property line. We made it more of a wall of green with the privacy slats. I will make sure this plan is provided to you as part of our approval conditions.

N. Williams How many arborvitaes will there be?

D. MacGuire: A total of 31.

D. Boutin recused himself due to being an abutter.

R. Duhaime will be a voting member for this matter.

Motion carried unanimously with a vote of 7-0.

This is the current approved site plan. Full Performance Zone Landscaping with proper screening and low impact usage. I would also like to add, that with the approved plan, the applicant has 51 parking spaces, with 10 of those parking spaces located on Granite Hill common property. That is almost 20% of the parking spaces that the applicant will profit from on property that technically is not his land. This is a very nice deal. There was no proof of "adverse possession" to effectively permanently acquire this land, and it will be taxed via the current tax map. Furthermore, it is eligible for special tax exemption under RSA 72:80-83. That is a 25% Tax Credit for 5 years on this property.

I would urge the board to take into consideration all of the aforementioned facts regarding this property and the various "iterations" that that the board has already seen before them. Special consideration should be given by the board to the fact that this project came before the board under the guise of being something that would benefit the residents of Granite Hill. There is absolutely no benefit whatsoever to the residents of Granite Hill in the new proposal. At what point will the board begin to enforce the law, as written. The rules, it seems, have been twisted, bent and broken numerous times for the applicant over the last several years. When is enough, enough? That is the real question that is before this board. When will you, the duly elected PUBLIC SERVANTS, begin to serve, and protect the public interest? I believe that it's in the public interest, especially the tax paying citizens of Granite Hill, which contribute north of 2 million dollars annually to the town in property taxes, to deny this proposal. Although I feel personally aggrieved with this process, I submit that the currently approved plan is acceptable and that the board should put an end to this matter once and for all. Construction should commence on the approved plan and be completed no later than 08/19/2024, 18 months after the commencement of the land clearing / construction that began on or around February 19, 2023.

At this point my wife and I have been dealing with, on and off, the inconveniences of the construction since 2020. Due to the removal of the buffer zone, we currently have security lights from Ambrose Equipment, that shine directly into our living room and need to keep our shades drawn, as the lights shining in are an annoyance and disturbance of the peace. We need to keep our windows closed to drown out the construction noise and the noise from Ambrose Equipment. This was not an issue when there was a natural buffer. The trees and undergrowth absorbed and broke up the noise pollution from Ambrose Equipment's storage yard, constant traffic noise from Hooksett Road, and the ongoing construction of a large-scale industrial building directly behind out house. We are now prisoners of and subject to these injustices. We hardly ever use our back porch, as it's a reminder of what was once there, and the loss of the peace, privacy, and the American Dream we once enjoyed. Those have been taken by an overreaching Government entity known as The Town of Hooksett. We cannot get back what has been taken, but we can fight to stop more from being taken.

My wife and I would like this project to move forward in a timely manner now, so that we can get on with our lives and not have to be dealing with constant construction noise, dust (we currently cannot have our window open due to constant dust from the construction site) and the constant coming and going of large industrial vehicles passing behind our domicile.

I don't feel that this is an unreasonable request.

Thank you for your time.

Jarrod Williams & Ashley Williams



RIDGEBACK PROPERY WITH 40 FOOT BUFFER IN PLANCE
TAKEN 09/24/2020 AFTER INITIAL LAND CLEARING
OF RIDGEBACK AND AMBROSE JOINT VENTRUE
PROVIDED PRIVACY AND SOME PEACE
FROM NOISE & LIGHT POLLUTION

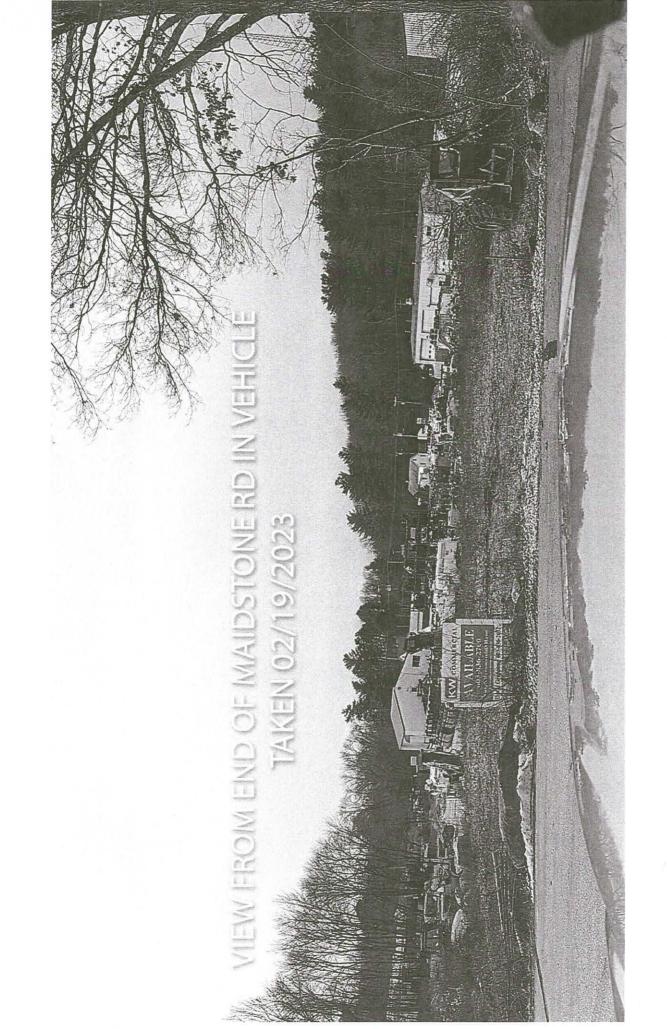
VIEW OF LAND BEFORE CLEARING AND REMOVAL OF 40 FOOT "IMPERVIOUS" BUFFER.

