

Official

MINUTES

HOOKSETT PLANNING BOARD MEETING
HOOKSETT TOWN HALL CHAMBERS (Room 105)
35 Main Street
Monday, June 19, 2023
6:00 PM

MEETING CALLED TO ORDER AT 6:00 P.M.

PROOF OF POSTING

PLEDGE OF ALLEGIANCE

INTRODUCE MEMBERS OF THE BOARD

PRESENT: Chris Stelmach (Chairman), Mike Somers (Vice-Chairman), Sheena Gilbert, Paul Scarpetti, Denise Pichette Volk, Don Winterton, and James Sullivan (Town Council Representative)

ALTERNATES: Wayne Russell and Robert Duhaime

EXCUSED: None

NOT PRESENT: None

STAFF: Andre Garron (Town Administrator) and Dana Pendergast (Code Enforcement Officer)

APPROVAL OF MINUTES OF JUNE 5, 2023

*P. Scarpetti motioned to approve the minutes of the June 5, 2023 Planning Board meeting. Seconded by D. Winterton. M. Somers abstained due to not being at the June 5, 2023 meeting. **Motion carried unanimously with a vote of 7-0.***

The board informed the attendees that all of the letters submitted for the Ridgeback Storage matter were read and entered into the record.

APPOINTMENTS

1. ANDRÉ GARRON, TOWN ADMINISTRATOR

Capital Improvement Plan 2025-2030 Draft Presentation

A. Garron presented the draft of the capital improvement plan for 2025-2030. He also presented the capital budget for 2024. The presentation consists of a feasibility study for a solar farm at the landfill, security for town hall, ambulance #3 replacement, police cruiser replacement program, South Bow tower replacement, body-worn cameras, radio infrastructure, Lincoln Heights drainage, Martins Ferry

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Road intersection, town wide paving, dump truck non CDL D1-05 replacement, library roof replacement, scale house/office engineering study, pickup truck P5-08 replacement, truck tractor SW-401 replacement, dump truck replacement 10-wheel, school maintenance, funding by year - taxation, tax impact for capital budget year, and funding by year - other funding sources.

J. Sullivan: There is an informational session for the Martins Ferry project on June 27, 2023.

Discussion ensued between S. Gilbert and A. Garron on the cost and ownership of the solar panels.

A. Garron: If we own it we can take advantage of everything that it generates. If we lease it that goes back to the solar company but the cost will be what it cost to lease the equipment.

D. Winterton motioned to accept the Capital Budget as presented and recommend it move forward to the Town Council. Seconded by D. Pichette Volk. Motion carried unanimously with a vote of 7-0.

No. 6 will be heard next.

COMPLETENESS REVIEW & PUBLIC HEARING

2. PRAMUHK REALTY, LLC represented by GREENMAN-PEDERSEN, INC. (GPI) 1663 Hooksett Road Map 14 Lot 1-9 Commercial Site Plan

D. Pendergast: I reviewed the site plan and it is complete.

M. Somers motioned to find the plan complete. Seconded by D. Winterton. Motion carried unanimously with a vote of 7-0.

David Jordan (Greeman-Pedersen Inc.): We are proposing to place a gas station and convenience store at the intersection of Campus Drive and Hooksett Road. It is a three acre, mixed use, vacant site. There is proposed single full ingress/egress on Campus Drive. There is no curb cut proposed on Hooksett Road. The building would be 6000 sq. ft. with a drive thru coffee shop with a bypass lane. Forty-three parking spaces are required. There was a meeting with the Technical Review Committee and this has been reviewed and agreed to by the Hooksett Fire Department. There have been some adjustments made from the original layout. There are four stormwater management areas. There will be traditional bioretention areas as well as oil/water separators with proprietary storm water treatment. The only water infiltrated will be clean water from the roofs. This requires an AOT permit that has been submitted and we have received comments which I will be responding to. We will be submitting a sewer connection permit to the state. The wastewater is being reviewed by Hooksett Village. We have heard from wastewater and water. A formal application was submitted to DOT. A traffic study was submitted to this board. The architecture will be a New England barn theme with a metal roof with a cupola, barn doors, architectural materials on the side, and a canopy on the fuel isle that plays off of the same elements.

D. Pichette Volk: Will there be a roadside sign?

D. Jordan: The proposed monument sign will be internally lit. It is shown on the site plan for location. We can provide it in detail.

P. Scarpetti: What are you using for the siding?

D. Jordan: I will have to let you know.

P. Scarpetti: Is there a traffic study? How is the loading as far as coming onto it. Was there any backing up with the road being that close to Hooksett Road?

D. Jordan: There is 200' of frontage at the intersection which complies with DOT requirements. The impact to the intersection increases in queue lengths with three vehicles or less on any movement. During a peak hour there could be up to three additional vehicles queued but would not block the entrance to this facility.

P. Scarpetti: There are some areas identified for snow storage.

D. Jordan: There is adequate space on the south side of the site for snow storage. It puts it away from the entrance so there is no concern with site distance.

W. Russell: Will there be electric charging stations?

D. Jordan: That is still in discussion with this client.

W. Russell: I will look at this when I eat from my table. It is a nice design. When I pull onto Campus Drive coming from the south there is an extra lane that makes it easy to turn onto Campus Drive.

C. Stelmach: Your highest elevation is 340ish and the parking lot is the low 320's. It will be 6' to 8' from the road. It will be lower than what you are looking at now.

D. Jordan: It is down 315' and 340' from Bursar as you come in off of the proposed driveway.

J. Sullivan: There was a gas station here a long time ago. Does the plan require a notation where the snow removal is?

D. Jordan: Yes.

J. Sullivan: Is there any problem with the fire trucks swinging in?

D. Jordan: Both a fire truck and fuel tanker can navigate this site.

J. Sullivan: Will landscaping plantings be close to the monument? Site view won't be a problem?

D. Jordan: That is referenced in our traffic study. It exceeds the stopping and intersection site distance.

J. Sullivan: I think the design fits in with the town and is a nice attraction.

D. Winterton: Can this be built by right in this area?

D. Pendergast: Yes.

S. Gilbert: How do you determine where your location should be? There are two other gas stations close to this.

D. Jordan: Every vendor has a different set of criteria. We use traffic counts, the majority of trips are already on this corridor, visibility, signalized intersections, and proximity.

S. Gilbert: What size vehicles and trailers can this accommodate?

D. Jordan: The tanker truck is usually one of the larger trucks.

S. Gilbert: What kind of ground coverage?

D. Jordan: It is associated with rain gardens that can tolerate rain and drain back down. There will be shrubs that get a little taller. There are 200 shrubs proposed.

W. Russell: The fuel tanks have diesel and the others are regular gas?

D. Jordan: Yes.

C. Stelmach: Is there a larger hose for commercial trucks?

D. Jordan: No. It is a typical gas site with diesel pumps.

Open public hearing

Katherine Jaques (15 Mount St. Mary's Way): When you did your traffic count are you aware coming down College Park there is always a line of cars between 6 and 6:30 am. Is there a drop off in that parking lot to do a drop off and pick up for the kids.

D. Winterton: Where are the kids coming from? There is a huge development and an array of ages. The parents wait there with their kids because they don't want to leave them.

J. Sullivan: You could call the school department and they could let you know the number of kids that get on the bus.

K. Jaques: When Bluebird went in there are critters that need a warm place to go and at Mt. St. Mary's we have a mouse problem. I would like to know if and when this will happen so that we can prepare for that not to happen.

J. Sullivan: If this is approved what would it be a six month opening?

Tony Lacasse (42 Merrimack St. Apt. C): I know this is an allowed use but I want to point out being in the village area next to a beautiful historic building. I am concerned about a gas station being put right

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next to Mt. St. Mary's. I don't think this is in keeping with the historical esthetic of the village. I don't know if there is any way to request the pumps or structure to have a less modern style for the gas station. In Amherst they have an older antique looking antique pump. I know we don't have a design mandate for this district. I would like to see something in the village area. I would like to maintain the village charm and propose that to the board.

Close public hearing.

J. Sullivan: We are subject to architectural design standards in this district. parents waiting for school buses. I don't know the answer but will find out. in the 6-6:30 time frame.

S. Gilbert: Would you consider brick as opposed to what you are proposing. making this in line of what we are hoping for our town center would be helpful.

J. Sullivan: I can ask.

D. Winterton: Dana is there a lot of things that you need.

D. Pendergast: We do not have the AOT.

J. Sullivan: We have received comments.

D. Pendergast: We are looking at three to four weeks for AOT. They are working on their reviews and waiting for comments.

D. Winterton: I thought we were supposed to have water or sewer before the applicants come to us.

D. Pendergast: You are. That was my mistake.

P. Scarpetti motioned to continue the commercial site plan for Pramuhk Realty, LLC, 1663 Hooksett Road, Map 14 Lot 1-9 until the July 17, 2023 meeting. Seconded by S. Gilbert. Motion carried unanimously with vote of 7-0.

**3. WAYNE KENNEY BUILDERS, LLC represented by THE DUBAY GROUP, LLC
Park Place Commercial Suites & the Residences at Park Place
Map 18 Lots 30, 31 & 31A
Mixed-Use Site Plan**

P. Scarpetti stepped down due to his brother representing Wayne Kenney Builders, LLC. W. Russell is stepping in to vote in P. Scarpetti's absence.

