

CITY COUNCIL MEETING

MUNICIPAL COMPLEX, EILEEN DONDERO FOLEY COUNCIL CHAMBERS, PORTSMOUTH, NH
DATE: MONDAY, SEPTEMBER 16, 2013 TIME: 6:00PM

A G E N D A

- 6:00PM – WORK SESSION RE: TRANSPORTATION POLICY ISSUES

I. CALL TO ORDER [7:00PM or thereafter]

II. ROLL CALL

III. INVOCATION

IV. PLEDGE OF ALLEGIANCE

V. ACCEPTANCE OF MINUTES *(There are no minutes on for approval this evening)*

VI. PUBLIC COMMENT SESSION

VII. APPROVAL OF GRANTS/DONATIONS

(There are no items under this section of the Agenda)

VIII. CONSIDERATION OF RESOLUTIONS AND ORDINANCES

A. First reading of Proposed Ordinance amending Chapter 8, Article III, "Street Trees," is hereby deleted in its entirety and replaced with the following amendment to Chapter 1 Article IV by creating a Trees & Public Greenery Committee and the adoption of a new Article III entitled Portsmouth Urban Forestry Ordinance of Chapter 8 ***(Sample motion – move to pass first reading and schedule a public hearing and second reading on the proposed Ordinance, as presented, at the October 7, 2013 City Council meeting)***

B. First reading of Proposed Ordinance amending Chapter 7, Article II, Section 7.222 – Maximum Number of Taxicabs amended to increase the number of medallions from twenty-five (25) to twenty-eight (28) ***(Sample motion – move to pass first reading and schedule a public hearing and second reading on the proposed Ordinance, as presented, at the October 7, 2013 City Council meeting)***

C. First reading of Proposed Ordinance amending Chapter 7, Article X, Section 7.1000 E – Towing – Tow Zones – Limited Parking Areas: City Streets – be amended that any vehicle or object remaining in the same location in any uncontrolled on-street parking space for more than 24 hours in the Central Business Districts A and B as bounded and shown on the City of Portsmouth Zoning Map, or more than 72 hours in any other location in the City, may be removed in the manner provided in Section 7.1000 D ***(Sample motion – move to pass first reading and schedule a public hearing and second reading on the proposed Ordinance, as presented, at the October 7, 2013 City Council meeting.)***

- D. Third and final reading of Proposed Ordinance amending Chapter 10 – Zoning Ordinance, Article 5 – Dimensional and Intensity Standards, are hereby Amended as follows: ***(Sample motion – move to pass third and final reading on the proposed Ordinance, as presented)***
- Section 10.531 – Table of Dimensional Standards – Business and Industrial Districts, Maximum Structure Dimensions – Structure Height, CBA 45’ or 3 ½ Stories, which ever is less; CBB 45’ or 3 ½ Stories, which ever is less;
 - Section 10.535 – Exception to Dimensional Standards in the Central Business Districts, by Inserting a New Section 10.535.13: Increased Building Height by Conditional Use Permit
 - Section 10.1530 – Terms of General Applicability, add new Terms and Definitions
- E. Third and final reading of Proposed Ordinance amending various sections of Chapter 7, Vehicles, Traffic Parking Omnibus Ordinance ***(Sample motion – move to pass third and final reading on the proposed Ordinance, as presented)***
1. Amend: Chapter 7, Article VI – Truck Loading/Unloading Zones, Section 7.601 Truck Loading/Unloading Zones Established
 2. Amend: Chapter 7, Article VI – Truck Loading/Unloading Zones, Section 7.602 Truck Loading/Unloading Zones (24 Hours)
 3. Amend: Chapter 7, Article II – Taxicabs, Section 7.224 Taxicab Stands
 4. Add: Chapter 7, Article III, Section 7.328 Utilization Of Multiple Parking Spaces
 5. Amend: Chapter 7, Article IV: Section 7a.408 Taxicab Stands Designated
 6. Add: Chapter 7, Article III, Limited Parking – Three Hours: Section 7.328: Limited Parking – Three Hours
 7. Amend: Chapter 7, Article IV, Off-Street Parking Areas
 8. Amend: Chapter 7, Article III, Traffic Ordinance, Limited Time Parking, Section 7.327: Limited Parking – Two Hours
 9. Amend: Chapter 7, Article IVA, Bus Stops, Taxicab Stands And Horse Drawn Carriage And Article IV, Off-Street Parking Areas
 10. Amend: Chapter 7, Article IV, Off-Street Parking Areas
 11. Amend: Chapter 7, Article IX, Penalties, Forfeitures And Separability, Section 7.901: Penalties
 12. Amend: Chapter 7, Article III, Traffic Ordinance, Section 7.321: Snow Emergency Parking Ban

13. Amend: Chapter 7, Article III, Traffic Ordinance, Section 7.326: Limited Parking – Fifteen Minutes

14. Amend: Chapter 7, Article IV, Off-Street Parking Areas, Section 7.401, Definitions

IX. CONSENT AGENDA

A MOTION WOULD BE IN ORDER TO ADOPT THE CONSENT AGENDA

- A. Request for Approval of Pole License to install 6 poles associated with the Maplewood Avenue By-Pass Bridge project. These poles are located on Maplewood Avenue and Cutts Street (***Anticipated action – move to approve the aforementioned Pole License Agreement as recommended by the Public Works Department with the approval conditioned upon amendment of the license to allow for the collection of any lawfully assessed real estate taxes***)
- B. Request for Approval of Pole License to install 1 pole located on Aldrich Road (***Anticipated action – move to approve the aforementioned Pole License Agreement as recommended by the Public Works Department with the approval conditioned upon amendment of the license to allow for the collection of any lawfully assessed real estate taxes***)
- C. Letter from Zhana Morris, The Music Hall requesting parking meter permit for the Music Hall's 2013-2014 Season (***Anticipated action – move to refer to the City Manager with power***)
- D. Letter from David Topham, Granite State Wheelmen, Inc. requesting permission to conduct 40th annual Tri-State Seacoast Century bicycle ride on September 21 and 22, 2013 (***Anticipated action – move to refer to the City Manager with power***)

X. PRESENTATION & CONSIDERATION OF WRITTEN COMMUNICATIONS & PETITIONS

- A. Letter from Eric Chinburg, Sandy Brook Corporation, requesting that Laurel Court be accepted as a public way (*See attached memo from Planning Director Rick Taintor*)

XI. REPORTS AND COMMUNICATIONS FROM CITY OFFICIALS

A. CITY MANAGER

Items Which Require Action Under Other Sections of the Agenda

- 1. Consideration of First Reading of Proposed Ordinance Amendments:
 - 1.1 Ordinance amending Chapter 8, Article III, "Street Trees," is hereby deleted in its entirety and replaced with the following amendment to Chapter 1 Article IV by creating a Trees & Public Greenery Committee and the adoption of a new Article III entitled Portsmouth Urban Forestry Ordinance of Chapter 8 (***Action on this matter should take place under Section VIII of the Agenda***)

- 1.2 Ordinance amending Chapter 7, Article II, Section 7.222 – Maximum Number of Taxicabs amended to increase the number of medallions from twenty-five (25) to twenty-eight (28) **(Action on this matter should take place under Section VIII of the Agenda)**
- 1.3 Ordinance amending Chapter 7, Article X, Section 7.1000 E – Towing – Tow Zones – Limited Parking Areas: City Streets – be amended that any vehicle or object remaining in the same location in any uncontrolled on-street parking space for more than 24 hours in the Central Business Districts A and B as bounded and shown on the City of Portsmouth Zoning Map, or more than 72 hours in any other location in the City, may be removed in the manner provided in Section 7.1000 D **(Action on this matter should take place under Section VIII of the Agenda)**
2. Third and Final Reading of Proposed Resolution and Ordinance Amendments:
 - 2.1 Third and Final Reading of Proposed Ordinance amending Chapter 10 – Zoning Ordinance, Article 5 – Dimensional and Intensity Standards are hereby Amended as follows:
 - Section 10.531 – Table of Dimensional Standards – Business and Industrial Districts, Maximum Structure Dimensions – Structure Height, CBA 45’ or 3 ½ Stories, which ever is less; CBB 45’ or 3 ½ Stories, which ever is less;
 - Section 10.535 – Exception to Dimensional Standards in the Central Business Districts, by Inserting a New Section 10.535.13: Increased Building Height by Conditional Use Permit
 - Section 10.1530 – Terms of General Applicability, add new Terms and Definitions **(Action on this matter should take place under Section VIII of the Agenda)**
 - 2.2 Third and Final Reading of Proposed Omnibus Ordinance **(Action on this item should take place under Section VIII of the Agenda)**

Informational Items

1. Events Listing
2. Update on Local Government Center Health/Dental Insurance Reimbursement

B. MAYOR SPEAR

1. Appointment to be Considered:
 - Ronald Zolla – Reappointment to the Economic Development Commission
2. Appointments to be Voted:
 - Elizabeth A. Moreau to the Planning Board as a regular member
 - T. Stephen McCarthy – Reappointment to the Building Code Board of Appeals
3. Resignation – Karina Quintans from the Planning Board effective October 1, 2013

C. ASSISTANT MAYOR LISTER

1. *Update on Senior Committee

D. COUNCILOR NOVELLINE CLAYBURGH

1. Proposal in accordance with RSA 261-153, Paragraph VI. (a) to collect an optional \$5.00 fee for the motor vehicle improvement fund (See attached statute) ***(Sample motion – move to refer to the Fee Committee for report back)***

XII. MISCELLANEOUS/UNFINISHED BUSINESS

XIII. ADJOURNMENT [AT 10:00PM OR EARLIER]

**KELLI L. BARNABY, CMC/CNHMC
CITY CLERK**

INFORMATIONAL ITEMS

(There are no items under this section of the Agenda)

NOTICE TO THE PUBLIC WHO ARE HEARING IMPAIRED: Please contact Dianna Fogarty at 603-610-7270 one-week prior to the meeting for assistance.

**City Council Work Session on Transportation
September 16, 2013
Agenda**

- I. Overview**
- II. Complete Streets**
- III. Bicycles and Pedestrians**
- IV. Public Transit**
- V. Parking**
- VI. General Transportation**

BLUE RIBBON TRANSPORTATION POLICY REPORT

STRATEGIES MATRIX

The attached matrix provides a status update for each of the strategies included in the Blue Ribbon Transportation Policy Committee Report which presented to City Council in April 2013. As summarized in the July 10 Memorandum, City staff are currently working on a number of related activities in support of the strategies. This matrix is intended to be used by City Council and other City Boards and Departments to track our progress in support of the Transportation Policy Committee's recommendations. An explanation of each of the components of the matrix is provided below:

- Abbreviations:* a list of the abbreviations used in the matrix is provided at the top of the first page.
- Sub-Groupings:* related strategies are organized by topic (Complete Streets, Bicycles & Pedestrians, Public Transit, Parking, and General Transportation).
- Strategies:* each of the strategies listed in the Transportation Policy Committee's Report is listed in the first column of the matrix (in some cases abbreviated for space).
- Responsible Parties:* responsible City boards, committees, departments are listed in this column. These are the agencies that will take a primary role in implementing the strategy.
- Status:* a summary of the progress that has been made on this particular strategy since the Transportation Policy Committee report was completed.
- Related Activities (Estimated Costs):* this column includes related activities or initiatives that support this particular strategy. In some cases these are activities that were already underway prior to the completion of the report. Wherever possible, an estimated cost and funding source is provided in parentheses after each activity. These are ballpark estimates, useful for gauging comparative level of investment required for individual activities.
- Time Frame:* this column includes the desired year of completion of the specific strategy. In some cases, the strategy will occur on an ongoing basis (so indicated).
- Total Estimated Costs:* where estimated costs are available for related activities, the total costs to achieve the strategy are summarized in this column. A \$0 amount indicates that no targeted investment is required to achieve this particular strategy. A TBD means additional research is required to identify all of the related costs.
- Potential / Existing Funding Sources:* public funding sources are listed in this column. *Existing* refers to amounts currently funded in FY14. *Potential* refers to amounts recommended for funding in future Fiscal Years.

