

CITY COUNCIL E-MAILS

ADDENDUM

Received: March 12, 2020 (after 9:00 a.m. – March 16, 2020 (4:00 p.m.))

March 16, 2020 Council Meeting

New content Begins:

Below is the result of your feedback form. It was submitted by Ryan Costa (Ryancosta89@gmail.com) on Wednesday, March 11, 2020 at 17:18:09

address: 126 Hill st

comments: Let me start off by saying this does not include all members of the current council.

I am so incredibly disappointed in this group, and the hubris of our Mayor to put the town in this position. I am in favor of development of the McIntyre project, and this city council deserves a vote of no confidence from the townspeople. Furthermore, you should all be held liable personal. Eat sh*t.

includeInRecords: on

Engage: Submit

(This e-mail had been previously blocked)

Below is the result of your feedback form. It was submitted by Monica Dorley (monicadorley@icloud.com) on Thursday, March 12, 2020 at 17:04:03

address: 5 Adams Ave

comments: March 12, 2020

Portsmouth City Council:

I am writing instead of attending tonight's meeting due to Coronavirus information in the news today.

The Middle Street Bicycle lane experiment is not a success. The loud supporters of the lanes make it seem like the majority are behind them and that really isn't the case.

I heard approximately 11,000 motorists use that road every day. I have seen two bikes since the lanes were installed. One was a kid on the sidewalk and one was a bicyclist who then ran a red light in the middle of the road (not in the lane). So, by letting these loud supporters have their way, I feel like we are ignoring a large portion of the population.

The visual impact of this horrendous design is that reminiscent of Terry Gilliam's Brazil. Overly complicated systems and visual clutter are really a drag. We have taken a beautiful thoroughfare and turned into a dangerous game of Chicken.

I grew up on Lincoln Avenue one block in from Middle Street on the corner of Park. A portion of Middle Street was on my paper route. I am very familiar with the area and agree that some speed deterrents could be useful. But I am really disheartened that the bike lane design was executed as it is and presented as a traffic calming measure.

An argument for the current design is that it has been done in other places. But if you look at the places where they separate the roadway from the bike lane there are a couple things we don't have.

Number one, in Boston, for example, Commonwealth Avenue has a bike path with a brick separation from the roadway. They had the width to make this feasible. We, instead, have rear view mirrors being torn off. We have more double yellow line violations than I can count.

The other thing places with these separated lanes have... relatively straight streets. Going around the bend from Middle Road to Cass Street is really taking your life into your own hands.

Another issue with the current design; drivers have a hard time getting onto Middle from the side streets due to cars parked in what seems like the middle of the road, and there are spots along the route that if a car is parked in one of those spots, you HAVE to cross the double yellow to avoid a collision.

Supporters of the bike path in its current state will argue that if you have a hard time driving on this street that you are old or stupid or a bad driver. I think that simplifying this issue to get what they want is not only rude, but dangerous.

I used to ride a road bike with those very narrow tires, and truth be told, I would NEVER want to ride in the bike lanes on Middle Street. There is a lot of dirt and debris on the extreme inside of the road. The storm drains create very uneven pavement and should be a concern to the bicyclist who supposedly ride their bikes on this street. If you have ever ridden a road bike, you know what I mean.

I love the idea that Portsmouth is trying to be progressive and I support a bike lane and bicycling in general. I propose the parking spots go back against the curb where they belong and the bike lane is designated outside the parking spots adjacent to the roadway. Bicyclists and drivers have to be equally responsible for our collective safety.

I hope you can find a way to make this work for everyone involved. Don't let the loud voices drown out the citizens who disagree.

Thank you for your time.