Doug MacGuire (The Dubay Group, LLC): This is adjacent to The Brick House. It fronts on Dartmouth, Hunt, and Hooksett Road. It is the home of the now defunct trailer community that is in disarray. We requested the board consider a waiver of a mixed use development design. It is similar with minor alterations. We have proposed 30 town homes on a 10,000 sq. ft home. You allowed for the mixed use. We had an access from the development onto Hooksett Road. It made more sense to have the access come from Dartmouth and Hunt and not add another curb cut. There is old left over material

that has been left there. There is a lot to clean up as part of this. There are good soils that are well drained sandy material which is good for infiltration. The plan shows what will be removed. Sewer and water connection will be used where accessible. The focus is to put town homes in the back with commercial up front. We do not have a specific user for the 10,000 sq. ft. building. There is nothing concrete. TRC made a suggestion that we knew the goal was to have the mixed use development. We recognize the property has a lot of construction and reconstruction type costs. The quotes were high before starting the development and doing this entirely commercial would be difficult. We would like to add a phasing sheet. The intent would be to construct a Phase 1 of the development. We are proposing to develop the first 18 town homes and the infrastructure for the entire development. We would like to do the front finishing treatment so we get a cleaned up site and landscaping. We understand that the additional townhouses would be contingent on the buildout of the commercial entity. Getting the first 18 would clean up the site and make it feasible. Our hope would be an approval with a stipulation that we would return to the board with specific elevations of the commercial building. He would like to do the marketing component and get a user prior to building the commercial building. The goal is to move quickly. We have provided the full build design plans. The meat of the infrastructure would be part of Phase 1. There is a clean utility plan. The main trunk line would be built so the connections can be made. The landscape plan is robust. More than 80 trees are proposed with limitations due to fire access. We are under the PZ requirements for landscape. This property has a significant amount of frontage. We have a request for some relief due to the excessive frontage. There is a lighting plan, erosion control plan and construction details.

D. Winterton motioned to find the mixed-use site plan for Wayne Kelly Builders, LLC, Park Place Commercial Suites & the Residences at Park Place, Map 18 Lots 30, 31 & 31A, Mixed-Use Site Plan complete. Seconded by M. Somers. Motion carried unanimously with a vote of 7-0.

J. Sullivan: This was the Goodnight Mobile Home and Park Place. Are you presenting a conceptual vision?

D. MacGuire: We don't have a specific user.

J. Sullivan: You will start from the back to promote the commercial. that is similar to what exists now. part of the first phase is you would be putting in the landscape design?

D. MacGuire: Yes.

J. Sullivan: I would be inclined to support this as long as the homes have a partial waiver on the front part but more in the back. Not having another access on Hooksett Road would be beneficial. What would be the timeframe to entice a developer for the commercial?

D. MacGuire: There is invested money in the pad which will hopefully peak interest. If he wants to build the second half of the town home it would incentivize him to move forward. Even if a new user wanted to come in there is a lot of flexibility to the site. The benefit of doing the town homes and cleaning it up would entice someone to want this property.

D. Winterton: This is what we have been waiting for. Is the only way to get from Hunt to Dartmouth through the parking lot.

D. MacGuire: They are separated but have access to both roads. There is no interconnection between the two.

S. Gilbert: There is no definitive timeline on the commercial piece.

Wayne Kenney: It will be actively marketed as I want to have that in and continue with the residential.

S. Gilbert: What was the original amount of units you had conceptually discussed. I believe it was a larger number.

D. MacGuire: It was 48 units of garden style residential.

S. Gilbert: So, it is less and we get what we are looking for?

D. MacGuire: We felt the townhouses were a good buffer to the commercial.

S. Gilbert: In the transitional time, what are the people in the 18 units looking at as a buffer.

D. MacGuire: There will be a pad area of where the residential expansion should happen and it tiers down and then the commercial piece. It is best management process to have everything in and then that pad will be ready to go.

D. Pichette Volk: How do we capture this intention in a next step?

M. Somers: Are the parking requirements met?

D. Pendergast: Yes.

D. Winterton: Should we discuss the landscaping waiver?

D. MacGuire: Based on the 1200' of frontage 80 trees, 290 bushes, and 100 perennials are currently proposed on the site. What we are asking for is on the landscape plan.

D. Winterton motioned to approve the waiver for Wayne Kelly Builders, LLC, Park Place Commercial Suites & the Residences at Park Place, Map 18 Lots 30, 31 & 31A, Mixed-Use Site Plan according to the plan dated May 15, 2023 with a revision of June 19, 2023. Seconded by W. Russell. Motion carried unanimously with a vote of 7-0.

S. Gilbert: What does the requirement state?

D. MacGuire explained the requirements versus what is proposed.

D. MacGuire: A traffic study isn't needed. Brian is going to update the permit of the existing roadways. We are providing connections to both which will dissipate the flow. It has the three land section that will help people get out.

A. Garron: My concern with traffic the layout looks good the transition is good my concern depending on what user there is not a lot of que between the right and left turn. If it is a high use it could get tricky.

D. MacGuire: The travel lane has wide shoulders. When you measure site distance you go edge of way. you have 60' of queuing which is three cars. It isn't spectacular, I agree. we were limited to where we could put the driveway entrances due to the grade differences. If there are concerns with DOT we can discuss and see what

D. Pendergast discussed outstanding items with D. MacGuire.

Open public hearing.

No public comments.

Close public hearing.

J. Sullivan motioned to approve Wayne Kelly Builders, LLC, Park Place Commercial Suites & the Residences at Park Place, Map 18 Lots 30, 31 & 31A, Mixed-Use Site Plan with the phase approach; Phase 1 will be the 18 townhomes. The applicant will come back for a presentation on Phase 2 (the commercial piece) and Phase 3 (the remaining townhouses - 12 units).

J. Sullivan revised his motion to read: motioned to approve Wayne Kelly Builders, LLC, Park Place Commercial Suites & the Residences at Park Place, Map 18 Lots 30, 31 & 31A, Mixed-Use Site Plan with the phase approach; Phase 1 will be the 18 townhomes. The applicant will come back for a presentation on Phase 2 (the commercial piece and the remaining townhouses - 12 units) and the CO's for the phase 2 townhouses will not be issued until the commercial piece is completed. Seconded by S. Gilbert. Motion carried unanimously with a vote of 7-0.

P. Scarpetti returned.

No. 5 will be next.

**4. LIBERTY LAND INVESTMENTS, LLC represented by S&H LAND SERVICES, LLC
28 Cross Road
Map 17 Lot 40
Minor Subdivision**

Peter Stoddard: This is for a three lot frontage sub-division on a 29 acre lot with 926' of frontage. It is in the LDR zone and situated so there are large parcels around it that are not developed. The State of NH owns to the south/southwest. There is public service. The parcel on the west side is single family. The west side has a one acre parcel. There is a house across and state land. There are flat sandy well drained soils. Each lot has almost twice the buildable area. There are large flat buildable areas suitable for large single family homes. There are onsite wells and septic and no wetlands. No waivers or variances are needed. These are frontage lots. The third lot is a flag lot. Frontage on east side is not accessible. Each lot has a good buildable area and they will be attractive residential lots.

D. Winterton: Lot 40 has 200' of frontage but they are not contiguous?

P. Stoddard: Yes. It was confirmed by Nicholas they do not need to be contiguous.

J. Sullivan: Would the access to the big piece be on the 50' strip?

P. Stoddard: Yes. The Fire Department reviewed it. Engineering had a small comment about the well location.

J. Sullivan: The 50' access on the bottom side would not be problematic according to the codes?

C. Stelmach: Yes as long as the Fire Department is in approval.

P. Scarpetti: Would you have to do a wetland crossing to get the house further back?

P. Stoddard: Yes. there is a nice brook there. There is a nice flat buildable area. The brook is a nice feature for the lot. This is the best buildable area.

W. Russell: Where is Rt. 93 relative to here?

P. Stoddard: Further east.

C. Stelmach: Is the steep slope where everyone shoots?

P. Stoddard: No.

Open public hearing.

No public comments.

Close public hearing.

M. Somers motioned to approve Liberty Land Investments, LLC represented by S&H Land Services, LLC, 28 Cross Road, Map 17 Lot 40, Minor Subdivision. Seconded by D. Winterton. Motion carried unanimously with a vote of 7-0.

CONTINUED FROM 06/05/2023 - COMPLETENESS REVIEW & PUBLIC HEARING

5. ESTATE OF PATRICIA A. MARTINEAU represented by T.F. BERNIER

18 Hunt Street

Tax Map 18 Lot 26

Minor Subdivision & Performance Zone Waiver

T.F. Bernier: We are proposing to sub-divide these lots. The property is in PZ. We are asking for a waiver to allow residential use. Most of the homes in the area are single family residential. This Board approved a waiver to the south in the same some and used the URD. We are asking for what you approved on that sub-division; one commercial use and a mixed use. The property is under agreement. We want to mimic the 25' no cut buffer so the buffer encompasses the stairs. JR was concerned about the easement. He thought it would be cleaner if we did a lot line adjustment. It is only 5' that he would give them. It lets them keep more of their parking lot. We did not receive a reply. Frontage is not an issue. The 5' can be given and still meet zoning.

D. Winterton: Is the lot line adjustment just for Dartmouth?

T.F. Bernier: Yes.

Continued public hearing

Jerome Flaherty (Granite State Dog Recovery): There is already traffic congestion. I am surprised to hear even more density. We are the only non-residential facility in this area. Effectively the board has changed the zoning one chunk at a time. The traffic is not going away. The state is not going to put in a light. Approving another residential building in the PZ is rolling back the intended purpose of the PZ. This does not include the specifics of the property. This will not be a good life for people living at that residence as a dog shelter, where many dogs will be barking, is next door. On the north side they are anchored off of a single pipe. I am not sure that exists and I cannot find it and would like to have that validated. A 25' buffer with a noise barrier, easement and assessment is mandated by the Fire Department. They aggressively approached our team members and offered the land at a considerable expense. We have eminent domain over that area going back to the 1980's.

Close public hearing.

T.F. Bernier: Single family is better than commercial as far as traffic and there will be more buffer. People moving in will be aware the dogs are there. You need to know where your property lines are. As far as the costs for the land, we would have to make an application to the board and there are expenses. It will cost a lot to get through the lot line process and change the deeds. I think the best solution is to keep the properties whole.

W. Russell: If it weren't for the \$12,500 would everyone be in agreement?

P. Scarpetti: As far as the berm, if you do a no cut you can't build berm. We would rather see the trees. If we give the approval for the 5' it is subject to having you get the lot line adjustment.

T.F. Bernier: If you do that you are putting it on the owner of this lot. If they decide not to go forward they have to move their stairs. Someone built something on someone's property without their approval.

S. Gilbert: Weigh out what the cost of rebuilding or removing the stairs versus the cost of the land.

D. Pendergast: They were told they have to have a second egress. We gave approval and the Fire Department gave approval. This is not our issue. This is a civil issue between the two landowners.

T.F. Bernier: The sub-division does not create any issues with zoning.

Representative from Granite State Dog Recovery: The stairs have been there for three years. We could not occupy the premises without them.