Blue Ribbon Transportation Policy Committee Report Strategies

█ = City Council Action Required

CC City Council
 CIP Capital Improvement Plan
 DPW Dept. of Public Works

P Planning Department
 PB Planning Board
 PD Police Department

PDA Pease Development Authority
 PTS Parking & Traffic Safety Committee
 SD School Department

Complete Streets

Strategies	Responsible Parties	Status	Related Activities (and Estimated Costs)	Time Frame	Total Estimated Costs	Potential / Existing Funding Source(s)
1 █ Adopt a Complete Streets policy	CC	Policy has been drafted (see Attachment 1)		2013	\$0	N/A
2 Design Complete Streets: <ul style="list-style-type: none"> □ Develop a local classification system for City streets. □ Develop design standards for each street class including street and travel lane widths, accommodations for bicycles and transit, sidewalks, intersections and landscaping. □ Continue to develop and implement innovative standards for managing stormwater quality and quantity to incorporate into street design. 	P, DPW	Staff is exploring ways to incorporate complete streets principles into existing road improvement projects.	2015	\$ TBD	Existing CIP Parking & Transp. Fund Potential CIP Parking & Transp. Fund	
3 Evaluate the feasibility, potential benefits, and cost implications of converting one-way streets in the downtown core to two-way traffic.	P, DPW, PTS		Maplewood Ave Complete Street Feasibility Study (\$8,000 – Parking & Transp. Fund) Market Street Gateway Corridor Improvement Study (\$129,000 – CIP) Market Street Gateway Corridor Improvements (\$ TBD – CIP) Sagamore Ave Improvements (\$ TBD)	2015	\$ TBD	Potential Parking & Trans. Fund

Bicycles and Pedestrians

Strategies	Responsible Parties	Status	Related Activities (and Estimated Costs)	Time Frame	Total Estimated Costs	Potential / Existing Funding Source(s)
1 █ Pursue designation as a Bicycle Friendly Community <ul style="list-style-type: none"> □ Adopt Bicycle Friendly Communities Action Plan □ Demonstrate progress toward improving and expanding bicycle facilities and networks □ Complete Bike / Ped Master Plan (see related strategy) □ Ongoing participation in Safe Routes to School program (see related strategy) □ Submit application for Bicycle Friendly Communities in 2014 	CC, P, DPW	Action plan has been drafted (see Attachment 2)	<ul style="list-style-type: none"> □ Bike lanes on Sagamore Ave, Middle / Lafayette Rds, Pevery Hill Rd (\$200,000 – CIP, Grants) □ Sarah M Long Bridge (\$ TBD – Fed / State) □ Bicycle “sharrows” on Daniel St / State St / Marcy St (\$2,300) □ Bicycle racks at identified locations (\$18,000 – Grant) □ Long-term bike storage at Parking Garage (\$2,000 – Grant) 	2014	\$ TBD	Existing CIP COAST (Grant) Fed / State Transp. Funds Potential NHDOT (Grant) Parking & Transp. Fund

Blue Ribbon Transportation Policy Committee Report Strategies

	Strategies	Responsible Parties	Status	Related Activities (and Estimated Costs)	Time Frame	Total Estimated Costs	Potential / Existing Funding Source(s)
2	<p>Pursue designation as a Walk Friendly Community</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Walk-Friendly Communities Action Plan <input type="checkbox"/> Demonstrate progress toward improving and expanding pedestrian facilities and networks <input type="checkbox"/> Complete Bike / Ped Master Plan (see specific strategy) <input type="checkbox"/> Ongoing participation in Safe Routes to School program (see related strategy) <input type="checkbox"/> Submit application for Walk Friendly Communities designation in 2014. 	CC, P, DPW	Action plan has been drafted (see Attachment 3)	<ul style="list-style-type: none"> City-wide crosswalk restriping (\$25 per crosswalk - CIP) Sidewalk improvements (\$400,000 / year – CIP) Wayfinding Program -- Pedestrian Signage (\$TBD) Bus shelters at identified locations (\$TBD) 	2014	\$TBD	Existing CIP Potential COAST (Grant) Parking & Transp. Fund
3	Develop a city-wide bicycle and pedestrian master plan.	P, PB, DPW	Consultant to be selected by end of September		2014	\$65,000- \$80,000	Existing CIP (Master Plan) Potential Parking & Transp. Fund
4	<p>Implement Safe Routes to School Action Plan recommendations:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Evaluation and monitoring of Walkability / Bikability of routes to school <input type="checkbox"/> Activities for International Walk and Bike to School Day <input type="checkbox"/> Student encouragement / incentive program for walking or biking to school <input type="checkbox"/> Selective traffic enforcement and education near schools <input type="checkbox"/> Safe routes to school maps <input type="checkbox"/> Middle Street / Lafayette Rd bike lanes <input type="checkbox"/> Bike racks <input type="checkbox"/> Pedestrian crossing signals 	P, DPW, SD, PD	Grant application submitted; expect decision in September		2015	\$250,000	Potential NHDOT (Grant)
5	Coordinate on expanding bicycle trail networks	P, DPW		<ul style="list-style-type: none"> Hampton Branch rail-to-trail (\$1,025,000 – CIP, State / Fed) Pease Multi-Use Path along Grafton Rd (\$1,050,000) 	Ongoing	\$2,075,000	Existing State / Fed Transp. Funds PDA Potential CIP

Public Transit

	Strategies	Responsible Parties	Status	Related Activities (and Estimated Costs)	Time Frame	Total Estimated Costs	Potential / Existing Funding Source(s)
1	<p>Work with public transit providers to eliminate service redundancies, increase efficiencies, increase public transit ridership, improve public transit infrastructure, and explore opportunities for expansion of services.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Evaluation of opportunities to increase ridership and increase fare revenues on COAST Routes 40 and 41 <input type="checkbox"/> Analysis of cost/benefit of summertime Downtown Loop and opportunities for improvement or change of service <input type="checkbox"/> Evaluation of long-term sustainability of Route 7 and potential alterations to service 	P, DPW	<p>Evaluating cost-effectiveness of provision of paratransit services with COAST</p> <p>Coordinating with COAST and PDA to evaluate public transit</p>	<ul style="list-style-type: none"> Participation in Seacoast Commuter Options TMA (Transportation Management Assoc.) Representation on COAST Board of Directors COAST Municipal Contribution (\$222,000) <ul style="list-style-type: none"> \$77,000 regional routes (2 & 7) \$120,000 Portsmouth routes (40 & 41) \$25,000 Downtown Loop and Vintage Xmas Trolley 	Ongoing	\$222,000	Parking & Transp. Fund

Blue Ribbon Transportation Policy Committee Report Strategies

	<ul style="list-style-type: none"> <input type="checkbox"/> Participation in marketing activities to increase ridership <input type="checkbox"/> Ensure efficient provision of transportation for seniors and people with disabilities 	use and potential service changes							
2	Work with COAST to ensure acceptable access to and from transit stops and the adjacent sidewalk networks for passengers that are mobility impaired.	P, DPW		<ul style="list-style-type: none"> ▪ Representation on COAST Board of Directors ▪ Site Plan Review 	Ongoing	\$0		N/A	

Parking

	Strategies	Responsible Parties	Status	Related Activities (and Estimated Costs)	Time Frame	Total Estimated Costs	Potential / Existing Funding Source(s)
1	<p>Ensure consistency with the City Council's Guiding Principles for Parking for the CBD. (Adopted March 2012) (see Attachment 4)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide adequate public parking supply for non-residential land uses <input type="checkbox"/> Increase the supply of safe, convenient parking available during peak demand periods <input type="checkbox"/> Provide information on parking options that is easily accessible to parking users <input type="checkbox"/> Place value on aesthetics, security, accessibility and user information for design of parking resources and enhance downtown walkability and pedestrian experience <input type="checkbox"/> Consider ways to incentivise satellite parking <input type="checkbox"/> Consider parking needs of hospitality workers <input type="checkbox"/> Parking strategies should be revenue neutral 	P, DPW, PB	Staff is exploring additional options for using existing infrastructure more efficiently, expanding available parking supply, and improving signage and user information	<ul style="list-style-type: none"> ▪ Public / private lease agreements for surface parking (\$11,750 / year) ▪ Downtown Parking Shuttle (\$TBD) ▪ Wayfinding Program Parking Signage and Information (\$TBD) ▪ Addition of emergency call stations in parking garage (\$90,000) ▪ Improved lighting for garage (\$58,000) ▪ ParkPortsmouth website (\$TBD) 	Ongoing	\$TBD	Parking & Transp. Fund
2	<p>Identify opportunities for building and/or expanding public parking structures in the downtown core.</p> <ul style="list-style-type: none"> <input type="checkbox"/> May include public / private partnerships 	P, DPW	Staff is exploring opportunities with private property owners		Ongoing	\$TBD	Parking & Transp. Fund

General Transportation

	Strategies	Responsible Parties	Status	Related Activities (and Estimated Costs)	Time Frame	Total Estimated Costs	Potential / Existing Funding Source(s)
1	<p>Update the Master Plan to address the recommendations of the Transportation Policy Report:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Update transportation data and baseline information to address issues identified in this report. <input type="checkbox"/> Work with regional and state partners to collect and analyze data on transportation choices and practices. <input type="checkbox"/> Revise transportation goals, objectives, and strategies to reflect relevant recommendations of this report. <input type="checkbox"/> Develop a set of indicators related to transportation initiatives to measure success. 	P, PB, DPW	Staff have begun Master Plan update		2015	\$10,000	Existing CIP Potential Parking & Transp. Fund

Blue Ribbon Transportation Policy Committee Report Strategies

2	Revise site plan review and subdivision regulations to implement relevant recommendations of this report including improvements to access management, connectivity and circulation.	P, PB, DPW	Planning staff developing list of recommended land use regulation changes		2014	\$0	N/A
3	Continue active representation and participation in Rockingham Planning Commission metropolitan transportation planning process to assist with priority-setting for State and Federal investments in the regional transportation system.	P, DPW, PB		<ul style="list-style-type: none"> ▪ Representation on RPC Boards / Committees 	Ongoing	\$0	N/A
4	Provide opportunities to inform and engage community members in planning for regional transportation projects.	P, PB, DPW	Scheduling regular updates to City Council	<ul style="list-style-type: none"> ▪ www.PlanPortsmouth.com ▪ Master Plan Update Public Outreach (\$10,000 – CIP GF) ▪ Market Street Gateway Corridor Study Public Process (\$10,000) ▪ Portsmouth Listens Study Circles on Sustainable Transportation 	Ongoing	\$20,000	Existing CIP

ATTACHMENT 1:

DRAFT COMPLETE STREETS POLICY

I. Vision

Streets and roadways in the City of Portsmouth will be convenient, safe and accessible for all transportation users, including pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities.

II. Core Commitment

Definition

“Complete Streets” means streets that are designed and operated to enable safe access for all users, so that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across the street.

All Users and Modes

The City of Portsmouth will plan for, design, construct, operate and maintain appropriate facilities for pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities in all new construction and retrofit or reconstruction projects subject to the exceptions contained herein.

Planning

The City will incorporate Complete Streets principles into the City’s Master Plan, area plans, transportation plans, the Zoning Ordinance and Site Plan Review Regulations, standards and specifications documents, and other plans, manuals, rules, regulations and programs as appropriate. Implementation of projects supported by adopted plans shall be a priority under this policy.

Projects and Phases

The City of Portsmouth will approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction engineering, construction, reconstruction, operation and maintenance.

Complete Streets principles will be applied on all new City projects and privately funded developments, and incrementally on existing streets through a series of small improvements and activities over time.

Maximum financial flexibility is important to implement Complete Streets principles. All sources of transportation funding, public and private, should be drawn upon to implement Complete Streets within the City of Portsmouth.

It is understood that maintenance activities do not necessarily trigger requirements for major street improvements and should not be expected to do so. However, maintenance activities do present some opportunities that can improve the environment for other roadway users.

Exceptions

Complete Streets principles will be applied in all street construction, retrofit, and reconstruction projects except in unusual or extraordinary circumstances contained below. Even under the conditions outlined below, a project's impact will be evaluated for the effect it would have on the usefulness of the street for all users, now and in the future, and the ability to implement other adopted plans in the future.

- 1 Where pedestrians and bicyclists are prohibited by law from using the facility. In this case, alternative facilities and accommodations shall be provided within the same transportation corridor, and the ability to reasonably and conveniently cross the facility will be part of the facility design and construction.
- 2 Where existing right-of-way does not allow for the accommodation of all users. In this case, alternatives shall be explored such as obtaining additional right-of-way, use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists, transit vehicles and riders and persons with disabilities.
- 3 Where the cost of establishing walkways or bikeways or other accommodations would be disproportionate to the need, particularly if alternative facilities are available within a reasonable walking and/or bicycling distance.
- 4 Where application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety and increase risk of injury or death.
- 5 Where the construction is not practically feasible or cost effective because of unreasonable adverse impacts on the environment or on neighboring land uses, including impact from right-of-way acquisition.
- 6 Ordinary maintenance activities designed to keep street and other transportation assets in serviceable condition or when interim measures are implemented on temporary detour or haul routes. However, all temporary detours shall comply with temporary traffic control requirements of the Manual of Uniform Traffic Control Devices.
- 7 Ordinary public works or utility maintenance activities, including but not limited to: water, sewer and storm sewer main repairs; installation of new or removal of existing water or sewer service lines, installation or repair of fire hydrants, installation or repair of private utility fixtures.

Exclusive of exceptions 6 and 7 above, any determination that a project that will not meet Complete Streets principles based on the above exceptions will have said determination reviewed and confirmed by City Council.

III. Best Practices

Design Guidance and Flexibility

The City shall follow accepted or adopted design standards and use the best and latest design standards available, including:

- American Association of State Highway and Transportation Officials (AASHTO)
 - *Guide for the Development of Bicycle Facilities* (4th Edition, 2012)
 - *Guide for the Planning, Design and Operations of Pedestrian Facilities* (2004)
- American Planning Association (APA)
 - *Complete Streets: Best Policy and Implementation Practices* (2010)
- American Planning Association (APA) & American Society of Civil Engineers (ASCE)
 - *U.S. Traffic Calming Manual* (2009)
- Federal Highway Administration (FHWA)
 - Manual of Uniform Traffic Control Devices (MUTCD)
 - PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System
- Institution of Transportation Engineers (ITE)
 - *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (2010)
 - *Neighborhood Street Design Guidelines* (2010)
- National Association of City Transportation Officials (NACTO)
 - *Urban Bikeway Design Guide* (2nd Edition, 2012)
- U.S. Architectural and Transportation Barriers Compliance Board (the Access Board)
 - Accessible Rights-of-Way: A Design Guide
- Active Transportation Alliance
 - *Complete Streets Complete Networks: A Manual for the Design of Active Transportation*

Context Sensitivity

The implementation of this Policy shall reflect the context and character of the surrounding built and natural environments, and enhance the appearance of such.