Sincerely,

Monica Dorley

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Tom Kressler (tkressler@gmail.com) on Friday, March 13, 2020 at 07:00:24

address: 34 Garfield Rd

comments: Dear council, my family supports the McIntyre project as it was approved and believe you who are thwarting the process now are clearly acting in bad faith. I am embarrassed and furious that we may have to pay for this litigation in future property taxes. If this Redgate Kane lawsuit continues, they will clearly win, and my family will never forgive your opposition and incompetence. Thank you.
-tom

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Cheri Bach (cheribach@comcast.net) on Friday, March 13, 2020 at 10:38:22

address: 15 Wibird Street

comments: Dear Council members,

I urge you to rescind the January 28th vote to cancel ground lease for Redgate/Kane. I feel that collaboration and resolution to current concerns is possible. Finding solutions agreeable to all parties is paramount and should be achieved ASAP! This rift is so unnecessary and any more expense and time spent on this issue is not appropriate in my opinion. There are so many more important issues to be addressed. I have full confidence that anything done with McIntyre building would be an improvement to the block than the way it stands now. I am weary of the division and acridness. Let's come together, compromise, and fix it! Thank you for all your hard work.

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Linda Benton (lba.oceanlover@gmail.com) on Friday, March 13, 2020 at 14:44:03

address: 70 Crescent Way, Portsmouth

comments: As someone who due to my health has depended on Spinnaker for the last 8+ years to exercise in the pool for a bad back and sever arthritis, this is very distressing. I do not believe the city council has any idea how important this facility is to their aging and disabled population. I would hope this down time will be used to correct some of the issues at Spinnaker Point.

Spinnaker suffers from MANY years of delayed maintenance and lack of proper cleaning! It is ridiculous that the person in charge of the facility is not also in charge of those that do the cleaning. There are places that have not been cleaned and dusted in the 8 years that I have been there. Just a few of the areas that need attention:

The pool itself leaks and although the staff do the best they can to keep it full enough for exercising, many days I have to modify my PT routine to accommodate the water being low There have been new lockers since my time there, but I think they were bought from the lowest bidder and rusted almost immediately, they have never been cleaned since they were installed and are discussing The 'new' sauna has not been cleaned since it was put in. The roof in the pool area leaks into the pool during heavy rains Dust hangs from the ceilings and pictures The rug in the ladies locker room, I don't even want to think about what is growing in it, also in the green mats they put down to prevent people from slipping have never been cleaned The tiles have not been cleaned and sealed since I have been there The mold, and rust in all corners everywhere is disgusting The walls in the toilets are covered with rust, and dirt, not even the paper holders are ever wiped down, and have the time left unlocked and hit me in the head.

I understand from my husband that the men's locker room is NO better if not worse During the recent campaigns for election, everyone running for council gave me lip service that they would look into this. I have seen NOTHING happen.

For a long time myself and a friend would at least go in on weekends when it was not busy and clean some of the showers, but I could not keep doing it with my back.

It is my hope that this time of closing will produce some long needed deep cleaning and delayed maintenance.

I would appreciate a response!

Linda Benton

70 Crescent Way

Portsmouth, NH 03801

includeInRecords: on

Below is the result of your feedback form. It was submitted by Julee Katzman (juleekatzman@gmail.com) on Friday, March 13, 2020 at 17:35:14

address: 150 Sherburne Ave

comments: Collaborate! No litigation!

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Josh Denton (joshuaddenton@hotmail.com) on Saturday, March 14, 2020 at 12:10:13

address: 110 Brewery Lane, 312

comments: Good Afternoon,

Prior to renewing the Seacoast Growers' Association (Farmer's Market) Proposed 2020 License Agreement, I ask the City Council adopt a motion similar to the following proposed motion that includes language directly from our Distribution of Single Use Disposables Policy that encourages practices at City facilities, City-sponsored events, events on City property, and businesses on City property:

Motion to amend the License Agreement by adding the following language to section E. OTHER CONDITIONS:

- The Seacoast Growers' Association and each individual member Vendor of the Seacoast Growers' Association are encouraged to abide by the following:
 1. Carryout Bags: Customers will be charged a ten cent fee that will remain with the seller for every single-use recycled paper shopping bag they are issued that is greater than six inches across. Single-use plastic shopping bags are only allowed to be issued to transport prepared food and customers will be charged a ten cent fee that will remain with the seller for every single-use plastic shopping bag they are issued.
 2. Disposable Cups: Customers will be charged a ten cent fee that will remain with the seller for every single-use cup they are issued when a thermos, mug, or reusable bottle could have been used instead. Any single-use cups that are issued will be compostable and the seller is responsible for providing a composting bin that will be emptied at a composting facility.
 3. Disposable Containers: Any single-use containers that are issued will be compostable and the seller is responsible for providing a composting bin that will be emptied at a composting facility.
 4. Disposable Straws: Straws are only to be distributed at the request of the customer. Any single-use straws that are issued will be compostable and the seller is responsible for providing a composting bin that will be emptied at a composting facility.
 5. No customer participating in Special Supplement Nutrition Program for Women, Infants, and Children (WIC) or Supplemental Nutrition Assistance Program (SNAP) will be charged the fee for receiving any of the items listed above. Finally, nothing in this Policy prohibits customers from using their own bags, cups, containers, or straws if they are otherwise allowed to do so under the City's ordinances.

I have sent the proposed motion to the Dorianne from the Seacoast Growers Association and to the City Manager, City Attorney, and City Clerk. Again, the amendment's language is directly from our Distribution of Single Use Disposables Policy that encourages such practices. Feel free to reach out if you have any questions.

Best,
Josh Denton
110 Brewery Lane, #312
Portsmouth, NH 03801
(603) 553-1810
includeInRecords: on

Below is the result of your feedback form. It was submitted by Kristie Jorgensen (knejorg@gmail.com) on Saturday, March 14, 2020 at 14:34:35

address: 774 Middle Street, Unit 1

comments: Attention City Council,

Below is a complete record of my comments that I wanted to address to the city council for the March 12th meeting but, due to the number of other citizens who wanted to respond and in respect to time, I felt it was best to send you all a detailed and complete statement of my concerns about the Middle Street bike lane after the meeting. I want to highlight in my comments below that I have addressed a few solutions that I feel would be most tolerable to the residents of Middle Street and the feeder streets. Another very important point that I want to stress is that in the 10 years that this project has been in existence, the residents of Middle Street were never even considered throughout this process. This is utterly astonishing. The City and the other departments involved need to take an inventory on the motivations of this group involved in the planning and a hard look at the repercussions if it continues and the negative impacts it has made and could inevitably make in the future.

Bicycles are "moving traffic" as many people commented at the meeting. They belong in the street next to other moving traffic - vehicles. Cyclists are required to obey the traffic signs and signals like everyone else. Public streets are designed for traffic. Let's keep it that way and not complicate the issue.

I plan to attend the work session on March 23rd or future meetings depending on the status of the impact of the pandemic issues.

Thank you,

March 12, 2020

Good evening. My name is Kristie Jorgensen, 774 Middle St, Unit 1, Portsmouth. I want to thank Mayor Becksted and councilman, Mr. Tabor for responding to my emails. Out of 9 members of the council, you were the only ones that had the professional courtesy of acknowledging and responding to my concerns in my email that I sent to all of you on February 3rd this year.

As the Feb 12th letter that was sent out to the public mentioned, this meeting is for us, members of the public, to share comments, concerns and suggestions on improvement to the pilot project on Middle St and the bike lanes. A pilot project that has failed miserably with very poor metrics that have not produced any valuable information.

And as for metrics, the residents who live here were never even considered in this project - just a few self-serving cycling enthusiasts. I find the entire project a waste of resources and a thorn in the side of every resident who lives on this street and the neighboring feeder streets. This project is unsafe and underutilized. So far, I have had 3 close calls from getting t-boned in front of my drive-way because of the fact that I cannot see oncoming traffic as I pull out of my drive-way due to the line of cars - "visual obstacles" - parked in the street. I have brought a copy of a photo I took three days ago. This is my view when I look to the left out from my car at the end of the driveway. If you refer to the City of Portsmouth, DPW, Driveway Rules and Procedures, section 3.8, and the Notes in section 5.0, Portsmouth has violated its own Driveway Policy with the current bike lane design by placing visual obstructions in existing driveway sight lines.

