

AGENDA

COMMITTEE ON LANDS AND BUILDINGS

February 17, 2004
Aldermen Thibault, Roy,
Gatsas, Osborne, Porter

4:30 PM
Aldermanic Chambers
City Hall (3rd Floor)

1. Chairman Thibault calls the meeting to order
2. The Clerk calls the roll.

TABLED ITEM

A motion is in order to remove the following item from the table for discussion.

3. Presentation regarding the Hackett Hill Master Plan
(Note: Tabled 01/20/2004 pending presentation by representative of the Merrimack Valley Sierra Club on February 17th. Pat Mattson, representative of the Club to be present.)
(Note: previously forwarded under separate cover to Board members.)

OTHER BUSINESS

4. Request from Kenneth DeSchuiteneer on behalf of Mr. Rene Soucy to acquire property on Frances Street known as Map 0861, Lots 0023 and 0024.
Clerk Notes:
Planning: recommends sale of Lot 25 to the owner of either Lot 18 or Lot 24.
Tax Collector: has no objection to sale.
Assessors: has indicated a value range of \$20,000 to \$40,000. According to the Health Dept. if they have water and need septic they need 25,000 sf, if they don't have either then they need 37,500 sf in order to build a house.
Gentlemen, what is your pleasure?

TABLED ITEMS

A motion is in order to remove any of the following items from the table for discussion.

5. Report, if available, from Planning, Assessors, Tax and Solicitor regarding transferring the former Highland Goffs Falls School to Moore Center Services, Inc.
(Note: Tabled 08/19/2003; retabled 01/20/2004 pending report of value from Assessors.)
Clerk Notes:
Planning: recommends sale of parcels to the Moore Center noting there are two outstanding sales-related issues, and further recommends the Committee should request a brief presentation to be made by a Moore Center representative.
Tax Collector: report received; no interest in disposition.

6. Disposition of property on South Mammoth Road, Map 796, Lot 14.
(Note: Tabled 08/19/2003; retabled 01/20/2004 pending further review by the Committee.)
Clerk Notes:
Planning: report surplus; dispose by public sale.
Tax Collector: report received, no objection to sale.
Assessors: opinion of value \$164,400 – \$246,600.

7. Request from Albertine and Dennis Morrissette to acquire a parcel of land on Trolley Court, known as Map 897, Lot 145.
(Note: Tabled 11/12/2003; retabled 01/20/2004 pending report from Planning.)
Clerk Notes:
Planning: recommends request for 30-foot wide parcel not be approved, but suggests whole Lot 145 could be disposed of through sale to abutter (Morrissette) subject to lot consolidation at abutter expense.
Tax Collector: report received; no objection to sale.
Assessors: opinion of value and selling price \$10,700; recommends deed should be written that lot cannot be built upon.

8. Request from Rallitsa M. Kostakis to acquire property on Belmont Street previously owned by Boston & Maine Railroad Company and now owned by the State of New Hampshire (Map 129).

(Note: Tabled 11/12/2003; retabled 01/20/2004 pending additional reports from Assessors and Planning.)

Clerk Notes:

Planning: recommends the possibility that a license be issued to Luigi's allowing their private use of an appropriate portion of the subject ROW for their parking needs.

Tax Collector: has no interest in the disposition of this parcel.

Assessors: has indicated a value range of \$13,080 to \$13,100.

9. If there is no further business, a motion is in order to adjourn.

labeled 11/20/04
Pending presentation from
Sierra Club representative

To Members of the Lands and Buildings Committee

Dear Aldermen:

This letter concerns the disposition of the portion of the "Hackett Hill property" that is not included in The Nature Conservancy's Manchester Cedar Swamp Preserve. The Merrimack Valley Group of the New Hampshire Sierra Club is strongly in favor of "zero development" of this land. We have four major reasons for our viewpoint.

1. The placement of a business park in this area will destroy forever what can truly be called a city-located wildlands. Except for remnants of a failed previous development attempt, the area contains only forestland and scattered small wetlands, many of which are vernal pools. Massive deforestation and road building will change the landscape drastically and extirpate numerous species (including our city's baseball mascot, the fisher cat.) Manchester will be known forever as a city that destroyed something unique and replaced it with something commonplace.
2. It is highly likely that the construction of an industrial park in close proximity to the specialized swamps on the Hackett Hill property will have harmful effects on The Nature Conservancy's ecological preserve. The back-to-back arrangement of man-made and natural features will bring about drastic changes in the quality and quantity of water that enters the swamps - conditions that have prevailed unchanged for centuries - and cause the replacement of Atlantic white cedars and giant rhododendrons with invasive weed-like species. Manchester's Board of Mayor and Aldermen has spent millions of dollars for land purchases that both extend and protect these swamps, and considerable funds have also been expended for the preparation of a business park master plan. However no funds have been allocated to investigate possible detrimental effects of construction on the swampland.
3. At a public meeting on the Hackett Hill master plan held in November, 2000, there was overwhelming opposition to the development of the Hackett Hill property. A transcript of the meeting reveals that residents of Manchester and nearby towns believe the land should be used for activities that will benefit outdoor enthusiasts, as well as provide an opportunity for environmental education programs. The property is currently used for activities such as mountain biking, orienteering, hiking, cross country skiing, snow shoeing, birding, and nature photography; and Audubon's Fishways frequently uses the area for educational field trips. All of these activities could be promoted and extended beyond their current level, and would complement the Manchester Cedar Swamp Preserve, rather than destroy it. Also, the area would attract visitors to the city.
4. The financial part of VHB's master plan for a Hackett Hill business park appears to be faulty. At the public meeting held in 2000, Peter Flood, a Sierra Club member, pointed out several serious shortcomings in the master plan's pro forma. He has examined the revised pro forma submitted in 2003 and believes it is also incorrectly and incompletely prepared. A thorough analysis of the financial aspects of the master plan suggests to him

that taxpayers would be adversely affected by the business park's construction, rather than profiting from it.

Hopefully, members of the Lands and Buildings Committee will want to learn more about the concerns presented here. We would like to request sufficient time at an upcoming committee meeting to present a more thorough explanation of these concerns, and to respond to questions about them.

Sincerely,

Pat Mattson

Pat Mattson, Ph.D.
Merrimack Valley Sierra Club Representative
NH Sierra Club Executive Committee

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Enclosures:

1. Transcript of the November, 2000 public meeting on the Hackett Hill master plan
2. Critique of the 2003 Hackett Hill master plan's pro forma and lack of impact consideration (submitted by Peter Flood)

cc: Alderman-at-Large Mike Lopez
Alderman Armand Forest

TO: LANDS + BUILDINGS COMMITTEE
FROM: MARIMALE JACBY SIERRA CLUB

2000 - Special Board Meeting - PH

**SPECIAL MEETING
BOARD OF MAYOR AND ALDERMEN
(PUBLIC HEARING)**

November 20, 2000

5:30 PM

Mayor Baines called the meeting to order.

Mayor Baines called for the Pledge of Allegiance.

DRAFT

A moment of silent prayer was observed.

The Clerk called the roll.

Present: Aldermen Levasseur, Sysyn, Clancy, Pinard, O'Neil, Shea, Vaillancourt, Pariseau, Cashin, Thibault, and Hirschmann

Absent: Aldermen Wihby, Gatsas, Lopez

Mayor Baines advised that the purpose of the special meeting is to hear those wishing to make comment regarding the so-called Hackett Hill Master Plan; that a presentation shall be made followed by comments from those wishing to speak; that those wishing to speak shall come forward to the nearest microphone when recognized, clearly state their name and address and give their comments, and that all comments shall be directed to the Chair.

Presentation regarding the so-called Hackett Hill Master Plan.

Mr. Leddy stated this is essentially the same presentation that we gave to you several months ago, but I will make it in a somewhat abbreviated form so that we can get right to any questions that you might have. The 833 acre Hackett Hill property was conceived for

development by the City of Manchester and the question comes up first of all why should we consider that as a development site. Well, there are currently a lack of good Class A business sites in this City and there is a difference between the kind of environment that would be created at Hackett Hill and the Millyard and Elm Street markets, which currently exist. This is different from and complimentary to those markets and would form the third leg of the tripod if you will. It is one of the last remaining opportunities to significantly increase the City's tax base and it is a highly visible location that we think would be advantageous for development of this sort. There is an 833 acre study area. The property was acquired from the University of New Hampshire in 1999 as part of an agreement moving the university to the Millyard. There was, in 1975, a significant amount of development infrastructure constructed on the site in anticipation of constructing a commuter campus which never came to fruition. In addition to all of that, there are some truly unique natural areas that are part of the property as well. The property is also adjacent to the FE Everett Turnpike on one of its entire lengths so there is significant exposure to the public. In terms of the site analysis, you see the property indicated in the colored portions of this map. The area that is shown in green is the area that will be conveyed to the Nature Conservancy for protection and perpetuity, which leaves the white areas of the site available for development by the City. The infrastructure that I spoke of earlier consists of a road that comes up the hill, as well as a number of parking lots that exist up at the top of the hill that are currently just used for fire training and so forth. There are also several areas of the site indicated in this cross-hatch that are so-called special development areas that are to be treated with special caution in the development process because they are quite close to areas of the preserve. The property basically forms a series of ridges that run in a northerly/southerly direction through the site. There is a large basin that includes the Black Gum Swamps and the Atlantic White Cedar and Rhododendron Swamps. Generally speaking, the development area that we are contemplating really lies entirely outside of the water sheds of those critical natural resource areas. The special development areas are indicated as such simply because they may be within that watershed so they deserve special scrutiny. The City's landfill was also part of the study area and as you no doubt know, is subject to an

ongoing closure procedure and we wanted to see what kind of opportunities might exist for that area. Access to the site right now is via Hackett Hill Road, which comes up on the northeasterly side of the site. There is an existing intersection that has been improved with a signal but to accommodate this development would require some additional improvements. We estimate, based on our sensitivity analysis, that approximately 600,000 square feet or the equivalent amount of trips could be processed through this intersection without failure. So, we can accommodate some of the development or the proposed development, but not all of it through that access and there are some other opportunities for moving the existing Exit 7. Exit 7 as you know is just north of the Amoskeag Bridge and has some safety issues and so forth and is on the 10 year plan for improvement. So, that figured into our plans for providing improved access to this property. The key issues are access to the site...we have a front door which eventually might become a less prominent entry in the future. We have the need to develop direct access from the F.E. Everett Turnpike or the F.E. Everett Highway. There are those critical natural areas that need to be considered and protected in the development. We want to create a high quality environment in a corporate park here at Hackett Hill, which means that we want to provide the kind of landscape amenities and recreational amenities and other amenities that will attract the highest quality corporate users. The site does represent some challenges. There is a reason that it has not been developed in 200 years and the access issues, as well as topography represent the most significant challenges to developing the property and we want to integrate the development in terms of both infrastructure, planning and permitting, to serve identified potential users. We think that this site will serve different kinds of users than would be attracted to the Millyard or would be attracted to downtown locations and we need to account for that in our planning. The conceptual master plan provides for up to 1.5 million square feet of leasable space in a number of buildings. The layout uses the existing infrastructure wherever possible so we don't throw away that significant investment that was made in the past. Development is phased to respond to the market so there is plenty of flexibility in the City's development of the property and the development is also integrated with plans for the preserve. In other words, we don't want to create a problem where there is a

conflict there. We will propose strict environmental and design controls as a part of the development as well. The Master Plan consists of several development areas, which are enumerated in the report, but basically it calls for an extension of Hackett Hill Road up into the property, basically along the existing roadway system and then an extension of that roadway out to Dunbarton Road where it will meet with a road that comes off of a new interchange for the F.E. Everett. These development areas consist of varying densities, but basically they accommodate between say 100,000 and 300,000 square feet per development unit and the other notion is that open space within the development will be an integral part of the design theme. In other words, as you come up the road you have the ability to have views into a more manicured open space that is part of a campus style development in contrast to the more native and wild areas of the site. In terms of roadways and access, as I said earlier Hackett Hill Road will be the initial front door with about 600,000 square feet of capacity. There is significant roadway that will need to be constructed on-site to allow for development and the development of a new Exit 7 adjacent to the landfill will benefit this property, but it will also benefit other properties on Dunbarton Road and Front Street, which we feel will ultimately want to be developed by their owners. Significantly, the gravel pits and so forth on the westerly side of Dunbarton Road that we think would be a good redevelopment opportunity for the City as well. I will turn the discussion of design and development guidelines over to Barry, but let me first say that the design and development guidelines will cover both design of the buildings and also design guidelines calling for environmental protection and water quality enhancement. We will provide for a comprehensive set of design guidelines that insure protection of the environmental quality for this site.

Mr. Brensinger stated from the buildings perspective, the importance of the guidelines is to maintain a consistent level of quality throughout the development of the property and other similar parks across the country have demonstrated that this is particularly important in order to attract the investment of quality users. If you expect people to come to the Hackett Hill development and invest very substantial dollars in high quality buildings, they will only do so with the insurance that the neighbors will produce

buildings of similar quality and that we won't in three or five years develop industrial metal buildings next to high quality corporate users. So, design guidelines are important from that perspective. They will overlay other existing City regulations and govern things such as use, building design, size, height, materials, parking, loading...all of the physical attributes of the site if you will and the guidelines would ultimately be enforced through the design and review process to, as I said, assure consistency over a long period of time.

Mr. Leddy stated so, all of this is geared toward capturing what we think are the high quality users out there, primarily representing what we call the new economy, but there are significant numbers of companies seeking to retain employees by locating in a high quality environment. The market for the Hackett Hill property compliments, as I said, the existing areas of the Millyard and Elm Street and another important factor is that we believe with a comprehensive design approach such as that envisioned for Hackett Hill, that streamlined permitting as a part of the Master Plan development, can allow development to proceed without delay and we see this as a critical market edge against other sites that exist in the marketplace and also maintaining high quality standards to both maximize property values and assessed valuations, as well as the City's interest in terms of future sales as the project goes forward. Barry, do you want to talk about the differences here?

Mr. Brensinger replied sure. As Gordon noted a moment ago, from our view the proposed corporate park at Hackett Hill is really not in competition with other opportunities in the City but will, in fact, compliment them. We are familiar with the Millyard. It has made very substantial progress in recent years. It represents buildings with very large floor plates, meaning there is a lot of square footage on each floor, which is quite attractive, however, structurally as anyone who has been in the buildings knows, there are many, many columns and the structure is quite rigorous so for some modern corporate users that is an impediment. It is not desirable space for everyone. It also has a very specific aesthetic. Some corporations prefer to create an image of their own to

enhance their corporate image. As important as the Millyard is and as well as it is doing, it is not the answer for everyone looking for office space. Similarly, if you look at Elm Street there have certainly been improvements in recent years. The characterization of office space on Elm Street might be high density with relatively small floor plates and as a result if you look at the spectrum of users it has tended over the years to lean more toward professional, financial and governmental users rather than large corporations. Again, Hackett Hill would, therefore, provide an important alternative that the City would have to offer. These are some images of similar parks. Actually one of the parks happens to be here in Manchester. The former home of Blue Cross/Blue Shield. Others represent the character buildings that you find in parks such as are proposed elsewhere in the country.

Mr. Leddy stated now the development plan for Hackett Hill is...we thought it was very important to phase development to meet market demand. In other words, not get the development out on a ledge as it were financially before the income stream could catch up with the investments that were taking place. So, we formulated a plan that stages development to try to meet the needs of potential users as they have demand for space. One external constraint of the development is access capacity as I mentioned that 600,000 square foot cap on the Hackett Hill Road access and the potential schedule for any Exit 7 work. Exit 7, due to the vagaries of the Federal process primarily for construction of new highway projects, is probably 5-7 years out from the day that the City decides to go forward and support the project. Costs are incurred though only as new revenue opportunities are created so development would take place only in response to demands in the marketplace. This outlines just...we call them stages rather than phases because if as users come to the table looking for space this is stage one but that may or may not be the first stage to be developed. It may be a later stage if somebody comes in and wants a site off of the existing road or if a large user comes to the site and wants to develop the top of the hill so I think flexibility in the plan is important and we tried to account for that in our plan. The cost benefit of all of this is that there are significant investments that have already been committed to...the City has committed to purchasing the property and

that is represented in this Year 1 number. You can see that that plus some other ancillary activities are almost \$6 million worth of investment but as properties are developed and as further investment is undertaken, you can see that the property or the project winds up returning to the City in the form of land sales and tax revenue to the point where another major investment would be required and that is the extension of the road out to Dunbarton Road, as well as the local match for the Federal highway dollars for the interchange work. That is sort of the second threshold and then as you can see it starts paying back again until Year 12 if everything goes according to the plan it would go into the positive side and at the end of the day the project is anticipated to generate using current tax rates and assessments, approximately \$2.5 million per year in tax revenue. In conclusion, we believe that this project is a visionary approach to creating a corporate environment for the new economy. I give the City of Manchester a lot of credit for contemplating such a project because it is a real opportunity. It sets the standard for high quality development in New England, not just in the State but in the Region and it is an opportunity to create a stable return on the City's investment. Thank you.

Alderman Hirschmann asked while the experts are in the room, if the public has questions can they ask them.

Mayor Baines answered absolutely.

Mayor Baines requested those wishing to speak to come forward.

Andrew Wilson, 628 Hackett Hill Road, Manchester, NH stated:

First of all, I am not Andrew Wilson, I am his father so I am representing him. I was wondering what kind of buildings you were going to build and if it is going to be something like high tech or light manufacturing?

Mr. MacKenzie replied the Board is considering the zoning ordinance which would designate what the allowable uses are. The primary emphasis will be on a corporate

office park. The zoning ordinance does allow certain limited manufacturing like light assembly and research and development activities. It does not allow heavy industrial, which would be the typical heavy manufacturing so there are five uses. Some of those are allowed. Some manufacturing use is allowed. Many of the manufacturing uses are not.

David Boutin, 105 Brae Burn Drive, Manchester, NH stated:

Good evening Mr. Mayor and Aldermen. I am here to support the Hackett Hill project. I was first introduced to this project a couple of years ago and I found that it is a very exciting one and the whole process that they used to come to a conclusion about what developable land there is available and I think they have done a marvelous job in protecting some very important environment to the community. I just want to say that in addition to what Mr. MacKenzie spoke to regarding the zoning ordinance, if it is the will of this Board to do so, one of the aspects of that zone is to incorporate a node within the park for convenience/retail uses where during the lunch hour in particular people would be able to come out of their offices, walk in a campus environment and maybe there is a little store or a dry cleaner or a sub station for the post office or a restaurant. One of the arguments that I have heard about being opposed to this is that it is going to cause all of this traffic all day long and I think that the efforts of the Planning Board were to insure that there would be an opportunity to do your things as they normally do downtown now when they go to a place to eat and so forth. I think they have done a marvelous job. I think it is a great opportunity for the City to move forward and have a project that will probably achieve national acclaim for what it does to preserve the environment and at the same time create a classy development.