Performance Measures

Complete Streets should be continuously evaluated for success and opportunities for improvement. This policy encourages the regular evaluation and reporting of progress through the following performance measures:

- User data – bike, pedestrian, transit and traffic
- Crash data
- Use of new projects by mode
- Compliments and complaints
- Linear feet of pedestrian accommodations built
- Number of ADA accommodations built
- Miles of bike lanes/trails built or striped
- Number of transit accessibility accommodations built
- Number of street trees planted
- Number of exemptions from this policy approved

IV. Implementation

The City views Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

1. The Planning Department, Department of Public Works, and other relevant departments, agencies or committees shall incorporate Complete Streets principles into the City's Master Plan, the Pedestrian and Bicycle Master Plans, and other appropriate plans, and other manuals, checklists, decision trees, rules, regulations, and programs as appropriate.
2. The Planning Department and Department of Public Works shall review current design standards, including subdivision and site plan review regulations, to ensure that they reflect the best available design guidelines, and effectively implement Complete Streets.
3. When available, the City shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.
4. City staff shall identify current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects.
5. The City shall promote project coordination among City departments and agencies with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.
6. The Planning Department shall make an annual report to the City Council showing progress made in implementing this policy.

ATTACHMENT 2

ACTION PLAN FOR BICYCLE FRIENDLY COMMUNITIES

We, the undersigned municipal elected officials, make decisions every day affecting the health and safety of our residents, the efficient conduct of commerce and delivery of government services, and the long term quality of life in our communities.

Cities across the globe are managing diverse issues such as pollution, congestion, traffic safety, accessibility, social inclusion, and economic growth. Increasing urbanization and sprawl is generating extra demand for quality public spaces and recreation opportunities. A renewed emphasis on security and the costs of dealing with the emerging epidemics of obesity and physical inactivity are stretching limited resources even further.

Solutions to these many challenges are equally diverse and complex. This Action Plan recognizes one policy initiative that addresses these challenges and contributes to many of the solutions necessary to improve the quality of life in cities: increasing the percentage of trips made by bicycle by making communities more bicycle-friendly.

We recognize that increasing bicycle use can:

- Improve the environment by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces.
- Reduce congestion by shifting short trips (the majority of trips in cities) out of cars. This will also make cities more accessible for public transport, walking, essential car travel, emergency services, and deliveries.
- Save lives by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. Research shows that increasing the number of bicyclists on the street improves bicycle safety.
- Increase opportunities for residents of all ages to participate socially and economically in the community, regardless income or ability. Greater choice of travel modes also increases independence, especially among seniors and children.
- Boost the economy by creating a community that is an attractive destination for new residents, tourists and businesses.
- Enhance recreational opportunities, especially for children, and further contribute to the quality of life in the community.
- Save city funds by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport.
- Enhance public safety and security by increasing the number of “eyes on the street” and providing more options for movement in the event of emergencies, natural disasters, and major public events.

- Improve the health and well being of the population by promoting routine physical activity.

Therefore we, the undersigned municipal elected officials, are committed to taking the following steps to improve conditions for bicycling and thus to realizing the significant potential benefits of bicycling in our community. We hereby adopt the following Action Plan for Bicycle Friendly Communities:

1. Adopt a target level of bicycle use (e.g. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.
2. Provide safe and convenient bicycle access to all parts of the community through a signed network of on-and off-street facilities, low-speed streets, and secure parking. Local cyclists should be involved in identifying maintenance needs and ongoing improvements.
3. Establish information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses (e.g. with bicycle maps, public relations campaigns, neighborhood rides, a ride with the Mayor).
4. Make the City a model employer by encouraging bicycle use among its employees (e.g. by providing parking, showers and lockers, and establishing a city bicycle fleet).
5. Ensure all city policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly community. Staff in all departments should be offered training to better enable them to complete this task.
6. Educate all road users to share the road and interact safely. Road design and education programs should combine to increase the confidence of bicyclists.
7. Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.
8. Develop special programs to encourage bicycle use in communities where significant segments of the population do not drive (e.g. through Safe Routes to Schools programs) and where short trips are most common.
9. Promote intermodal travel between public transport and bicycles, e.g. by putting bike racks on buses, improving parking at transit, and improving access to rail and public transport vehicles.
10. Establish a citywide, multi-disciplinary committee for nonmotorized mobility to submit to the City Council a regular evaluation and action plan for completing the items in this Action Plan.

ATTACHMENT 3

ACTION PLAN FOR WALK FRIENDLY COMMUNITIES

We, the undersigned municipal elected officials recognize the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this Action Plan and its strategic principles:

- Increased inclusive mobility
- Well designed and managed spaces and places for people
- Improved integration of networks
- Supportive land-use and spatial planning
- Reduced road danger
- Less crime and fear of crime
- More supportive authorities
- A culture of walking

Therefore we, the undersigned municipal elected officials, are committed to taking the following steps to improve conditions for walking and thus to realizing the significant potential benefits of walking in our community. We hereby adopt the following Action Plan for Walk Friendly Communities:

- Provide clean, well-lit sidewalks free from obstruction, and with sufficient opportunities to cross roads safely and directly;
- Ensure seating is provided in outdoor public spaces in quantities and locations that meet the needs of all users;
- Provide protection for pedestrians from weather and climate elements with landscaping and facilities as appropriate (for example shade (trees) or shelter);
- Provide coherent and consistent information and signage systems to support exploration and discovery on foot including links to public transportation;
- Build and maintain high-quality networks of connected, functional and safe walking routes between residential areas and local destinations;
- Provide an integrated, extensive and well-equipped public transportation service with vehicles which are fully accessible to all potential users;
- Design public transport stops and interchanges with easy, safe and convenient pedestrian access and supportive information;
- Encourage a pedestrian-friendly driving culture with targeted campaigns and enforcement of road traffic laws;

- Maintain reduced traffic speeds in residential districts, shopping streets and around schools;
- Reduce the impact of busy roads by installing sufficient safe crossing points, ensuring minimal waiting times and enough time to cross for the slowest pedestrians;
- Ensure that facilities designed for cyclists and other non-motorized modes do not compromise pedestrian safety or convenience;
- Conduct pedestrian audits by day and after dark to identify concerns for personal security and then target areas for improvements (for example, with brighter lighting and clearer sightlines);
- Provide training and information for transport professionals to increase awareness of the concerns of pedestrians for their personal security and the impact of such concerns on their decisions to walk;
- Involve all relevant agencies (especially transport, planning, health, education and police), at all levels, to recognize the importance of supporting and encouraging walking and to encourage complementary policies and actions;
- Consult on a regular basis with local organizations representing people on foot and other relevant groups including young people, the elderly and those with limited ability;
- Collect quantitative and qualitative data about walking (including the motivations and purpose of trips, the number of trips, trip stages, time and distance walked, time spent in public spaces and levels of satisfaction);
- Actively encourage all members of the community to walk whenever and wherever they can as a part of their daily lives by developing regular creative, targeted information, in a way that responds to their personal needs and engages personal support;

Create a positive image of walking by celebrating walking as part of cultural heritage and as a cultural event, for example, in architecture, art-exhibitions, theatres, literature readings, photography and street animation.

ATTACHMENT 4

GUIDING PARKING PRINCIPLES FOR CENTRAL BUSINESS DISTRICTS

MARCH 14, 2012

Parking Supply Solutions versus Parking Management Solutions:

Supply: There are too few spaces. Someone should build more.

Management: We need to optimize use of existing parking resources by changing pricing, time limits and wayfinding approach.

Overall Principles: A balanced mix of retail/restaurant, office, and residential uses is key to downtown vitality.

A downtown parking supply that is convenient, viable and central to downtown destinations is key to the short-term and long-term health of the City's retail, restaurant and office economy.

1. Insuring an adequate supply of parking for retail/restaurant and office users in the downtown is primarily a City responsibility.
2. Parking for new downtown residential development is primarily a private responsibility with residents wanting convenient parking right where they live.
3. We need to plan for future reuse, redevelopment and full occupancy of buildings in the Central Business Districts. If it is too difficult, expensive or unpleasant to find parking, retail/restaurant/cultural destination customers may prefer to visit elsewhere and offices may prefer to locate elsewhere.
4. The City should strive to play a lead role in developing and managing parking facilities:
 - Parking management and supply decisions are interconnected and a comprehensive, unified approach to decision-making is needed.
 - The value of private parking facilities should be recognized as a resource. These resources are not part of the public parking supply under the City's long-term control and opportunities to manage private lots are limited.

5. Address peak parking demand needs in order to avoid perfect Friday/Saturday night storm when residents/customers can't find parking:
 - Manage parking at the garage (for example, flat rate pricing for special events).
 - Increase the supply of convenient parking.
6. Parking should support economic development including businesses (office, retail, restaurant) and visitors/customers.
7. The parking garage should be priced and managed so that it has high occupancy more frequently (improve utilization of what we've got).
8. The primary reason for parking revenues is to be able to provide an adequate supply of safe, convenient parking. Pricing structures should be simple and easy for customers to understand.
9. Parking management strategies should recognize that there is a difference between the needs of long-term parkers who may be more likely to use the garage or use parking immediately adjacent to downtown, and short-term parkers running a quick errand.
10. Price and manage more desirable on street parking spaces to favor users who are highly motivated to use them. Give customers and residents the option to stay and pay.
11. Information on parking options should be easily accessible to parking users, including through technology options.
12. Parking planning should take a comprehensive, sustainable and big picture approach by taking a broad range of costs and benefits into account when making decisions.
13. All parking resources should place value on aesthetics, security, accessibility and user information.
14. Consider ways to incentivize use of "remote parking"¹.
15. Surface parking lots should be located at the periphery of the downtown and should not be allowed to create a "dead zone" barrier to comfortable pedestrian movement.

¹ For the purposes of this document, "remote parking" is defined as the study area boundary of the January 2012 Nelson Nygaard *Parking Supply and Demand Analysis Final Report*; this includes, for example, the leased Masonic Lot and the South Mill Pond parking lot, which are both beyond the one-quarter mile, 5 minute walking radius from Market Square.

16. Parking management programs should take into consideration hospitality industry workers.²
17. Incentives for residents should be provided at the parking garage, but shouldn't compromise best practices.²
18. Parking resources should be provided to support downtown activity (streets are for people as well as cars) and should therefore be designed and located in such a manner that recognizes the following:
 - Parking resources should enhance – not detract from – downtown vitality, walkability and the pedestrian experience;
 - Parking resources should accommodate pedestrians (bump-outs, plazas), bicycles (bike parking) and transit (space to pull over);
 - Parking structures should be incorporated into the commercial streetscape; and
 - The needs of an aging population should be taken into account when it comes to parking.
19. Parking strategies should be revenue neutral.
20. Parking management plans should recognize the short-term parking needs of retail and hospitality industry for loading zones.
21. Encourage public transit and other transportation modes, but recognize strong customer/resident preference for personal vehicle use as well as very limited regional public transit infrastructure.

² It should be noted that the parking system currently has 165 free on street spaces (no meters) and 352 free off street spaces (Masonic Lot, South Mill, Parrott Avenue, Prescott Park), for a total of 517 free spaces.

ORDINANCE #
THE CITY OF PORTSMOUTH ORDAINS

That Chapter 8, Article III, "**Street Trees**," of the Ordinances of the City of Portsmouth is hereby deleted in its entirety and replaced with the following amendment to Chapter I, Article IV creating a Trees & Public Greenery Committee and the adoption of a new Portsmouth Urban Forestry Ordinance as described below:

ADD following Committee to Chapter I, Article IV:

Section 1.412: TREES & PUBLIC GREENERY COMMITTEE

There is hereby established a Trees & Public Greenery Committee. The Committee shall consist of seven (7) voting members including the following: City Manager or designee; Tree Warden or designee; the Public Works Foreman in charge of tree maintenance; and four individuals with an interest in trees and public greenery. Members of the Committee, other than City Officials listed above, shall be appointed by the Mayor and City Council for three year terms with the length of the initial terms being staggered at the discretion of the Council. Vacancies for the unexpired terms shall be filled in the same manner as the original appointments.

The main purpose of this Committee shall be to advise and assist the City's Tree Warden in enforcing the provisions of this Ordinance as well as to ensure the proper expansion, protection, and maintenance of the City's Urban Forest consistent with best arborcultural practices, horticultural practices, aesthetic concerns, and public safety. The Committee shall, with the assistance of the Department of Public Works, collect and maintain all records and data necessary to objectively evaluate whether progress is being made toward the proper protection and expansion of the City's Urban Forest. The Committee shall prepare an annual report summarizing all activity relating to this Ordinance and shall offer recommendations for actions to better achieve the proper

maintenance and expansion of the City's Urban Forest. This report shall be presented to the City Council for its consideration.

AND be it further ordained that the Ordinance of the City of Portsmouth, Chapter 8 – Encumbrances and Injurious Practices in Streets, be amended by deleting existing Article III: Street Trees, and replacing it with a new Article III: Portsmouth Urban Forestry Ordinance, as follows:.

ARTICLE III: PORTSMOUTH URBAN FORESTRY ORDINANCE

Section 8.301: AUTHORITY

This Ordinance is adopted with the authority of RSA 231:139 (et. seq.)

Section 8.302: DEFINITIONS

For the purposes of this Ordinance, the following terms, phrases, words, and their derivations shall have the meaning given herein. When not inconsistent with the context, words used in the present tense include the future, words in the plural number include the singular number, and words in the singular number include the plural number. The word "shall" is always mandatory and not merely directory.

A. "City" is the City of Portsmouth, New Hampshire.

B. "Tree Warden" is a member of the City Administrative Staff appointed by the City Manager with an interest in trees and public greenery and may be the Director of the Department of Public Works of the City or his/her designee. The Tree Warden shall be appointed in accordance with this Ordinance and in accordance with State Statute.