P. Scarpetti: You are putting this proposal in front of us. If we approve the lot line adjustment we are holding you to that.

T.F. Bernier: we can't do that without the other half agreeing to it.

D. Winterton: The first time I came here I was not happy with what the Fire Department made me do and I am not happy with what the Fire Department made the dog people do.

T.F. Bernier: We are hoping the board forces one party to pay.

J. Flaherty: You are approving a request for a waiver and we, as an abutter, would not like to see that approved.

D. Pendergast: You are showing overhead services. that should be underground. you are not showing your sewer tie in. Where is your water coming from?

T.F. Bernier: We will add that.

D. Pendergast: The plan is not complete.

S. Gilbert motioned to continue the Estate of Patricia A. Martineau represented by T.F. Bernier, 18 Hunt Street, Tax Map 18 Lot 26, Minor Subdivision & Performance Zone Waiver until the July 17, 2023 meeting. Seconded by M. Somers. Motion carried unanimously with a vote of 7-0.

Moved to Item 2 on the agenda.

**6. RIDGEBACK SELF STORAGE, LLC represented by THE DUBAY GROUP
1461 Hooksett Road
Tax Map 18 Lot 49-D
Amended Commercial Site Plan**

Doug MacGuire (The Dubay Group): We wanted to address the abutters concerns. We are providing a comparison exhibit from the previous plan and this one. The revised plan has been adjusted since it has been originally presented to you. We reworked the configuration internally and switched the bus driver section from the right hand side to the left hand side. This pulled the parking lot away from Thames Rd. We had 20-25' from the edge of the Thames Rd. In the original plan we had less than that in some locations. In the revised plan we have enhanced that separation to 35' consistently across and in some areas more than that. Buffering was a concern. We had 15 trees in the original approval. We have expanded that to add another 15 trees for a total of 30. On the previously approved plan we had a 6' chain link fence with privacy slates. We are proposing to enhance that to an 8' wooden stockade fence for the vast majority of the area. The entire frontage that abuts Thames Road is proposed to be an 8' wooden stockade fence with sound buffers for decibel reduction. The added height does more to block the visuals of the buses. The fence is up higher than the road. We wanted to address the concerns of the immediate abutters and do what we could to mitigate concerns especially from noise. The lines run the entire length where the buses will be. A flexible membrane that will be adhered to the fence will reduce the sound by 28 decibels. It is not rigid so it can do better with absorbing sound. The rear will have a chain link fence as there is an adequate buffer of trees. Regarding concerns with back up alarms and idling, the buses back into their spaces. There will be no back up alarms in the morning. Many buses will not return until the end of the day because the drivers park them at their homes. The back up alarms are loud but if you take a 28 decibel reduction you are looking at decibel levels in the 60's. Idling the bus under full load is at 90 decibels. An average bus is somewhere in the 60-70 decibel level. idle is more

load so it will be closer to the higher number. even at 90 decibels you are getting a decibel reduction down to 62 per bus. this lot sits above the residential development below it by upwards of 8'. You can look over the roof of the buildings. We are going to put an 8' fence on top of that. We did a drone flight of what is out there and what has been cut. There is existing vegetation and we are adding additional trees and the sound wall. First Student is the largest bus company in the nation. They will be utilizing all new buses for our town. Those buses meet the most strenuous EPA standards that are on the books today and I have proof of that I can provide. They would be tier four and they exceed the limitation for tier four. The maintenance manager of the buses is in attendance. There would be significant buffering and sound buffers. The parking lot would be aligned with the street across from it. There is existing vegetation that is around the pool. Even if there wasn't I think the additional vegetation will make a significant difference in visual. There is extensive mature vegetation on that edge. We listened to the concerns and tried to mitigate those on our end. We have sent the updated plans to DES and hope to have final approval of the DES permit this week. The DES requested three items one of which is a test pit for additional verification which we performed.

D. Pichette Volk: It looks as if you moved the entrance.

D. MacGuire: We did move the entrance from the originally approved plan. We did not move it from the plan you saw two weeks ago. I believe it is in a better location because the driveways are now aligned.

R. Duhaime: Is there a plant schedule?

D. MacGuire: Yes.

R. Duhaime: This is a situation of is this in the right place. This is as best as you are going to make it in this location, but at the same time the residents have to deal with it. It is a private road and there are not enough signals on the road. The land is available for that use. It will get developed one way or another but these are big yellow buses.

D. MacGuire: Those are good points raised. This is a common problem in the PZ. We would not be doing these extenuating things for another type of development. There could be a business come in that may want the visibility. At one time this was proposed as a day care facility with people coming and going in the morning. These trips are outside of regular business hours. We are doing the buffering and sound barriers. I think this is a good place for it. First student has the contract awarded and they need to be in town. We think it is a logical layout for this.

P. Scarpetti: I don't see a cut sheet on the 8' stockade fence or the board. What is the longevity on this?

D. MacGuire: It is a hangable membrane that can be used by itself or on a fence. It is wind rated and made for outdoor use. The brand is AcoustiFence. It is made for this exact use to attenuate sound and do so in a better way than concrete that does not do well at absorption. The stockade fence is wood. We will have details and specifics added to the plan set if the board is in support of these measures.

D. Winterton: I tend not to be an expert on decibels. What does 100 decibels sound like? When SNHU got an engineering building the abutters were concerned because they were going to have the bands practicing inside of it. They developed something to educate us.

D. MacGuire: I can do additional review and share details. The backup alarm was between 90 and 100. That is a different tone than an engine. It is audible and intended to be. Anything you can drop down by 28 decibels and absorb the vibration from travelling will make a difference.

S. Gilbert: According to Google, 60 decibels is conversation and 80 decibels is a motorcycle running.

D. MacGuire: You will get natural improvement and also from the improvements we are making.

S. Gilbert: There was discussion about the maintenance on Thames Road.

D. MacGuire: There are provisions within the agreement that the First Student will have their fair share of maintenance of the road. They legally have to participate. My assumption would be the traffic engineer has exact figures of what is going on now and what will be added recognizing these are larger vehicles.

S. Gilbert: How many students are in the Hooksett school district?

J. Sullivan: 1,200 total.

S. Gilbert: How many students reside within Granite Hill?

R. Duhaime: I see a couple dozen at the bus stop.

D. Pichette Volk: There are no trees on the bottom south. Can you put trees there?

D. MacGuire: Yes. We did not place any there because that is where the infiltration pond is proposed. If that is a concern we can add additional buffering.

D. Pichette Volk: It looks like there are homes behind there and I would like to see them have the advantage of trees.

W. Russell: The distance of the barrier is a factor.

D. MacGuire: The wall is at the source of the sound and will directly absorb the sound. This type of wall has been used around generators and pickle ball courts.

M. Somers: Where is maintenance and fueling going to be done.

D. MacGuire: The busses will not be fueled on site. They will be taken to normal gas station facilities. The proposal was First Student is going to occupy two bays of the commercial building that would be used to do routine items such as safety checks, decals, lightbulbs, stop sign adjustments, etc.. Heavy engine or larger repair would be sent out.

M. Somers: What about oil changes?

D. MacGuire: That might be part of their fleet management.

Mike Berounski (Regional Maintenance Manager): One service bay would be used to do running repairs, inspections, changing filters and oil, and greasing.

D. MacGuire: This is one bay, on site. It won't be bus after bus after bus.

M. Somers: One bay in this parking lot or in the commercial building?

M. Berounski: The bay within the commercial building. First Student would use one bay for servicing and one bay as an office, training, bathrooms, etc.

D. Pichette Volk: Where do you wash them?

M. Berounski: We have a company that comes to wash them. We identify a site where buses within the state can go that is typically off site and an environmental impact survey is done.

D. Pichette Volk: Is there active negotiation going on between First Student and Granite Hill Group for the non-construction services for reparation or an agreement for road maintenance?

M. Berounski: I can check with the applicant. We want to make sure First Student can go here and we have an approvable plan before we waste attorney resources. It would be required as part of their easement agreement.

Attorney Fredrick Moeckel (Tarbell and Brodich, Concord): Ridgeback commissioned Chris Ware to do a visual and economic impact opinion and the outcome is there will not be a visual or economic impact with this project.

Public hearing

C. Stelmach: We have received more letters that have been read by the board and will be included in the record.

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.

The audience was asked if anyone in attendance was in favor of this project. All are against.

Attorney Bob Best (Sulloway and Hollis): This proposed bus lot is not a permitted use within this zone. There are 18 things listed in the zoning ordinance in Section 10A and automobile parking and repairs is not one of them. Truck terminals and trucks are allowed in three other zones but are not allowed here. The performance standards in Section 10A with respect to the landscaping are not being met. If a use is not an approved use they need a variance or it doesn't get approved. There is no way around an approved use unless they get a variance. Non-compliance of the performance standards need variances. The requirements of the landscaping are not being met and they also need to be met.

A reference letter was passed around.

Attorney Best: Go take a site walk and see if the trees are still there. There was a comment that this is the best they can do. This isn't the best they can do. The prior approved plan is better. In that one there was a lot of discussion about buffering. The applicant told you they would give you what you asked for and then they went and took down all the trees and vegetation. They say the backup alarms will only happen at the end of the day and not in the am. That promise is unenforceable as it is not a planning board issue and is not on their plan. They stated the bus drivers take the buses home and bring them back at 4:00. Their traffic study says they would be returning after drop offs. You cannot control when they come and go. Back up alarms are between 97 and 117 decibels. They are louder than being suggested. 100 decibels is in the neighborhood of a rock concert. The decibel system is not a linear system. The Acustafence looks like a tarp that is hung on the fence. There is no AcoustiFence at the driveway and there is a gap in the fence along Thames Road. There is no talk of landscape there. Without the plantings you don't get what they promised. If they exceed the decibel levels someone has to complain to the police about the noise ordinance. There is no AcoustiFence along the manufactured housing area and they would be significantly affected. As far as vegetation around the pool area, the applicant has no right to allow vegetation on the Granite Hill property to regulate their site. They are not allowed to intrude on that area. It has to be a minimum of 20' and I don't think they have 20' on the boarder by the manufactured houses. They say they have new buses. If they show up with an old bus there is nothing the Planning Board can do about that. If you approve this it will be a bus terminal forever. They say you can trust them but you cannot make a decision based on one applicant. If it is approved that is the decision. They said there will only be running maintenance. There will be oil changes. They haven't proposed a change of use for the contractor bays. They talked about no serious maintenance, but someone found a job posting for a diesel mechanic at that address that was posted by this applicant. Grey water that comes off a vehicle during washing cannot be discharged into wetlands. They say they will not fuel on site. Which gas station is going to have the traffic jam when two buses show up? Paying retail for fuel is an expensive way to fill buses. They better make sure they don't have three buses during the queuing. I would suggest doing a site walk. This does not meet your PZ standards. They do not meet the regulations, do not have the permits, and their plans do not match the aerial photos where they show existing trees remaining.