Rosalyn Krause, 622 Hackett Hill Road, Manchester, NH stated:

I would like to go on record as being opposed to this plan. First of all, if you look at your conceptual Master Plan, the condos that are in the far northern right corner are where we live. There are 24 units. We were never notified of any of the plans that are going on. We just happened to have some people see it in the newspaper and they let everybody else

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know what is going on. I find that distrustful. The significant level of quality was mentioned earlier. This, I believe, is going to be a downgrade to the quality of life to the abutters. We are very, very close to the building that is going to be built there and right now we have a wooded area behind us and we will be losing that. On 3A there is already a strip mall down by Route 93 that is vacant, most of it, and they have had a very difficult time leasing out that space. I would hate to see the same thing happen here. If that isn't filled up, I don't know why this would be filled up. The access off of Route 93 on that end would have to be altered also because right now it is very dangerous when you are coming south on 93 crossing over and going north. The City would have to upgrade Hackett Hill Road tremendously. Right now, there is an existing overpass that 293 is on. That would have to be widened, at least in my estimation. The traffic on Route 3A and Hackett Hill Road, the intersection at the bottom of the hill, I go there every morning and every night and it is horrendous. I would say that at least two to three nights or mornings a week there is an accident there. I would like to know and I don't quite understand the zoning, what is it currently zoned for, that whole area, what is the proposed zoning and what is included in that zoning that is designated? I would also like to know...they have a proposed preserve area. What is the access for the public to get to this proposed preserve area and will it be available for people to come through? Is it going to be another little infrastructure within this infrastructure with roadways getting to it? Again, I would like to go on record as being strongly opposed to this. I don't understand why, being such a close abutter, we are not notified in any way whatsoever. I don't know if anyone has an answer to that.

Mr. MacKenzie stated the abutters are notified when the project comes to fruition and there is actually a site plan or subdivision. That is when the Planning Board goes through the process of notifying abutters and abutters are invited to speak in opposition or have their questions answered. That is provided for under State law. This particular hearing was not necessarily required. The City fathers felt that it should be open to a public hearing to get all of the input, but it is not required so there was no notification for this hearing.

Ms. Krause asked as far as the zoning is concerned, what is the current zoning and what is allowed in that zoning and is there going to be a change in the zoning and exactly what would be allowed. The gentleman who spoke awhile ago mentioned people coming out for lunch and going to the drycleaner.

Mr. MacKenzie answered the current zoning is RS, which is single-family residential development and it could be developed in that fashion. The proposal is for a new district called Research Park and the primarily allowable uses are corporate office parks as has been discussed. A few minutes ago I mentioned some light manufacturing, but not heavy manufacturing and there is a provision that if the development gets large enough there could be a small commercial core that would serve the users of the office space but is not intended really for retail for the general part of the City or to get people off the highway. The primary uses are limited to, again, the main use is corporate office park.

Ms. Krause asked that means that there would not be restaurants and that type of food facility.

Mr. MacKenzie answered there would only be allowed a small core that once the office park got to a certain size there would be a small limited area. You could not have restaurants and strip commercial throughout the project. It would be a small location, perhaps just one building that would have a copy center, a small restaurant and maybe a small Mailbox, Etc. type facility to serve the companies in that area.

Jeff Michelsen, 45 Falls Avenue, Manchester, NH stated:

I am here again to talk about A squared, that is Hackett Hill and D squared, that is the concept that is indigenous to Manchester, the famous "done deal." I assume that everyone saw today's front page Union Leader story about Hackett Hill. This was probably the first Union Leader story that did not portray Hackett Hill as suitable only for a Taj Mahal style office park. At the same time, the story was incorrect since it left the

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impression that the fate of Hackett Hill is in the public's hands when it is, in fact, in the hands of this Board. I hope that you will consider zero development for this site rather than a phony bologna preserve with the Taj Mahal plopped down in the middle of it. Ladies and gentlemen, I urge you to consider the merits of a zero development policy for this land and to accept some real input from the citizenry. We, the people of this City, got this last remaining undeveloped large tract of land dirt cheap. You do not need to spend tens of millions of taxpayer money to build luxury 10 story office suites so that yuppies can sit in corner offices drinking lattes while looking down over the Merrimack and Manchester thinking perhaps, "man, what rubes these Manchester people are." No one, absolutely no one, has proven the supposed economic benefit to this City. It is yet another pig in a poke. You do not need to further reward the same old tired crowd, including development, financial, real estate, insurance, legal and architectural interests that is always lurking at ground zero when dubious development using taxpayer money is proposed. The crowd whose snout is always sniffing around the taxpayer's wallets. You do not need to let loose squadrons of bulldozers to level vast swaths of trees only to have an economic downturn stall the project and then have the City sell off these areas to private developers at bargain prices. Who remembers when all of the trees came down up at Livingston Park. Remember, when the trees start coming down and the trucks, tractors and graters swarm over the property and when the devastation along the ridges is visible from 293 and all high points in the City, the people will take notice and demand explanation. It will not then suffice to tell the residents, the voters, that perhaps after full development and 20 years have passed that the project will return nominal benefits to the taxpayers. I urge the members of this Board to emulate their predecessors who had the foresight to sprinkle dozens of parks throughout the City. Gems like Derryfield, Stark and Livingston Park. For many residents of Manchester, the quality of life is under siege. Here is a clear place to take a stand. I urge you to take a deep breath, shut down the bulldozers and consider making this entire property a gift of open space in perpetuity to the hardworking people of Manchester. Thank you.

Stephen Cabral, 654 Hackett Hill Road, Manchester, NH stated:

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My unit is the end unit, which is going to abut the property, the site plan and I am opposed because my back area is going to be facing this building. Right now, I have a beautiful view of wooded land. My kids and grandkids come over and walk this area. The way the site plan is here, it looks like at some point in time there is going to be an access road to the road that leads to Countryside Village. It is only a matter of a few yards away. Traffic in this area is horrendous to begin with. It takes sometimes five to eight minutes just to get off of Hackett Hill Road onto Front Street. There are numerous accidents there. I just can't see the additional benefit of all of this other traffic that is going to be introduced in this area. I just want to state my opposition and as far as light manufacturing, I work for a light manufacturing company which deals with a lot of chemistry, thousands of gallons of chemicals that should not be introduced in this area. If we are talking and industrial park that is light manufacturing, this is a possibility of something that could go in there and I am very much opposed to it. I work for a company like this and I don't want to see it in my neighborhood and in my backyard. Thank you.

Kathleen Sutton, 292 Belmont Street, Manchester, NH stated:

I am sorry to say that it is anger that brings me here this evening. It saddens me to see that such a wonderful piece of natural beauty is going to be destroyed for what seems to me to be greedy purposes. Money cannot inspire in us that which nature can and I am just very sorry to see this place be destroyed. I have hiked there on several occasions and it is so beautiful. I just don't understand why anybody would want to destroy that. Thank you.

Clay Groves, 292 Belmont Street, Manchester, NH stated:

I am also, as you can guess, opposed to the development of Hackett Hill. My thoughts on this are zero development for exactly the same reasons that Kathy just stated. I am nervous because I have never talked to the Board of Aldermen before so I apologize for my shaking up here. I have also hiked Hackett Hill several times. I enjoy going out there. I have been out there with family and friends. I just think that developing it is a very poor idea. This group of Aldermen could be known as the Aldermen who saved the

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last bit of open space that Manchester has or the Aldermen who destroyed it. Think about that for a few minutes. I also think it is very selfish for us as a City to build there. We really have to not think about money lining our pockets, but the natural pieces of earth that need to stay there. All of the animals. All of the plants. All of the trees. They all have their place and just because we want money in our pockets and we all like money occasionally but I think it is important that we think differently about this. Also, when you bring all of these new businesses to the City of Manchester, you will also be bringing more people. If you bring more people, where are those people's kids going to go to school? Are they going to fit into our schools? Are we going to expand our schools? Is that money going to be able to pay for our schools to expand and to get more teachers, etc.? I can't think of the words I want to use. I thought of them over there and I had a lot of really good ideas, but I can't remember them. Thank you.

Wendy Schorr, 173 North Road, Deerfield, NH stated:

I do not live in Manchester. I live in Deerfield. The reason that I am here tonight is my interest in the many years that I taught in the public schools here I taught for 16 years and worked with many children in the City of Manchester and that is what brings me here tonight. At the beginning of this presentation, someone mentioned that this is one of the last remaining opportunities to expand the business tax base here in Manchester. This is the last opportunity to keep a large tract of open land here in the City of Manchester. I wonder if any of you have ever thought about what it must have been like for people in New York City long, long ago when somebody said why don't we save this tract of land that then became Central Park. Somebody had to forego that short-term profit. Somebody had to say okay we are going to lose out on a little tax revenue here. We are not going to be able to make money on this. We are not going to be able to sell it off to developers, but that land is invaluable. That land is so precious now. Manchester is growing by leaps and bounds. We are going to be much bigger in the years to come and the benefit of open space is invaluable to this City and it is invaluable especially to the kids of this City. There are many kids who have never been out in the woods. When I have been out to Hackett Hill there are signs of bear and signs of moose. Where else in

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the City can kids go and see that? I don't know of anywhere else in the City of Manchester where they can. For those of you who are concerned about sprawl, this is how it happens. Little bit by little bit by little bit. You take it, you take it and pretty soon you have sprawl everywhere in your City. Also, at the beginning of this presentation they talked about the cost benefit. I wonder if they have taken into account the cost of...they mentioned that it could be used as single-family residences. That is the way it is zoned. Somebody could change their mind in the future. If that is the way it happens, you are going to end up with a lot more kids in the City. I know from first hand experience...I don't know where they put the kids right now in the schools. You are going to need to think about that in the future. Also, even if it is not single family residences and it is just used as business, then that also attracts certainly in this economy more people to the City, which means more families and again less school space. From all of the people that I have talked to, very, very, very few people even know that this place exists. People have never been out there. The word is not out. If people knew what was out there, I think you would see this place overflowing tonight. It is a place that nobody knows and this is your chance to leave a legacy that is more than just a postage stamp park here and there. This is your chance to leave a really large and beautiful chunk of land and I think it would really be a shame to do anything else other than zero development. Thank you.

Pat Mattson, 144 W. Webster Street, Manchester, NH stated:

I am a member of the Merrimack Valley Sierra Club and I guess as everyone knows we are in favor of zero development at the Hackett Hill property. I feel that as the development plans seem to move along that democracy was not really alive and well in Manchester so I prepared a time-line that would substantiate my opinion. On September 30, 1998, a public hearing was held. Very few people were aware of it. There was low attendance by the public and not all of the Aldermen were there and no maps of the development plans were distributed for one to take home and study. On March 16, 1999 there was the announcement of the EPA City Compliance Order and the property sale of Hackett Hill. The document itself and a map were available for the public, but the

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availability was not publicized and they only became available after the announcement had been made. On August 26, 1999 and February 15, 2000, two meetings were held concerning the fate of the Hackett Hill property. Present were City and State officials, consultants for the Master Plan and a few environmental organization representatives. No members of the press were present for either of these meetings or the general public and no Aldermen were there. No copies of a draft Master Plan were given out, although this was presented, and questions were actually discouraged. On September 5, 2000, the actual Master Plan presentation took place. The plan was made available to the public afterwards, but at a cost of \$25 and no forum was actually held such as the one for the zoning ordinance where people could have some input into what was planned or to hear about an alternate plan and then finally at tonight's meeting we are hearing again another presentation about the development plan and only brief comments are permitted and a few questions. There is no time for the Sierra Club to present its alternate plan for the use of the property, which would be the use of French Hall for environmental education, ecology classes at the high school level and the use of the entire property for this purpose. Frankly, I feel as though I am living in Russia and not Manchester. Thank you.

Mike Tansey, 620 Hackett Hill Road, Manchester, NH stated:

One of the questions I had was with regards to the development near the Glen Haven Condo Association, which I am a part of and I see Area A1 that is in there. Is there a plan and it really has not been specified in terms of that particular building and where its access will come from? I am not sure from these plans. I wonder if someone could address that concern.

Mr. MacKenzie stated Mr. Taylor might be able to help a little bit more as well although I do know that at a recent meeting the Board, after discussing it, Alderman Hirschmann indicated that he felt that access to that particular parcel should not be off of Hackett Hill Road and he also requested a significant buffer. I don't think we have pinned that down yet, but he asked for a significant buffer between Glen Haven and this particular

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development site. So, we don't have those details, but the access would not be off of Hackett Hill Road onto that site.

Mr. Tansey stated one of the other concerns that I had in being opposed to this development is that currently due to concerns that other people have brought up some of the infrastructure improvements are not yet in place and are in deep need of being done prior to any development being done at all, mainly along the 3A corridor. I would like to personally see some of those improvements be done prior to any development on this hill and that if there is any development on this that it should be scaled back with more of a balance between the properties residential possibilities and the commercial possibilities. Thank you.

Tabitha Taby, 227 Salmon Street, Manchester, NH stated:

I want to keep Hackett Hill there for the animals and for the trees. One reason is because if we take away the trees when I get older and I have children I will come back and there will be nothing left. There will only be a little park. Do you think we can survive with just a little park? We need trees to breathe and we need animals too. That is the reason why I want to keep Hackett Hill.

Bob Delliujudas, 648 Hackett Hill Road, Manchester, NH stated:

I guess as you can tell there are a lot of people from that condominium here voicing their concern. Of course, we are all against the development over there but what really concerns us is every time we look at the Master Plan we notice in there that they are talking about corporate office buildings and there is always a footnote in there referring to Site A1 as being the industrial portion of it and that is what concerns us the most. We definitely do not want to see that part of it built into the A1 section as light industrial.

Mayor Baines asked can we just get clarification on that before we go further.

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Mr. Leddy answered just to clarify the uses that are contemplated for that area that is close to your homes, the intention was not to call for that specifically as a spot where light manufacturing or those kinds of uses should take place, but rather that if such a large...typically those kinds of uses take place in larger footprint buildings and that is the only development site on the property that would accommodate such a building. That is the reason that type of building is shown there, but I don't think that any of us are necessarily advocating that kind of use there. I think it is important to keep in mind that the Master Plan as it has been presented, is a conceptual Master Plan with respect to the lay out of buildings and the kinds of buildings that might be built on the property. Until a user comes forward and works with the City and with the Manchester Housing & Redevelopment Authority on specifically designing a site and in fact undertaking a whole range of other studies that are going to be required to do so, no specific proposals for development have been made or will be made. I think that we have heard loud and clear from Aldermen Hirschmann and others that incorporating buffers to protect the residents of the condos is going to be a big concern of both the City and the residents.

Mr. Delliujudas stated the only reason I brought that up is in the Master Plan it says that corporate office buildings do not like co-tenants to be industrial and yet the Board of Mayor and Aldermen suggest it. That is what they want. To put some type of light industrial development in that section because of the size of it and we are totally against that mainly because I don't think you will get a big enough buffer zone to cushion us from that. With light industrial, there is a possibility of manufacturing going on late into the night. You have parking lights. You will have noise and so on and so forth and if you put in an access road there with light industrial you are going to have truck uses and you are going to have more traffic because of that type of thing. So, we are totally against that. The biggest problem is the way the thing is set-up now, in April you were planning on putting up a light down on Front Street, which never took place and then it was supposed to be in October which also never took place. I don't know if you are holding off until some development comes up here or not, but the point is that you are going to have the traffic that is there now and if you put in an industrial park or a

corporate park there you are going to end up with more traffic and you are going to have more problems and if you are slow to develop that we are going to have more problems in the end.

Mayor Baines asked Alderman Hirschmann to clarify the problem with the traffic light.

Alderman Hirschmann stated the light is in progress. We had to take some land from some parcels along Front Street. The State of NH declared that there wasn't enough frontage so we had to go through the process of taking some land parcels and that is to be done in the spring now.

Mr. Delliujudas replied they also had on the plans that they were going to widen the street to four of five lanes. Is that going to take place?

Alderman Hirschmann stated there will be a turn lane to go up Hackett Hill. That is the land taking. They are taking land so you will have a turn lane up Hackett Hill and a straight lane.

Mr. Delliujudas responded if they do put the access road in where the fire station is now, it is going to T where Hackett Hill is right.

Alderman Hirschmann replied there would need to be some kind of intersection improvements there if that is the main entrance.

Mr. Delliujudas asked which should include a light.

Alderman Hirschmann answered I would think so.

Karol Lacroix, Birchwood Drive, N. Hampton, NH stated:

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I am Dean of the University of New Hampshire here in Manchester. Admittedly, the transaction that gave UNH-Manchester the ability to consolidate its facilities in the historic Millyard and the City the opportunity to purchase the 800+ acres at Hackett Hill was indeed a complex process, but fortunately the City and the University were able to work collaboratively with the Department of Environmental Services, the Environmental Protection Agency and the Nature Conservancy to come up with a satisfactory solution to develop the land and preserve the environmental treasures at Hackett Hill. I do think that the environment and responsible economic development can co-exist and there can be mutual benefits. From the perspective of an academic administrator, I see that new businesses coming to this area can provide quality jobs for people who graduate from our colleges here in Manchester and this is an important means of keeping homegrown talent in this area rather than losing this same homegrown talent to Route 128 in Massachusetts and beyond. Depending on the nature of the businesses that chose to locate at Hackett Hill, there may be more internship opportunities for our students and expanded research and development opportunities for our faculty. From the environmental side, with the City's support this land can still become an urban laboratory for students of all ages to enjoy. Also, there can be opportunities to conduct environmental research projects that will increase the understanding of ecological issues associated both with the undeveloped and the developed parts of the Hackett Hill property, of course with the permission of the City and the property owners. I am confident that the Board of Mayor and Aldermen will ultimately decide upon a plan that is in the best interest of the residents of the Greater Manchester for now and in the future, but I would urge you to not look at this as an either or solution and to look at ways in which partnerships can be evolved that will benefit both the environment and the economic development in a responsible manner. I would hope that this could be in the same spirit of cooperation that we realized when we made the transaction with the City initially. Thank you very much.