C. "Person" is any person, firm, partnership, association, corporation, company, or organization of any kind.

D. "Street tree" or "Tree" is a tree in a public place on property owned by the City of Portsmouth or in a public right of way, or easement controlled by the City, and is defined as a woody plant with a single main stem that has the potential to grow to at least thirteen (13) feet high and two (2) inches in diameter.

E. "Urban Forest" is defined as trees in any public park, public parking lot, or within any public right of way within the City of Portsmouth.

Section 8.303: FINDINGS

The value of urban trees can hardly be overstated. In addition to conferring significant environmental value they provide equally important psychological benefits. What was said in the early 1800's remains true today: "There is not a village in America, however badly planned at first, or ill-built afterwards, that may not be redeemed, in a great measure, by the aid of shade trees in the streets... and it is never too late or too early to project improvements of this kind." [Andrew Jackson Downing (1815-1852)]

Section 8.304: PURPOSE

This Ordinance establishes policies, requirements, and standards to ensure a healthy and stable urban forest in Portsmouth. Its provisions are enacted to:

1. Establish on public lands and public rights of way, as many trees as can be maintained in a suitable and aesthetically pleasing way.
2. Encourage the planting of trees that will represent a diversity of species and age classes and which are not invasive.
3. Regulate and enforce the planting and maintenance of trees on City property.
4. Establish limits on the amount of disturbance of trees that may take place on public property.

Section 8.305: POLICIES

It shall be the policy of the City to expand the urban forest through the planting of trees alongside the streets of the City and in City parks and other public places, consistent with the best arborcultural practices, horticultural practices, aesthetic concerns, and public safety.

Whenever feasible, trees that are removed shall be replaced as soon as possible with one or more specimens appropriate to the site.

The City shall endeavor to meet the national standards set forth in the Tree City USA Program so as to qualify annually as a Tree City USA Award-Winning Community.

Section 8.306: TREE WARDEN

The Tree Warden, in consultation with the Trees & Public Greenery Committee, is charged with the responsibility for the enforcement of this Ordinance and all applicable provisions of state law. The Tree Warden may serve notice to any person in violation of this Ordinance or, in consultation with the Trees & Public Greenery Committee, may institute legal proceedings through the Office of the City Attorney.

Section 8.307: AUTHORITY OF THE TREE WARDEN

A. The Tree Warden shall have jurisdiction and supervision over all street trees now or hereafter in any street, park, public right-of-way, easement, or any other public place within City limits.

B. The Tree Warden, in consultation with the Trees & Public Greenery Committee, shall have the authority to plant, care for, and replace trees and other plantings.

C. Order to Preserve or Remove:

The Tree Warden shall have the authority, and it shall be the duty of the Tree Warden, to order the trimming, spraying, preservation, or removal of trees upon property owned by or controlled by the City, or in any City right of way. The Tree Warden, subject to the approval of the Trees & Public Greenery Committee, shall take such action necessary to order the removal of street trees and trees in public places wherever necessary to preserve public safety or to prevent the spread of disease or insects to public trees and places. No street tree or tree in a public place having a diameter larger than two (2) inches as measured, four (4) feet above the ground, shall be removed without approval of the Trees & Public Greenery Committee, after a public hearing, except where delay in the removal of the tree would pose an imminent threat to public safety or property.

D. The Tree Warden shall have the authority, subject to applicable provisions of state law and municipal ordinance, to order the trimming or removal of a tree on private property if the Tree Warden deems such tree to be a public hazard.

Section 8.308: PROHIBITED ACTS

A. No person or entity (except a public utility with the express written approval of the Tree Warden, after consultation with the Trees & Public Greenery Committee) shall cut, prune, injure, affix wires or cables, post notices, or remove any tree in any public right of way, public park, or other public property.

B. No person shall plant a tree or shrub on City property without first obtaining the consent of the Tree Warden.

C. Any person planting a tree between the carriage way and the sidewalk in any public street or highway on which his or her estate is situate shall consult with the

tree warden concerning the location, species, size of the tree, and proper planting techniques.

Section 8.309: PERMITS REQUIRED

A. No person shall trim, cut, or alter trees in public places without first filing an application and procuring a permit from the Tree Warden.

B. No person shall remove trees in any public right of way or public place, including parks or parking lots, without a permit from the Tree Warden, which permit shall not be granted until after a hearing has been held by the Trees & Public Greenery Committee. Said hearing shall be a public hearing and shall be held within forty-five (45) days from the date of the application for removal.

Upon receipt of an application for removal of a tree, the Tree Warden shall cause to be attached to any tree sought to be removed, a conspicuous tag of a kind and color approved by the Tree Warden . Said tag shall be attached to such tree or trees not less than seven (7) days prior to the public hearing.

C. No person shall alter or remove any tree shown on a Site Plan approved by the Planning Board without the approval of the Planning Board or the Planning Director (as determined by the Planning Board), and no tree located in a public right of way and shown on a Site Plan shall be removed without approval of the Planning Board or the Planning Director and without approval of the Trees & Public Greenery Committee.

D. Application Data: The application required herein shall state the number and kind of trees to be trimmed, altered or removed; the kind of treatment to be administered; the kind and condition of nearest trees upon the adjoining property; and such other information as the Tree Warden shall find reasonably necessary to a fair determination of whether a permit should be issued hereunder.

E. Standards for Issuance: The Trees & Public Greenery Committee shall issue an approval for the removal of a tree only upon the finding that the desired action or treatment is necessary and that the proposed method and workmanship are satisfactory. It shall be the duty of the Tree Warden to coordinate with the Public Works Department all work to be done under a permit issued in accordance with the terms of this Ordinance. The Tree Warden shall have the authority to affix reasonable conditions to the granting of a permit.

F. No person shall affix any sign or signs to any public trees except as in B. above.

G. The Tree Warden shall order the issuance of permits for tree removal, only after a public hearing is held by the Trees & Public Greenery Committee and after the Committee finds that the desired action is necessary and the proposed methods and workmanship are satisfactory. Except for exigent circumstances, the decisions of the Tree Warden shall be subject to prior review and approval by the Trees & Public Greenery Committee, which will consider the following: (1) the reason for the request; (2) the health of the tree; and (3) the importance of the tree to the streetscape and/or neighborhood.

Section 8.310: ENFORCEMENT

- A. Any person, natural or otherwise, who violates a provision of this ordinance, shall be:
- a. Subject to a fine of not more than \$1,000.00 per violation; and
 - b. Shall be liable to the City for all costs of replacing any damages to City property as well as other damages allowable by law.
- B. This ordinance may be enforced by means of a civil action seeking injunctive relief.

The City Clerk shall properly alphabetize and/or re-number the ordinance as necessary in accordance with this amendment.

All Ordinances or parts of Ordinances inconsistent herewith are hereby deleted.

This ordinance shall take effect upon its passage.

APPROVED:

Eric Spear, Mayor

ADOPTED BY COUNCIL:

Kelli L. Barnaby, City Clerk

ORDINANCE #

THE CITY OF PORTSMOUTH ORDAINS

That Chapter 7, Article II, Section 7.222 – **MAXIMUM NUMBER OF TAXICABS** of the Ordinances of the City of Portsmouth which shall read as follows (deletions from existing language ~~stricken in red~~; additions to existing language **bolded in red**; remaining language unchanged from existing):

Section 7.222: **MAXIMUM NUMBER OF TAXICABS**

Medallions for not more than ~~twenty-five (25)~~ **twenty-eight (28)** taxicabs shall be in force at any time. Each medallion shall authorize the operation of one taxicab only. One of the ~~twenty-five (25)~~ **twenty-eight (28)** medallions shall be reserved at all times and made available only to a taxicab which is of sufficient size, construction and equipment to allow for the access and egress of handicapped individuals, including passengers utilizing electric wheelchairs, without requiring such passengers to be removed from the wheelchairs. Notwithstanding any other provision of this Ordinance, the vehicle to which is issued the taxi medallion dedicated to handicapped accessibility, may be a vehicle designated to carry up to nine (9) passengers

The City Clerk shall properly alphabetize and/or re-number the ordinance as necessary in accordance with this amendment.

All ordinances or parts of ordinances inconsistent herewith are hereby deleted.

This ordinance shall take effect upon its passage.

APPROVED:

Eric Spear, Mayor

ADOPTED BY COUNCIL:

Kelli L. Barnaby, City Clerk

ORDINANCE #

THE CITY OF PORTSMOUTH ORDAINS:

That Chapter 7, Article X, Section 7.1000 E – TOWING of the Ordinances of the City of Portsmouth be amended as follows (deletions from existing language ~~stricken~~; additions to existing language **bolded**; remaining language unchanged from existing

Section 7.1000 – TOW ZONES:

E. Limited Parking Areas: City Streets

3. Any vehicle or object remaining in the same location ~~on a public street in~~ **any uncontrolled on-street parking space** for more than ~~72~~ **24** hours **in the Central Business Districts A and B as bounded and shown on the City of Portsmouth Zoning Map, or more than 72 hours in any other location in the City,** may be removed in the manner provided in Section 7.1000 D.

The City Clerk shall properly alphabetize and/or re-number the ordinance as necessary in accordance with this amendment.

All ordinances or parts of ordinances inconsistent herewith are hereby deleted.

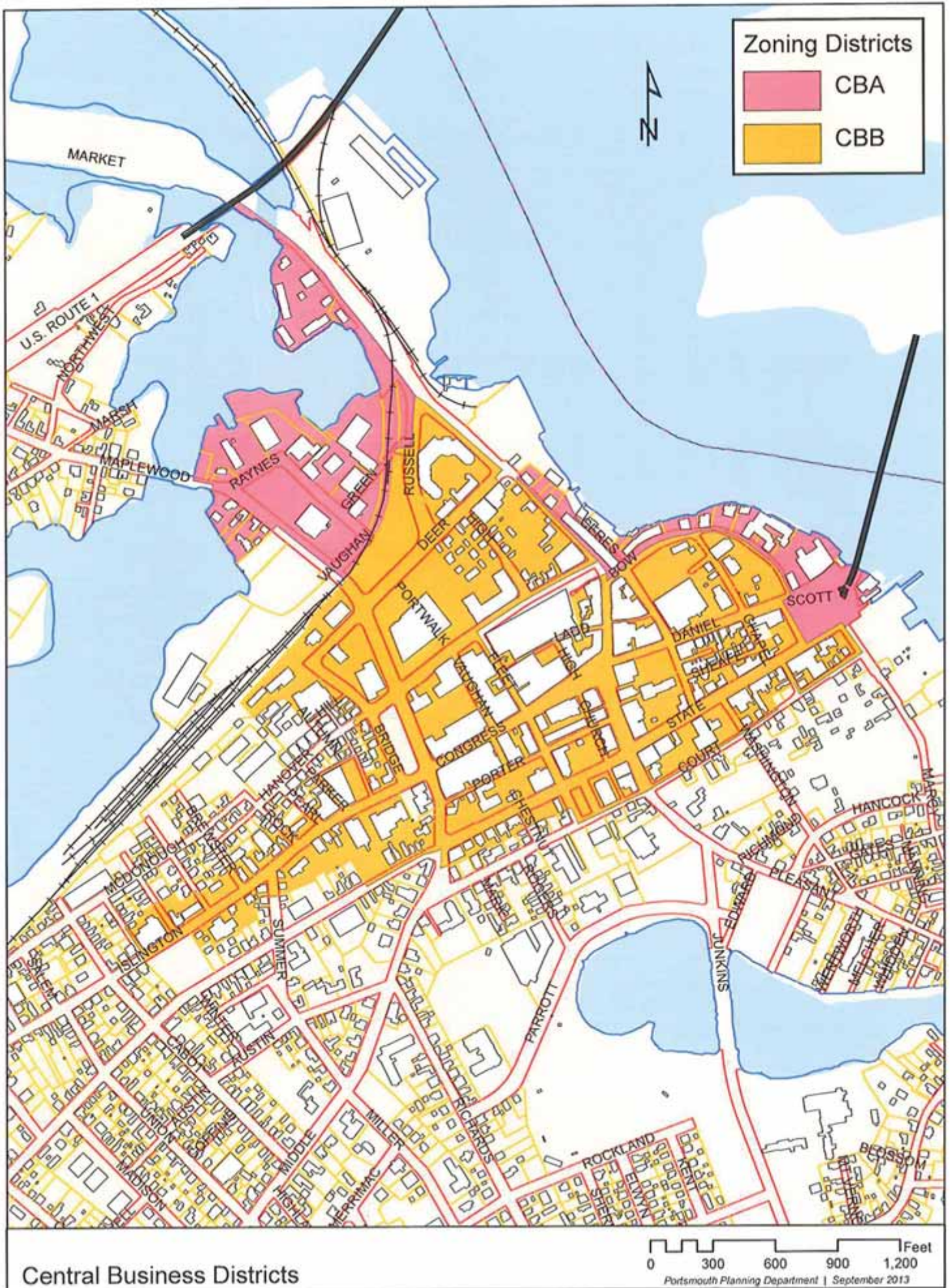
This ordinance shall take effect upon its passage.