Alan O'Brian (Cedar Management Group): I am pleased there is some clarification of fueling maintenance etc. We heard the contractor bays were going to be used for training purposes. Now the cat is out. Member Gilbert asked about negotiations between the association and applicant regarding the road. There have been none at all. They have our information. We have provided maps showing the property line. To the right in blue is the easement area. That easement area is critical. On the second page is another map with the plan that was submitted and given approval but was not final due to vegetation. The next nine pages are the original easement talked about with the who, what, when, where, and how. Page 3, paragraph C is the easement paragraph that talks about the individuals who own the parcel and have exclusive right use. We do not believe they have the right to utilize the easement area for what they are proposing. No indemnification or insurance certification has never been received and that is required per the easement. In reference to Item E this will be overburdening the roadways. School buses generate \$3 million lbs. on the roads. That equates to 780 cars going on that section of road on a daily basis. That is also the equivalent of another 189 additional homes with the wear and tear of the buses. Their pro rata expenses will be close to \$50,000 per year for wear and tear on roadway system. Referencing Item F, they have to come with 400-600 small trees to plant along that roadway.

They have probably remove 150 deciduous trees from that area. That is contrary to what they are obligated to do within the easement. You now have a copy of the easement. There are items within the easement they are not following. They want the easement with no obligation to do what is within the easement. No matter what plan they submit they do not have the right to use it for anything they are not allowed. They also have an obligation to restore it to its original condition. They are going to have to add additional vegetation. A diesel mechanic position for this got posted in March of this year. At the last meeting we heard no repairs or oil changes. At that time both the owner and bus company knew they were going to have repairs and work done there. How long do individuals have to realize there are lies going on. This has to stop. The set back cannot encroach on the easement area. They are not going to be able to put what they want in there and the plan is going to get downsized. A wooden stockade fence is not going to do anything to block the smog from the buses when they are running. They stated the buses are going to be backed into the parking spaces. When they are started the exhaust will be pointed at people's homes. I am familiar with the AcoustiFence. What happens when the bus pulls out? The decibel level will be higher because it is at a higher level. Inside the area it is lowered but outside there is no mitigation being done. Relative to the deciduous trees across from this property, along the pool, Thames Road, and Dartmouth Village. In fall and winter there is no mitigation. The two bays both will be utilized for maintenance purposes. This project was comprehended in November of last year and they did not come here until June. The whole time they are posting for employees for bus drivers and mechanics. No negotiations and no information. They were led to believe it was going to be RV storage and low impact. That is not the case.

Phyllis West (45 Gary Ave.): I cannot express enough how you need to listen to the taxpayers of Hooksett and I don't believe you are doing that. A gentlemen was unaware of the mess that was left in my yard. He offered me \$100 gift certificate. I told him I am going to replant the trees he took down.

P. West showed the board photos of her yard.

P. West: The opening of this area is now directly behind my house. We are the last house on Gary Ave. directly across from the pool. We can now hear the swings and the camper that is set up for the gentlemen that removes the snow from Granite Hill. This is not temporary. It is not going to be 180 days. It is going to be all year at all times. Not one person in this room wants this. My house is below and I am still going to be able to see it. Why should we give up a good night sleep? One of the first reasons people get dementia is a lack of sleep and we about the land. It will affect the quality of our life. We cannot sit in our back yards due to dirt being blown in our yard. Today there was a drone flying over our house. Stockade ages and falls down. The sound barrier does not work. When it was going to be the storage area someone said they were going to come and go 24 hours. We have storage and there are time limits. What about the noise ordinance. Quiet time is 10pm to 8am. We had a business abouting us and they would be there all hours. I had no problem calling the police. I will call again and I do not think our police department needs to have that every single day.

Cheryl Manning (1465 Hooksett Road, Unit 452): Regarding property values, Ridgeback's attorney stated this will not affect property values. The representing realtor for any project who is representing a company has a fiduciary duty to the seller or buyer. The real estate company said this was not going to impact property values. Is that the same company that is representing the property?

Karen Proventure (1465 Hooksett Road): Same office not same agent.

C. Manning: That is a conflict of interest. I am retired. Things haven't changed much. I practiced real estate for 37 years in this area. When someone called me I knew they were talking to two other realtors. Why would we take the opinion of just one real estate company. Based on comps what are your surrounding properties, amenities, and attractions. I would like to know what comps were used. You have to have comps no longer than six months old. I do not know of another condo association that has a bus company in their development across from the amenities. I would like to invite the board to invite three real estate agencies not related to Ridgeback to see if it will affect values.

K. Proventure (1465 Hooksett Road): Has there been an approval to bring the entrance off of Thames?

P. Scarpetti: This one was approved at the end of last year with the entrance off of Thames Road.

K. Proventure: I have done 44 transactions at Granite Heights. Chris Ware has been in business for eight years and has done zero transactions at Granite Hill. The traffic and air quality will affect the property values in Granite Hill. Sussex Village has a high elevation and to say an elevation difference will not affect decibels is not true. The echoing of the noise is deterring people from buying at that area of Granite Hill. Even in this hot market the echoing of noise in this area of Granite Hill is a turnoff to people. We are going to create echoing in a large portion of this community due to the bus terminal being there.

Greg Martakos (1465 Hooksett Road): This contract was awarded in March with the preconceived notion they were going to move forward with this. The vegetation has all been removed. We have weeds left. You can hear the orders echoing from The Brick House. There are kids as well as elderly people walking their dogs up and down this private road. Safety is a concern. 6am to 5pm is the schedule not including buses being leased. People will be rushing and speeding. There are numerous other places this can go such as Kmart or Cawley School. This is in the middle of a residential area. This goes against the easements and a Supreme Court case.

Sam Campbell (1465 Hooksett Road, Unit 108): For three years I worked for a bus company out of Manchester. The proposed five minutes of idling is not true. They will be idling for 30 to 45 minutes, maybe an hour. By the number of Granite Hill residents and people from adjoining condos showing up and opposing this means something. What if this was going in your backyard or Mr. Grappone's yard? Anybody in their right mind would say no. We need to do anything and everything we can to change it. Throwing money at things to make a problem go away isn't something the taxpayers in our area need. There are other places this can go. You have Kmart and Regal Cinemas. Please listen to the taxpayers. We bought in this area because it is quiet and nice. Mr. Grappone, I overheard your conversation in the hallway and calling the residents of Granite Hill morons is not okay.

R. Duhaime excused himself from the meeting.

Ashley Williams (1465 Granite Hill, Unit 347): When is enough enough. This is blatant. This is psychotic. There is so much I can't even go through. The disingenuousness of the people who have gotten up here. Even the decibels. Anything he has said up until this point he doesn't have an answer to. The people are going to come in here and say what they are going to say.

Linda Richards (1464 Granite Hill, Unit 269): We bought in 2002 knowing this would be our forever home. I have degenerative eye disease. My only way of independence is walking. I walk to the pool, to

794 get my hair cut, and to get my food. How am I going to survive and get around if this site goes in? My
795 independence will be gone. I won't be able to get around on Thames Road. This is scary for me. My
796 house is almost paid for. This is my life. Please help us.

797
798 Jolene Archambeault (46 Gary Avenue): I am on the other side of that fence and so aren't my friends. I
799 am 15' from you. They are backed up right at my bedroom where I sleep. People with asthma and
800 Lyme will not be able to breath. How many buses can you start at the same time? I am advocating for
801 the person living at the closest house. I take care of her yard for free. Can she go out and enjoy her yard
802 with 36 buses? Where I am standing demonstrates what 15' looks like from the buses to the board and
803 how high the fence is and the distance to the house. She has one tree and one shrub, both deciduous.
804 You are putting buses right along our houses.

805
806 Margaret Mitchell (42 Gary Ave.): I used to go out in my yard with trees and oxygen. Now I have a
807 hole. When the exhaust comes out it hits and the wall. It will climb the wall and visit me. I have
808 asthma. I put a wall up because the side of the wall is coming down. What happens when the top of the
809 hill comes down enough to interfere with what is on top of it. They were taking out the big rocks and
810 the support we got from the roots of the trees. I have nothing holding that in place. There are a lot of
811 things being misplaced. I expect to go out and find a school bus in my yard because the wind was
812 blowing too hard. I want to stay healthy and safe. My shed is near my wall and then a hill. What hap-
813 pens when water comes. No one is doing anything. They are not going to do anything until a bus falls. I
814 don't want to be the end result of this. I don't want to have to build a wall up. Why are you taking out
815 rocks and roots. I think you need to think about the exhaust and the trees.

816
817 Mary Turcott (1465 Hooksett Road): If you take out the emotions and the mistakes with the easement
818 how can you approve this with two men that answer with sometimes and typically this happens but
819 maybe If they can't answer the questions how can you approve them?

820
821 Close public hearing.

822
823 D. MacGuire: My understanding is this is entirely by statute within the Planning Board's jurisdiction.
824 If it were determined that it is not an allowed use it would be a waiver the Planning Board could allow.
825 The buffer is within the Planning Board's purview. The provisions we are proposing are significantly
826 better than two rows of evergreen trees. We are proposing what we are because we feel it mitigates the
827 sound. The use of automotive service, sales, and using a bay to change the oil of a bus is within that de-
828 scription. I think it is clear. You are saying you could put in a Meineke on both sections of the property
829 and that would be an allowed use. I would like some direction from the board on that. Any buffering is
830 within the Planning Board's purview to adjust or approve.

831
832 D. Pendergast: The ZBA has no involvement with the land use ordinance.

833
834 D. MacGuire: Do you believe this use is allowed in this zone without any waiver adjustments?