Patti Drelick, 889 Elm Street, Manchester, NH stated:

I am here on behalf of the Greater Manchester Chamber of Commerce. I am here to speak to you this evening in favor of the Hackett Hill development Master Plan on behalf

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of our Chamber membership. One of the mechanisms the Chamber employs in reviewing what projects and issues it will get involved in is asking the question does it fit within our mission statement. Our mission statement is to be a leading force in the improvement of the business environment, as well as the economic health and general vitality of the region and as we see it the Hackett Hill area being developed as described today is a perfect fit within our mission statement for the general vitality of the area. A corporate business park with a campus environment design is an exciting and much sought after business component for the City while at the same time the appropriation is being made for the preserve working in concert with a clean form of business development that is highly desirable and again a good balance. This type of development also offers the ability to create a new source of tax revenue for the City, which can add to our tax base without necessarily burdening other sectors of our infrastructure such as schools, which residential development could bring forward. We believe that the plan that is being presented today holds the greatest potential for preserving the open space that others have talked to you about tonight while still being able to afford that, as well as reach financial benefits from it. Again, we believe this plan mirrors our mission statement and that it can be a leading project for the continued improvement of our City by attracting high caliber business that will bring with them good paying jobs for our citizens, all the while being mindful and allowing for sensitivity to infrastructure demands and land conservation needs. In conclusion, we commend the design's vision and your leadership to look favorably on a plan and encourage you to move it forward. Thank you.

Aline Lotter, 227 Salmon Street, Manchester, NH stated:

I recently read the old Master Plan from 1993 and I would just like to quote to you from it. It says, "The City should, in the future, consider the importance that woodlands have to the ecological well-being of the City. Efforts should be made to acquire and preserve any remaining woodland in the City and in cases where development is inevitable, preserving as much natural area as possible on each site should be the central goal of the Planning Board." Then it goes on under the category of endangered plant species and it says, "of the 207 natural areas in the State, which have been tracked and identified by the

NH Natural Heritage Inventory, the Manchester Cedar Swamp ranks third in the entire state in ecological importance and conservation need." Then later on it talks about wetlands and states, "the policy should be that city-owned property, as well as tax deeded land which has wetland areas should be retained as conservation land." Hackett Hill was considered not wetlands though. It was forest land and about that it is said, "Mature trees have proven to increase the value of real estate and woodlands provide natural habitat for wildlife. Therefore, it is recommended that regulations be modified to reflect a concern for forested areas and their value for preserving the quality of life in this City."

Furthermore, more recently in the inventory that was taken by the Southern NH Regional Planning Commission, Hackett Hill was designated the number one priority for preservation in this City. It was called an ecological resource and it was the only one there. An ecological system dies when it becomes fragmented. Development on portions of Hackett Hill would result in fragmentation and the loss of that ecological system. Perhaps the swamps can be preserved in isolation. Perhaps not but the totality of the area would be irretrievably altered and that is why I am opposed to any development. Thank you.

Ray Pinard, 65 Kidder Street, Manchester, NH stated:

I am a member of the Manchester Development Corporation and Chairman of that Board. I am here this evening on behalf of the MDC to speak in favor of the Hackett Hill Development Master Plan. As you may recall, the MDC played a role in the UNH/Hackett Hill transaction seeing it as a future economic development opportunity for the City of Manchester. From a long-term economic viewpoint, we have an interest in seeing that the Hackett Hill property is developed effectively bringing many high paying jobs to Manchester and increasing the City's tax base. We believe that the plan that is being presented holds great potential for the City of Manchester and business and industry. The modern corporate business park being proposed with a focus on a campus environment for corporate headquarters, research and development firms and technology-based businesses is one that is both exciting and responsible. As proposed, currently 15-20% of the entire property that will finally be acquired as the entire parcel will be

developed leaving 80% or more as green space. As you know, due to land constrictions in the City of Manchester, this corporate park is perhaps the last major effort the City will be able to make in attracting new business and industry to the City. We believe that the plan balances the interests of the City, business, industry and the environment and should move forward. We ask that you look favorably on this plan so that it may proceed into the action phase as soon as possible. Thank you for your time.

Ken Rhodes, 540 Commercial Street, Manchester, NH stated:

I am with CLD Consulting Engineers. We are a business interest here in town and my reason for sitting in this chair tonight is in the 15 years that I have been practicing in land development here in the City of Manchester, I fully support the evolution of how this particular plan has come about and I think there are a couple of things that are very important for the record to reflect here in this hearing this evening. A number of years ago, as you all well know, this land was owned by the University of New Hampshire system and it had been their intent for a number of years to turn this into a campus environment up here on this 800+ acres. Very candidly, without some vision in a couple of places the university system could have been free at any time to either continue their development plans or turn this property over to any interest they so saw fit and dispose of it as an additional asset. The City of Manchester took the steps necessary and we are sitting here this evening talking about a portion of those steps that have resulted in the following. The university is now doing some major investment in the Millyard and bringing their operation into the center city, which I think has been a goal of the Master Plan and downtown development that has been talked about for some time. We have the opportunity to preserve a significant portion of the very sensitive resources here on Hackett Hill. Maybe not all of them. The land is around there, but a much better opportunity than existed a number of years ago and at the same time, yes, have the opportunity to increase the economic base of the City as an additional benefit of this entire project. It has been innovative. It has been a little bit outside the box and very frankly at certain times government and the public asks you folks to think outside the box and do those innovative things and I think I would speak for a number of people to say

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that you should continue with your efforts. Two other comments related to this particular area. One, traffic is going to be a major issue as Gordon and Barry have pointed out and there are other lands up here in this particular area where the capacity of the current infrastructure there will have to be coordinated with and I will also reemphasize not only to the Board of Mayor and Aldermen but to everybody that the City also has a significant asset directly adjacent to these lands that previously had been a liability and may also improve the opportunity for developing this land. The landfill, which is now currently closed, is also available to the Hackett Hill Development as an alternative green energy source for power and heat and other ways of enticing business to reduce their costs in this area and make innovative use of resources that a few years ago were considered a liability up at the northwest corner of town. I go on record and comment in favor of this proposal. Thank you.

Mayor Baines stated just so people know Alderman Pinard just left and I will be leaving shortly because we have a Ward 6 neighborhood meeting that has been scheduled for sometime. I will stay as long as I can and then ask Alderman Cashin to take over and Chair the rest of the public hearings.

Peter Flood, 6 Shore Drive, Merrimack, NH stated:

I did spend some years in school here and we are very concerned with the City. Some projects and I have been a developer by the way for 30 years and have had some strenuous efforts to do with very fine development I think and some projects are smart to do and other projects seem so smart to do and this is one project that I think seems so smart to do that it is going to be very hard to stop it, but if you consider the proformer of the company that put it together, they have promised a cash benefit of \$6,778,505 in Year 14, but they use all of the taxes collected over the first 13 years to help pay the 5% bond debt. There is no provision for City services during that period of development for 13 years and the average northeast cost of providing services to office space is \$296 per \$1,000 of taxes collected. These services must be provided by the City so cost plus bank interest because it is not going to be part of a bond issue, must be accumulated through

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the 13 years and surprisingly it comes to over \$6 million. That is almost as much as the projected cash benefit. No other impact costs are shown. You can look at the other side of this handout and see the litany of other considerations that have to be taken into account. New methods have been devised to determine more true costs of growth. Please read, "Better Not Bigger" by Eban Fodore or "Sprawl Costs Us All" by Brett Tulsey. After all costs are considered, the losses may total \$4,117,161 by Year 14. These projections might not be dead on the money, but they are close enough that you should consider Hackett Hill dead in the water. A good builder heeds the admonition measure twice, cut once. If you look at Page 2, you will see that the 1,386,000 square feet of office space anticipated if it provided 200 square feet per employee...I am not absolutely sure of that but it must be someplace close, the number of employees assumed would be close to 7,000. The number of parent employees assumed at 75% would yield 5,197 parents that work there. Parents creating new households in Manchester at 50% of those would be 2,599 households. The elementary students coming out of that would be 1,092; middle school 388; high school 311, for a total of 1,741. The total weighted school capital cost per household would be over \$11,000. Total school capital costs from Hackett Hill could be \$29,568,823. The cost of other development impacts on Manchester public facilities like library, municipal, fire, police, parks & recreation, transportation, etc. we could assume to be at a cost of about \$14,000 per dwelling unit and about \$11,600 per thousand square feet of office space provided. That would be \$52,463,000 of cost of other development impacts. The cost of bonding for other impacts could amount to \$2,623,000 per year. The cost per year above taxes to service Hackett Hill because it costs \$1,160 in the northeast on the average to subsidize over \$1,000 in taxes received so \$1,160 per household per \$1,000 of taxes would be necessary and that would come to \$363,000 per year. The total possible annual cost incurred by Manchester to service Hackett Hill impact by Year 14 could be \$10,895,666. The cash promised by the proformer would be \$6,778,000. The possible real cumulative net cost by Year 14 for Manchester could be over \$4 million. Please measure twice. Thank you.

11/20/2000 - Special Board Meeting - PH

Alderman Levasseur asked can one of the consultants give us an idea...if they want to rebut this.

Chairman Cashin stated I don't think you want to rebut anything here this evening. It is going to be counterproductive.

Alderman Levasseur replied I want to know if these numbers are close.

Chairman Cashin stated well it is going to come back to Lands & Buildings and you can ask your questions then.

Tom Irwin, 27 N. Main Street, Concord, NH stated:

I represent the Conservation Law Foundation. We were invited to participate as a concerned environmental organization by a resource group that was to look at this project. We were happy to participate in two of those meetings. We would have liked to have had the opportunity for further participation and would like to provide a few comments today and I will be brief. First for the reasons that have been stated by many others so eloquently, the Conservation Law Foundation would urge you to seriously consider the zero development concept here. Hackett Hill clearly is a significant, unique property for the recreational and educational opportunities it provides. If the City decides to proceed with its development and we hope that it won't, but if it does there are a few concepts that we would urge you to consider. First, we would urge that the development take place in a geographically phased approach so that if the forecasts for development on this property are not realized, we don't have for example pods of development scattered throughout the property. We would urge you to take a phased approach that starts at the north and again if the development projections aren't realized, approaching it in that manner will prevent development from being fragmented and scattered throughout the property. Secondly, we would urge you to have the development proceed in a manner that minimizes impervious services as much as possible. If you look at the conceptual plan, it is hard not to notice the significant amount of space that is devoted purely to

parking. We would ask you as the development unfolds if, in fact, the City proceeds in that way we would ask that development of this property proceed in a manner that is done creatively through the use of public transportation and other creative alternatives to minimize the amount of space that is needed for parking. Second, we would ask you to take a hard look at area designated as B1 on the conceptual Master Plan. That area is essentially an island of development that has received special attention in the ESO agreement in that according to the CSO agreement it warrants special review by the EPA and the Department of Environmental Services. Even if the EPA and the Department of Environmental Services okay the development of that island, we would ask that the City think seriously about not developing that area and causing the unnecessary fragmentation that would result from that. Finally, we would ask that all efforts, if in fact development occurs, we would ask that all efforts be taken to protect the preserve from the potential over use of trails that could develop from the users of this office park. I would address your attention to Page 2 of the Executive Summary of the Master Plan that states that since the open space remaining after development of the property is a significant asset to the development, an extensive trail system is planned for the property. Clearly, we are here today because of the significant concerns related to the preserve to the extent that that language refers to a potentially extensive trail system throughout the preserve for use by employees and others at this office park we think that could have a major detrimental effect.

Charles Watson, 281 Dubuque Street, Manchester, NH stated:

I am a Planner for the Town of Hooksett. We appreciate the communications which we have received thus far concerning this project. This project definitely borders on the Town of Hooksett and if it proceeds, traffic and other impacts will undoubtedly affect the Town of Hooksett. We request that the Town of Hooksett be granted abutter status in this matter as it comes before government bodies in this City and request that we receive copies of reports relative to this matter. Thank you.

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Jeff Kassell, 22 Appleton Street, Manchester, NH stated:

Let me start off by saying that I am not an environmentalist. I am not a tree hugger. I have really a different concern about this Hackett Hill project and it really has to do with money. I was very interested to hear Mr. Flood of Merrimack, he doesn't live in Manchester and I don't know who he really represents. Someone told me a few minutes ago that he was involved with the Sierra Club. I was very interested in what he had to say because it raised questions that I had and really what that is is what is the real cost of this project. I believe that the people who have paid for this land and we got it at bargain basement prices. This land cost the City approximately \$800/acre. You can't even buy a wood lot for \$800/acre 100 miles north of here. This is valuable, valuable land. The City bought it for fire sale prices. I am kind of curious as to how that happened, but development of this land is another matter. There is another thing that concerns me and there has been a lot of talk about redeveloping downtown. The civic center project, one of the biggest projects in the history of Manchester, was designed to increase traffic downtown. An office center is being proposed for the Hackett Hill project and this office center is going to have retail spaces somehow adjacent to it. This is the projection. I am wondering how this is going to enhance traffic downtown if you are going to have a different office center located several miles from the downtown area, which will probably defray traffic away from downtown rather than towards it. This is what I would like to propose. I would like to propose that there is not...this land is an asset for the City. It is not going away. It is going to increase in value regardless of when it is developed. I would like to see a robust discussion of this asset to the City over the next year or so so that people really understand what its value is and how that value should be deployed in the best interest of the City. It is not really for just 12 or 14 people to decide how this land is going to be used. This is the City's money. The people who live in this City who pay the taxes and the debt service on this land and they should be considered. It shouldn't be rammed down their throats. Now I am not saying an office park is the worst use for this property. I really don't know, but I would like to see a robust discussion of it in the newspapers and in the Aldermanic Chambers so that everybody understands how the money is going to be deployed and how the land is going to be used. Thank you very much.

Don Welch, Boutwell Street, Manchester, NH stated:

I come before you tonight to speak in opposition to this proposed Hackett Hill project. I had the opportunity over the past couple of years and actually throughout the last 40 years of going up in this area hunting when I was younger and hiking in the last couple of years. This is an asset to the City of Manchester. I sit back and I say why are we developing this. I flew over the land a couple of weeks ago and there are areas there that the biologists and environmental people can tell you cannot be seen anyplace else in North America. Furthermore, I heard tonight again economic development, tax base. You know what? I think the taxpayers are sick and tired of getting ripped off via these land grabs because that is exactly what is happening here. This land will be turned over from the City taxpayers to developers that in turn profit hugely from these developments. I don't know how many of you tonight know that when I saw that screen up there tonight, if you look at your map here, this area right here is 147 acres. Most people don't know this. December 7 there is a hearing to subdivide the land that abuts this property for 147 acres of commercial development. So, when I sit back and I hear people talk about increasing the tax base, well if there is an increase in the tax base there are a couple of things going on. One, this money should be used for improvements in the City whose tax base we improve and nothing is happening in this City as far as we have infrastructure that is falling apart. Why don't we concentrate on downtown? I mean we are already on this bandwagon. If you people have an opportunity to go up there and walk around up there it is amazing. I am not into that but I sit with a bunch of hunters in the morning that go out there. There is wild game out there. I don't know. The land grab continues in this City and that is exactly what this is and I think the taxpayers are going to look at every single one of you when you decide on this project and where we are going. Thank you very much.

Dorothy Courser, 213 Gingras Avenue, Manchester, NH stated:

I wasn't going to speak tonight, but I parked my car on Elm Street and I was walking in and I was looking at Elm Street...I have been a lifelong resident of Manchester and I

know what Elm Street used to be and then we looked and we said well maybe the outskirts aren't so bad and all of the stores went to the outskirts. Now we are trying to rebuild downtown again. When I look downtown now all I see are office buildings and restaurants. If you take the office people out of Manchester and move them to the outskirts of town, we are going to lose what we have downtown now. Hackett Hill is such a beautiful place just the way it is. It should be left alone. Years and years ago I used to swim off of South Willow Street where Wendys is now. There is a pond there and I bet you years ago we didn't think anything would happen by moving everything out there. That is so polluted now it is disgusting. Please, for the children of Manchester, think very hard before you move on this. Thank you.

Laura Magzis, Penacook, NH stated:

I moved to NH 10 years ago and fell desperately in love with the State. I fell in love with the open space and also with the unique cultural and historic features of the State. I feel that we are in serious danger of losing what I and other people love about New Hampshire. I have occasion periodically to visit Connecticut. The towns in Connecticut and it is eastern Connecticut, all merge with each other. There is no differentiation between them. The traffic there is horrendous. It looked like any other place along the Eastern seaboard. If somebody put you down there and you didn't see signs that indicated where you were, you wouldn't know if you were in Connecticut or New Jersey or New York or Atlanta for that matter. I feel that New Hampshire is in danger, as a previous speaker said, of little by little losing open space and developing that kind of lifestyle of sprawl. I believe there are two costs. As previous speakers have said there is the financial cost. I am not at all convinced that further development actually improves the tax base. Then there is also the quality of life part and I feel that is even more questionable. I think that this kind of sprawl greatly reduces our quality of life and that is what this adds to. I strongly agree with people who suggest putting resources and energy into developing the downtown area. Thank you.

Elinor Kehas, 158 Whitford Street, Manchester, NH stated:

My focus was on the financial aspect of this project. In the proformer statement it mentions and it bases a lot of figures on land sales of \$100,000 on the average and the retail space \$220,000 and I was just wondering if these have been substantiated at all by any kind of research. I question them because we just sold 11 acres in Manchester, the City of Manchester did, for \$320,000 and that is about \$31,000 per acre. So I was wondering how they got these figures. Can anyone respond?

Mr. Farrelly stated I am a consultant with Cushman & Wakefield. We specialize in commercial and industrial real estate services for corporations and effectively at today's market runs where it is appropriately zoned to build office buildings that is actually on the low side of what the price would be. That is actually a very conservative number.

Ms. Kehas replied which is a conservative number. The land that was sold is near the airport and I am sure the Aldermen are familiar with the land I am talking about. It was sold to Oak Design for \$31,000 an acre. Am I correct? If you use those kind of figures, how can we foresee \$100,000/acre for this parcel or \$220,000?

Mr. Farrelly responded the important thing when we look at different parcels of land is the usable acres. How much of the 11 acres that the City sold for \$33,000/acre was wetland or was incurred by other site premiums such as ledge so you can have an 11 acre lot of which only 3 acres of it are buildable. I don't know the specific site.

Mr. Taylor stated the particular lot you are referring to is located in the Manchester Airpark, which is a redevelopment project done by the City. The price that those lots are being sold for were based on an actual appraisal. The particular lot that you are talking about happens to have less than 3 acres of developable land. The bulk of it is non-developable. So, you are dividing the total price by 11 and you should be dividing it by 3.

Ms. Kehas asked what makes it undevelopable.