The city references The American Association of State Highway and Transportation Officials publication, "A Policy on Geometric Designs of Streets and Highways". It sets sight line parameters as a point 14.5 ft back from the white line of the major St (i.e. Middle) and the driver's eye height of 3.5 ft above the ground. From that position a driver needs to see at least 200 ft (335 ft in some jurisdictions) for approaching vehicles moving 30 mph in order to avoid getting T-boned.

The intersection sight lines on the west side of Middle St at Aldrich, Cass, Madison, and Union didn't meet nationally accepted traffic engineering standards before the bike lane project (Ref. AASHTO Green Book). Shoving parked cars further away from the curb and into drivers sight line made these intersections even more dangerous.

As I mentioned in the email that I referenced to all of the council members and which I sent to Ms. Walker, Dir of the Planning Dept. This is a major liability. I have a teenager ready to get her driver's permit this year

and there are two more teens that live in our condo association that are right behind my child. 3 young new drivers just learning about defensive driving, will be pulling out of this same driveway later this summer. If my child or any member of my family including myself have an accident due to this same issue, I will promise you that I will be in contact with my attorney's law firm, one of the best in the state, Friedman, Framme & Thrush. P.A..

This messy maze and the defacing of the street has aesthetically changed our neighborhood and de-valued my home which I moved into 3 years ago. The traffic congestion is so bad that many people that I have spoken to avoid this area because of it. And with the traffic congestion, the noise level has increased significantly to the point that it is aggravating and a nuisance. Parking is severely limited for many of the multifamily homes in the area, and many are condos.

As for utility of the bike lanes, whoever has reported 6-7 cyclists per hour is false reporting. It is factually untrue. I live on this street and it's a good day if I see 1-2 bikes on this street.

As far as encouraging high school students to ride a bike. Forget it! They are dreaming about driving a car. PHS students walk or get a ride. They are not going to haul a heavy Backpack of books on a bike which is even more dangerous. Plus its very un-cool.

I came with a solution to the problem. Remove the bollards. Paint over the lines or re-pave the street. Install a couple of speed tables near the crosswalks to slow down the traffic especially near the crosswalks. We could use a crosswalk near the intersection of Middle St and Lincoln St. the intersection of Aldrich with Middle St. Not enough crosswalks in this area.

I work on Maine Street in Brunswick, ME downtown. They have speed tables next to or on the crosswalks. This works perfectly for traffic calming purposes. Keep it simple and safe. Sounds like good common sense to me.

If we can completely annihilate this project, then another option is to paint the double solid middle lines in the middle of the street, then one solid line to designate for a bike lane and then a solid line for parking to the curbside. I have driven on streets using this approach in Draper, Utah and it works very well. Keep it simple and do not paint lines for parking spaces and deface the street any more than is needed. This is unnecessary and limiting.

The February 12th letter was the first notice I ever received by mail from the City of Portsmouth. I hope the city will continue to communicate with the residents who live on Middle Street and the feeder streets by mailing notices about upcoming meetings and about further discussions on a resolution to this issue. I expect the city will make immediate and significant changes to improve the hazardous conditions that currently exist on Middle Street.

Thank you
Kristie Jorgensen
774 Middle Street, Unit 1
Portsmouth, NH 03801
Email: knejorg@gmail.com
Cell: 603-767-7182

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Frank Breen (fhbreen@gmail.com) on Sunday, March 15, 2020 at 18:52:27

address: Bow Street

comments: Hi,
The City had better get ahead of this now. This is a foodie town, and to date your lack of decisive and thoughtful action may well result in both a public health and economic disaster.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Robin Husslage (rhusslage@hotmail.com) on Sunday, March 15, 2020 at 18:59:26

address: 27 Rock Street

comments: Dear City Council,

I implore you to rescind your decision to reject the draft ground lease previously signed with Kane and SoBo Square LLC. And, to continue working with the developer to refine the design which should involve input from the community, not just what some on the current City Council feel the design should be or should not be.