835
836 D. Pendergast: In my opinion I believe the automotive sales/use and automobile parking are approved
837 uses. It is interpretive. It goes from cars to heavy trucks. It does not give a solid definition. I feel the
838 automobile would be a waiver by the Planning Board.

839
840 S. Gilbert: I am struggling to understand the point of contention with the automobile.

C. Stelmach: Is their silt fence where this is abutting the mobile home park?

D. MacGuire: I believe there is. We took photos of erosion control issues and have a report we will submit. The limit of cut is what was previously approved. Our survey crew laid out the approved plan.

C. Stelmach: Is there a buffer?

D. MacGuire: That was intended to be done per our approved plans. The chain link was also approved. What we are proposing is an enhancement. We are looking to do additional buffers and more so.

P. Scarpetti: There was a concern raised about the easement and the wordage. Is it just supposed to be for access to the property? That is a large concern that was brought to our attention. I would like that to be addressed.

Attorney Moeckel: That is false. It's not true. It should not surprise you that it was Attorney Best that made that representation. I believe the section quoted to you was on page 3 of the handout. He read from book 1818, page 1110, sub paragraph C. Where he should start is on sub-paragraph A, book 1818, page 1109. That says the property owner has the right to do what was done. The exclusive right and easement to construct, reconstruct, maintain, use, inspect, repair, replace, relocate, and remove drive-ways and/or parking areas and any appurtenances thereto to be used in connection with the construction; maintenance, operation, and/or use of any and all buildings constructed. This is the problem when you go down this road of private property rights in front of a board like this. There is a reason our Supreme Court says it is beyond your jurisdiction. I am happy to make the representations to you but the answers to any questions you may have are in front of you. I wrote a letter to the board giving all of this information to you so that you would have it to read so you are not asking me or anyone else unless you have a specific question. The document says what it says. The other problem you see is "What is going to happen." If we entertain the speculative thoughts we would not build anything. It is up to you to determine what is legitimate and what is false. If we think the sky is falling asteroids we might as well all go home. There is nothing I can do to mitigate concerns that are credible and legitimate.

W. Russell: With the easement could you consider moving the property line? What if the things in the blue area were to the other side of the line?

D. MacGuire: Development rights are allowed in that area and the owner is going to exercise those rights. There are discretions that do not talk about buffering. There is nothing in the easement that talks about buffering and we are buffering.

M. Somers motioned to find the amended commercial site plan for Ridgeback Self-Storage, LLC, 1461 Hooksett Road, Tax Map 18 Lot 49-D complete. Seconded by D. Winterton. J. Sullivan abstained due to living in the area. Motion carried unanimously with a vote of 6-0.

M. Somers motioned continue the amended commercial site plan for Ridgeback Self-Storage, LLC, 1461 Hooksett Road, Tax Map 18 Lot 49-D until the July 17, 2023 meeting. Seconded by D. Pichette Volk. J. Sullivan abstained due to living in the area. Motion carried unanimously with a vote of 6-0.

D. Pichette Volk: What would be the mechanism be to require a site walk?

M. Somers amended his motion to the following: *to continue the amended commercial site plan for Ridgeback Self-Storage, LLC, 1461 Hooksett Road, Tax Map 18 Lot 49-D until the July 17, 2023 meeting contingent upon having a site walk prior to that meeting. Seconded by D. Pichette Volk. J. Sullivan abstained due to living in the area. Motion carried unanimously with a vote of 6-0.*

Recess at 8:47 pm

Reconvened at 9:00 pm

PUBLIC HEARING

7. MASTER PLAN

S. Gilbert motioned to continue the public hearing for the master plan until July 17, 2023. Seconded by D. Pichette Volk.

OTHER BUSINESS

D. Winterton is resigning as a board member.

ADJOURNMENT

M. Somers motioned to adjourn at 11:03 pm. Seconded by D. Winterton. Motion carried unanimously with a vote of 7-0.

The next regularly scheduled meeting of the Planning Board will be held July 17, 2023 at 6:00 pm.

Respectfully submitted by,

/s/ AnnMarie Scott

AnnMarie Scott

Recording Clerk

Bridgette Grotheer

Subject: FW: Comments on Thames Road "storage" project to Hooksett Planning Board

From: Tony Sukiennik <tony@irelate.us>

Sent: Friday, June 16, 2023 12:10 PM

To: cedarmgt@comcast.net

Subject: Comments on Thames Road "storage" project to Hooksett Planning Board

Hooksett Planning Board,

As a home owner in the 1465 Hooksett Road Community (#1325), I wish to put my input on record in advance of the June 19th meeting which will be reviewing this subject.

It is my opinion that the previously approved "static storage" development, although it has already downgraded the overall look of the 1465 Hooksett Road community probably would have been an acceptable use of the abutting property.

However, I do NOT believe that a "dynamic storage" land use, where dozens of large vehicles will be using what was originally intended to be a Private Road providing access to hundreds of private residences, is a reasonable request without restarting the entire proposal / review process with a new proposal.

I have heard this "usage amendment" called a "bait and switch" tactic and do not believe that it would be reasonable to grant approval for such a large change.

I would request that any approval for this request be denied while allowing the requesting business entity to submit a new proposal which includes exhaustive traffic and road degradation impact studies as well as fully shared responsibility for the maintenance and access to the Private Road.

Respectfully,

Tony Sukiennik

1465 Hooksett Rd. #1325, Hooksett NH 03106

To the Hooksett Planning Board members,

Our names are Robert and Trisha Wheeler, and we reside in the Granite Hill Community. We are writing to voice our opposition to the proposed changes being made to the Ridgeback construction project in our neighborhood, occurring off of Thames Road and Maidstone Road.

We purchased our first home in Granite Hill just in September of 2022. Two of the “must-haves” on our list when looking for homes was a walkable neighborhood and to be in an area that was quiet. We initially wanted a standalone home, though ended up buying a condominium in Granite Hill because of the quiet, peaceful neighborhood that this community offers, which several other houses we viewed didn’t have. We currently live off Maidstone Road, and the Ridgeback construction is within view from our parking lot.

This will be the home that we start our family in, and we have major concerns for the increase of traffic that will inevitably occur if the bus garage plans were to be approved. For those who are not familiar to the Granite Hill neighborhood, Thames Road is a road that connects the upper and lower portions of our neighborhood. Living at the bottom portion of the neighborhood, we walk Thames Road every single day. You must use Thames Road to access the mailroom, the garbage facility, the recreational field, the pool, etc. We walk Thames Road daily, as we bring our dog for walks in the morning before work and when we get home after work—right at the times where the Ridgeback team states that the increase of bus traffic will occur in the neighborhood. We are greatly concerned for our ability to safely walk our dog in our own neighborhood should this project be approved, let alone bring our future children for walks in strollers and be able to ride bikes as they are older. I know that our neighbors will small children share this same fear and concern, as the walkability and safe-neighborhood-feel are some of the reasons many young families purchased homes in this neighborhood. Our neighborhood unfortunately doesn’t have existing sidewalks, making no safe place for adults, children, and pets to walk amongst 30 busses and additional staff vehicles entering and exiting the neighborhood several times a day. The one drawback we felt purchasing our condo had was a lack of yard space—our units have a nice sized deck area, though no yard. We liked the fact that our unit is within a 5 minute walk to the recreational field, which is a wide open area for children to play. I will no longer feel comfortable, and likely not allow, my future children to play at this space due to the increased traffic and influx of unfamiliar people entering and exiting this space every single day.

Aside from the major safety concerns, we share several other concerns related to the aesthetic of the neighborhood. We were devastated to hear the initial news of a storage facility going in at the end of our road, especially as we watched large machinery come in one day and take down almost every single tree at the end of our road in one day. Although we were upset, we took some solace in learning that the approved plan was for the Ridgeback team to restore trees, shrubbery, etc. The fencing and lack of replanting that this new proposal states is disheartening. Our residents will now potentially sit at our community pool, once surrounded by trees, by now looking at yellow school busses and Route 3. We as residents of the

community pay monthly HOA fees to enjoy the pool and recreational field space—something I will now have to continue to pay for but likely not use.

We attended the last town meeting on June 5th, and agreed with several of the points made by individuals regarding the increase of noise that has already started, even with just basic construction starting. You can now hear traffic from Route 3 from our homes, something you couldn't hear when we purchased back in September. Last week we were sitting in our living room with all of our doors and windows closed, and we could still hear the construction from the Ridgeback sites. The Ridgeback team mentioned a bus idling for no longer than five minutes, though they also mentioned a staggered schedule for the busses to depart in the morning and arrive back in the afternoon. This means that the overall "idling time" in the morning will potentially be 140 minutes long, if all 28 busses they mentioned are used.

As we mentioned, we are planning on starting our family within this community. Our children will attend the Hooksett School District. We recognize the need for bussing and transportation within the Hooksett community, but we ask the board to think about all of the families and homeowners whose daily lives will drastically change for the worse if this plan were to be approved. Driving on Route 3 alone, you can see there are several strip malls or empty lots that could work for this facility, in an area where there are not several homes and traffic is already noisy. Thank you for your consideration.

Robert & Trisha Wheeler
1465 Hooksett Road, Unit 376
Hooksett, NH 03016
(315)-532-1308

Bridgette Grotheer

Subject:

FW: Registering My Opposition to the Proposed Development of Land for Use of School Buses Off Thames Rd.

From: pmtelfe@icloud.com <pmtelfe@icloud.com>

Sent: Friday, June 16, 2023 3:15 PM

To: Andre Garron <agarron@hooksett.org>

Cc: cedarmgt@comcast.net

Subject: Registering My Opposition to the Proposed Development of Land for Use of School Buses Off Thames Rd.

Mr. Garron: As a homeowner in The Hamlet at Granite Hill I am writing to voice my opposition to this proposal. I regularly use Thames and Shannon Rd. for access to my home and I am concerned that the increased traffic due to the use of this property for school buses will increase traffic congestion in the area and create access/egress issues for homeowners in The Hamlet and surrounding Granite Hill communities.