APPROVED:

Eric Spear, Mayor

ADOPTED BY COUNCIL:

Kelli L. Barnaby, City Clerk



ORDINANCE #

THE CITY OF PORTSMOUTH ORDAINS:

That the Ordinances of the City of Portsmouth, Chapter 10 – Zoning Ordinance, Article 5 – Dimensional and Intensity Standards, are hereby amended as follows:

1. Amend Section 10.531 – Table of Dimensional Standards – Business and Industrial Districts, as follows (deletions from existing language ~~stricken~~; additions to existing language **bolded**; remaining language unchanged from existing):

	CBA	CBB
Maximum Structure Dimensions		
Structure height	50' ⁵ 45' or 3 ½ stories, whichever is less ²	60' 45' or 3 ½ stories, whichever is less ²

² See Section 10.535 for ~~building height setback from street in Central Business A district~~ **exceptions to dimensional standards in the Central Business districts.**

2. Amend Section 10.535 – Exceptions to Dimensional Standards in the Central Business Districts, by inserting the following new Section 10.535.13:

10.535.13 Increased Building Height by Conditional Use Permit

Within the CBA and CBB districts, the Historic District Commission may grant a conditional use permit to allow an increase in building height above the maximum structure height specified in Section 10.531, up to a maximum of 50 feet in the CBA district or 60 feet in the CBB district, only if the proposed building and site design positively contribute to the context, quality, and overall historic character of the neighboring properties and the district as a whole, including:

- **Publicly accessible open space areas such as widened sidewalks, plazas, pocket parks, playgrounds or other significant public open space areas;**
- **Underground parking in lieu of surface parking;**
- **The use of high-quality building materials in the building design including, but not limited to: slate or copper roofing; copper gutters and downspouts; restoration brick; granite sills, lintels, foundations, stoops and steps; and wood windows along the façade elevation;**

- Significant scaling elements in the building design such as increased setbacks, stepbacks, reduced footprint and volume, the use of pitched roof forms, banding, quoining and other massing techniques to maintain a pedestrian scale along the façade;
- Significant restoration or reconstruction of a “focal” or “contributing” building;
- Permanent protection of a significant view corridor.

3. In Article 15 – Definitions, Section 10.1530 – Terms of General Applicability, add the following new terms and definitions:

Story

That portion of a building included between the upper surface of a floor and the upper surface of the floor or roof next above. It is measured as the vertical distance from top to top of two successive tiers of beams or finished floor surfaces and, for the topmost story, from the top of the floor finish to the top of the ceiling joists or, where there is not a ceiling, to the top of the roof rafters. For the purpose of determining the number of stories in a building, a story above grade plane shall count as a full story. (See also: building height, grade plane, half story, and story above grade plane)

Half Story

A story immediately below a roof in which the floor area with a ceiling height of 7 feet or more is not greater than 50 percent of the total floor area of the story below. Any exterior wall of a half story shall be set back at least 15 feet from any building wall of a lower story facing a street or public right of way.

Story Above Grade Plane

Any story having its finished floor surface entirely above grade plane, or in which the finished surface of the floor next above is more than 6 feet above grade plane, or more than 12 feet above the finished ground level at any point.

The City Clerk shall properly alphabetize and/or re-number the ordinance as necessary in accordance with this amendment.

All ordinances or parts of ordinances inconsistent herewith are hereby deleted.

This ordinance shall take effect upon its passage.

APPROVED:

Eric Spear, Mayor

ADOPTED BY THE CITY COUNCIL:

Kelli L. Barnaby, City Clerk

ORDINANCE # - 2013

THE CITY OF PORTSMOUTH ORDAINS that the following amendments be made to Chapter 7, Vehicles, Traffic and Parking, of the Ordinances of the City of Portsmouth (deletions from existing language ~~stricken in red~~; additions to existing language **bolded in red**; remaining language unchanged from existing):

(Explanation not part of ordinance: The following changes to the parking ordinance were either implemented by the Parking and Traffic Safety Committee for testing during the last year or are a part of ongoing improvements to the Vehicles, Traffic and Parking Ordinance and are forwarded to the City Council for approval as an Omnibus Ordinance.)

A. Amend: Chapter 7, Article VI – TRUCK LOADING/UNLOADING ZONES, Section 7.601 Truck Loading/Unloading Zones Established:

ARTICLE VI: TRUCK LOADING/UNLOADING ZONES

Section 7.601: TRUCK LOADING/UNLOADING ZONES ESTABLISHED

The following locations are established as exclusive “Truck Loading Zones” on Mondays through Saturdays between the hours of 6:00 a.m. and 7:00 p.m. **or as otherwise described below with regard to any particular location** ~~(and 6:00 a.m. to 12:00 p.m. on Sundays where noted)~~. During these times only trucks, vans and other commercial delivery vehicles **actively** engaged in loading or unloading of product, merchandise or equipment (**meaning that no more than 10 consecutive minutes pass without loading or unloading activity**) may park. Such vehicles may park at the designated locations for a period not to exceed 30 minutes. Unless otherwise determined by ordinance, at all other times these zones shall be open parking for all vehicles.

1. **Bow Street: northerly side starting 40 feet west from Chapel Street and extending west for a distance of 70 feet. In addition to Monday through Saturday, this location shall also be a truck loading zone from 6:00 a.m. to 12:00 p.m. on Sunday.**
 2. **Bridge Street: westerly side, 100 feet north from the intersection of Bridge Street and Islington Street for a distance of 49 feet.**
 - ~~7. Haven Court: both sides, entire length.~~
 10. Penhallow Street: westerly side, north from Commercial Alley for a distance of 45 feet. **In addition to Monday through Saturday, this location shall also be a truck loading zone from 6:00 a.m. to 12:00 p.m. on Sunday.**
-

- B.** Amend: Chapter 7, Article VI – TRUCK LOADING/UNLOADING ZONES Section 7.602 Truck Loading/Unloading Zones (24 Hours):

Section 7.602: TRUCK LOADING/UNLOADING ZONES (24 HOURS)

The following locations are established as exclusive “Truck Loading Zones” at all times, 24 hours a day, seven days a week. Only trucks, vans and other commercial delivery vehicles actually engaged in loading or unloading of product, merchandise or equipment may park in the designated locations. Such vehicles may park at the designated locations for a period not to exceed 30 consecutive minutes.

- 2. Haven Court**
a. Both sides, entire length
-
-

- C.** Amend: Chapter 7, Article II – TAXICABS, Section 7.224 Taxicab Stands:

Section 7.224: TAXICAB STANDS

- A. No owner or operator of any taxicab shall allow or permit the same to remain standing or parked unattended **for longer than five (5) minutes** at any taxi stand.
-
-

- D.** Add: Chapter 7, ARTICLE III:

Section 7.328 UTILIZATION OF MULTIPLE PARKING SPACES:

No person having custody or control of a single vehicle shall park or cause any vehicle to be parked (or partially parked) on two adjacent spaces on any metered street in the City of Portsmouth at a time and in a location in which a parking fee is required. Vehicles with trailers or boats may occupy up to two spaces when parking fees are paid for both spaces.

- E.** Amend: Chapter 7, Article IV: Section 7A.408 Taxicab Stands Designated:

Section 7A.408: TAXICAB STANDS DESIGNATED

The following areas are hereby designated as Taxi stands:

- C. Hanover Street: southerly side, first parking space west from ~~the bus stop.~~ **Fleet Street**
-
-

**F. Add: Chapter 7, Article III, Limited Parking – Three Hours: Section 7.328:
Limited Parking – Three Hours**

- A. No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than three hours at any time between the hours of 9:00 a.m. and 7:00 p.m. Monday through Saturday, and between 12:00 p.m. and 7:00 p.m. Sunday, Holidays excluded, on the following streets and locations:**
- 1. Bow Street:**
 - a. both sides from Penhallow Street to Chapel Street.**
 - b. west side from point 38 feet northerly of intersection with Daniel Street to a point 445 feet northerly from said intersection.**
 - 2. Bridge Street: both sides from Hanover Street to Deer Street.**
 - 3. Ceres Street:**
 - a. land of the City of Portsmouth, Assessor's Plan 13, Lot 85, from Ceres Street 48 feet of the westerly half of said lot.**
 - 4. Chestnut Street: both sides from State Street to Court Street.**
 - 5. Church Street: easterly side, two spaces 26 feet south of State Street.**
 - 6. Congress Street:**
 - a. southerly side from Chestnut Street to Church Street, except for the first two spaces westerly from the intersection of Fleet Street.**
 - b. northerly side from a point 65 feet easterly from Fleet Street to a point 75 feet westerly from High Street.**
 - 7. Court Place: east side from Court Street to State Street.**
 - 8. Court Street: on the southerly side from Middle Street to the easterly sideline of Chestnut Street extended.**
 - 9. Daniel Street:**
 - a. north side from Piscataqua River to Market Street.**
 - b. five head-in parking spaces adjacent with the Piscataqua River commencing 30 feet from the Harbour Place property line at the northern most corner of Daniel Street and the Piscataqua River.**
 - 10. Deer Street: all except for two spaces in front of 28 Deer Street.**
 - 11. Fleet Street: westerly side from Hanover Street to State Street with the exception of Taxi Stands #1 and #2.**
 - 12. High Street:**
 - a. easterly side, first two metered spaces south of Ladd Street**
 - b. east side from Hanover Street to Deer Street.**
 - c. west side, first two metered spaces north of Hanover Street**

13. **Marcy Street: westerly side from the intersection of State Street to a point 100 feet south of Court Street**
 14. **Market Square:**
 15. **Market Street:**
 - a. **westerly side from Market Square to Bow Street, except for the first two parking spaces from Market Square. The first of which is hereby designated for police cruiser parking only and the second of which is designated as a taxi stand (see Section 7.A408).**
 - b. **easterly side from Daniel Street to Deer Street.**
 - c. **both sides from Deer Street to Russell Street.**
 16. **Penhallow Street:**
 - a. **westerly side from State Street to southerly entrance of Police Station grounds, from exit of N.H. National Bank to Daniel; from a point 160 feet north of Daniel to Bow Street.**
 - b. **easterly side between Daniel Street and Bow Street.**
 17. **Pleasant Street:**
 - a. **easterly side from #15 Pleasant Street to State Street.**
 - b. **westerly side from southerly end of the North Church to State Street.**
 18. **State Street:**
 - a. **northerly side from Middle Street 250 feet westerly.**
 - b. **northerly side from Middle Street to Marcy Street.**
 - c. **southerly side from Middle Street to Marcy Street.**
 19. **Washington Street: northerly side between State Street and Court Street**
-

G. **Amend**: Chapter 7, Article IV, Off-Street Parking Areas

H. Prescott Park Off-Street Parking Areas

The following areas to be known as the Prescott Park Off-Street Parking Areas are hereby established for off-street parking of motor vehicles:

1. **Water Street**
2. **The Lot at the northerly end of the Park.**
 - A. **No person having control or custody of any vehicle shall stop or cause same to stop for longer than two (2) hours at any time between the hours of 8:00 a.m. and 6:00 p.m., on any day of the week.**

~~I. Middle School Library Parking Lot Off-Street Parking Area~~

~~The following area to be known as the Middle School Library Off-Street Parking Area is hereby established for off-street parking of motor vehicles in accordance with the terms and conditions contained herein:~~

~~The lot on the northerly side of Parrott Avenue between the Portsmouth Public Library and the Middle School.~~

- ~~1. The thirty one (31) parking spaces closest to the Portsmouth Library, as designated by the Department of Public Works, shall be designated as Library Only parking with a four (4) hour time limit.~~
- ~~2. All remaining parking spaces shall not be designated for parking related to any particular facility, but shall be subject to a two (2) consecutive hour time limit.~~
- ~~3. No parking shall be allowed in the lot between the hours of 11:00 p.m. and 7:00 a.m. at any time, except for the 24 parking spaces directly abutting Parrott Avenue, which spaces shall be vacated no later than 7:00 a.m.~~

~~J. Portsmouth Library Off-Street Parking Area~~

~~The following area to be known as the Portsmouth Library Off-Street Parking Area is hereby established for off-street parking of motor vehicles:~~

~~The southern section of the property located at 175 Parrott Avenue.~~

~~All of said area shall be used for off-street parking for library patrons only, not to exceed 4 hours at any one time. At no time shall a vehicle be parked overnight, or continuously from dusk until dawn.~~

~~It shall be unlawful for any personal to cause or permit any vehicle registered in his name to be parked in violation of this Section and said violation shall be subject to a fine and removal by towing.~~

K. Meeting House Hill Off-Street Parking Area

The following area to be known as the Meeting House Hill Off-Street Parking Area is hereby established for off-street parking of motor vehicles:

The property located at 280 Marcy Street, formerly known as the Children's Museum.

All of said area shall be used for off-street parking not to exceed 72 hours at any one time.