You got us into this lawsuit so it's up to you to get us out of this lawsuit pronto and start moving Portsmouth forward on the McIntyre project without delay or added cost to the taxpayers.

Respectfully submitted,

Robin Husslage
27 Rock Street

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Diana Carpinone (d.carpinone@gmail.com) on Monday, March 16, 2020 at 09:22:54

address: 16 Governor Sawyer Lane Dover, NH

comments: Dear Council,

Please review the following with your status as an Ecomunicipality in mind.

This letter was sent to Oceanside, California city council and staff on 12 Mar 2020 by Oceanographer Dr. Sarah-Jeanne Royer:

I oppose the over-use and over-consumption of plastic for its many negative effects on the environment such as ingestion by wildlife, entanglement of marine species and the transportation of invasive species. We now understand that this list of negative effects is expanding. Plastic is everywhere in our daily life and is also found everywhere in the environment from the North Pole to South Pole and even at the deepest parts of our ocean. Sadly, there is not a single beach in the world today that is plastic free. Our over-use of plastic is harming our health and the health of our children, which shows to which extent the material we created became a design failure because of its mismanagement and even became harmful and toxic to its own creator. When I say design failure, let me give you an example, single used-plastic, the bags, the plastic bottles, the plastic straws, used for an average of 12 minutes, however if they end up in the environment, they last for months, years and decades.

At the University of Hawaii, at the Center for Microbial Oceanography, Research and Education, we studied the degradation of plastic in the environment. The findings of our research show that the impact of plastic in the environment is even worse than what we thought.

Let me share with you what we discovered: My colleagues were measuring the biological production of methane from seawater. They realized that the concentrations of methane were much higher than expected. In fact, most of the methane was not coming from biological sources, but from the bottles in which they were incubating the seawater. The bottles were made out of a specific polyethylene plastic and when exposed to sunlight, would degrade and emit methane.

Plastic emits methane. Methane is a greenhouse gas.

Methane is 21 times more powerful than CO₂, which is one of the reasons many scientists nowadays are studying methane production in the environment, such as methane coming from the permafrost and agricultural practices. It goes without saying that GHGs are the contributors to climate change.

This unexpected discovery was the start of my two-year postdoctoral studies in Hawaii where I continued focusing on methane, CO₂ and other greenhouse gases emitted from plastics.

We tested the most commonly used type of plastic in the world and discovered that polyethylene is the plastic type that releases methane (CH₄), ethylene (C₂H₄), ethane and propylene at the highest concentrations. Bad news, polyethylene is also the most prevalent plastic produced, consumed and discarded in the environment today. It also degrades quickly due to its weak chemical structure and eventually contributes to the pool of microplastic.

Our study also demonstrated that as the surface area of the plastic increases due to weathering and breakdown in the ocean, there is a tremendous increase in methane and ethylene off-gassing: For example, PE powders off-gases methane 488 times more than when the same weight of PE is in pellet form. As plastic degrades, the surface area of the plastic increases. Hence, there is more surface to react with the sunlight and a tremendous increase in concentrations of methane and also ethylene, another greenhouse gas. This means that with time for the same bottle, more and more greenhouse gases will be produced as the bottle degrades and its surface area increases.

As an Oceanographer, my main focus is in the ocean, but in order to understand our study further we created a comparison of plastics on land not submerged in water. This is when things got really scary. Not only are plastics in water producing greenhouse gases, but when exposed on beaches or in your backyard, they produce 2 times more methane and 76 times more ethylene versus than when in the ocean.

This indicates that while the negative effects of plastic in the oceans are significant, the greenhouse gases emitted from plastics exposed to air in a terrestrial environment is even greater. Our results even show that once initiated, the production of hydrocarbon gases continues in the dark.