3

Mr. Taylor answered because it is wet, the topography is bad, there are wetlands down there and there are some drainage ditches that have to be accommodated. You are really spreading that sale price over a much smaller amount of land than the total land area of the parcel.

Ms. Kehas stated I was wondering if it was possible to have another meeting to decipher the financial text here. There are a lot of questions that I have about it and I don't want to hold everybody up.

Chairman Cashin asked would you be agreeable to give us the questions you have and we will get the answers for you.

Ms. Kehas answered yes.

Chairman Cashin asked if there was anyone else present wishing to speak.

Jackie Flood, 6 Shore Drive, Merrimack, NH stated:

I am concerned about this development, however, I am a real estate broker of 25 years and actually speaking against development. I thought some points might be of interest to you that I have seen over the last 25 years. Manchester has come along way. Downtown is getting quite lovely. There are restaurants and shops and it looks much more like a downtown then when I first came but your progress is going to be jeopardized. The experience of Nashua might be of interest to you. Back in the late 80's, there was a saturation of the marketplace. Speculators built a good number of office buildings on the outskirts increasing traffic terribly on 101A. What happened was to fill the buildings they decreased the rent and it stripped tenants from downtown out to these buildings. Even during the boom time, the buildings were all half empty. They are now...some of the newer ones are full after quite a number of years of prosperity, but the downtown buildings are still half empty. For example, the Oddfellows Building, one of the prettiest

buildings probably in the State is kind of divided up into little cubicles and they have homely signs in the windows. It is very low rent and very unattractive. That will happen to Manchester too. Right now we are in a period of prosperity. We have economic cycles. There is no doubt about it. We don't know when the next recession will come. You are going to be caught for sure with some of these buildings and it is going to take an awfully long time to fill them. The other point I wanted to make is that we are at about 100% employment as we know. Any companies coming in have to bring workers with them. This drives up rent terribly and it affects the affordability of housing. Merrimack bit the bullet about 10 years ago. We bought 80 acres of beautiful trails and woodlands with lakefront. We treasure that greatly. Merrimack has benefited from that tremendously. You are going to miss a big opportunity if you don't preserve Hackett Hill.

On motion of Alderman Pariseau, duly seconded by Alderman Vaillancourt, it was voted to refer the Master Plan and comments and documentation presented to the Committee on Lands & Buildings for future report to the Board.

There being no further business to come before the hearing, on motion of Alderman Thibault, duly seconded by Alderman Pariseau, it was voted to adjourn.

A True Record. Attest.

City Clerk

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1/14/04
 P. 1 of 4

TO: MEMBERS OF THE LAND & BUILDING COMMITTEE
 FROM: PETER FLOOD, 6 SHORE DR., MERRIMACK, N.H. 03054
 Tel. 424-5229 email: p and j flood@aol.com

RE: CRITIQUE OF HACKETT HILL MASTER PLAN & IMPACT CONSIDERATIONS NOT ADDRESSED

Hackett Hill Master Plan
 Preliminary Development Pro Forma

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Total for 12 Yr. Period
Miscellaneous Acquisition Cost	\$ 300,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 300,000
Construction Cost	\$210,000	\$ 0	\$2,031,000	\$ 0	\$ 0	\$6,773,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$9,913,000
Ancillary Costs	\$280,000	\$ 0	\$112,000	\$165,000	\$ 0	\$1,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$2,577,000
Marketing Cost	\$ 0	\$186,400	\$86,600	\$132,000	\$ 0	\$ 0	\$368,000	\$88,000	\$83,300	\$179,200	\$179,200	\$ 0	\$913,000
Interest Cost (5%)	\$100,000	\$43,600	\$ 0	\$ 0	\$ 0	\$ 0	\$294,400	\$78,400	\$66,340	\$14,336	\$14,336	\$ 0	\$78,112
Administrative Cost	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,000,000
Municipal Operating Cost	\$12,000	\$12,000	\$85,840	\$130,250	\$174,650	\$174,650	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,000,000
Total Cost	\$870,000	\$474,980	\$2,418,440	\$327,250	\$274,650	\$8,046,650	\$1,143,412	\$870,932	\$541,440	\$608,536	\$380,000	\$404,000	\$2,390,440
REAL Municipal Oper. Costs		\$ 39,527	\$ 156,734	\$ 179,242	\$ 266,622	\$ 266,622	\$ 375,010	\$ 547,865	\$ 592,028	\$ 672,895	\$ 753,762	\$ 835,476	\$ 4,684,943
Sales Revenue	\$ 0	\$2,330,000	\$1,120,000	\$1,650,000	\$ 0	\$ 0	\$3,680,000	\$860,000	\$883,000	\$179,200	\$179,200	\$ 0	\$10,951,400
Tax Revenue	\$ 0	\$5,200,000	\$20,620,000	\$23,681,000	\$41,200,000	\$41,200,000	\$63,760,000	\$69,560,000	\$75,200,000	\$86,750,000	\$86,750,000	\$98,750,000	\$1,450,222
Total Revenue	\$ 0	\$5,200,000	\$21,740,000	\$25,331,000	\$41,200,000	\$41,200,000	\$67,440,000	\$70,440,000	\$75,200,000	\$86,750,000	\$86,750,000	\$98,750,000	\$1,450,222
Cash Flow	-\$870,000	\$1,986,636	-\$768,918	\$1,728,910	\$783,368	-\$6,989,634	\$3,594,604	\$2,046,168	\$2,077,981	\$1,501,800	\$1,734,144	\$2,080,540	\$25,441,822
Net Cost/Benefit (Cumulative)	-\$870,000	\$1,118,656	\$349,718	\$3,078,028	\$2,951,394	-\$4,127,240	-\$832,636	\$1,513,532	\$3,591,393	\$5,093,193	\$6,827,337	\$8,907,877	\$18,589,799
Net New Jobs (Cumulative)	539	1379	2038	2038	2038	2038	3510	3902	4235	4950	5600	5600	5600
Net New Payroll (Cumulative)	\$ 32,550,000	\$ 46,230,000	\$ 71,330,000	\$ 71,330,000	\$ 71,330,000	\$ 71,330,000	\$ 122,850,000	\$ 136,570,000	\$ 148,225,000	\$ 173,250,000	\$ 195,000,000	\$ 195,000,000	\$ 195,000,000

- Assumptions:
- 1) All calculations are in current dollars; the current tax rate of 25.68 was used
 - 2) Land Sales will be spread equally by phase over the life of the project
 - 3) Project duration will be 11 years
 - 4) Land sales price will average \$100,000/Acre
 - 5) Assumed assessed valuation is \$60/SF & \$100,000/acre land value
 - 6) Tax revenue from buildout is realized the year after land sale
 - 7) Total tax increment is available for project financing
 - 8) Ancillary costs include MDC Note payable (10% of land sales revenue) & Front Street Improvements in the second year. Year 6 cost includes contribution to new interchange.
 - 9) Timeframe for new Exit 7 work is 7-8 years out from present
 - 10) Municipal Operating Cost is based on \$236/1000 SF constructed
 - 11) New Jobs data is based on 4/1000 SF GLA
 - 12) New Payroll data is based on average \$35,000/year positions.

**** Municipal Operating Cost should be \$96,100,000 of tax revenue. Impact on this pro-forma (\$2,294,503) (American Farmland Trust, Northeast average)**

**** Keep in mind that all taxes generated are spent on this development and are not available to pay for any other tax impacts that will occur over these years. Please consider the "Other Considerations" which follow.**

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RE: HACKETT HILL DEVELOPMENT - OTHER CONSIDERATIONS

1/14/04
p. 2 of 4

The following impact considerations must be taken into account before blessing a plan of such magnitude which seems to be a guaranteed success as presented. The assumptions made are my own. The statistics and costs are taken from Eben Fodor's book 'Better not Bigger'. One of our own NH Regional Planners from the Seacoast Region has worked with Fodor and claims his statistics as being 'Right On'. Some charts from his book are attached to help explain the following impacts:

- In addition to the proforma assumptions of 1,400,000 sf / 4 Employees / 1000 sf / \$ 5600 Employees
- We assume that 75% of the 5600 will be parents / that 50% of them will create new households in Manchester (2,100) / that .67 School Age children per household (1407) / Weighted school capital cost per household is \$ 11,377.
- School Capital Costs — \$ 11,377 X 2,100 new 3BR households — \$ 23,891,700.
- Cost of bonding @ 5% ————— \$ 1,194,585 / YR
- Cost of other Development impacts @ \$ 14,000 / dwelling \$ 11,600 / 1000 sf office — \$ 45,640,000
- Cost of bonding @ 5% ————— \$ 2,282,000 / YR
- Cost of servicing Residential use @ 140 / 1000 Taxes (2,100 homes @ 200,000 Eval) \$ 1,512,000 / YR
(if \$ 5136 TAX, then 5.136 X 140 X 2,100)
- Cost of 1407 Students at \$ 7000 / YR / Student ————— \$ 9,849,000 / YR
- Possible Impact Costs from Hackett Hill Development ————— \$ 14,837,585 / YEAR

Note: I would suggest that Manchester seriously consider hiring a consultant such as Eben Fodor to do an impact analysis on the Hackett Hill Plan.

Cost of Development Impacts on Public Facilities in Boulder, Colorado, 1996

Public Facility Category	Residential (cost per dwelling)		Non-Residential (cost per 1000 sq. ft. of floor area)	
	Single Family Detached	All Other Housing	Light Industrial	Commercial /Shopping Center Office / Institutional
Library	\$427	\$301	\$160	\$190
Municipal	\$446	\$313	\$90	\$110
Fire	\$107	\$87	\$80	\$220
Police	\$132	\$92	\$10	\$20
Parks & Rec	\$4,306	\$3,030	\$1,090	\$1,320
Transportation	\$7,378	\$5,091	\$5,080	\$8,640
Open Space	\$3,527	\$2,482	\$870	\$1,060
Totals	\$16,323	\$11,396	\$7,380	\$11,560

Profile of Hypothetical New House

Characteristic	
House Size	3 Bedrooms
Lot Size	6,000 sq. ft.
Land for Streets (21% of lot)	1,260 sq. ft.
Development Density	6 units/acre
Occupancy:	
Total Persons	3.1
School-age Persons	0.67

School System Capital Cost Example per Pupil

School Levels (Grades)	Elementary (K-6)	Middle (7-9)	High (10-12)
School Building Area (square footage/pupil)	120 sq. ft.	150 sq. ft.	180 sq. ft.
Construction Costs (\$/square foot)	\$105	\$115	\$130
Construction Costs (\$/pupil)	\$12,600	\$17,250	\$23,400
Land Cost per Pupil (at 10% of construction cost)	\$1,260	\$1,725	\$2,340
Total Cost Per Pupil	\$13,860	\$18,975	\$25,740

School System Capital Cost Example per New Three-Bedroom

School Levels (Grades)	Elementary (K-6)	Middle (7-9)	High School (10-12)	Total K-12
Total Cost Per Pupil	\$13,860	\$18,975	\$25,740	0.67
Number of School-Age Children per New House	0.42	0.13	0.12	
Weighted Cost \$/house	\$5,821	\$2,467	\$3,089	\$11,377

Growth-Related Costs

- | Capital Costs for Public Facilities/Infrastructure | Environmental Costs and Other Impacts |
|---|--|
| <ul style="list-style-type: none"> School Facilities (K-12) Sanitary Sewer System Storm Drainage System Transportation System Water Service Facilities Fire Protection Facilities Parkland & Recreation Facilities Police Facilities Open Space Library Facilities General Government Facilities Electric Power Generation and Distribution Natural Gas Distribution System Solid Waste Disposal Facilities | <ul style="list-style-type: none"> Decreased Air Quality Decreased Water Quality Increased Rates of Resource Consumption (water, energy, etc.) Increased Noise Lost Open Space and Resource Lands (farms and forests) Lost Visual and Other Natural Amenity Values Lost Wildlife Habitat Increased Regulation (loss of freedom) Lost Mobility Due to Traffic Congestion (delays and increased commute time) Higher Cost of Housing Higher Cost of Living Increased Crime Lost Sense of Community Costs to Future Generations |

Cost of Public Infrastructure New Single-Family House, Oregon, 1996

Cost Item	Amount
School Facilities	\$11,377
Sanitary Sewerage	\$5,089
Transportation Facilities	\$4,193
Water System Facilities	\$2,066
Parks and Recreation Facilities	\$797
Stormwater Drainage	\$510
Fire Protection/EMS Facilities	\$470
Total	\$24,502

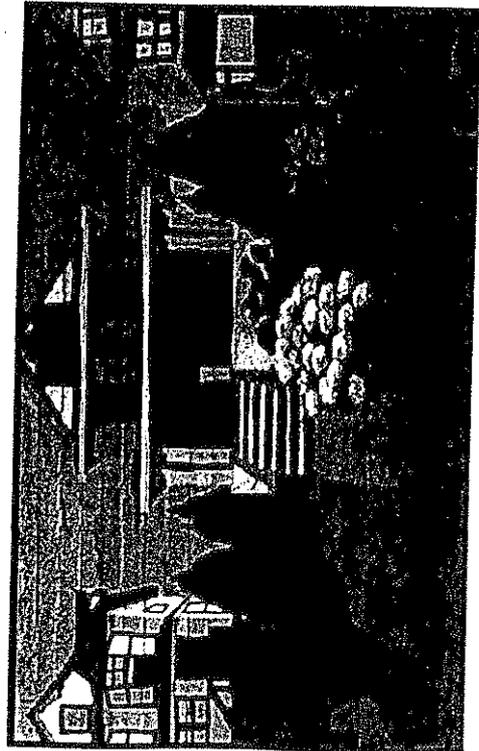
School construction costs should include all expenses required to produce a completed school, including planning, designing, engineering, and building, as well as the cost of equipment and land. If the total cost for a school with a capacity of 600 students is \$13.5 million, then the cost of capacity per student is \$22,500 (\$13,500,000/600). If there are 0.67 school age children per house, then the cost per house is \$15,075. Note that this is not a cost per child! It is the cost to create the permanent school capacity required to serve the permanent demand created by new houses and the people who will inevitably live in them.



3

p. 4 of 4

BETTER NOT BIGGER



*How to Take Control of Urban Growth
and Improve Your Community*

Eben Fodor



NEW SOCIETY PUBLISHERS

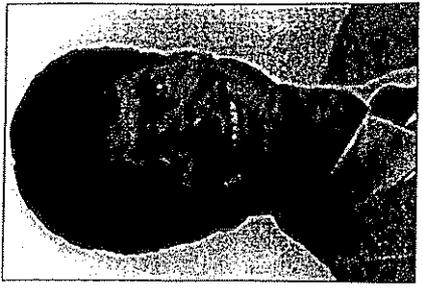
ABOUT THE AUTHOR

Eben Fodor holds a Master of Science degree in Environmental Studies and a Masters in Urban and Regional Planning, both from the University of Oregon. His graduate work focused in the areas of environmental economics, natural resource management, and sustainability. He has a Bachelor's of Science degree in Mechanical Engineering from the University of Wisconsin, Madison.

Fodor founded Friends of Eugene in 1993, a charitable organization created to encourage greater public involvement in local planning and land use issues. He served as president for three years and continues to serve on the board. He is a founding member of Citizens for Public Accountability, a Eugene-area group concerned about the environmental and economic impacts of the Hyundai computer chip factory and the lack of public accountability in local economic development programs. He helped found LandWatch Lane County in 1996 to promote responsible land use policies in the county and serves on the board. He served as executive director of the Community Progress Board — a group of business, civic, and environmental leaders who worked together to develop quality of life and sustainability indicators for the Eugene-Springfield metro area.

Before moving to Oregon, Fodor worked in Washington, D.C. as an engineer and executive in the energy industry developing energy conservation programs and high-efficiency technology for residential and commercial space conditioning. He served as an elected neighborhood leader in Washington, D.C. during one of that area's most rapid growth periods (1987-1990).

He now works primarily as a public interest community planning consultant (i.e., not a development planner) doing land use and growth management consulting, development impact analysis, and sustainable community planning. He has been one of the Northwest's leading researchers on the impacts of urban growth. As an associate with the Institute for a Sustainable Environment at the University of Oregon, he began the Sustainable Communities Project to help Oregon communities begin implementing principles of sustainability. He writes articles on growth and sustainability issues and speaks on these topics across the U.S.



Associated Realty
816 Elm Street #186
Manchester NH 03101
(603) 668-6900

The Board of Mayor and Alderman
c/o Manchester City Clerk
1 City Hall Plaza
Manchester NH 03101

Dear Members of the Board:

This office represents Mr. Rene Soucy in his attempt to purchase the property on Frances Street in Manchester known and described as upper lot 24 and lower lot 23 map 861.

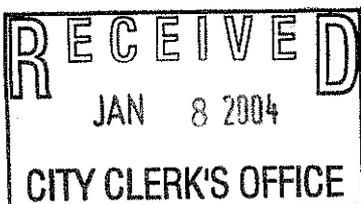
His right to purchase this property is contingent upon his purchasing lot #25 from the City of Manchester. Mr. Soucy wishes to purchase lot #25 for \$10,000.00 from the city and he has notified Mr. Peter Sampo, the only other abutter of his intent.

Kindly please consider Mr. Soucy's offer and notify me of additional steps necessary to complete this purchase.

Thank you in advance for your anticipated help with this matter.

Sincerely


Kenneth A DeSchuiteneer



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9/16/2003

Buildings and Land Community;

Gentlemen,

I am negotiating to purchase two lots on Francis street (west) in manchester.

The lots are #23 and 24 on city map #861.

I am interested in purchasing a lot owned by the city, lot #25 abutting lot 24, or whatever part of it I would need to consolidate with lot #24 in order to build a single family dwelling.

I would keep lot #23 as a dry lot and a buffer to be neighbor friendly.

Thank you for your consideration in this matter

PS. IF not all of lot #25
100x100 would do.