~~It shall be unlawful for any person to cause or permit any vehicle registered in his name to be parked in violation of the Section and said violation shall be subject to a fine pursuant to Section 7.901, paragraph H, and removal by towing.~~

H. Amend: Chapter 7, Article III, Traffic Ordinance, Limited Time Parking

Section 7.327: LIMITED PARKING - TWO HOURS

- A. No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than two hours at any time between the hours of 9:00 a.m. and 7:00 p.m. Monday through Saturday, and between 12:00 p.m. and 7:00 p.m. Sunday, Holidays excluded, on the following streets and locations:
- ~~1. Bow Street:
 - a. both sides from Penhallow Street to Chapel Street.
 - b. west side from point 38 feet northerly of intersection with Daniel Street to a point 445 feet northerly from said intersection.~~
 - ~~2. Bridge Street: both sides from Hanover Street to Deer Street.~~
 - ~~3. Ceres Street:
 - a. land of the City of Portsmouth, Assessor's Plan 13, Lot 85, from Ceres Street 48 feet of the westerly half of said lot.~~
 - ~~4. Chestnut Street: both sides from State Street to Court Street.~~
 - ~~5. Church Street: easterly side, two spaces 26 feet south of State Street.~~
 - ~~6. Congress Street:
 - a. southerly side from Chestnut Street to Church Street, except for the first two spaces westerly from the intersection of Fleet Street.
 - b. northerly side from a point 65 feet easterly from Fleet Street to a point 75 feet westerly from High Street.~~
 - ~~7. Court Place: east side from Court Street to State Street.~~
 - ~~8. Court Street: on the southerly side from Middle Street to the easterly sideline of Chestnut Street extended.~~
 - ~~9. Daniel Street:
 - a. north side from Piscataqua River to Market Street.
 - b. Five head-in parking spaces adjacent with the Piscataqua River commencing 30 feet from the Harbour Place property line at the northern most corner of Daniel Street and the Piscataqua River.~~
 - ~~10. Deer Street: all except for two spaces in front of 28 Deer Street.~~
 11. Doris Avenue: both sides.
 12. Dunton Street:

- ~~13. Fleet Street: westerly side from Hanover Street to State Street with the exception of Taxi Stands #1 and #2.~~
14. Greenside Avenue: both sides.
15. Hancock Street:
 - a. northerly side from Marcy Street to Pleasant Street
 - b. southerly side from Washington Street to Pleasant Street.
- ~~16. High Street:
 - a. easterly side, first two metered spaces south of Ladd Street
 - b. east side from Hanover Street to Deer Street.
 - c. west side, first two metered spaces north of Hanover Street~~
17. Islington Street:
 - a. northerly side from Tanner Street to Parker Street
 - b. northerly side from Pearl Street to a point westerly 335'
 - c. northerly side from Cabot Street to a point easterly 515'
18. Madison Avenue: westerly side from State Street to Lovell Street.
- ~~19. Maplewood Avenue: easterly side ten spaces running northerly from a point one hundred twenty feet (120') north of its intersection of Vaughan Street.~~
- ~~20. Marcy Street: westerly side from the intersection of State Street to a point 100 feet south of Court Street.~~
- ~~21. Market Square: limited two hour parking.~~
- ~~22. Market Street:
 - a. westerly side from Market Square to Bow Street, except for the first two parking spaces from Market Square. The first of which is hereby designated for police cruiser parking only and the second of which is designated as a taxi stand (see Section 7.A408
 - b. easterly side from Daniel Street to Deer Street.
 - c. both sides from Deer Street to Russell Street.~~
23. Mechanic Street: northerly side from Marcy Street intersection to Pierce Island Bridge Approach.
24. Middle Street: northerly side from Austin Street to Summer Street.
- ~~25. Penhallow Street:
 - a. westerly side from State Street to southerly entrance of Police Station grounds, from exit of N.H. National Bank to Daniel; from a point 160 feet north of Daniel to Bow Street.
 - b. easterly side between Daniel Street and Bow Street.~~

- ~~26. Pleasant Street:~~
- ~~a. easterly side from #15 Pleasant Street to State Street.~~
 - ~~b. westerly side from southerly end of the North Church to State Street.~~
27. Sheafe Street: northerly side from a point 40 feet easterly from Penhallow Street to Chapel Street.
28. Sherburne Road: both sides.
- ~~29. State Street:~~
- ~~a. northerly side from Middle Street 250 feet westerly.~~
 - ~~b. northerly side from Middle Street to Marcy Street.~~
 - ~~c. southerly side from Middle Street to Marcy Street.~~
30. Summer Street:
- a. both sides from Islington Street to State Street, Monday through Friday from 8:00 a.m. to 5:00 p.m.
 - b. southwesterly side between Chatham Street and Austin Street.
31. Sutton Street: both sides.
- ~~32. Washington Street: northerly side between State Street and Court Street~~
33. Witmer Avenue: both sides.
-

I. Amend: Chapter 7, Article IVA, Bus Stops, Taxicab Stands and Horse Drawn Carriages and Article IV, Off-Street Parking Areas

Section 7A-402: Bus Stops Designated

- D. Hanover Street: southerly side of Hanover Street 140–**90** feet east of Fleet Street to a point 285 feet east of Fleet Street.
-

J. Amend: Chapter 7, Article IV, Off-Street Parking Areas

Section 7.402: Areas established, Designated and Described

ADD: B. Dennett and Kane Streets Off-Street Parking Area:

The following area, to be known as the Dennett/Kane Off-Street Parking Area, is hereby established for the off-street parking of motor vehicles. Said area is more particularly bounded and described as follows:

The triangular area 100 feet westerly from the intersection of Dennett and Kane Streets abutting the easterly side of the property at 197 Dennett Street. The space provides parking for five vehicles.

AMEND:
(Move to end) - Business Validation Program

K. Amend: Chapter 7, Article IX, Penalties, Forfeitures and Separability, Section 7.901: Penalties

E. Notwithstanding any other provisions of this Ordinance, any person violating the following sections of this Chapter or any rule made by the Chief of Police pursuant thereto, shall forfeit to the City of Portsmouth within forty-eight (48) hours of such violation the amount designated below. In the event that the forfeiture amounts not made within thirty (30) calendar days of the violation, then the forfeiture shall be twice the sum listed below. In the event of failure to make such forfeiture, said person shall be subject to a fine of not more than \$100.00 upon conviction. ~~therefore in the Portsmouth District Court.~~

<u>Section</u>	<u>Parking Violation</u>	<u>Fine Amount</u>
ADD: 7.209	Utilization of Multiple Spaces <i>(No amendments to remaining schedule of fines)</i>	\$25.00

L. Amend: Chapter 7, Article III, Traffic Ordinance, Section 7.321: Snow Emergency Parking Ban

G. City residents may park in the High-Hanover Parking Facility during snow emergencies **by paying a flat fee to be determined by the City Council commencing from with** a declared parking ban advanced notice until a time deemed appropriate by the Public Works Director or his/her designee following termination of a snow ~~ban but in no event less than two hours after the termination of the snow ban.~~ **The time period allowed for such parking shall not terminate less than 2 hours after then end of the snow ban. To be eligible for the flat rate snow ban discount, drivers must provide proof of residency by presenting a driver's license or vehicle registration showing a Portsmouth address.** The fee is payable upon exit from the parking facility.

M. Amend: Chapter 7, Article III, Traffic Ordinance, Section 7.326: Limited Parking – Fifteen Minutes

Add:

- 9. Maplewood Avenue: easterly side, the first two spaces commencing 140 feet northerly from Vaughan Street**

Amend:

- 12. State Street:**
a. southerly side, first two metered spaces east from Atkinson Street.
b. southerly side, first metered space east from Pleasant Street.
-

N. Amend: – Chapter 7, Article IV, Off-Street Parking Areas, Section 7.401, Definitions:

Amend:

Section 7.401: Definitions **and Authority**

Add:

C. It shall be unlawful for any person to cause or permit any vehicle registered in his name to be parked in violation of this Section and said violation shall be subject to a fine pursuant to Section 7.901, paragraph H, and removal by towing.

The City Clerk shall properly alphabetize and/or re-number the ordinance as necessary in accordance with this amendment.

The City Clerk shall remove all references of amendment dates to Chapter 7 with that information to be indexed separately.

All ordinances or parts of ordinances inconsistent herewith are hereby deleted.

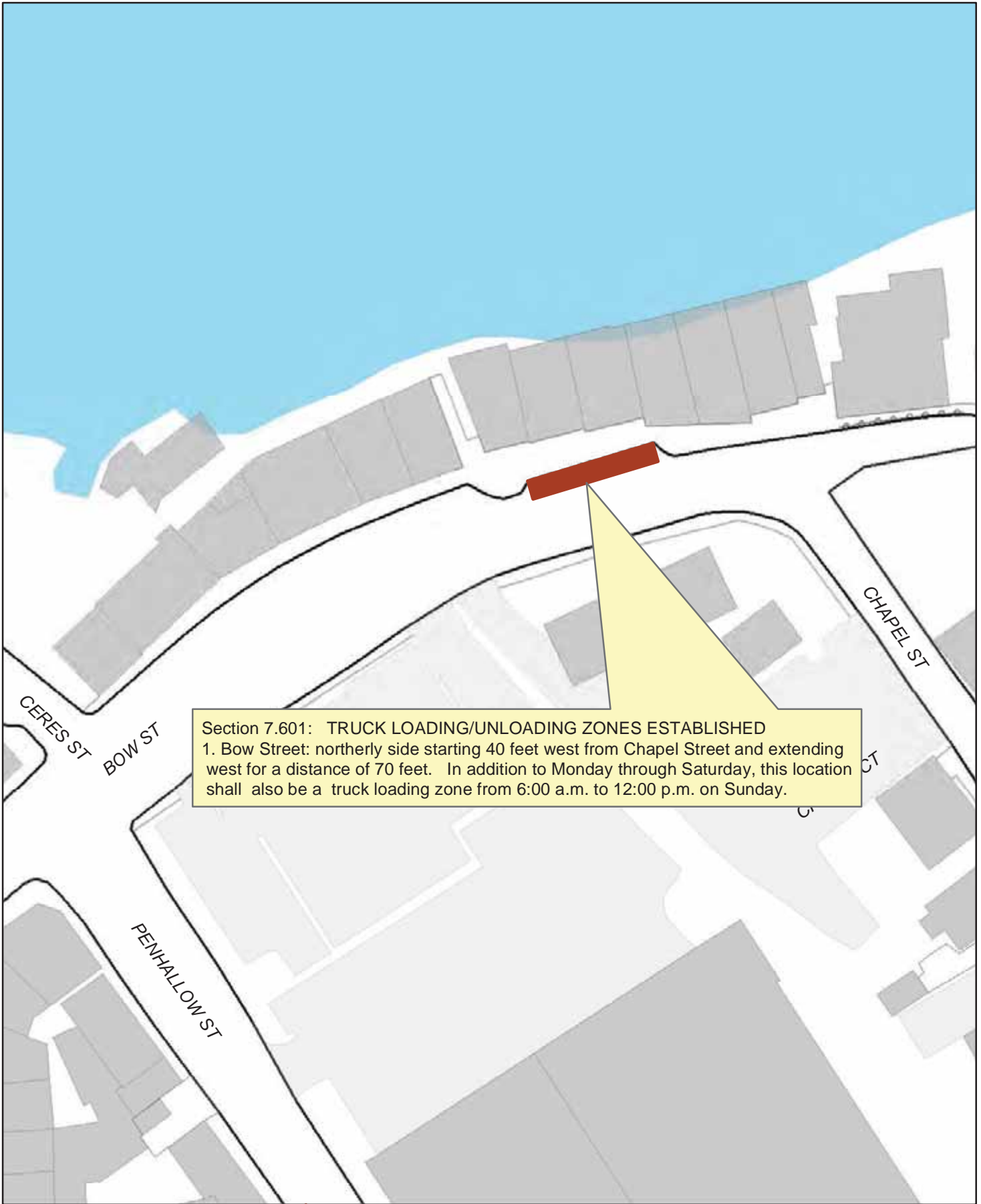
This ordinance shall take effect upon its passage.

APPROVED:

ERIC SPEAR, MAYOR

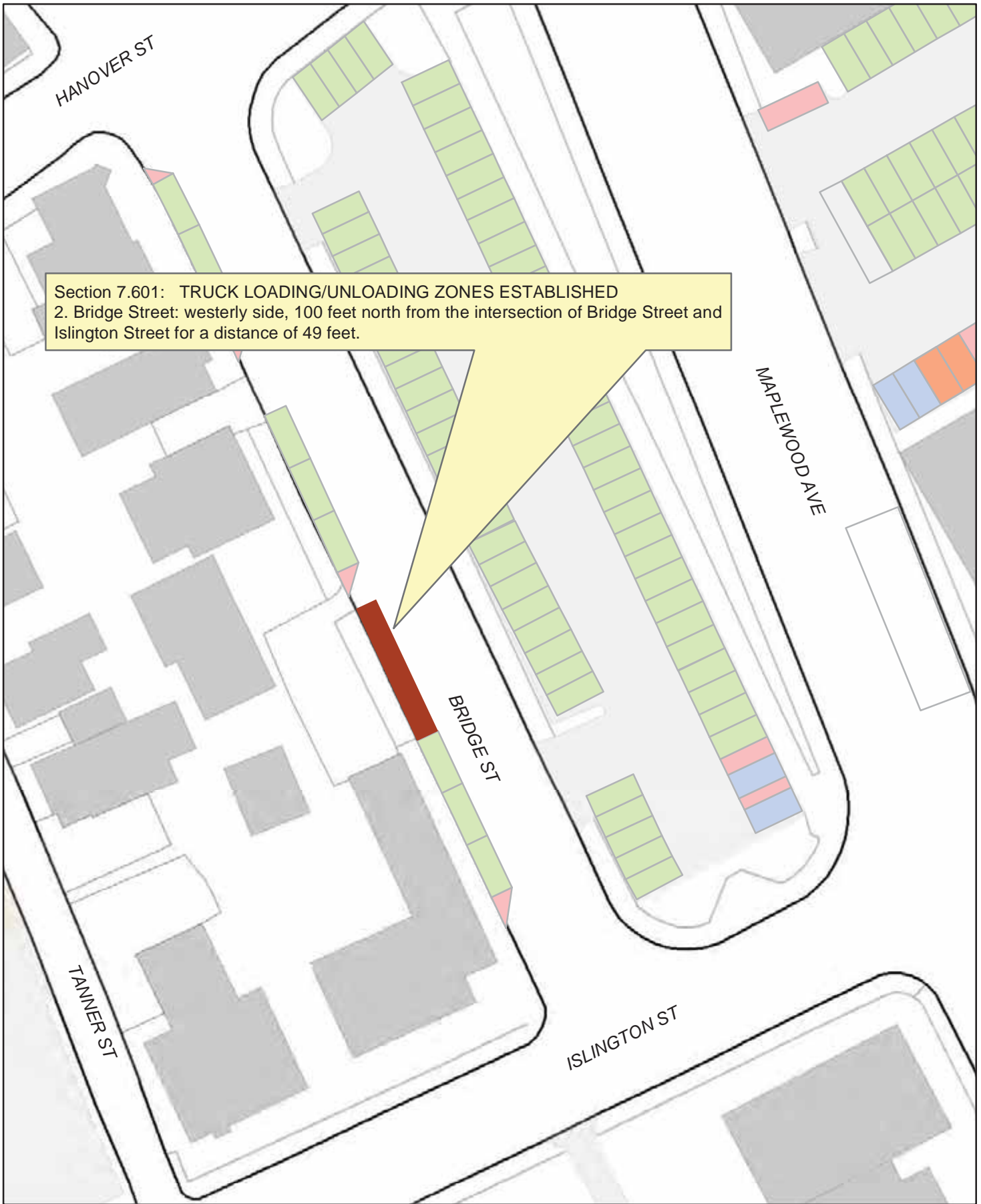
ADOPTED BY COUNCIL:

KELLI L. BARNABY, CMC
CITY CLERK



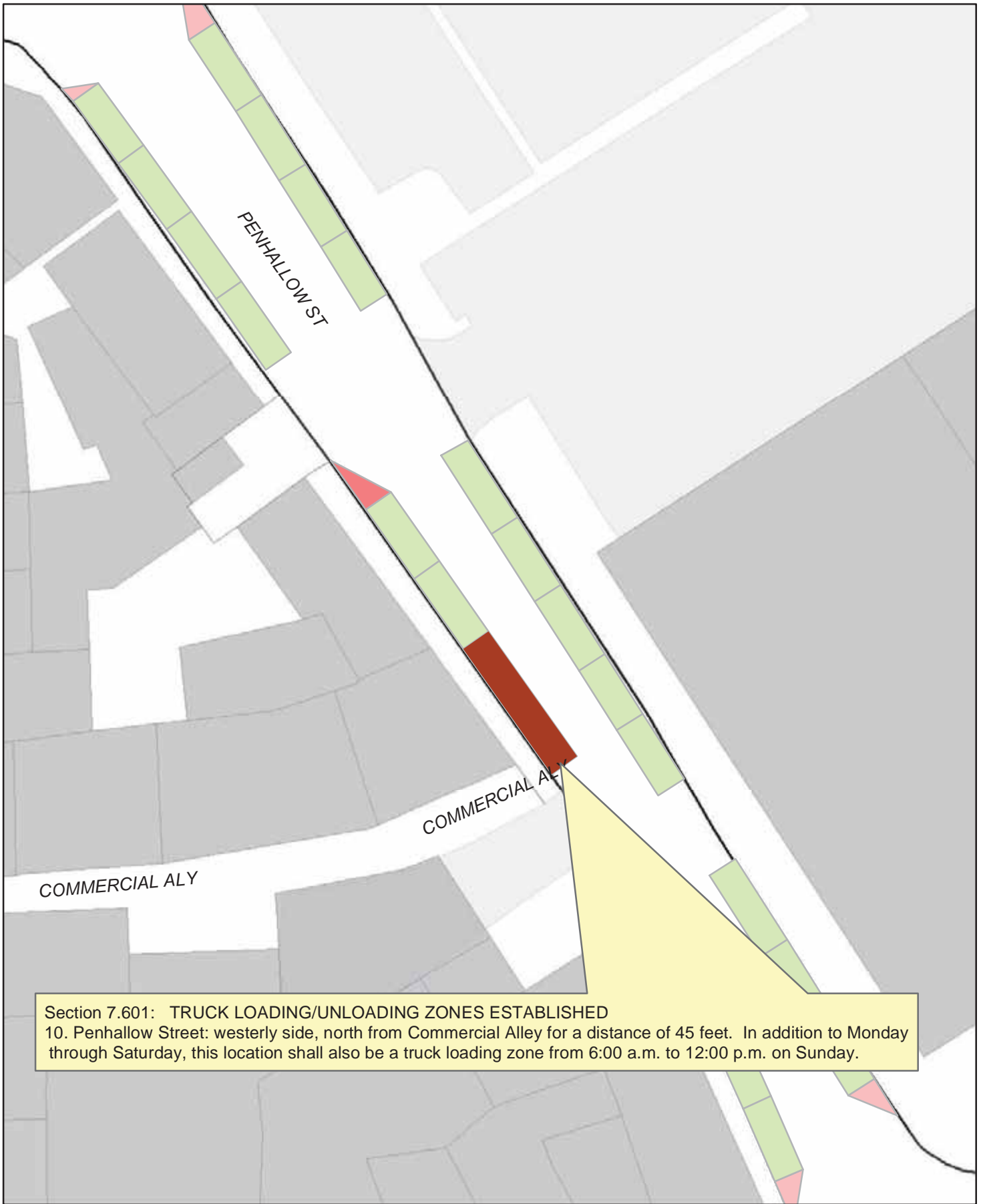
Section 7.601: TRUCK LOADING/UNLOADING ZONES ESTABLISHED
1. Bow Street: northerly side starting 40 feet west from Chapel Street and extending west for a distance of 70 feet. In addition to Monday through Saturday, this location shall also be a truck loading zone from 6:00 a.m. to 12:00 p.m. on Sunday.

**Bow Street, Loading Zone
Portsmouth, New Hampshire**



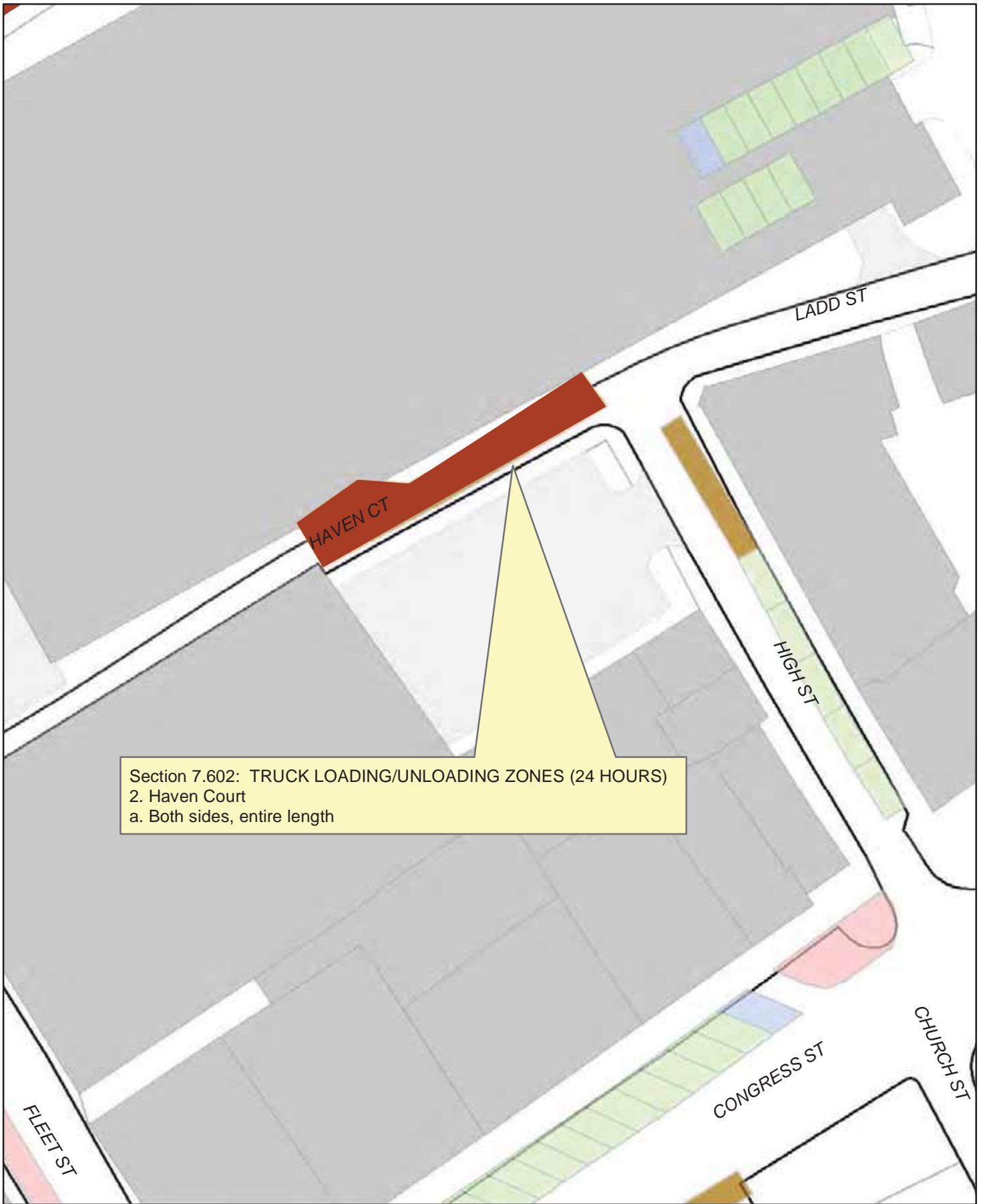
Section 7.601: TRUCK LOADING/UNLOADING ZONES ESTABLISHED
2. Bridge Street: westerly side, 100 feet north from the intersection of Bridge Street and Islington Street for a distance of 49 feet.

**Bridge Street, Loading Zone
Portsmouth, New Hampshire**



Section 7.601: TRUCK LOADING/UNLOADING ZONES ESTABLISHED
10. Penhallow Street: westerly side, north from Commercial Alley for a distance of 45 feet. In addition to Monday through Saturday, this location shall also be a truck loading zone from 6:00 a.m. to 12:00 p.m. on Sunday.

**Penhallow Street, Loading Zone
Portsmouth, New Hampshire**



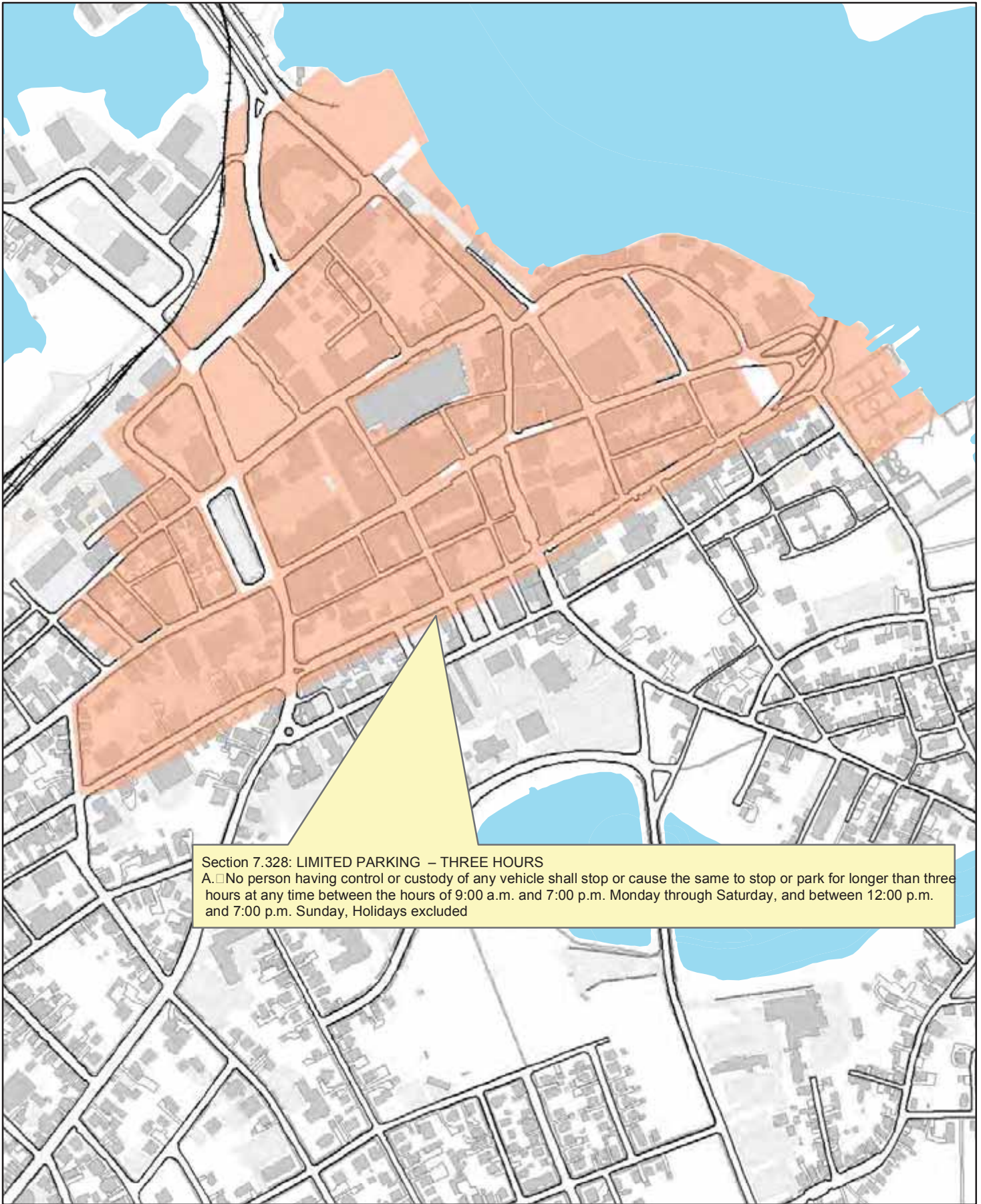
**Haven Court, Loading Zone
Portsmouth, New Hampshire**