Synthetic turfs are made out of polyethylene, as a result synthetic turf are responsible for emitting greenhouse gases and potentially contributing to climate change as well. Synthetic turf has a huge surface area because of all the small pieces it is made out of, hence the amount of greenhouse gases emitted from synthetic is much higher than a flat sheet of polyethylene, all this surface area also degrades at a highest rate. Synthetic turf is on land and exposed to air directly and therefore responsible for a greater amount of greenhouse gases emitted to the atmosphere.

Overall, this means that the degradation and breakdown of plastic represent a previously unrecognized source of greenhouse gases that are expected to increase—especially as more plastic is produced and accumulated in the environment.

Now apply this information to synthetic turf: synthetic turf are made out of the very material, PE, that produces the most GHGs. Synthetic turf is exposed to air directly which creates even more GHGs. And worse still, synthetic turf has a huge surface area --much larger than the size of the field-- because of all the small plastic “blades” in this large carpet of fake grass.

I hope the facts presented are enough to convince you that choosing synthetic turf is choosing to increase GHG emissions, just as we are working so hard to reverse that. I am asking the Committee to help making sure that used synthetic turf don't go on releasing greenhouse gases, by prohibiting the use of synthetic turf in playgrounds and athletic field surfaces.

Sincerely,

Dr. Sarah-Jeanne Royer

Sarah-Jeanne Royer, PhD.
Postdoctoral Research Fellow
Marine Biology Research Division
Scripps Institution of Oceanography
University of California, San Diego,
9500 Gilman Drive, La Jolla,
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eMail: sroyer@ucsd.edu
<https://deheynlab.ucsd.edu>
<http://www.mendeley.com/profiles/sarah-jeanne-royer/>
https://www.researchgate.net/profile/Sarah-Jeanne_Royer2?ev=hdr_xprf
<http://www.sarahjeanneroyer.com>

As a long time Seacoast resident whose child will be affected by decisions made by our own and surrounding municipalities, I respectfully request that you make a motion for reconsideration of the vote in favor of synthetic turf from the March 2, 2020 Portsmouth City Council meeting. Thank you for your time and consideration.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kathleen Cavalaro (kathleencavalaro@gmail.com) on Monday, March 16, 2020 at 10:15:55

address: 125 Bow St.

comments: Hello,
As you know, the coronavirus pandemic is wreaking havoc on our local workers. I'm writing to ask for your consideration in suspending parking and/or ticketing. Offering free parking for the next 8 weeks to the workers in town who are already suffering would be a massive show of compassion and understanding.

Thank you for your consideration. - Kathleen

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Ronda Charlesworth Caron (njoy1269@gmail.com) on Monday, March 16, 2020 at 10:19:23

address: 325 Thaxter Rd

comments: To help keep businesses going, maybe suspend parking fees for the next 2-4 weeks?

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kathy Townsend (kathyatownsend@yahoo.com) on Monday, March 16, 2020 at 10:23:21

address: 8 Suzanne Dr

comments: I would like to request there there be No parking fees or tickets through the end of April in the City of Portsmouth

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Susan lane (hslane@gmail.com) on Monday, March 16, 2020 at 10:48:35

address: 87 spinnaker

comments: To Ryan Flynn
From Susan Lane
87 spinnaker Way,
Portsmouth, NH 03801

Re: MarketSt Pedestrian Bridge

Good morning Ryan,

I am supporting the REPAIR of this bridge rather than removing it. I frequently use this bridge as a route to RiteAid and beyond. It encourages walking and cycling, which is inline with new Portsmouth goals. Also, children and families use it to walk/cycling to the ball field. It is a wonderful reminder of how pedestrians can safely use the city's streets, in light of the increasing volume of vehicles on our thorough fares. Actually, pedestrian bridges are futuristic in concept.