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97-2000	274		
96-2000	273		
95-2000	272		
94-2000	271		
93-2000	270		
92-2000	269		
91-2000	268		
90-2000	267		
89-2000	266		
88-2000	265		
87-2000	264		
86-2000	263		
85-2000	262		
84-2000	261		
83-2000	260		
82-2000	259		
81-2000	258		
80-2000	257		
79-2000	256		
78-2000	255		
77-2000	254		
76-2000	253		
75-2000	252		
74-2000	251		
73-2000	250		
72-2000	249		
71-2000	248		
70-2000	247		
69-2000	246		
68-2000	245		
67-2000	244		
66-2000	243		
65-2000	242		
64-2000	241		
63-2000	240		
62-2000	239		
61-2000	238		
60-2000	237		

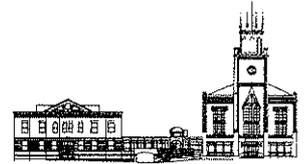


Robert S. MacKenzie, AICP
Director

CITY OF MANCHESTER

Planning and Community Development

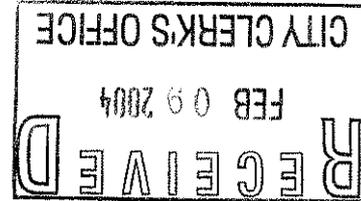
Planning
Community Improvement Program
Growth Management



Staff to:
Planning Board
Heritage Commission
Millyard Design Review Committee

February 4, 2003

Committee on Land and Buildings
Honorable Board of Mayor and Aldermen
City Hall - One City Hall Plaza
Manchester, N.H. 03101



RE: *Disposition of city-owned property on Francis Street (Tax Map 861, Lot 25)*

Dear Committee Members:

This is to provide a report pursuant to Section 23½ pertaining to the above-referenced parcel.

The Committee has received a letter from Mr. Rene Soucy who is currently seeking to acquire two adjoining privately owned parcels (TM 861, Lots 23 & 24) located on Francis Street, a private way off the west side of Goffstown Road. Prior to concluding his final acquisition of these two lots, Mr. Soucy has asked the Committee whether or not the City would sell him the city-owned Lot 25, a tax-deeded property which abuts the west end of Lot 24 (refer to the accompanying map). Mr. Soucy has verbally stated that his goal with respect to these purchases would be to

- (a) consolidate the 10,000 s.f. Lot 24 with the 18,000 s.f. Lot 25 in order to create a new 28,000 s.f. parcel which would meet the R-1A zoning district's 1-Family detached dwelling unit 12,500 s.f. minimum lot size requirement by; and
- (b) use Lot 23 as a buffer lot "to be neighbor friendly".

Surplus Determination: The Planning Department has reviewed this request and has concluded that there is no public purpose to the City's continuing ownership of Lot 25. As such we would have no objection if Lot 25 were to be declared "surplus" and disposed of in a manner consistent with Section 23 1/2 of the City Ordinances.

Disposition:

City-owned Lot 25 is located on a private way and is abutted by five separate privately-owned parcels, two of which have a substantial border with Lot 25 (TM 861, Lots 18 & 24). Due to the way the parcels in this area are configured, we feel that it is logical for the City to offer to sell Lot 25 to the owner of either Lot 18 or Lot 24.

Sincerely,

Robert S. MacKenzie
Director of Planning

One City Hall Plaza, Manchester, New Hampshire 03101
Phone: (603) 624-6450 FAX: (603) 624-6529
E-mail: planning@ci.manchester.nh.us
www.ci.manchester.nh.us

4



Vicinity of Joseph and Francis Streets



City of Manchester
Office of the Tax Collector

City Hall
One City Hall Plaza - West
Manchester, New Hampshire 03101
(603) 624-6575 (Phone)
(603) 628-6162 (Fax)

Joan A. Porter
Tax Collector

Memorandum

DATE: January 15, 2004
TO: Land & Building Committee
FROM: Joan A. Porter, Tax Collector
RE: **L Francis St**

As requested, the following contains information regarding the Tax-Deeded property located at: **L Francis St**

Prior Owners: Francisco R. Jardine
Map/Lot: 0861/0025
Lien Date: 09/05/41
Deed Date: 09/02/43
Recorded Date: 09/09/43
Book/Page: 051/369
Back Taxes \$7.06 (**not including interest and costs**)

I do not have any objections to the disposition of this property.

This property was tax-deeded prior to 6/25/98 and therefore there are no requirements to notify the former owner.



**City of Manchester
Office of the Tax Collector**

City Hall
One City Hall Plaza - West
Manchester, New Hampshire 03101
(603) 624-6575 (Phone)
(603) 628-6162 (Fax)

Joan A. Porter
Tax Collector

Memorandum

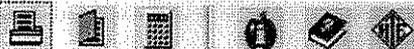
DATE: November 10, 2003
TO: Land & Building Committee
FROM: Joan A. Porter, Tax Collector
RE: **L Francis Street**

As requested, the following contains information regarding the Tax-Deeded property located at: **L Francis St**

Prior Owners: Francisco R Jardine
Map/Lot: 0861/0025-N
Lien Date: 09/05/1941
Deed Date: 09/02/1943
Recorded Date: 09/09/1943
Book/Page: 1051/0369
Back Taxes \$7.06 (**not including interest and costs**)

I do not have any objections to the disposition of this property.

Functions Options Help



Special Notes

Tax account ID 203082
Account description
Personal Property Acct
Location address FRANCIS ST
Owner name CITY OF MANCHESTER TAX COLLECT

[View detail](#)

Description	Free-Form Information
IN DEED STATUS	DEEDED TO TAX 9-02-43 VOL 1051 PAGE 0369
IN DEED STATUS	DATE DEED RECORDED 09-09-43
IN DEED STATUS	OO: JARDINE, FRANCISCO R
IN DEED STATUS	ORIGINAL LIEN DATE SEP 05, 1941 FOR 1940

OK Exit Cancel

4

To: Committee on Lands and Buildings
From: Board of Assessors
Date: November 6, 2003

Re: (Map 861, Lot 25-N)
Request to Purchase Property Francis Street

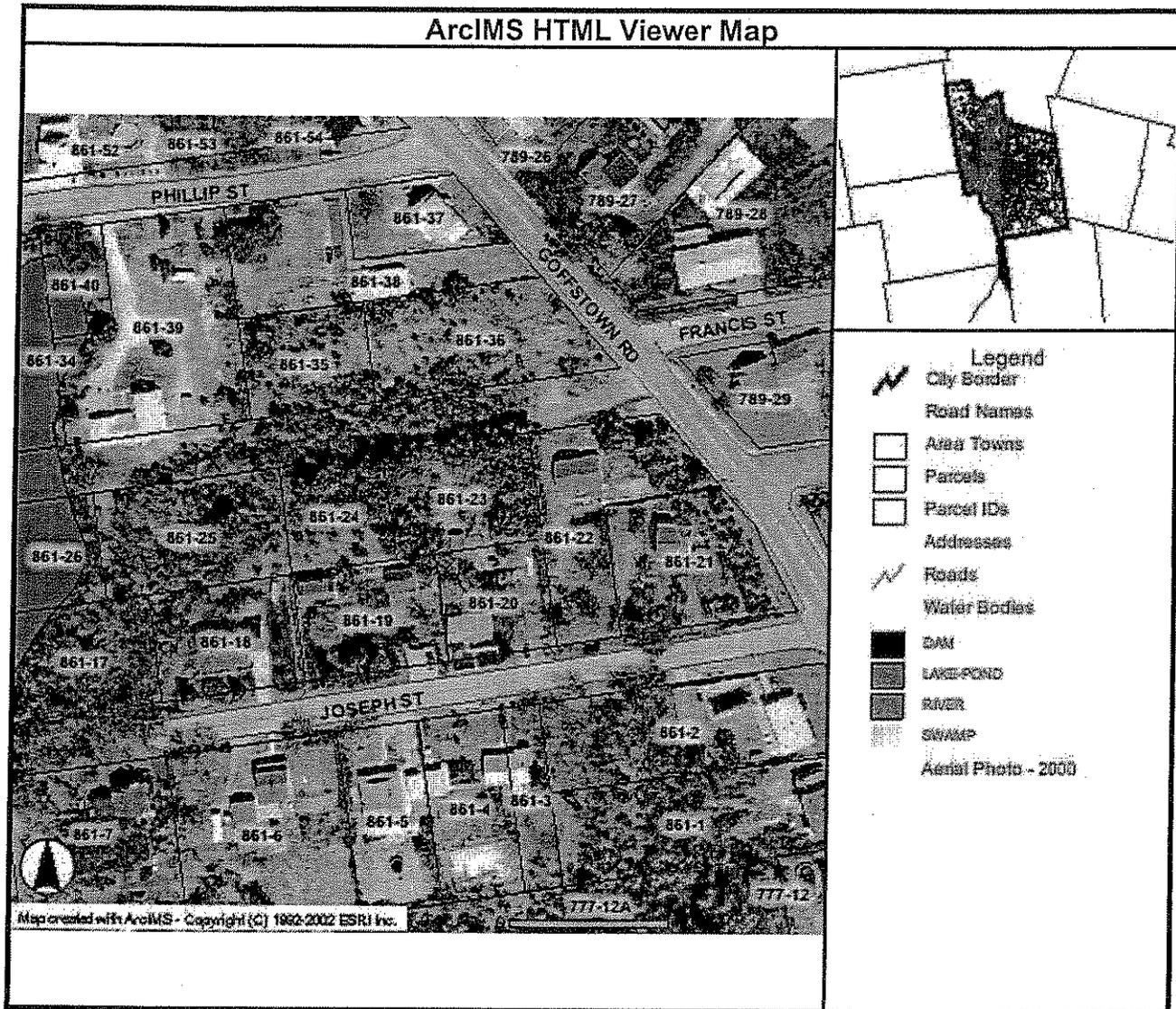
The following is a summary of important facts and the value estimate:

Property Location	Land Francis St. West Side
Assessors Map/Lot	Map 861 , Lot 25N
Property Owner	City of Manchester, NH
Deed Book/Page	Deeded 9/2/43 Book 1051 Page 0369 Recorded 9/9/43
Date Acquired	9/2/43
Improved/Vacant	Vacant
Total Land Area	Square Feet (Acres) 18,000 or .41 Acres
Current Zoning	R-1A
Overlay District	
Easements/Restrictions	
Utilities Available	Water
Total Current Assessment	8,000
Indicated Range of Value/Unit	
Indicated Range of Value	20,000 TO 40,000
Comments	According to the Health Dept if they have water and need septic they need 25,000-sq. ft., if they don't have either than they need 37,500 sq. ft in order to build a house.

Respectfully submitted by the Board of Assessors,

Thomas C. Nichols

Thomas C. Nichols, Acting Chairman



H



132 Titus Avenue
Manchester, NH 03103

603.668.5423

www.moorecenter.org

June 3, 2003

The Honorable Robert A. Baines
and Board of Aldermen
One City Hall Plaza
Manchester, NH 03101

Dear Mayor Baines,

I am writing to ask the City of Manchester to consider transferring the former Highland Goffs Falls School, now the location of Moore Center Services, to Moore Center Services, Inc.

Moore Center Services, Inc. has been serving the needs of individuals with developmental disabilities and their families in Greater Manchester for over forty years. Initiated by a small group of parents searching for solutions to the absence of meaningful life activities for their children and supports for their families, the Moore Center has grown from a small agency providing education and prevocational training to a large human service agency providing a wide variety of services, programs, and support. The agency serves a diverse population of persons with developmental disabilities and acquired brain injuries and from all socio-economic, linguistic, ethnic, educational, religious and racial backgrounds throughout the lifespan. As society's recognition of the contributions of persons with developmental disabilities has expanded, the agency's mission to aid these individuals and their families in reaching their maximum potential has refocused on their full inclusion into their community's life.

As a non-profit organization, our mission is to "empower and support individuals with developmental disabilities and acquired brain disorders, thereby enriching the lives of everyone in our community." Incorporated in 1960, the Center is the area agency for individuals with developmental disabilities designated by the State of New Hampshire as Region 7. Serving over 1,100 individuals and families, we are responsible for ensuring planning and implementation of appropriate services throughout the greater Manchester area.

As you know, the City of Manchester has generously leased the former Highland Goffs Falls School building to Moore Center Services for \$1.00 per year since 1970. The current lease runs through January 2022. As the building ages, the cost of maintaining it escalates. As a non-profit faced with significant state and federal budget cuts, our ability to maintain the building will require significant capital expenditures that far exceed our ability to manage.



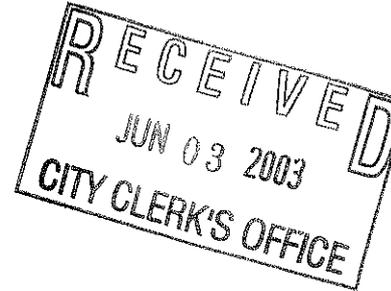
A United Way member agency.

6/30/03 - Tabled
pending info. from
moore center
8/19/03 - " "

RECEIVED

JUN 03 2003

MAYOR'S OFFICE



5

To compensate for funding shortfalls, we are considering a comprehensive, capital campaign to make capital improvements to our physical plant with the hope of staying in this building that has served us so well over the years. We believe that conducting a capital campaign would be greater enhanced if the building being renovated was owned by the Moore Center. With that in mind, I respectfully request that you and our alderman consider donating the building to our Agency.

I would be happy to meet with you, your staff and the Board of Mayor and Aldermen to answer any questions you might have.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Paul S. Boynton". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

Paul S. Boynton
President & CEO

5



CITY OF MANCHESTER
Planning and Community Development

Robert S. MacKenzie, AICP
Director

Planning
Community Improvement Program
Growth Management

11/13/03 - removed on table
1/20/04 - Retabled pending report of value from Assessors

Staff to:
Planning Board
Heritage Commission
Millyard Design Review Committee

August 19, 2003

Committee on Land and Buildings
Honorable Board of Mayor and Aldermen
City Hall - One City Hall Plaza
Manchester, N.H. 03101

RE: Disposition of city-owned properties at 132 Titus Avenue (Tax Map 554, Lot 16A & 17A)

Dear Committee Members:

This is to provide a report pursuant to Section 23 1/2 pertaining to the above-referenced parcel.

The City has received a letter from Paul Boynton, President and CEO of Moore Center Services Inc., which indicates his organization's interest in purchasing two adjoining city owned lots on Titus Avenue where the Highland Goffs Falls School was once located. These two parcels together comprise about 2.84 acres with one of the two parcels, the vacant lot 16A, containing 0.97 acres and the abutting lot 17A encompassing 1.87 acres. Lot 17A contains the old elementary school building which Moore Center Services currently uses as its operational headquarters (refer to the attached map). Both parcels are zoned R-1B.

The mission of Moore Center Services is to serve the developmental disability needs of local individuals and families and the City has been supportive of this mission since 1970 when it first entered into a long term lease with the Center for the use of these properties for \$1 per year. This lease is currently set to run through January, 2022. Increasingly deteriorated building conditions have recently caused Moore Center Services to begin planning a capital campaign to carry out appropriate improvements to these facilities and they have determined that their fund-raising effort would be significantly enhanced if they owned the properties.

Surplus Determination: The Planning Department has reviewed these properties and determined that they would serve no practical public uses. As noted above, we would also note that a long term lease for use of the properties has already been established with a specific private sector entity. As such, we recommend that the parcels be declared "surplus" and disposed of in a manner consistent with Section 23 1/2 of the City Ordinances.

Disposition: Because of its established long-term lease arrangement with the City, the Committee may wish to consider selling these two properties to Moore Center Services.

Sincerely,

[Signature]
Robert S. MacKenzie
Director of Planning

One City Hall Plaza, Manchester, New Hampshire 03101
Phone: (603) 624-6450 FAX: (603) 624-6529
E-mail: planning@ci.manchester.nh.us
www.ci.manchester.nh.us

5

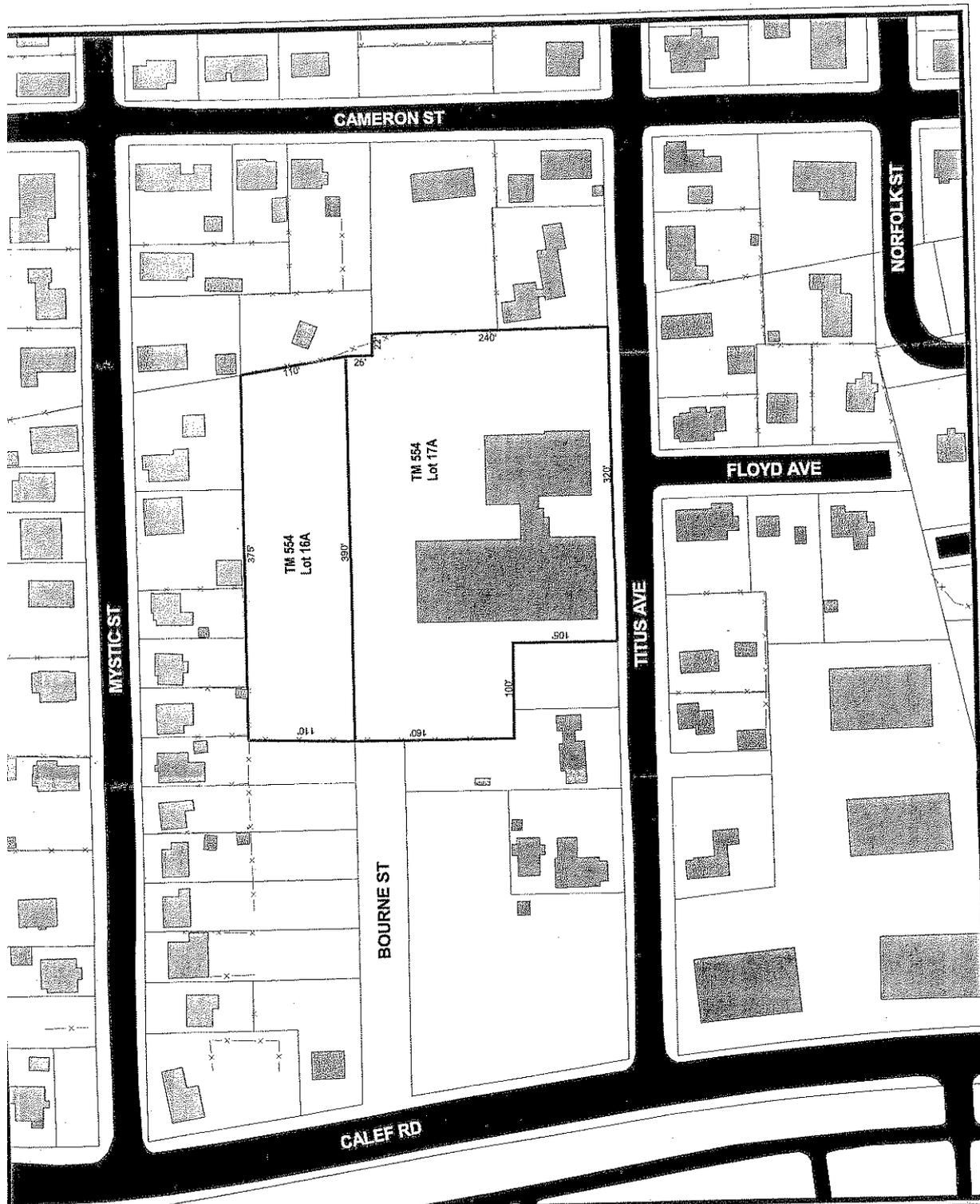
City of Manchester Subarea Map Environments of Titus Avenue



Map scale: 1 inch = 100 feet

Notes:

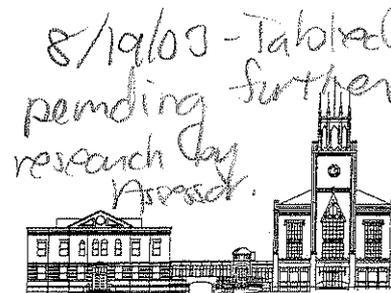
1. This map was created on August 20, 2003, by the City of Manchester Planning & Community Development Department (D. Beauchene) using selected layers of the City's digital base map.