Sincerely,

Pamela Telfer-Whitacre
22 Trent Rd.,
Hooksett, NH
603-268-3840

Bridgette Grotheer

Subject: FW: Resident from Granite Hill about development butting with our community - Ridgeback Storage project

From: Doris D. Bello <mickycita1@comcast.net>

Sent: Saturday, June 17, 2023 4:16 PM

To: Andre Garron <agarron@hooksett.org>

Cc: cedarmgt@comcast.net

Subject: Resident from Granite Hill about development butting with our community - Ridgeback Storage project

To the Hooksett Planning board, about the Ridgeback Storage project,

My name is Doris Bello Rojas, and I'm a new resident in this community. I spent 2 long years looking for a place to live with my two adult children. In my search, I always kept my eyes in this community; I lived in Hooksett a few years before, and after a couple of moves to other towns, I wanted to come back to Hooksett, and Granite Hill was the place I wanted to be. I finally had my opportunity in October 2022, and was able to move in in December 2022. I always appreciated this area as a safe and quiet place to live. Now, I found out about this bus depot project that is threatening to change that.

This is a quiet, and very well maintain and beautiful community; tons of elderly people and young families call this home. A bus depot right next door, it's not only an eye sore, but it is an insult to all of us that are looking for peace and quiet. Buses driving around our community is plainly unsafe considering a lot of us walk our kids and pets through a community that, until now, was considered safe. If this bus depot project comes to be, and I'm surely hoping it doesn't, elderly people that walks the grounds on a regular basis, mother and fathers that walk around with their little ones, and strollers, pet owners that bring their pets outside, won't feel safe with buses and stranger people driving around. Not to mention the diesel smell and noise. Nobody would like that kind of contamination on their own neighborhood!

And lastly, but no less important, this project will have a pretty sad impact on the values of our property. Who would want to move to a community where they have to co-exist with a bus depot next door; with all the smell, noise, trash this will bring??

There are definitively other places in town where these busses can park that won't affect residential communities as much as here. Why don't consider these places instead of clearing and destroying the land and wetlands as they are doing here?

Unfortunately, I won't be able to attend the Planning meeting scheduled for June 19, 2023, but I join my fellow neighbors on their protest against this development. I hope the members of the Hooksett Planning board will listen to our plight.

Best regards,

Doris Bello Rojas
1465 Hooksett Rd, Unit 294
Hooksett, NH 03106
Cell: 603-264-5244

Bridgette Grotheer

Subject: FW: Ridgeback school bus plan

-----Original Message-----

From: Cynthia Wright <cynthiarw@comcast.net>

Sent: Saturday, June 17, 2023 5:11 PM

To: Andre Garron <agarron@hooksett.org>

Cc: cedarmgt@comcast.net

Subject: Ridgeback school bus plan

Hello My name is Cynthia R. Wright and I am chair of the board of G and M Cooperative Inc and i reside at 58 Gary Ave. Hooksett Nh 03106 in Granite Brook Mobile Home Park and will have for 35 years this coming August.

Although I am not as affected as members of the Park who reside on the opposite side of Gary Ave, I will obviously will be able to here the noise when the buses start up in the am and come back after dropping the kids of at school and again int the Pm when the pick them up and return when all the kids have been dropped off at their respective homes. In addition I will be inconvenienced even more trying to get onto Rt 3 which is now difficult because of the great volumes of traffic and I as do several other members have to go to the Light at Granite Hill because we cannot take a left onto Rt 3 out of Gary Ave. With the addition of 35 buses going back and forth four times a day Monday through Friday I cannot contemplate how even more that will be disruptive and inconvenient?

Now to address the people on the opposite side of Gary from I reside, there are a couple who are in the 80,s who both have health issues. There is a male in his 90,s who also has health related issues as well as being up there in years. Another gentleman although relatively young only in his 50,s has very serious health related issues and has been fighting them for over two years and still needs serious surgery. the last gentleman in his 80,s is going in for open heart surgery any day now.

Finally there is a lady whose daily work schedule is very erratic and she needs to sleep at different hours each day and the noise of the buses will be extremely disruptive to her sleep schedule.

All of the above people resides in homes that are located directly next to where the buses will be housed and therefore I ask that the planning board do not approve of Ridgeback's school bus plan.

Thank you for your consideration on this matter.

Cynthia R. Wright

Phone 603 703 9042

e-mail address Cynthiarw@comcast.net

Bridgette Grotheer

Subject: FW: revised plan

From: Debra Blake <debrablakesales@comcast.net>
Sent: Sunday, June 18, 2023 6:45 PM
To: Andre Garron <agarron@hooksett.org>; cedarmgt@comcast.net
Subject: revised plan

Mr. Garron,
I attended the planning board meeting on June 5 to register my opposition to the Ridgeback Self Storage amended plan to use the roadway of Granite Hill for a school bus depot. In the event that I cannot attend the next meeting, I would like to state my opposition in writing. This project is much different than the initial proposal and would have a negative impact on safety, smog, noise, pedestrian, and traffic. Granite Hill is a much desired location due to the rural nature of the landscape, and the project would greatly impact the desirability of this community. Please vote no to the proposal on behalf of the community. Thank you for your consideration.

Sincerely,

Debra Blake
Granite Hill Resident
1465 Hooksett Rd. #16

Debra Blake

Continental Press

www.continentalpress.com

debrablakesales@comcast.net

c: 603-370-0530

Bridgette Grotheer

Subject: FW: Ridgeback School Bus Plan - tonight's meeting 6/19/23

-----Original Message-----

From: Emily Paquette <emilypaquette13@gmail.com>
Sent: Monday, June 19, 2023 9:42 AM
To: Andre Garron <agarron@hooksett.org>
Cc: Granite Heights Condo Association <cedarmgt@comcast.net>
Subject: Ridgeback School Bus Plan - tonight's meeting 6/19/23

Emily Paquette
Granite Heights Condominiums
1465 Hooksett Rd # 1022
Hooksett, NH 03106

6/19/23

Hooksett Planning Board:

I am writing in regards to the school bus depot planned within the communities of Granite Hills off of Thames road and Granite Heights Condominiums in Hooksett. As a resident of Granite Heights Condominiums, I strongly oppose an approval for Ridgeback to proceed with a school bus depot within our residential community for a number of reasons.

I am very concerned for the safety of myself and others who frequently walk the community. Having these large vehicles running through our now peaceful but neighborhood poses an increased chance of safety hazards to our members whom live in both Granite Hill and Granite Heights Communities. As a resident here, I feel this violates our right to this private community with regard to the safety of our children among the community as well as the others who live here and enjoy our community to walk their pets, and get our individual exercise knowing that we do not have commercial type vehicles racing through our community, and feel safe to do so from the busy and quite dangerous flow of traffic on Hooksett Road.

I fear that the allowance of the school bus depot will also hinder on the value of our homes in the long run as this is an unpleasant aesthetic added to a residential community, which furthermore was not the original intended plan by the builder, however are switching plans at the last moment. Had I known a bus company could potentially be allowed to operate within the limits of my community, where I walk, run and bike to be free from the traffic on Hooksett road I would have never purchased my first home here.

I also am concerned about the fumes and pollution that these busses warming up in the mornings and racing through our community will also pose for us homeowners. As a person with respiratory issues, I fear that this could hinder on my ability to breathe and remain active outside in my own community if allowed in.

Another significant concern I have is that I thought that when I purchased my home in Granite Heights, that I lived in a private community since we have to pay for our own trash removal, and maintain our own roads. As a Granite Heights resident we also have to pay Granite Hills community to access their roads into our community. Allowing a business to operate for transportation purposes increases the potential of higher out of pocket expenses for both Granite Hills and Granite Heights communities for road maintenance and repairs. This means we will have an additional 35 personal cars driving to the said location, then 35 busses leaving the community, then 35 busses returning and 35 cars leaving on a daily basis and possibly on weekends or more for other events.

I am deeply concerned about the increased flow of traffic at the traffic light at the bottom of the hill by the villages entrance as it is a very short traffic light, and what sort of additional delays this will pose for myself and fellow residents of our community when trying to get to work on time in the morning waiting for 35 busses to go through the light. If the light is made for longer flow of traffic out of the community what type of traffic will I run into on Hooksett road, and how much earlier will I have to consider leaving when getting to work or anything else for that matter?

The allowance of the entrance to be placed within my private residential community disrupts the peace and serenity of this community that drew me in to purchasing my home here back in 2015. This bus depot does nothing to enhance our private community but disrupt, devalue, and would make my home considerably harder to sell with such an unpleasant aesthetic added to this community with increased risk of air pollution from busses running to warm up in the colder months as well as on the daily basis that these busses are running in and out of our community. As an individual who has an upper respiratory disease, I fear that being active outside will come to an end for myself as well as many others with similar issues because these vehicles exhaust and fumes linger for some time afterwards.

In addition to the decrease in air quality this poses to our private residential community, I am also concerned about the noise this creates for our residential community – I don't feel that a commercial business, profit, non profit should be allowed with any access to a privately owned community. It's not fair to the residents who have chosen this community as a place of serenity – if I wanted my community to be loud and busy I would have purchased a home or condo in Manchester, but I chose Hooksett because it is quieter, safer, cleaner, and less busy – these changes that you may allow to take place with Ridgeback violates each and every one of those items.

I hope that you take these concerns into consideration prior to tonight's meeting that I unfortunately will not be able to attend due to work travel.

Respectfully,

Emily Paquette
(619) 857-6194

Sent from my iPhone

Bridgette Grotheer

From: Jolene Archambeault <Jolene@cnastores.com>
Sent: Monday, June 19, 2023 10:21 AM
To: Andre Garron; Cedarmgt@comcast.net
Cc: Bridgette Grotheer; Nicholas Williams; Elayne Pierson; Jolene Archambeault
Subject: Letter on record - Hooksett, NH - Air and noise pollution in our back yards!

Importance: High

Good morning,

I'm contacting you today to include my letter on record.

This is about the clear-cut land between Granite Heights HOA and Granite Book Park – Hooksett, NH. All our residences are not in agreement with this new arrangement being pushed through Town of Hooksett planning board.

This comes with great concern for our health, additional noise and air pollution, and invasion of our privacy.

The current plan is to park a fleet of Diesel School busses in a residential area.
-feet away from residential homes and increasing traffic through quiet neighborhood where there is playground and children play.

The grounds were stripped away up to every last inch of the boundaries with no buffer zone.
There are no plans for privacy or fencing and/or plans to replace trees along boundaries to hold earth in place.