The development of this end of MarketStreet is happening rapidly. Whole Foods, Aldi, etc will bring shoppers from far afield, reducing pedestrian/ cycling safety. Again, not inline with Portsmouth goals of increasing cycling and walking throughout the city. As we know, yellow lights are ignored, red lights sped through. Walkers/ cyclers won't have a chance, especially those with handicaps, disabilities, strollers, and children.

Our little bridge is a fixture of our neighborhood. It unites our side of town with Woodbury and Maplewood Avenues and beyond. It is counterproductive to REMOVE a safety feature. I strongly appeal to you and your committee to review this issue with foresight and alignment of Portsmouth goals and community values. I thank you for taking comments on line.

Most sincerely,
Susan Lane

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kristen Mello (klm.wraft@gmail.com) on Monday, March 16, 2020 at 10:58:11

address: 27 Moseley Avenue, Westfield, MA 01085

comments: Dear Honorable Councilors of the City of Portsmouth, New Hampshire,

Were it not for the Coronavirus, I would have traveled the roundtrip ~300 miles to deliver these comments to you this evening. I fully planned to spend five hours in the car and away from my family to bring you three minutes of comments in the hopes of protecting your children.

My name is Kristen Mello. I am a resident of Westfield, Massachusetts, one of the many communities suffering from PFAS contamination of its drinking water because of AFFF use. I submitted comments for your meeting on March 2, 2020 asking that you consider the PFAS contamination of artificial turf fields before committing to install it for use by your children. I have attached that email to the bottom of this one for submission into the public record, and so that I won't have to repeat myself.

PFAS chemicals are used to lubricate the machinery that creates the thin plastics used in creating artificial turf playing fields. PFAS chemicals are even used in the alternative fill materials (cellulose + thermoplastic polymers) that can be chosen in place of recycled scrap tire crumb rubber or coconut fill. As if the chemical and heat exposure from toxic crumb rubber weren't enough, your bonus is PFAS exposure from artificial turf fields and alternative infill.

This adds insult to injury to the children who attended the daycare at Pease and may now be old enough to play on these fields. Those children, whose immune systems may have been permanently damaged by toxic PFAS "forever chemicals", probably won't be able to use those fields this Spring anyway because of our "social distancing" requirements to help slow Covid-19.

Please take this moment to:

- Split your bid to move forward on what seems to be much needed stormwater/drainage work,
- Require artificial turf and infill PFAS testing, with non-targeted PFAS analysis at a University, before approving any bid for an artificial turf field system, and
- Seriously consider installing a high traffic natural turf in the hopes that your children may play again this summer.

PFAS chemicals are known to harm the immune systems of those exposed. We are now all staying at home hoping to stay healthy in the face of a pandemic virus.

Please reconsider your choices. I would have driven 300 miles tonight to tell you I think you've made a mistake here. It's not too late to fix it.

Sincerely,

Kristen Mello
Director / Co-founder
Westfield Residents Advocating For Themselves (WRAFT)

----- March 2, 2020 Message to the City Council -----

To the Honorable Councilors of the City of Portsmouth, New Hampshire,

Salutations from Westfield, Massachusetts. I write to you this evening because I have learned you are weighing options for playing fields, and I would like to share our experience with you for your consideration.

In 2016, Westfield residents learned that our water supply had been contaminated by Per- and Polyfluoroalkyl Substances (PFAS) from aqueous film forming foam used in fire fighting training. That same year, a developer applied for (and received) permits to install artificial turf playing fields in another area of the City, adjacent to wetlands, and in an aquifer recharge zone.

In October 2019, we learned from an Intercept article by Sharon Lerner that the manufacturing process of extruding the artificial turf materials requires lubrication of the machinery with PFAS, and that these chemicals were leaching into nearby waterways. <https://theintercept.com/2019/10/08/pfas-chemicals-artificial-turf-soccer/>

We then learned from the Martha's Vineyard Times that the fields were not being recycled as claimed. <https://www.mvtimes.com/2020/02/04/questions-raised-mvrhs-field-project/>

You can imagine what these revelations have done for us here in Westfield. I am writing to suggest that you consider all the potential consequences of the choice before you. Artificial turf may carry with it more than you see.