CITY OF MANCHESTER Board of Assessors

One City Hall Plaza, West Wing
Manchester, New Hampshire 03101
Tel: (603) 624-6520 – Fax: (603) 628-6288
Email: assessors@ci.manchester.nh.us
Web: www.ManchesterNH.gov



Steven G. Tellier, Chairman
Thomas C. Nichols
Stephan W. Hamilton

Lee Ann Provencher
Assistant to Assessors

TO: Committee on Lands and Building

FROM: Board of Assessors *jen*

DATE: August 19, 2003

RE: Request to Purchase Property
S. Mammoth Rd

11/12/03 - Remained tabled.
1/20/04 - retabled
pending further review
by committee

The following is a summary of important facts and the value estimate:

Property Location	S. Mammoth Rd
Assessors Map/Lot	Map 0796 Lot 0014
Total Land Area	120,225 sq. ft. (2.76 acres)
Street Frontage	150 ft.
Zoning	
Assessed Value	\$259,700
Suggested Minimum Bid	*See Comment Below
City Water	Yes
City Sewer	Yes
Comment/Other	*At this time the Board of Assessors has no opinion of value on this parcel.



City of Manchester
Office of the Tax Collector

City Hall
One City Hall Plaza - West
Manchester, New Hampshire 03101
(603) 624-6575 (Phone)
(603) 628-6162 (Fax)

Joan A. Porter
Tax Collector

Memorandum

DATE: August 26, 2003
TO: Land & Building Committee
FROM: Joan A. Porter, Tax Collector
RE: **L S Mammoth Rd**

As requested, the following contains information regarding the Tax-Deeded property located at: **L S Mammoth Rd**

Prior Owners: Joseph King
June Babib
Leza Child

Map/Lot: 0796/0014
Lien Date: 04/17/92
Deed Date: 11/21/94
Recorded Date: 11/23/94
Book/Page: 5593/1645
Back Taxes \$13,620.71 (not including interest and costs)

I do not have any objections to the disposition of this property.

ask as part of the record that the Planning Director come forward and provide Planning's recommendations with regards to these parcels pursuant to ordinance.

Alderman DeVries stated I have a quick question. The South Mammoth Road property that you will be looking at there are considerable wetlands right behind that property. I don't know if they encumber on to the lot or not. I just wanted to make you aware in case it is going to impact the buildable...

Mr. Nichols interjected we recognized that. That is why Steve and I want to take our time about putting an assessment on that because that is a valuable piece of land.

Mr. MacKenzie stated I will be brief. We have reviewed all of these properties. Most of these we have actually reviewed in the past few years and indicated that they are surplus in our opinion after looking at a number of different options for the properties so all of these properties are surplus and can be disposed of by auction or other means.

Deputy Clerk Johnson stated we would look for two motions. The first would be to table any action on South Mammoth Road pending further information from the Assessors.

On motion of Alderman DeVries, duly seconded by Alderman Pinard, it was voted to table the South Mammoth Road item pending further information from the Assessors.

Deputy Clerk Johnson stated the second motion would be if the Committee so desires to find the other properties surplus, order them to public auction and sell at the minimum bid as valued by the Board of Assessors. The last three lots listed to be sold as one lot.

On motion of Alderman Pinard, duly seconded by Alderman DeVries, it was voted to find the other properties surplus, order them to public auction and sell them at a minimum bid as valued by the Board of Assessors with the last three lots listed to be sold as one lot.

Chairman Thibault addressed Item 5 of the agenda:

Request by John Marchwicz to purchase a parcel of land known as Map 218, Lot 22 located on Crescent Lane.

To: Committee on Lands and Buildings
From: Board of Assessors
Date: January 20, 2004

Re: Map 796, Lot 14

The Assessors have completed an analysis of the estimated market value of the above referenced property. A site inspection was conducted by David Cornell, Stephen Hamilton, and Thomas Nichols in late summer of 2003. An analysis of the available assessing records has been completed. A review of sales of developable industrial land has also been completed. The following is a summary of important facts, and the value estimate:

Property Location	S Mammoth Road
Assessors Map/Lot	Map 796 Lot 14
Property Owner	City of Manchester Tax Collector
Deed Book/Page	5593/1645
Date Acquired	11/21/1994
Improved/Vacant	Vacant
Total Land Area	2.74 Acres
Current Zoning	Industrial
CSBD District	No
Easements/Restrictions	None Known
Utilities Available	Electric, Water
Total Current Assessment	\$ 259,700
Indicated Range of Value/Unit- Current Zoning	\$60,000 - \$90,000 per acre
Indicated Range of Value	\$164,400 - \$246,600
Indicated Range of Value/Unit if re-zoned Multi-family	\$90,000 - \$ 120,000 per acre
Indicated Value Range if re-zoned Multi-family	\$ 246,600 - \$ 328,800
Comments	The indicated value does not consider any premium that an abutter might pay.

Respectfully submitted,

David Cornell

David M. Cornell, CNHA

6

CURRENT OWNER
 CITY OF MANCHESTER TAX COLLECTOR
 908 ELM ST
 MANCHESTER, NH 03101

TOPO
 I Level
 I All Public
 I Paved
 I Urban
 I Wooded

UTILITIES
 I All Public
 I Paved
 I Urban
 I Wooded

LOCATION
 I Urban
 I Wooded

SALE DATE
 11/21/1994 U
 05/21/1981

EXEMPTIONS
 5593/1645

RECORD OF OWNERSHIP
 CITY OF MANCHESTER TAX COLLECTOR
 KING, JOSEPH P
 KING, JOSEPH P

EXEMPTIONS
 5593/1645

SALE DATE
 11/21/1994 U
 05/21/1981

EXEMPTIONS
 5593/1645

RECORD OF OWNERSHIP
 CITY OF MANCHESTER TAX COLLECTOR
 KING, JOSEPH P
 KING, JOSEPH P

Year	Type/Description	Amount	Code	Description	Number	Amount	Comm. Int.
Total:		259,700				259,700	

APPROPRIATED VALUE SUMMARY

Appraised Bldg. Value (Card) 0
 Appraised XF (B) Value (Bldg) 0
 Appraised OB (L) Value (Bldg) 0
 Appraised Land Value (Bldg) 259,700
 Special Land Value

Total Appraised Card Value 259,700
 Total Appraised Parcel Value 259,700
 Valuation Method: Cost/Market Valuation

Net Total Appraised Parcel Value 259,700

Permit ID	Issue Date	Type	Description	Amount	Insp. Date	% Comp.	Date Comp.	Comments	Date	ID	Cd.	Purpose/Result
									11/7/2000	MT	14	Other
									2/21/1991		01	Meas/Int Estimate

B#	Use Code	Description	Zone	D	Frontage	Depth	Units	Unit Price	I. Factor	S.I.	C. Factor	Nbhd.	Adj.	Notes-Adj/Special Pricing	Adj. Unit Price	Land Value
1	9600	NON TAX C					120,225.00	SF	0.90	3.00	1.00	753	0.80		2.16	259,700

Year	Type/Description	Amount	Code	Description	Number	Amount	Comm. Int.
Total:		2.76 AC				2.76 AC	

NET TOTAL APPRAISED PARCEL VALUE 259,700



CITY OF MANCHESTER
Office of the City Clerk

11/12/03 - Tabled + auth,
Planning to enter into
discussion to
purchase whole lot
or
revise
lines + report back to Comm.

- Leo R. Bernier
City Clerk
- Carol A. Johnson
Deputy City Clerk
- Paula L-Kang
Deputy Clerk
Administrative Services
- Matthew Normand
Deputy Clerk
Licensing & Facilities
- Patricia Picuch
Deputy Clerk
Financial Administration

1/20/04 - pending report
from Planning Director
on abuser's interest to
acquire entire parcel

MEMORANDUM

To: Steve Tellier, Board of Assessors
Joan Porter, Tax Collector ✓
Robert MacKenzie, Director of Planning ✓

From: Lisa Thibault, City Clerk's Office *Lisa*

Date: September 11, 2003

Subject: Offer to Purchase Map ⁸⁹⁷ ~~879~~, Lot 145

Enclosed is a copy of a communication relative to the above-referenced. Please provide reports to the Committee on Lands and Buildings in care of the City Clerk's Office at your earliest convenience.

Enclosure

Dennis, Albertine Morrissette..
34 Trolley Court
Manchester, NH 03103

July 7, 2003
Mr. Henry Thibault,
Chairman Land and Buildings Conunittee City of Manchester
One City Hall Plaza
Manchester, NH 03101

Dear Mr. Thibault:
My husband, Dennis, and I would like to open a discussion with representatives of the City of Manchester in regard to a piece of property adjacent to ours at the address above.

..
We are the only abutters to a parcel which is designated as lot map 897/lot 145, which is located on the cul-de-sac of Trolley Court. The property was given to the City several years ago by the developers of this area and is currently an untaxed parcel owned by the City Tax Collector's Office.

The parcel mostly consists of wetlands and therefore is not suitable as a site for building; it is also heavily wooded and has a steep drop-off. Because of the Federal environmental guidelines, it is our understanding that because it is a wetland, it cannot be improved upon. However, over the years, we have maintained the portion of the lot that adjoins our home site. We have kept it mowed and free of debris. ,

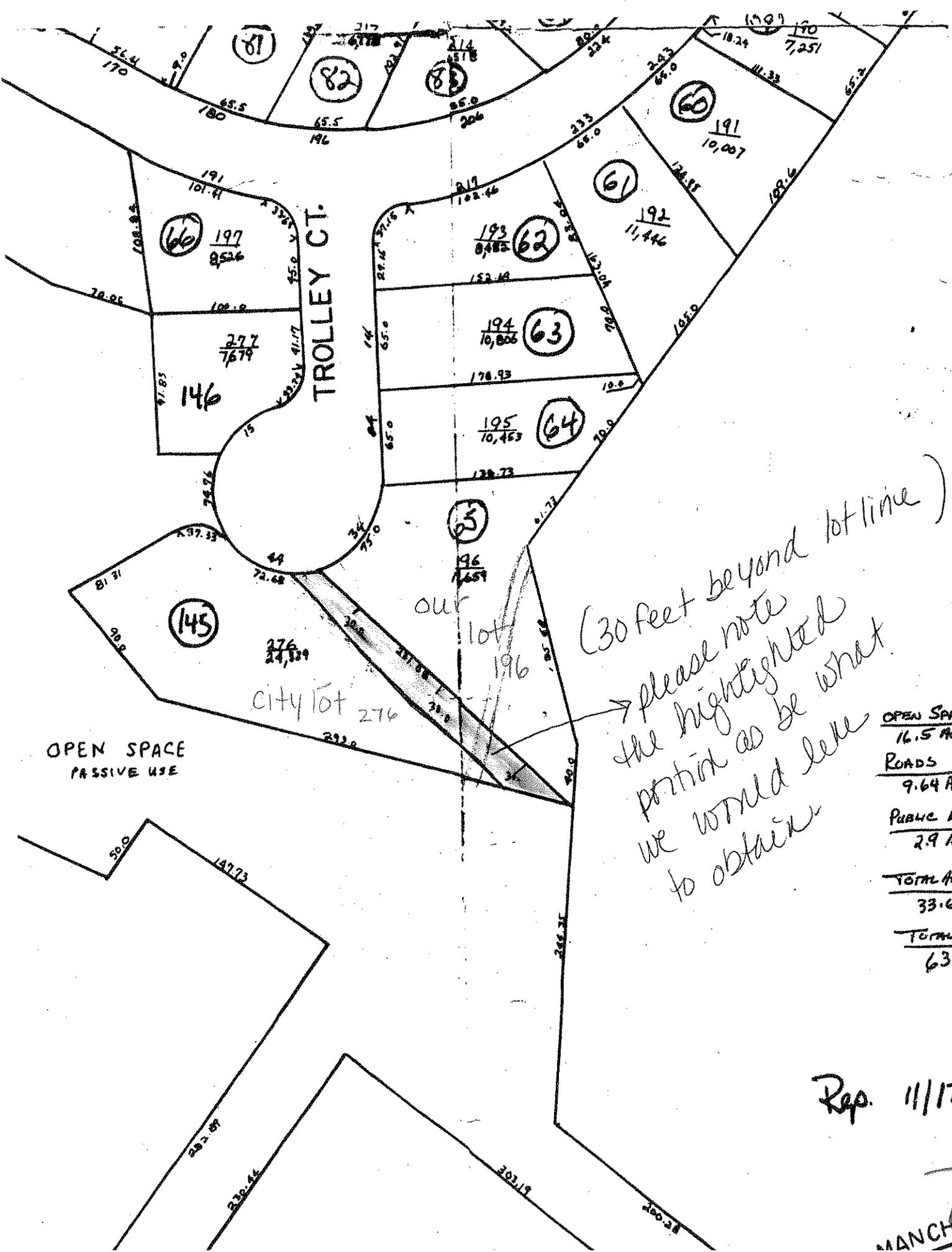
Now, we are interested in the possibility of installing an in-ground swimming pool on our property, and have decided that ideally a large part of it would extend onto the portion of the lot we have maintained. Not only would this be a highly suitable location for our pool, but by deeding the parcel to us, the City would be adding it to the tax rolls. However we would like to purchase a very small portion of the property and not the entire parcel, as it would be of no use to us.

Thank you very much for your consideration! Of this offer, and we await your early reply
. Albertine Morrissette
Dennis Morrissette

attachments

1

7



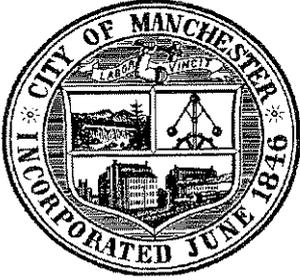
(30 feet beyond lot line)
 please note
 the highlighted
 portion as be what
 we would like
 to obtain

OPEN SPACE
 PASSIVE USE

OPEN SPACE	16.5 AC
ROADS	9.64 AC
PUBLIC RD	2.9 AC
TOTAL ACO	33.69
TOTAL	63.0

Rep. 11/17/19

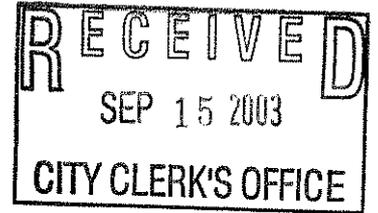
MANCHESTER



City of Manchester
Office of the Tax Collector

City Hall
One City Hall Plaza - West
Manchester, New Hampshire 03101
(603) 624-6575 (Phone)
(603) 628-6162 (Fax)

Joan A. Porter
Tax Collector



Memorandum

DATE: July 17, 2003
TO: Land & Building Committee
FROM: Joan A. Porter, Tax Collector
RE: 44 Trolley Court

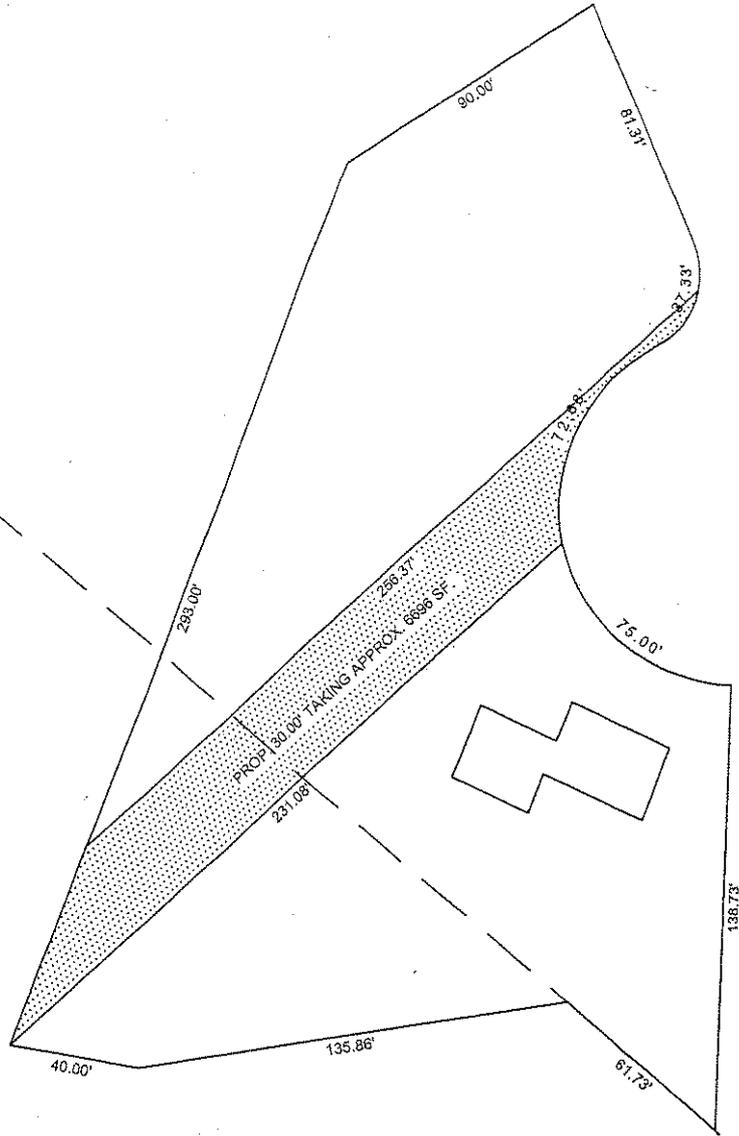
As requested, the following contains information regarding the Tax-Deeded property located at: **L 44 Trolley Court**

Prior Owners: Cardinal Builders, Inc
Map/Lot: 0897/0145
Lien Date: 05/10/1991
Deed Date: 06/21/1993
Recorded Date: 06/22/1993
Book/Page: 5445/0442
Back Taxes \$1,452.08 (not including interest and costs)

I do not have any objections to the disposition of this property.