This will add pollution and continuous poor air quality throughout the surrounding neighborhoods. (55 plus included)

The fleet of busses would start at 4:30 am - not accordance with town noise ordinance at 8am.
Additionally, the bus traffic would flow directly through a Condominium private road and alter traffic light on 3A.

I will be present at the public planning board meeting this evening to show my community support.

Monday, June 19th 2023 – 6:00 pm.

I'm reaching because we care about our little quiet clean community.
We have small homes to reduce the carbon footprint and as a community,
we should feel safe in our environment, have a voice in what type of businesses are surrounding
our homes and speak up about concerns that directly impact us in a negative way.

I'm a believer that if we have a complaint, we should offer a solution.
Another more commercial site could be a better fit for a fleet of busses.(Busses for 3 towns)

There is a large paved vacant parking lot in Hooksett. It is available (Kmart) across from
Merchants that is closer to school. It has garage access for bus repairs and Merchants could assist

future maintenance. There are traffic lights already in place at the Kmart - BigK sight to allow Busses enter road safely.

May we could on your support to be sure this isn't going into our back yards?

Warm regards,

Jolene C Archambeault
Granite Brook Park Coop Inc. – Resident
Gary Ave
Hooksett, NH
Crystalmoon56@yahoo.com
603-703-8263

-----Original Message-----

From: Barbara Connor <Imbarb03106@comcast.net>

Sent: Monday, June 19, 2023 11:29 AM

To: Andre Garron <agarron@hooksett.org>

Cc: Cedar Management <cedarmgt1@comcast.net>

Subject: Opposition/Ridgeback Self Storage Amendment/Bus Depot

To: Hooksett Planning Board

Re: Ridgeback Self Storage Amendment /Opposition

From: Barbara Connor

Granite Hill Condominiums

Village of Dartmoor

I have been a resident at this location for over 21 years and I am strongly opposed to developing this site as a bus depot. People purchase in this condominium community for many reasons, not the least of which is safety and security as part of a non-public private association. We choose to pay for the privilege of living here. We are neighbors and we watch out for those who live in our neighborhood. We do not choose to have a bus depot in our backyard.

The Village of Dartmoor is the village right on the corner of Thames and Maidstone. Our lives have already been hampered by:

- a) the sound of chainsaws and logging trucks for weeks;
- b) being woken at 6:30-7:00 am to the sound of heavy equipment and dump trucks as they run through their gears as they travel from site to site transferring dirt, tree stumps and boulders, even on Sundays;
- c) clouds of blown sand and dirt covering our vehicles and coming in our windows because they did not see fit to water down the site; and
- d) trucks dropping stones, vegetation and dirt in the roadway where we walk down to our Community Recreation Field.

Recreation, right. This is where our parents and grandparents stroll with their infants, where young toddlers get to run in the field and try out their legs, where kids get to be pushed on a swing or parents watch as they learn how to do it themselves, where Dads teach their kids to ride their first bike with training wheels, where kids get to fly a kite, where grandparents get to play a game of softball or soccer, where our young teens can practice basketball, soccer, baseball and football, where our kids can cool off in the swimming pools. Recreation. Not just the kids but young adults, middle aged and seniors, runners, walkers, dog walkers and some just to bring a chair and sit in the sunshine. Our Backyard.... not with a bus depot in it. A bus depot will devalue every unit within sight of it, all of Dartmoor for sure.

There is a section of Maidstone Pond that will be affected as well. Currently there is a variety of wildlife on this pond that will not stay with the traffic noise and diesel odors of a bus depot. We have Blue Heron, Green Heron, Hooded Merganser, Mallard, Black Duck, Canadian Geese, Belted Kingfisher, Osprey, Cormorant, Otter and Beaver. Pollution of this waterway is a given, which by the way enters into Peters Brook downstream which empties into the Merrimack River which we need to continue to protect and clean up for the future of this beautiful Hooksett resource.

I have concerns about the stockpiling of snow on this site. In order to keep the paved lot clear for the buses there will be road salt used. The buses themselves will drip road salt from their under carriages as well. When the snow piles melt it can only run off into the wetlands and brook as the site will be almost entirely paved. Salt runoff will also be an issue on Thames road running into the pond. Currently that section of Thames is almost the last area to be plowed and treated as our landscaping company needs to focus on keeping our parking lots and streets open for emergency vehicle purposes during snowstorms and after the storms for the home owners who pay for their services. It has become more of a challenge these last few years to find the labor necessary to fulfill their contract. Adding an additional requirement to prioritize this section of Thames for school buses may be more than these contractors can guarantee and certainly more than our home owners should have to subsidize.

My bottom line: there is Zero positive impact to approve a bus depot at this site. As First Student reported to the Hooksett School Superintendent (and noted in the Superintendent's Report June 6th) they have multiple other possible locations available to them: the old Kmart Plaza lot, the Hackett Hill Auction site and Regal Cinemas lot. Any of these would be more suitable for a bus depot.

I respectfully ask that you deny the approval of this amendment request by Ridgeback Self Storage.

Thank you,
Barbara Connor

Bridgette Grotheer

Subject:

FW: Document for Planning Board Meeting Tonight

Attachments:

Town Meeting 06-19-2023.pdf

From: Jarrod Williams <jarrodswilliams@gmail.com>

Sent: Monday, June 19, 2023 3:29 PM

To: Andre Garron <agarron@hooksett.org>

Subject: Document for Planning Board Meeting Tonight

Andre:

Please see the attached timeline that I have compiled using town meeting minutes, SAU 15 minutes and job postings by First Student. I would like this to be available to the planning board for this evening's meeting. I believe the 11/01/2022 SAU #15 Board Meeting Minutes are of particular note. As this is two weeks after the approval of the storage facility site plan. The Superintendent of Schools at this meeting says:

"Bill Rearick updated the Board with answers to questions they had in the past with regard to First Student, saying that the landlord has owned the Hooksett property for nine years, the town has already approved his development plan, that he has hired a contractor, and the steel building is scheduled to be on site in May."

I'm sure that the town is also aware of the construction halt due to lack of permitting. I have been in contact with the State of NH DES today and have a full update on that situation.

I think the planning board should be aware of this information. I will most likely speak about this information this evening. It seems very bold of this developer to be presenting this as an already approved plan back in 2022, when the vote for approval is this evening. Considering this contract now involves public funds, and those funds are not only those of Hooksett, but also tax monies from Auburn and Candia, it may be prudent of the town to contact their local governments also.

Please contact me if you have any questions.

Best regards,

Jarrod Williams

1465 Hooksett Rd Unit 347

Hooksett, NH 03106

Timeline of Pertinent Events on Rigdeback LLC Project

5/18/2020 Town Approves Ambrose - Fall 2020 Clearing of land begins on 1401 & 1461 Properties. Contacted Town, was told there was a 40' Impervious Buffer. Informed Town of deceptive real estate advertisement list by David Grappone

ZBA granted a "Special Exception" without any proof of hardship. At that meeting it was pitched that this project was to be for the benefit of the residents of Granite 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

9/21/2021 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.

10/18/2021 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.

10/3/2022 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.

Timeline of Pertinent Events on Rigdeback LLC Project

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.

Later in Same Meeting

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.

10/11

/2022 AoT Permit Application. File Number 20221011-184.

10/17

/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 arborvitae 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

Timeline of Pertinent Events on Rigdeback LLC Project

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.

11/1/

2022 SAU #15 Board Meeting Minutes

Transportation Bill Rearick updated the Board with answers to questions they had in the past with regard to First Student, saying that the landlord has owned the Hooksett property for nine years, the town has already approved his development plan, that he has hired a contractor, and the steel building is scheduled to be on site in May. If it is not ready in time, maintenance will be done at their Derry facility. Some discussion ensued. Bill Rearick also stated that Pinkerton has informed him that tuition is expected to increase by 9-10% due to energy costs, and an increase in salaries and insurance. Amy Tremblay asked if there was any cap on tuition increases, to which Bill said there is no such language in any of the contracts. Considerable discussion ensued regarding STA vs. First Student with most Board members feeling more confident in doing business with a company other than STA, given their performance over the last two years. Bill Rearick reiterated that there are no promises for more drivers and the cost may be higher with First Student. Motion by Janice Baker, seconded by Jim Sullivan, to authorize the Superintendent and administration team to enter into contract negotiations with First Student. With Adrian Newton opposed, all others in favor, the motion carried.

11/10

/2022 Budget Committee Meeting

Regular transportation. This is the last year of 5 year contract. We had two (2) companies that bid. The SAU Board agreed last week to enter into negotiations with First Student. First Student serves many districts in neighboring community. This will be a 16.3% increase of \$193,853. The increase is due to start up costs. They will need to lease land in the district as well as the cost of fuel.

11/22 DES Sent Request for More Info for AoT Permit - No Response from
/2022 Applicant

12/15

/2022 Budget Committee Meeting

Timeline of Pertinent Events on Ridgeback LLC Project

B. Soucy asked if there was any further updates on busing.

J. Godbout stated that they still do not have a contract. They are hoping for information at the Tuesday School Board meeting. This is an SAU contract so it will be discussed at the SAU meeting in January.

B. Soucy asked where the \$432,000 number in the budget comes from.

J. Godbout stated that they looked all around the country for a company. No one wanted to bid on the contract. First Student stated that all companies were having trouble hiring. They would have to build a bus depot in Hooksett if they came to town. They gave us a proposal as an estimate and that is the number we are using right now. There are a lot of variables with price and acquisition of land for a terminal. We asked Mr. Rearick to reach out to First Student for a timeline. They have the land secured and can get an aluminum building quickly. We went back to FPA and they still haven't given us a number and they are our current provided. With discussion with NE manager, it is an increase. The SAU Board after multiple discussions asked Mr. Rearick to enter negotiations with First Student. We have not gotten anything finalized yet.

It would need to be voted on at the SAU meeting.

B. Soucy: I have a problem increasing the budget half a million dollars without any solid numbers.

J. Godbout will reach out to Mr. Rearick again.

2/19/

2023 Clearing of Land on 1461 Ridgeback LLC Begins

3/24/

2023 Job Posting about Diesel Mechanic

Timeline of Pertinent Events on Rigdeback LLC Project

Diesel Mechanic - Hooksett, Auburn, and Candia School Districts!