None of us wants to be responsible for contributing to PFAS contamination because we trusted the lab report of someone who was trying to sell us something. If a laboratory reports a total fluorine content higher than Non-Detect for the materials you intend to install, please send it to a University capable of performing a non-targeted analysis for PFAS before you believe that material is "PFAS free" or not a potential source of PFAS contamination.

Thank you for considering these comments during your deliberation.

Sincerely,

Kristen Mello
Director / Co-founder
Westfield Residents Advocating For Themselves (WRAFT)

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Evan Patten (ewpatten@comcast.net) on Monday, March 16, 2020 at 12:16:10

address: 607 Sagamore Avenue

comments: While I do support the request for free parking for downtown workers, I don't support that it should be throughout downtown. I believe free parking should be available at the Foundry Place garage for downtown workers and city residents.

I would suggest that spaces, especially in front of locally owned restaurants, should be available for those that are getting curbside food delivery orders, with thoughts towards the elderly and infirm.. The support of the businesses helps support the workers in those businesses, probably more than free parking.

Thank you,
Evan Patten

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Byron Matto (bmatto@gmail.com) on Monday, March 16, 2020 at 13:49:16

address: 17 Fields Rd

comments: First of I would like to say that I do not envy you on the council trying to navigate this scary and unprecedented time re: COVID-19. Thank you for your time and service under the current cloud of uncertainty.

In regards to McIntyre I've mad my opinion known on a few occasions, and I am writing to continue that thread. The vote on 01.28 did nothing in my opinion to better position the city to advocate for specific changes in the McIntyre project. I thought at the time that it would put a wedge between the city and our partner ... and I would argue that it has done that.

I don't know if there is time left to avoid litigation and move forward with this project, but on the off chance that there is I would say to please vote on Councilman Lazenby's motion to rescind the vote taken on 01.28 ... and more specifically vote in favor of it.

There has been an early focus in this council's tenure on budget issues, and I applaud their rigor in that area. I wonder what line items they would suggest be removed to pay for the potential loss of the pending suit. I would just add that \$10m is a thousand \$10k line items.

I wish you all and your families good health.

- Byron

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by BILL HAMILTON (phineasgraphics2@gmail.com) on Monday, March 16, 2020 at 14:31:33

address: 108 PENHALLOW ST

comments: Dear City Councilors,

It's no surprise to me that Kane/Redgate is suing the city. Mr. Kane has sued the city at least 3 times in the recent past. What's most distressing is that our "private/public partner" sees no way to negotiate with the current council, despite your best, most concerted efforts to do so, even with your attempt to negotiate "cost neutral" changes. That seems like "bad faith" to me on the part of the developer.

My thinking is that Kane/Redgate has lost its financial backers and is attempting to recoup it's losses. After all, even HubSpot has realized that this project is doomed and is relocating to a more viable alternative.

Your attempt to negotiate in good faith by rejecting the ground lease and asking for better options, is, in my opinion, the way partnerships deal with each other over disagreements.

I urge the city council to vote to direct the city manager to enter into a contract with a highly respected and successful outside legal team—Boston, New York, Washington—and not rely on the city's legal department in responding to this lawsuit. (Consider the recent legal advice rendered regarding the Coakley Landfill, the Toyota debacle and non-residents serving on the local Planning board.) To rely on the city legal department against Kane/Redgate's super-lawyers is akin to pairing a codfish with a great white shark and expecting a fair outcome. Even if the cost to hire outside legal council is extremely expensive, the outcome will still be to the city's advantage.

Kane/Redgate wants out. So let them get out, but on your terms, not theirs. Then the process can begin anew, directly with the GSA and another, more equitable partner.

Thank you for your consideration in this matter.

Respectfully,

Bill Hamilton,
downtown business owner for 41 years

includeInRecords: on

Engage: Submit