7

200.00'
P.S.N.H. R.O.W.



7



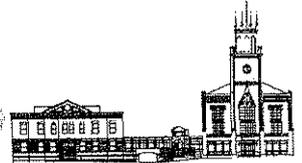
Robert S. MacKenzie, AICP
Director

CITY OF MANCHESTER

Planning and Community Development

Planning
Community Improvement Program
Growth Management

RECEIVED
MANCHESTER CITY CLERK



Staff to:
Planning Board
Heritage Commission
Millyard Design Review Committee

October 2, 2003

Committee on Land and Buildings
Honorable Board of Mayor and Aldermen
City Hall - One City Hall Plaza
Manchester, N.H. 03101

RE: *Disposition of city-owned property at 44 Trolley Court (Tax Map 897, Lot 145)*

Dear Committee Members:

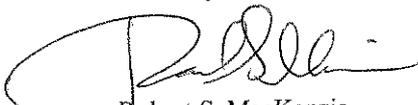
This is to provide a report pursuant to Section 23½ pertaining to the above-referenced parcel.

The City has received a letter from Albertine and Dennis Morrissette, who reside at 34 Trolley Court (Tax Map 897, Lot 65), seeking to acquire a 30 foot section of the above referenced city-owned parcel so that it may be combined with their own house lot in order to have enough land to build an above ground swimming pool [ref. the attached site map]. Both of these parcels are in the R-1B zoning district and both have frontage on Trolley Court, a short dead-end street. The existing frontage for lot 145 is currently non-conforming because, at about 65 feet, it is 10 feet below the 75-foot minimum for single family homes in that district. If the Morrissettes were to acquire the requested 30 foot wide section of city-owned lot 145 [about 7,600 s.f.], that parcel would become landlocked as the Morrissettes would gain all of the street frontage associated with lot 145. Also, as may be seen on the site map, most of that portion of lot 145 being sought by the Morrissettes is characterized by steep slopes while the remaining portion of the lot contains undevelopable wetland soils. Committee members may also wish to keep in mind that any agreement to support the request to subdivide lot 145 and consolidate it with abutting lot 65 would, if carried out by the City, involve substantial City expenses in man-hour time and other costs associated with producing property surveys, associated subdivision and lot consolidation plans, and Registry filing fees.

Surplus Determination: The Planning Department has reviewed the Morrissette request and the possible impact it could have on city-owned lot 145 and has determined that, due to its relatively small size and wetland/steep slope nature, lot 145 currently serves no practical public purpose. As such, we would have no objection, if it were deemed appropriate by the Board of Mayor and Aldermen, that the parcel be declared "surplus" and disposed of in a manner consistent with Section 23 1/2 of the City Ordinances.

Disposition: We do not recommend approval of the current Morrissette plan to acquire a 30 foot wide portion of lot 145 as that would leave that parcel land-locked and it would also require that the City incur substantial man-hour and other financial expenses in processing their plan. However, because we have no general objection to returning lot 145 to the private sector, and because lot 65 is the only residential parcel abutting city-owned lot 145, we would have no objection if the Board of Mayor and Aldermen were to offer the parcel to the Morrissettes with the provision that they consolidate it with their abutting house lot at their own expense. The Committee may wish to consider this option.

Sincerely,



Robert S. MacKenzie
Director of Planning

One City Hall Plaza, Manchester, New Hampshire 03101
Phone: (603) 624-6450 FAX: (603) 624-6529
E-mail: planning@ci.manchester.nh.us
www.ci.manchester.nh.us

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Site Map for TM 879, Lot 145 off Trolley Court

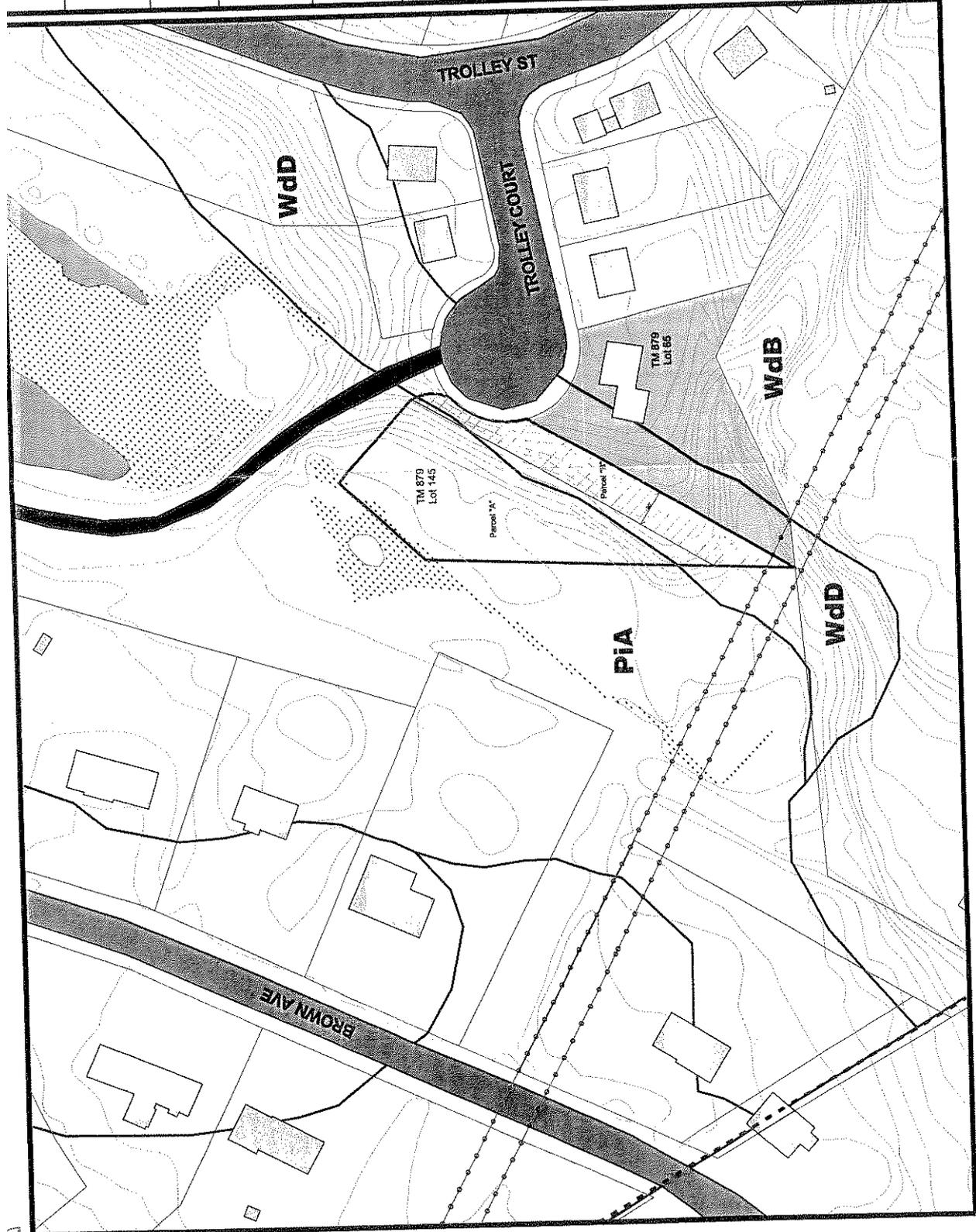
Notes:
 1. This map was created by the City of Manchester Planning Department (D. Beaudry) on September 24, 2003.
 2. Topographic intervals are 2 feet.



Soil Data:
 PIA Pipestone loamy sand, 0 to 3 percent slopes, hydroic class "B" poorly draining wetland soil
 WdB Whitaker heavy sandy, 3 to 6 percent slopes
 WdD Whitaker loamy sand, 15 to 35 percent slopes (steep slopes)

Legend:
 Transmission line
 Swampy area (acquired by photogrammetry)

Subdivision & Lot Consolidation Calculations:
 The involved parcels are TM 897, Lot 65 (owned by Dennis & Albetra Menzies), and TM 897, Lot 145 (owned by the City of Manchester). The Menzies' request is to acquire a portion of Lot 145 and subdivide the portion with Lot 65. They are requesting that Lot 145 be subdivided into two lots which would be located 30 feet off and parallel to their common lot line.
 After subdivision, Lot 145 will consist of two new lots (i.e. parcel "A" and parcel "B") with a total area of 28,871 s.f. Newly created parcel "B" would then be consolidated with existing Lot 65 which would then be increased in size to 28,871 s.f.
 Size of Subdivided Portions of Lot 145:
 Existing Lot Size:
 Lot 65 21,326 s.f. (new parcel "A")
 Lot 145 25,607 s.f. (new parcel "B")
 26,807 s.f.
 Size of Lot 65 & 145 After Subdivision & Consolidation:
 Lot 65 28,871 s.f.
 Lot 145 18,212 s.f.



To: Committee on Lands and Buildings
 From: Board of Assessors
 Date: January 20, 2004
 Re: (Map 897, Lot 145
 Request to Purchase Property- Trolley CT.

The following is a summary of important facts and the value estimate:

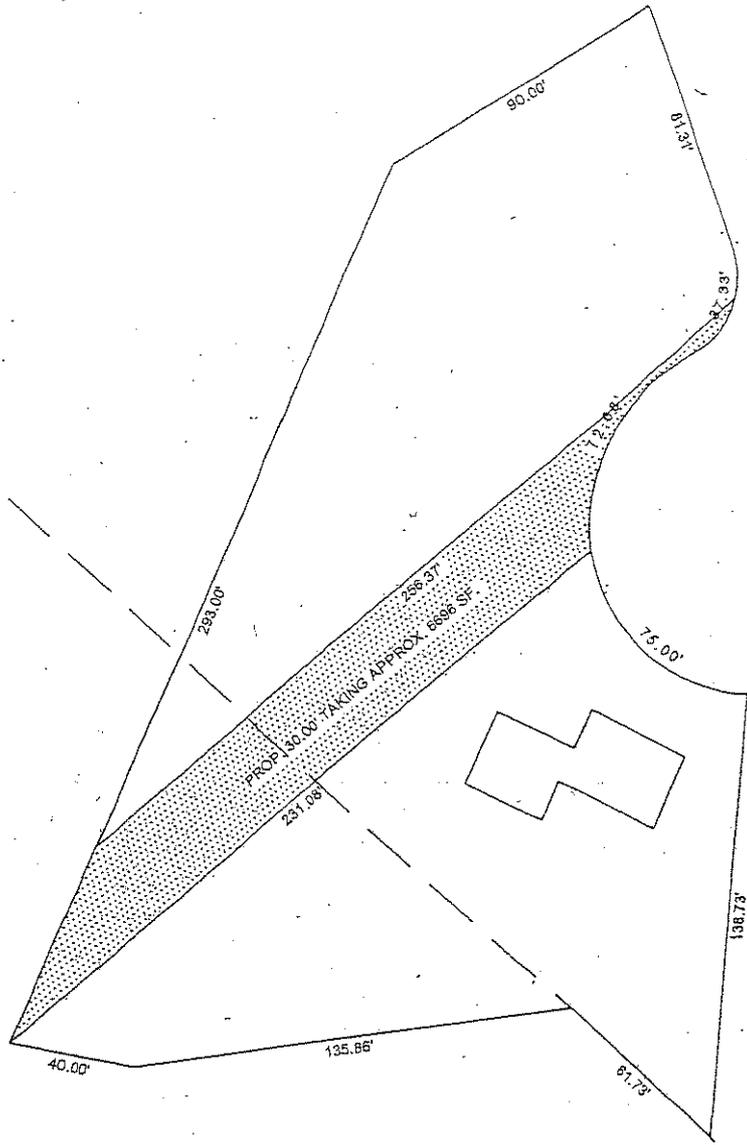
Property Location	Land of Trolley Court South End of Manchester
Assessors Map/Lot	Map 897 Lot 145
Property Owner	City of Manchester, NH
Deed Book/Page	Deeded 6/22/93 Book 5445 Page 0442
Date Acquired	June 22, 1993
Improved/Vacant	Vacant
Total Land Area	Square Feet (Acres) 24,329 or .56
Current Zoning	R-1B
Overlay District	
Easements/Restrictions	There are some wetlands on the property along with a PSNH ROW straight across the middle part of the parcel.
Utilities Available	All
Total Current Assessment	10,700
Indicated Range of Value/Unit	10,700 * see comment section
Indicated Range of Value	
Comments	Because its an unbuildable lot as determined by the Wetland Board . The Board of Assessors believe that the selling price should be what the assessment is. It should be written in the deed that this lot cannot be built upon.

Respectfully submitted by the Board of Assessors,

Thomas C. Nichols

Thomas C. Nichols, Acting Chairman

200.00'
P.S.N.H. R.O.W.





CITY OF MANCHESTER
Office of the City Clerk

11/12/07 - Tabled pending
report from Planning
1/20/04 - Retabled
pending additional
reports from
Assessors & Planning



Leo R. Bernier
City Clerk

Carol A. Johnson
Deputy City Clerk

Paula L-Kang
Deputy Clerk
Administrative Services

Matthew Normand
Deputy Clerk
Licensing & Facilities

Patricia Piecuch
Deputy Clerk
Financial Administration

MEMORANDUM

To: Steve Tellier, Board of Assessors
Joan Porter, Tax Collector ✓
Robert MacKenzie, Director of Planning

From: Lisa Thibault, City Clerk's Office *Lisa*

Date: September 12, 2003

Subject: Offer to Purchase Property on Map 1209
Belmont/Valley/Grove RR Bed

Enclosed is a copy of a communication relative to the above-referenced. Please provide reports to the Committee on Lands and Buildings in care of the City Clerk's Office at your earliest convenience.

Enclosure

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**To the Honorable Board of Mayor and Alderman of the City of
Manchester: Lands & Buildings Committee**

I am writing you today to request a meeting to acquire property previously owned by Boston & Maine Railroad Co., now owned by The State of New Hampshire. Said property is located at Belmont Street with Valley St. as a cross street on the southwest and Grove St. on the Northeast. It is located on map #128.

The reason for this request is that I own Property & Business located at 706 to 722 Valley Street, said property is behind my business known as Luigi's Pizza Bar & Grille. I would like to clean up old railroad tracks and use it as additional parking. I understand that said property is to be used as a Bike trail. Property's width is approximately 50 feet 20 feet should be adequate for bike trail the remaining 30 feet is what I would like to redevelop and use as additional parking. Enclosed is a rough drawing for the redevelopment and use of property.

I look forward to meeting with you to discuss this matter further. Thank You!!

Dated at the City of Manchester, New Hampshire this 8th day of September 2003.

BY:



Rallitsa M. Kostakis

AND

MS-B+1-S M
Coal
778 FT.

D 160.53

COONCORD

42,283 μ
0.971 Ac.

5-2-82

(12)

165.80
134.17

242.10 (OVERALL)

206775

3935

48.08

265.50

78.94 ±

122.68

367.50 (OVERALL)
722

(10)

UMR
11/84

D-100-63
11/78

484

77976
5935
7704

(11)

UMR
5/790

102.00

706-712 - 720

6542
156
6698

10,564
0.242 Ac.

5-2-82

669

KNOW ALL MEN BY THESE PRESENTS

*#557
Manchester
City Solicitor*

18-34
2

THAT, The State of New Hampshire, whose mailing address is the Department of Transportation, 1 Hazen Drive, P.O. Box 483, Concord, NH 03302-0483, pursuant to RSA 4:40 and RSA 228:67, for considerations paid to it in hand before the delivery hereof, well and truly paid by the City of Manchester, a municipal corporation, whose mailing address is 1 City Hall Plaza, Manchester, NH 03101-2097, has remised, released and forever QUITCLAIMED, and by these presents, does remise, release and forever quitclaim unto said City of Manchester, its successors, and assigns forever:

Any and all interest the State of New Hampshire has in a portion of the abandoned Portsmouth Branch railroad corridor, including all stations, buildings, bridges, structures, crossings, culverts and improvements thereon and including all appurtenances thereto and formerly owned by the Boston and Maine Corporation, the Elliot Hospital of the City of Manchester, 67 Willow Street Realty, L.L.C., and the Flying Horse Realty, Inc., located in the City of Manchester, bounded and described as follows:

Parcel 1:

Beginning at a point designated as Engineering Station 1967+70+/- located on the westerly sideline of Page Street as shown on Railroad Valuation Plan V28NH, Map 38; thence running generally in a westerly direction to a point designated as Engineering Station 1997+50+/- as shown on Railroad Valuation Plan V28NH, Map 39.

Parcel 2:

Beginning at a point designated as Engineering Station 2002+90+/- located on the westerly sideline of Mammoth Road as shown on Railroad Valuation Plan V28NH, Map 39; thence running generally in a westerly direction to a point designated as Engineering Station 2008+05+/- at the easterly sideline of Hall Road as shown on Railroad Valuation Plan V28NH, Map 39.

Parcel 3:

Beginning at a point designated as Engineering Station 2021+70+/- located on the westerly sideline of Massabesic Street as shown on Railroad Valuation Plan V28NH, Map 39; thence running generally in a westerly direction to a point designated as Engineering Station 2080+80+/- at the easterly sideline of Union Street as shown on Railroad Valuation Plan V28NH, Map 41.

Parcel 4:

Beginning at a point designated as Engineering Station 2094+12+/- as shown on Railroad Valuation Plan V28NH, Map 41; thence running generally in a northwesterly direction to a point designated as Engineering Station 2104+28+/- at the easterly sideline of Elm Street as shown on Railroad Valuation Plan V28NH, Map 41.

Meaning and intending to convey all the railroad corridor conveyed to the State of New Hampshire by the Boston and Maine Corporation by a deed recorded in the Hillsborough County Registry of Deed in Book 6200, Pages 40 - 48 on January 11, 2000, said parcels containing an area of 12.45 acres, more or less.

Parcel 5:

Beginning at a point designated as Engineering Station 1997+50+/- as shown on Railroad Valuation Plan V28NH, Map 39; thence running generally in a westerly direction to a point designated as Engineering Station 2002+44+/- located on the easterly sideline of Mammoth Road as shown on Railroad Valuation Plan V28NH, Map 39.

Meaning and intending to convey all the railroad corridor conveyed to the State of New Hampshire by the Boston and Maine Corporation by a deed recorded in the Hillsborough County Registry of Deed in Book 5719, Pages 215 – 221 on May 21, 1996, said parcel containing an area of 0.66 acres, more or less.