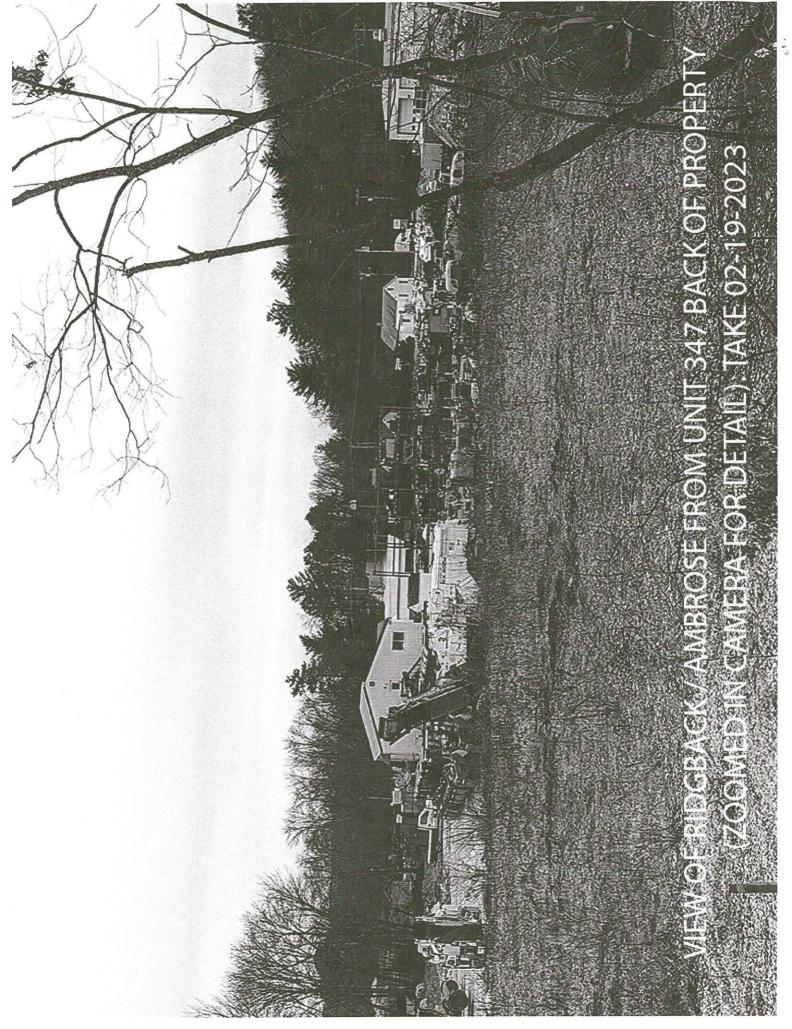


VIEW FROM POOL / RECREATION AREA - TAKEN 05/17/2023

PROPERTY LINE OF TAX MAP 168 LOT 49-D

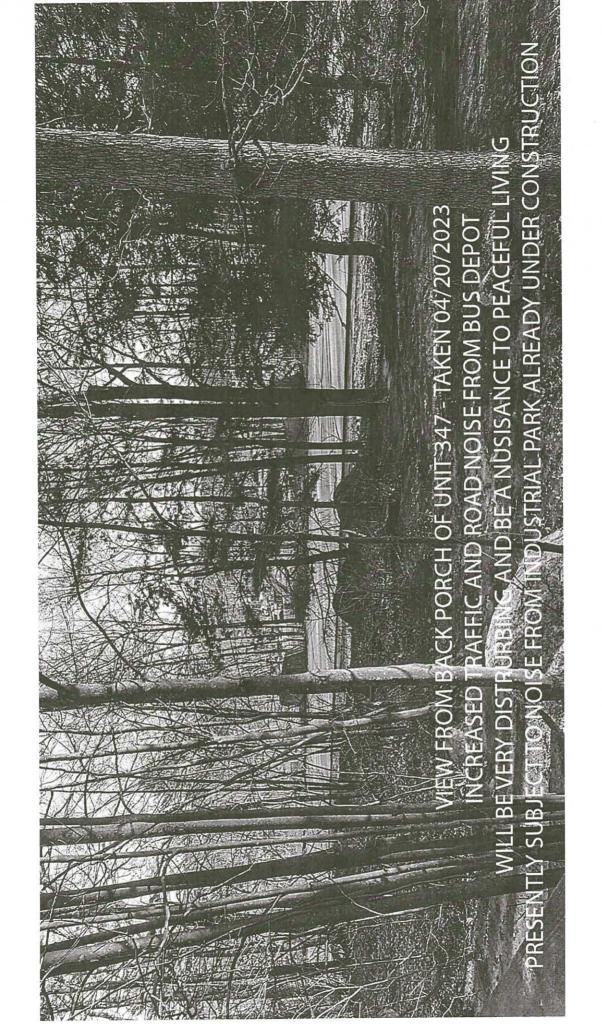
GRANITE HILL PROPERTY TAKE BY TOWN AND DEVELOPER WITHOUT PROOF OF "ADVERSE POSSESION", LAND GRAB.

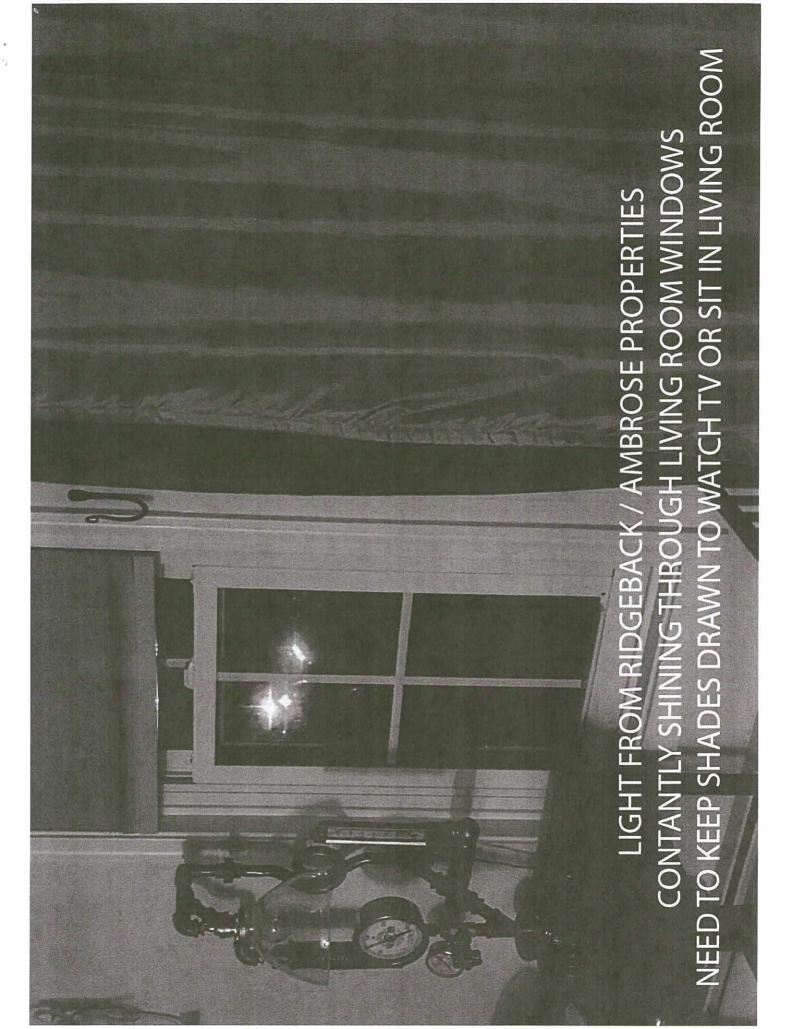






347 BACK PORCH -19-2023





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File Number: 20221011-184

Town: HOOKSETT

Tax Map No: 18

Lot No: 49-D

Project Name: 1461 HOOKSETT ROAD

Owner: RIDGEBACK SELF STORAGE LLC

Agent: THE DUBAY GROUP, INC.

Area Disturbed: 128,300

Designated River: (if applicable) Status: DES SENT REQUEST FOR MORE INFO

Reviewer: MJS

Date Application 10/11/2022 Deemed Complete:

Date of Request 11/22/2022 for More Information:

Received Date to DES

Permit Number:

Permit Original Issuance:

Permit Amended on:

Permit Expires on:

New Hampshire Department of Environmental Services | PO Box 95 | 29 Hazen Drive | Concord, NH 03302-0095 603.271.3503 | TDD Access: Relay NH 1.800.735.2964 | Hours: M-F, 8am-4pm

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