NEW HAMPSHIRE | \$29.00 TO \$30.00 PER HOUR |
CONTRACT | POSTED 24 MAR 2023

First Student is now hiring a Diesel Mechanic at our shop serving Hooksett, Auburn, and Candia School Districts!

First things First: Who are we?

Twice the size of our next largest competitor, **First Student** is the leading school transportation solutions provider in North America. Every day, we complete 5 million student journeys, moving more passengers than all U.S. airlines combined. With a team of highly trained drivers and the industry's strongest safety record, First Student delivers reliable, quality services including full-service transportation and management, special-needs transportation, route optimization, and scheduling, maintenance, and charter services for 1,100 school district contracts.

Benefits

We offer competitive hourly pay (NOT flat rate) and benefits including physical and mental health initiatives, medical/dental/vision, 401(k), and paid holiday/vacation.

- **\$29 - \$30 per hour based on previous experience and qualifications**
- **An additional \$.10 per hour for each ASE certification you possess or obtain!**
- Company-paid ASE testing and training materials

Timeline of Pertinent Events on Rigdeback LLC Project

3/30/2023 Bus Driver Posting Listing 1461 Hooksett Rd as Location

Job	Company
Description	Salary Skills
<p>JOB DESCRIPTION</p> <p>Dispatcher</p> <p>Location1461 Hookset Road Hookset, New Hampshire 03106 United StatesPhone Number978-533-1255DivisionFirst StudentCategoriesOperations SupportReq ID46602</p> <p>Now Hiring a Dispatcher</p> <p>At First Student, our Dispatchers are a constant reflection of our company's commitment to safety and customer service. The Dispatcher is responsible for dispatching all buses, ensuring on-time performance of routes, and counseling drivers and monitors on front line.</p> <p>At First Student, we are proud to offer:</p> <ul style="list-style-type: none"> • Tremendous Career Advancement Opportunities due to a strong presence across North America • Positive and rewarding work environment <p>Dispatcher Responsibilities:</p> <ul style="list-style-type: none"> • Oversees all routes and scheduling of buses • Counsels and coaches drivers and monitors • Handles heavy phone and radio traffic • Takes all scheduling and driver complaints, report to Operations Supervisor/Contract Manager • Serves as primary communication liaison with major contracted customer • May handle charter reservations, billing, or driver payroll • Provides solutions to drop-off and pick-up problems • Handle back-up driver duties or perform miscellaneous clerical duties as needed • Completes assignment of special projects • Assists with supervision of day-to-day operations <p>Dispatcher Experience and Skills Required:</p>	

Bridgette Grotheer

Subject: FW: Ridgeback Development Proposal

From: Heather Bridges <hjbridges@comcast.net>
Sent: Monday, June 19, 2023 5:01 PM
To: Andre Garron <agarron@hooksett.org>
Cc: cedarmgt@comcast.net
Subject: Ridgeback Development Proposal

Good Afternoon,

My name is Heather Bridges and I am a resident of Cambridge Village at Granite Hill. I am writing to request that the Planning Board vote against the Ridgeback storage plan for a bus depot abutting the Granite Hill property. I have several concerns about this plan, most importantly, the safety and well being of the residents of Granite Hill. This plan will have buses coming in and out of Granite Hill on our private roads (which are maintained by our condo association fees, not the town), increasing traffic on our private residential roads and increasing the likelihood for accidents. There will be a significant increase in noise in what has been a quiet and peaceful community, particularly at the pool, a place where we go to relax with our families. It will also increase wear and tear on the private roads that we pay condo fees to maintain, likely leading to an increase in our fees. It is the duty of the Planning Board to put the needs of the tax paying citizens of Granite Hill ahead of the ill-planned, ever-changing, money-driven desires of the land owner who wants to put in this bus depot. I urge the Planning Board to do the right the thing and stop this bus depot proposal permanently.

Sincerely,
Mrs. Heather J. Bridges
1465 Hooksett Rd, Unit 35

Trusted Advisors for Changing Times

June 19, 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. During the Planning Board's meeting on June 5, I expressed the view that the proposed bus terminal and repair facility¹ brought forth by Ridgeback Self Storage, LLC is not a permitted use within the zoning regulations for the proposed site. The permitted uses within the Route 3 Corridor Performance Zoning District are set forth in Article 10A of the Hooksett Zoning Ordinance at subsection E, as follows:

1. Research and development facilities
2. Manufacturing (industry, non-nuisance)
3. Warehousing
4. Professional business offices
5. Retail, wholesale and rental trades, commercial and personal service establishments
6. Restaurants, fast food restaurants, hotels, motels, and other hospitality services
7. Medical/dental services and related facilities, including hospitals, convalescent homes and assisted living facilities

¹ The Applicant represented that it intended to repair and maintain its busses using "Contractor bays" approved by the Board for an adjacent site. Later in the meeting, information came forward from the Board to suggest that staff training is permitted in the contractor bays, but not bus maintenance. The applicant has not acknowledged that limitation, nor applied for a change in use for the contractor bays.

8. Governmental and public utility service facilities, including wireless communication installations
9. Places of worship and related religious facilities, membership club facilities
10. Public and private educational institutions, including daycare facilities
11. Commercial and noncommercial recreational facilities and theaters
12. Gasoline stations and car washes 1, 2
13. Banks and other financial institutions
14. Funeral homes
15. Adult entertainment businesses subject to the provisions of Article 21 of this Ordinance
16. Automotive sales, service and repair facilities 3
17. Automobile parking facilities
18. Garden centers, nurseries, greenhouses and floral establishments.

None of these defined uses includes either a bus terminal or a diesel bus repair facility. Although the applicant may be relying upon uses 16 and 17 within the list, those uses apply to automobiles, and not trucks or buses. To the extent there is any uncertainty about whether trucks and buses are within the meaning of “automobile” or “automotive” other sections of the Hooksett Zoning Ordinance answer the question. Truck terminals are a permitted use in the Industrial Zone (Article 11) the Mixed Use District 2 (MUD 2) Zone (Article 13) and the MUD 5 Zone (Article 16). Obviously, including trucks and buses within the definition of “automotive” or “automobile” would render those sections meaningless and would allow truck terminals in an array of districts that are not intended by the Ordinance.

The importance of this discussion about uses cannot be overstated. If the use is not permitted in the zone, that fact ends the Planning Board’s review. The applicant requires a variance or the Planning Board must deny the application. As previously stated, even if the use was permitted or a variance obtained, the Board must still deny the application because the zoning ordinance provides that the proposed use “shall not produce negative impacts on surrounding properties.” Article 10A, Section E. As the Board heard from a crowd of what seemed like hundreds of abutters, the proposed project will clearly produce negative impacts on surrounding properties. That testimony is more than enough to provide a second, independent reason to deny the application.

The applicant also fails to meet the performance standards set forth in Article 10A for the Route 3 Corridor Performance District. For example:

- The proposed bus lot plan does not contain sufficient information to determine compliance with the lot coverage requirement specifying no

{C2577631.1 }

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New Hampshire | Maine | Massachusetts | Rhode Island | Vermont
Sulloway.com | Info@Sulloway.com | 603-223-2800

greater than 65% impervious cover, pursuant to dimensional performance standards set forth in Article 10A subparagraph F.

- The proposed bus lot does not appear to be compliant with the Americans with disabilities act, As required by article 10A, subparagraph G, 2(c).
- The proposed bus lot does not appear to contain interior landscape islands as required by article 10A, subparagraph H, 3(e)1 and 2.
- The proposed bus lot contains pavement which encroaches upon the buffer requirements between the bus lot and the abutting residential use, contrary to the requirements of Article 10A, subparagraph H, 4(b).
- The proposed bus lot does not contain sufficient 20 foot or greater buffer width as required by article 10A, subparagraph H, 4(c).
- The proposed bus lot does not contain two rows of evergreen plantings as required by article 10A, subparagraph H, 4(e).
- The school bus back up alarms that are equipped on the applicants vehicles in conjunction with the time and frequency that it's buses will be entering and leaving the property, do not comply with the requirements of Article 10A, Subparagraph I, 2(b), which limits the acceptable noise level to 75 decibels beyond the property boundary.
- The proposed school bus lot does not comply with the odor standards Set forth in article 10A, subparagraph I, 5, In that Frequent and regular diesel emissions are a known health risk which will be detectable beyond the property boundary.

Given the broad areas of non-compliance with the performance standards, it is clear that the Planning Board ought to deny the application.

On a different note, we encourage the Board to be cautious and explicit with the applicant regarding the Board's expectations, and require the applicant to be similarly explicit about what is proposed. So far in this process, the applicant has been vague and unclear in its proposed plan for maintaining vehicles in the contractor bay, and has not proposed a change in use for those contractor bays to allow the maintenance facility the applicant plans to develop. Further, the applicant has been vague and unclear about fueling its buses, and regardless of how the buses are fueled, important planning board considerations are at issue. If the buses will be taken to a local station for fueling, when will that happen? Is the fueling station prepared for the traffic jam that just two 40-foot buses arriving at the same time will cause? Are those bus trips accounted for in the traffic

{C2577631.1 }

Sulloway & Hollis P.L.L.C.

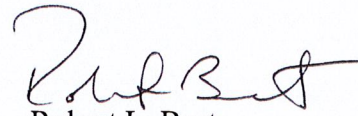
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study? If the buses are to be fueled onsite by a fuel truck, the site does not comply with fuel station standards, such as a canopy, fire suppression, and concrete apron.² Where and when will the buses be washed?³

In closing, the Board should discuss DES permit status with the applicant. Upon information and belief, the information provided to the board last meeting, to the effect that an AOT permit is not yet required, is in error and DES has ordered the applicant to stop work on the site. If this is in fact the case, the applicant has proceeded with construction without the necessary approvals.

On behalf of the Villages at Granite Hill Condominium Association, we hope the Planning Board will decline the proposed site plan.

Sincerely,



Robert L. Best

RLB/jak

cc: The Villages at Granite Hill Condominium Association

² Diesel fuel spills on asphalt will dissolve the asphalt and seep into the ground.

³ Greywater from vehicle washing is a pollutant that must be treated before release to wetlands.