Parcel 6:

Beginning at a point designated as Engineering Station 2008+61+/- located on the westerly sideline of Hall Street as shown on Railroad Valuation Plan V28NH, Map 39; thence running generally in a westerly direction to a point designated as Engineering Station 2021+76+/- at the easterly sideline of Massabesic Street as shown on Railroad Valuation Plan V28NH, Map 39.

Meaning and intending to convey all the railroad corridor conveyed to the State of New Hampshire by the Elliot Hospital of the City of Manchester by an easement recorded in the Hillsborough County Registry of Deed in Book 5645, Pages 1085 – 1087 on August 1, 1995, said parcel containing an area of 0.60 acres, more or less.

Parcel 7:

Beginning at a point designated as Engineering Station 2081+13+/- located on the westerly sideline of Union Street as shown on Railroad Valuation Plan V28NH, Map 41; thence running generally in a westerly direction to a point designated as Engineering Station 2083+33+/- at the easterly sideline of Willow Street as shown on Railroad Valuation Plan V28NH, Map 41.

Meaning and intending to convey all the railroad corridor conveyed to the State of New Hampshire by the 67 Willow Street Realty, L.L.C. by an easement recorded in the Hillsborough County Registry of Deed in Book 6513, Pages 131 – 132 on October 30, 2001, said parcel containing an area of 0.15 acres, more or less.

Parcel 8:

Beginning at the southerly most point of said premises, at an iron pin with cap to be set: thence along a curve westerly along said parcel with a radius of 962.57 feet, a distance of 470.56 feet to a point; thence N8°25'43"W a distance of 108.31 feet to a point; thence along a curve southeasterly with a radius of 932.57 feet to a point on Willow Street in Manchester, New Hampshire; thence S13°52'44" east a distance of 45.99 feet to the point of beginning, as shown on plan entitled "Easement Plan of Land prepared for Flying Horse Realty Inc., in Manchester, NH, scale 1" = 40", Date: January 11, 2000", prepared by Duval Survey, Inc., 14 Dartmouth Street, Hooksett, NH 03103, and recorded in the Hillsborough County Registry of Deeds as Plan No. 30334.

Meaning and intending to convey all the railroad corridor conveyed to the State of New Hampshire by the Flying Horse Realty, Inc., by an easement recorded in the Hillsborough County Registry of Deed in Book 6208, Pages 26 – 27 on February 9, 2000, said parcel containing an area of 0.34 acres, more or less.

BK6561Pg1309

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As a further condition of this instrument, the City of Manchester agrees to the following:

- 1.) The City of Manchester shall use and manage the abandoned railroad corridor as a recreational trail for use by the general public.
- 2.) Any future alterations by the City of Manchester to the abandoned railroad corridor shall necessitate review by the Federal Highway Administration relative to the Section 106 historic review process.
- 3.) The City of Manchester must obtain approval from the New Hampshire Department of Transportation before selling any portion of the abandoned railroad corridor.

Excepting and Reserving, to the State of New Hampshire by or through its Department of Transportation of any successor agency, a transportation easement, 30 feet in width, crossing all the above-described parcels for any mode of public travel, including, but not limited to, vehicular, railroad, bus, or other form of mass transit, pedestrian, bicycle, snowmobile (not including motorcycles) or other form of recreational travel.

TO HAVE AND TO HOLD said premises, with all the privileges and appurtenances thereunto belonging to the City of Manchester, its successors and assigns forever.

IN WITNESS WHEREOF, The State of New Hampshire has caused its name to be set and its seal to be hereunto affixed by the Commissioner of the New Hampshire Department of Transportation, duly authorized and executed this 14th day of December, 20 01.

Signed, Sealed and Delivered
in the presence of

Diane Hartford

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

Carl A. Murray
Commissioner

THE STATE OF NEW HAMPSHIRE COUNTY OF MERRIMACK

On this 14th day of December, 20 01, before me, Diane Hartford the undersigned officer, personally appeared the Commissioner of the Department of Transportation, and that as such Commissioner, being authorized so to do, executed the forgoing instrument for the purposes therein contained, by signing the name of the State of New Hampshire as the Commissioner of the Department of Transportation.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

DIANE L. HARTFORD
Notary Public
My Commission Expires July 01, 2004

Diane L. Hartford
NOTARY PUBLIC

Approved by New Hampshire Council on Resources and Development on July 14, 2000.
Approved by Long Range Capital Planning and Utilization Committee on August 22, 2001.
Approved by Governor and Executive Council on October 10, 2001, Item # 146.

BK 6561 PB 1310

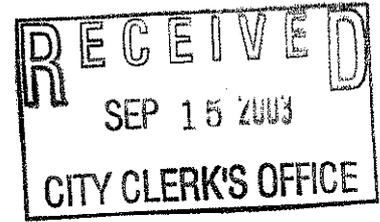
2



City of Manchester
Office of the Tax Collector

City Hall
One City Hall Plaza - West
Manchester, New Hampshire 03101
(603) 624-6575 (Phone)
(603) 628-6162 (Fax)

Joan A. Porter
Tax Collector



Memorandum

DATE: SEPTEMBER 12, 2003

TO: CITY CLERK

FROM: JOAN PORTER, TAX COLLECTOR

RE: PURCHASE OF RAILROAD PROPERTY

Since this is not a tax-deeded property, the Tax Collector's office has no interest in its disposition.

8

To: Committee on Lands and Buildings
From: Board of Assessors
Date: November 6, 2003

Re: Map 129
Request to Purchase Property-

The following is a summary of important facts and the value estimate:

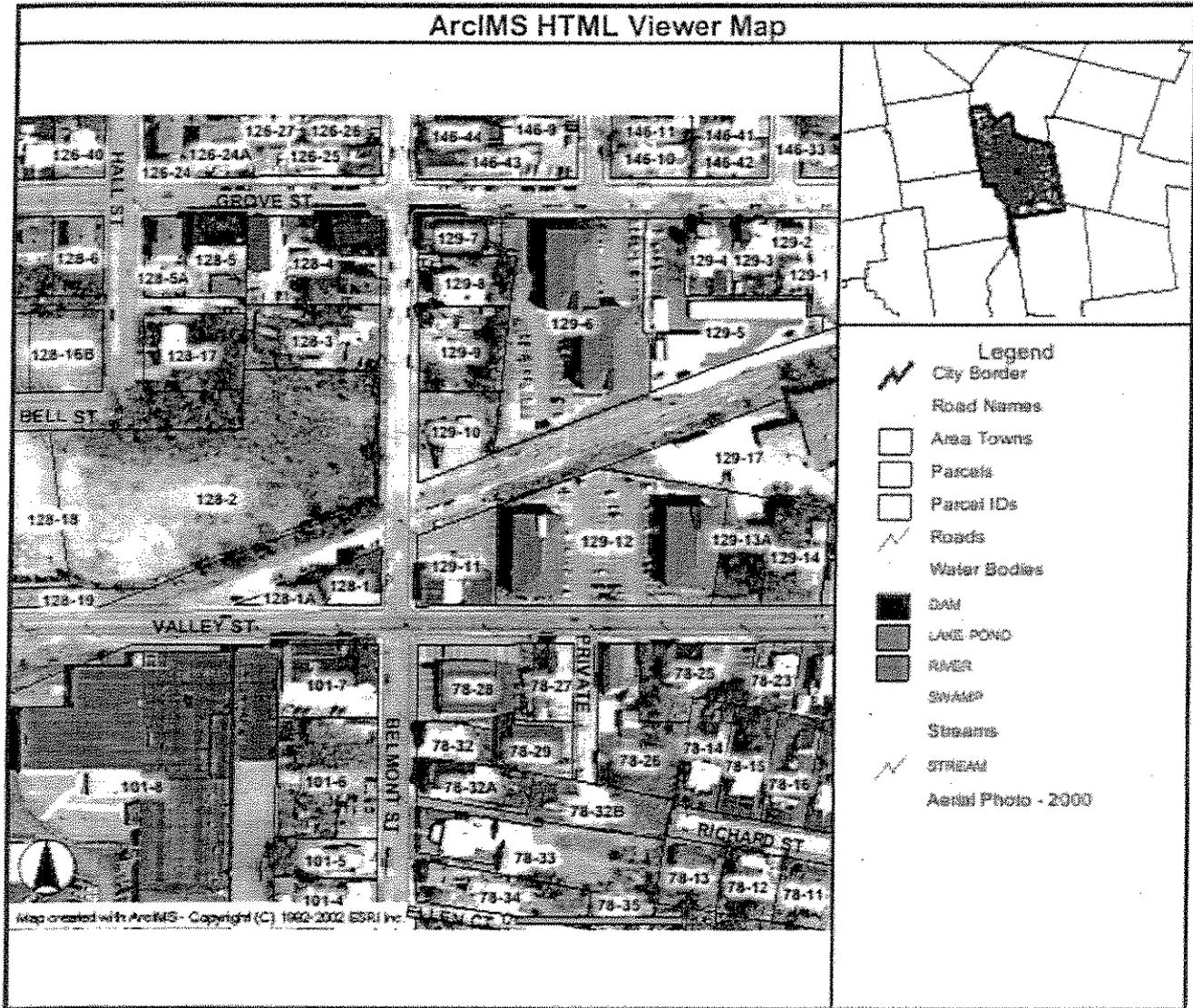
Property Location	Land is located Valley and Belmont St. in back of Luigi's Pizza
Assessors Map/Lot	Map 129 there is no lot number
Property Owner	City of Manchester, NH
Deed Book/Page	Deeded 1/10/02 Book 6561 Page 1308
Date Acquired	Jan 11, 2002
Improved/Vacant	Vacant
Total Land Area	30 Feet Wide time the Length of 109 feet = 3,270
Current Zoning	RDV Which means Any permitted use
Overlay District	
Easements/Restrictions	
Utilities Available	All
Total Current Assessment	
Indicated Range of Value/Unit	
Indicated Range of Value	They would be purchasing 3,270 sq. ft. time \$4.00 = \$13,080 \$13,100
Comments	We are using \$4.00 per sq. ft. that is what B & M is selling land to individuals that purchase land in areas like this one.

Respectfully submitted by the Board of Assessors,

Thomas C. Nichols

Thomas C. Nichols, Acting Chairman

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CURRENT OWNER
LITSAS LLC
112 VALLEY ST
MANCHESTER, NH 03103

Additional Owners:
2017
MANCHESTER, NH

UTILITIES
1 All Public
5 Curb & Gutter
6 Sidewalk

TOPO
1 Suitable
1 Level

SALE PRICE
315,000

RECORD OF OWNERSHIP
694/1700

ACCOUNT #
20856512

LAND ADJUST
NO

VOIDED
NO

TOTAL SF
10564

ZONE
C

FRONTAGE/DEP
No

GIS ID:

Year	Type/Description	Amount	Code	Description	Number	Amount	Comm. Int.
2002		44,200	3260			44,200	
2002		130,200	3260			130,200	
2002		4,900	3260			4,900	
Total:		179,300				179,300	

PREVIOUS ASSESSMENTS (HISTORY)

Yr.	Code	Assessed Value	Yr.	Code	Assessed Value
2002	3260	44,200	1991	3260	44,200
2002	3260	130,200	1991	3260	130,200
2002	3260	4,900	1991	3260	4,900
Total:		179,300			179,300

EXEMPTIONS

DBA-LUIGUS PIZZA
DBA-VALLEY MAJOR APPLIANC
E PARTS

NOTES

Appraised Bldg. Value (Card)
Appraised XF (B) Value (Bldg)
Appraised OB (L) Value (Bldg)
Appraised Land Value (Bldg)
Special Land Value

Total Appraised Card Value: 177,700
Total Appraised Parcel Value: 179,300
Valuation Method: Income Valuation

OTHER ASSESSMENTS

Year	Type/Description	Amount	Code	Description	Number	Amount	Comm. Int.
2002		44,200	3260			44,200	
2002		130,200	3260			130,200	
2002		4,900	3260			4,900	
Total:		179,300				179,300	

BUILDING PERMIT RECORD

Permit ID	Issue Date	Type	Description	Amount	Insp. Date	% Comp.	Date Comp.	Comments

LAND LINE VALUATION SECTION

BH	Use Code	Description	Zone	D	Frontage	Depth	Units	Unit Price	I. Factor	S.I.	C. Factor	Nbhd.	Adj.	Notes- Adj/Special Pricing	Adj. Unit Price	Land Value
1	3260	REST/CLUBS					10,564.00 SF	4.18	1.00	1	1.00	720	1.00		4.18	44,200
Total Card Land Units																
10,564.00 SF																
Parcel Total Land Area: 10,564 SF																
Total Land Value: 44,200																

NET-TOTAL APPRAISED PARCEL VALUE

179,300

APPROXIMATE VALUE SUMMARY

125,700
2,900
4,900
44,200

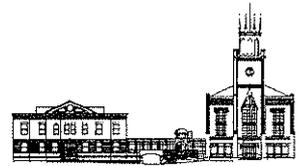


Robert S. MacKenzie, AICP
Director

CITY OF MANCHESTER

Planning and Community Development

Planning
Community Improvement Program
Growth Management



Staff to:
Planning Board
Heritage Commission
Millyard Design Review Committee

January 12, 2004

Committee on Land and Buildings
Honorable Board of Mayor and Aldermen
City Hall - One City Hall Plaza
Manchester, N.H. 03101

RE: *Disposition of city-owned land on Belmont Street previously owned by the B&B Railroad Company*

Dear Committee Members:

This is to provide a report pursuant to Section 23½ pertaining to the above-referenced city-owned land.

The City recently received a letter from the owner of Luigi's Pizza Bar & Grille, which is located on the northeast corner of Valley and Belmont Streets, inquiring about the possibility of acquiring a portion of the city-owned former rail corridor which passes immediately to the north of their pizzeria. More specifically, the request is to acquire the nearest abutting 30 feet of an existing 60 foot wide ROW for the purpose of providing a larger parking area for the subject restaurant.

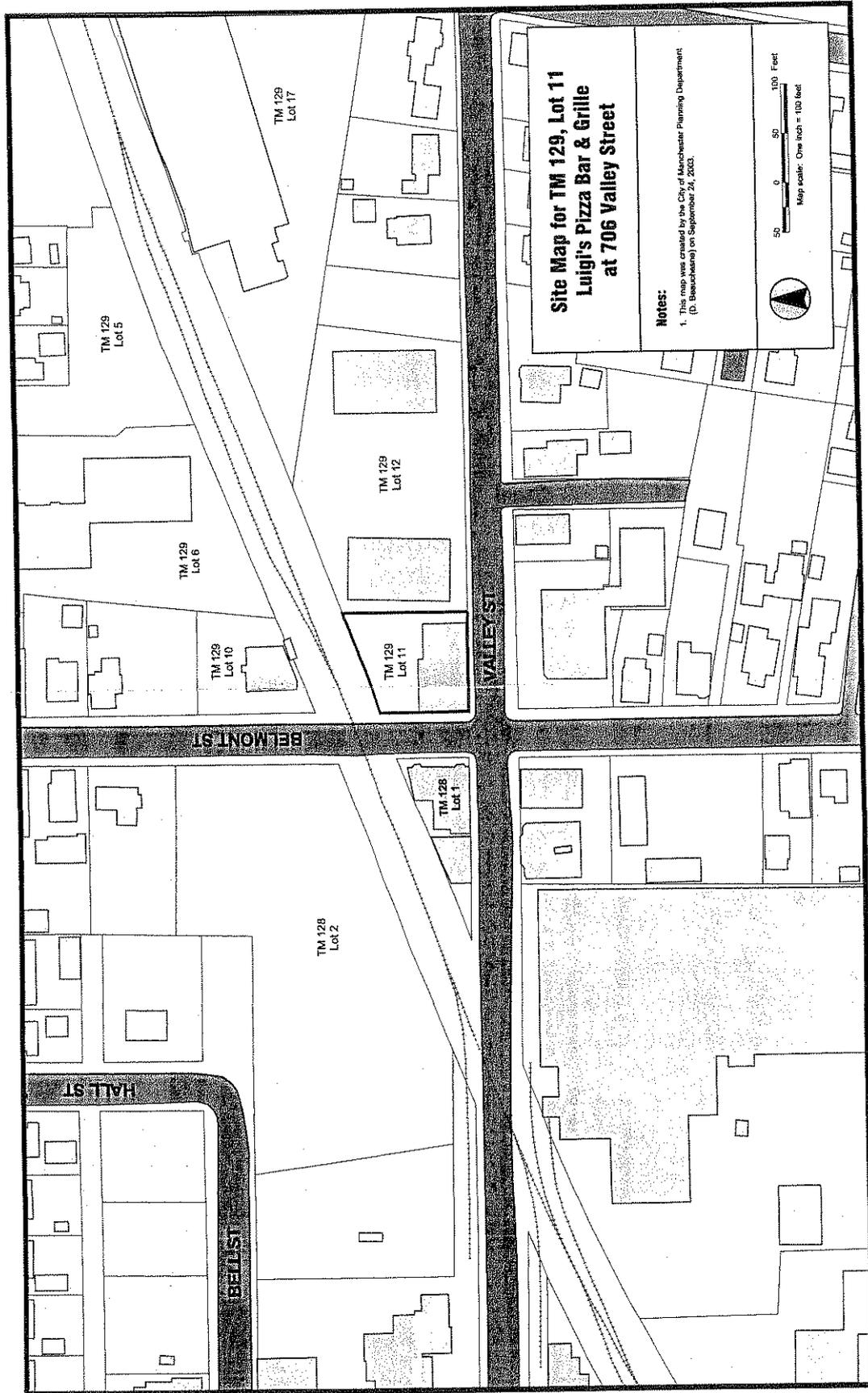
Surplus Determination: The Planning Department has reviewed this property and communicated with the Parks Department about this matter and has discovered that there is a plan to run a future pedestrian/bicycle trail system over the former rail ROW – for the purpose of connecting the RiverWalk along the Merrimack River to the state's Rockingham Trail, which essentially runs between Hampton and Lake Massabesic. As such, we do not believe that the former rail ROW is surplus to city needs.

Disposition: If it could be determined in advance that it would not obstruct or otherwise compromise any portion of the City's future pedestrian/bicycle trail plan, we suggest that the Committee consider recommending the possibility that a license be issued to Luigi's Pizza Bar & Grille allowing their private use of an appropriate portion of the subject ROW for their parking needs.

Sincerely,

Robert S. MacKenzie
Director of Planning

One City Hall Plaza, Manchester, New Hampshire 03101
Phone: (603) 624-6450 FAX: (603) 624-6529
E-mail: planning@ci.manchester.nh.us
www.ci.manchester.nh.us



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