Map prepared by Portsmouth Department of Public Works, 28 August 2013
Map document: U:\Projects\0113 Traffic and Parking Ordinance Changes\2013



Section 7A.408: TAXICAB STANDS DESIGNATED
C. Hanover Street: southerly side, first parking space west from Fleet Street

Hanover Street , Taxi Cab Stand Portsmouth, New Hampshire



Section 7.328: LIMITED PARKING - THREE HOURS

A. No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than three hours at any time between the hours of 9:00 a.m. and 7:00 p.m. Monday through Saturday, and between 12:00 p.m. and 7:00 p.m. Sunday, Holidays excluded

**Limited Parking - Three Hours
Portsmouth, New Hampshire**



Section 7.402: OFF-STREET PARKING AREAS

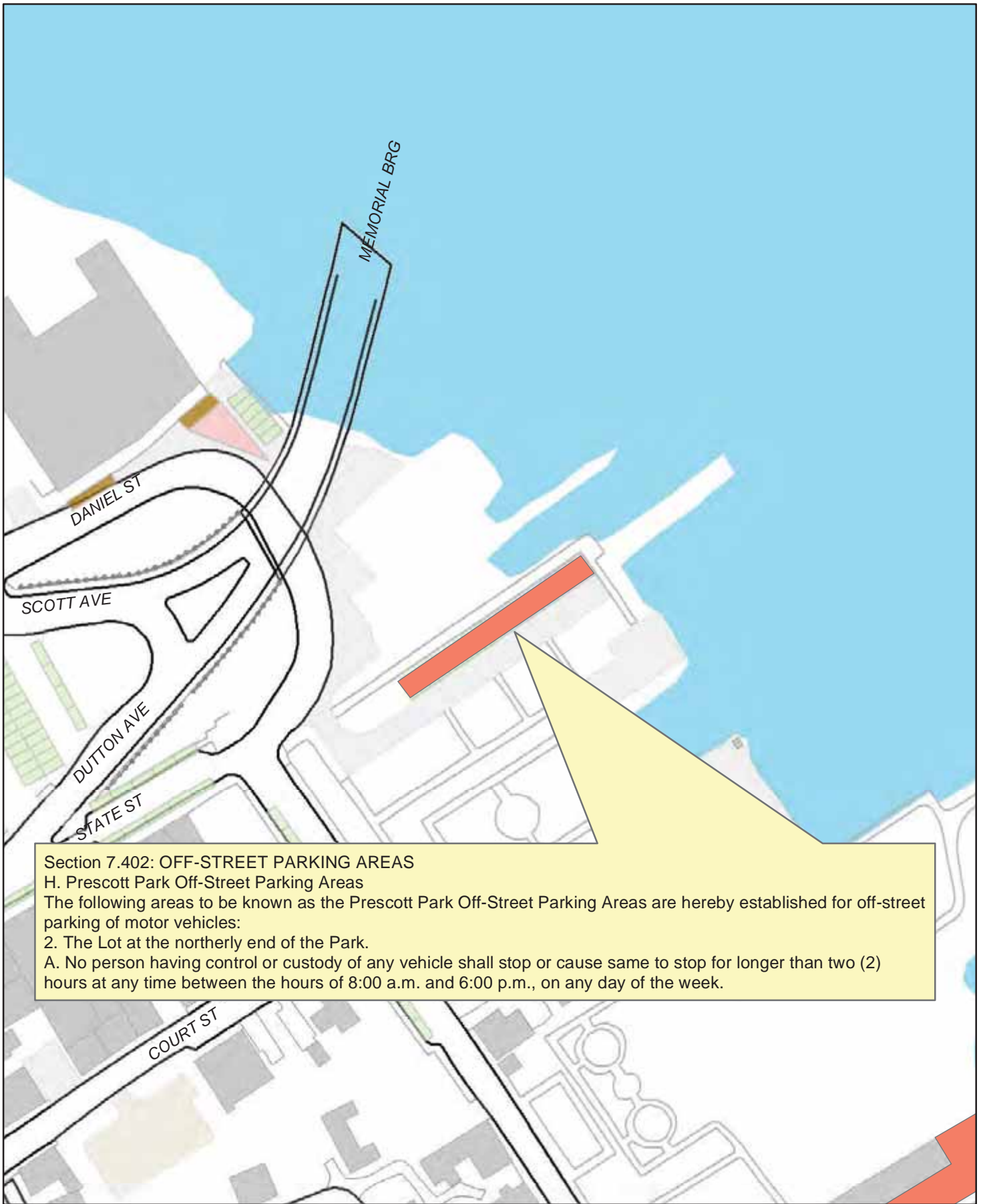
H. Prescott Park Off-Street Parking Areas

The following areas to be known as the Prescott Park Off-Street Parking Areas are hereby established for off-street parking of motor vehicles:

1. Water Street



**Water Street Off-Street Parking Area
Portsmouth, New Hampshire**



Section 7.402: OFF-STREET PARKING AREAS

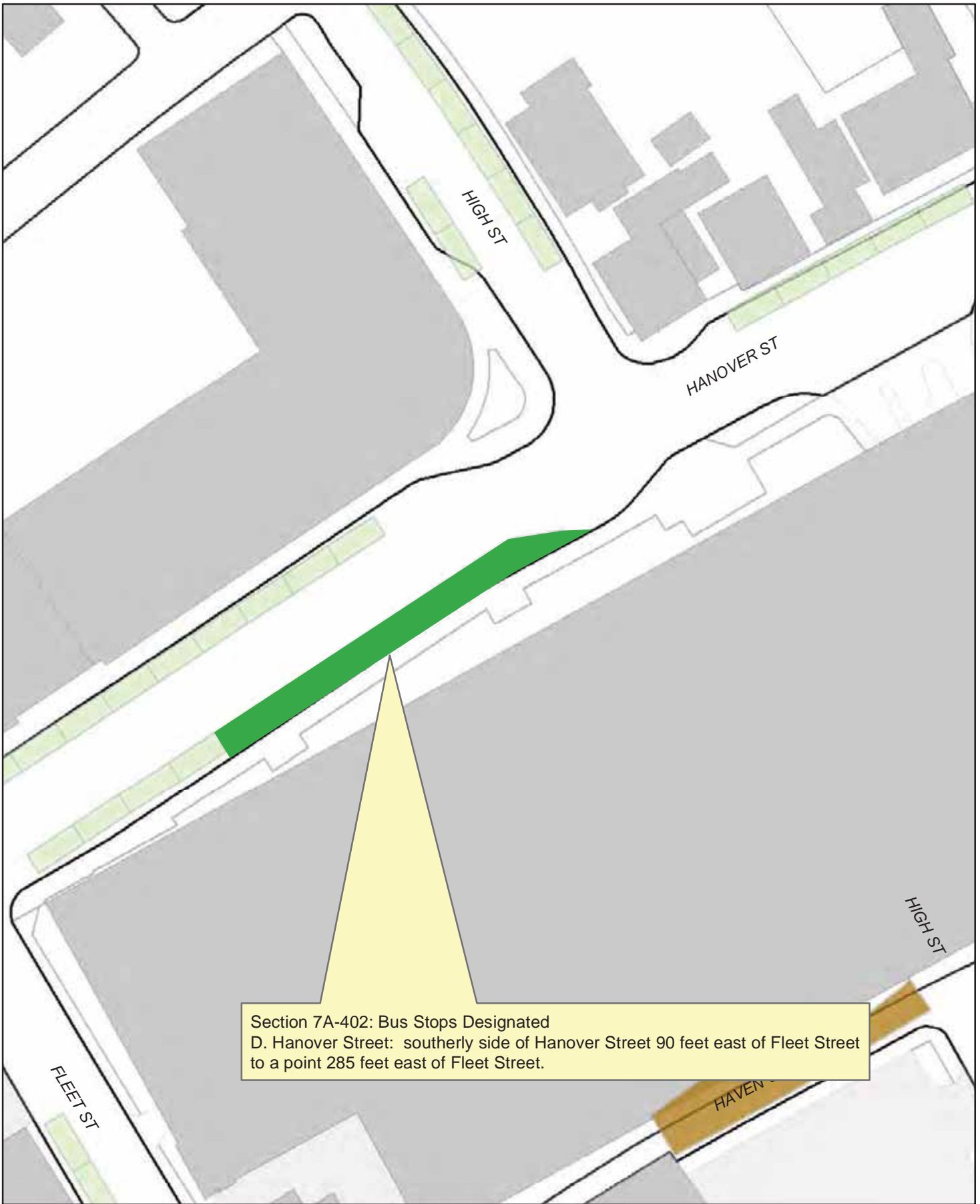
H. Prescott Park Off-Street Parking Areas

The following areas to be known as the Prescott Park Off-Street Parking Areas are hereby established for off-street parking of motor vehicles:

2. The Lot at the northerly end of the Park.

A. No person having control or custody of any vehicle shall stop or cause same to stop for longer than two (2) hours at any time between the hours of 8:00 a.m. and 6:00 p.m., on any day of the week.

**Prescott Park Off-Street Parking Area
Portsmouth, New Hampshire**



Section 7A-402: Bus Stops Designated
D. Hanover Street: southerly side of Hanover Street 90 feet east of Fleet Street to a point 285 feet east of Fleet Street.

**Hanover Street Bus Stop
Portsmouth, New Hampshire**

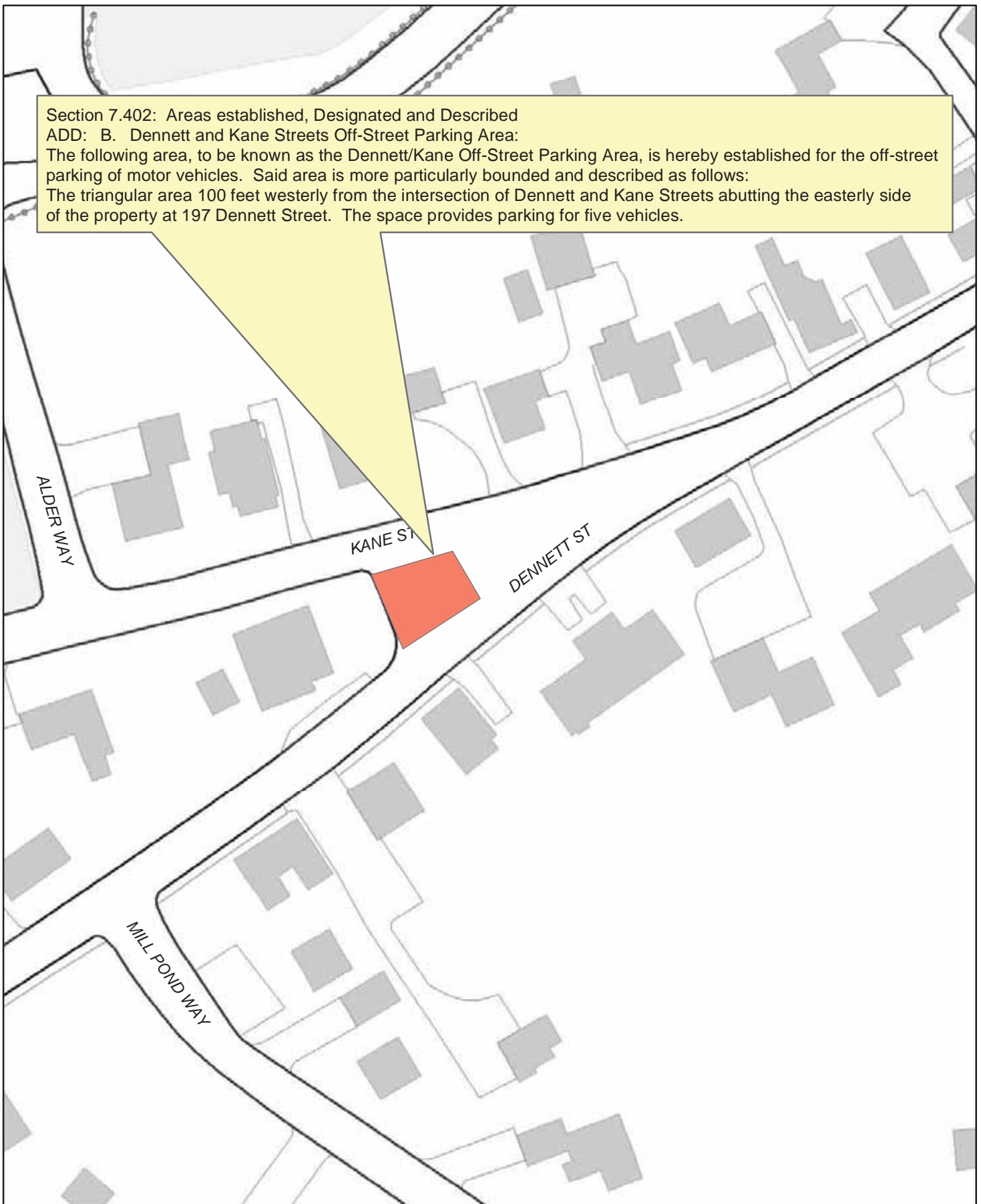
Map prepared by Portsmouth Department of Public Works, 28 August 2013
Map document: U:\Projects\0113 Traffic and Parking Ordinance Changes\2013

Section 7.402: Areas established, Designated and Described

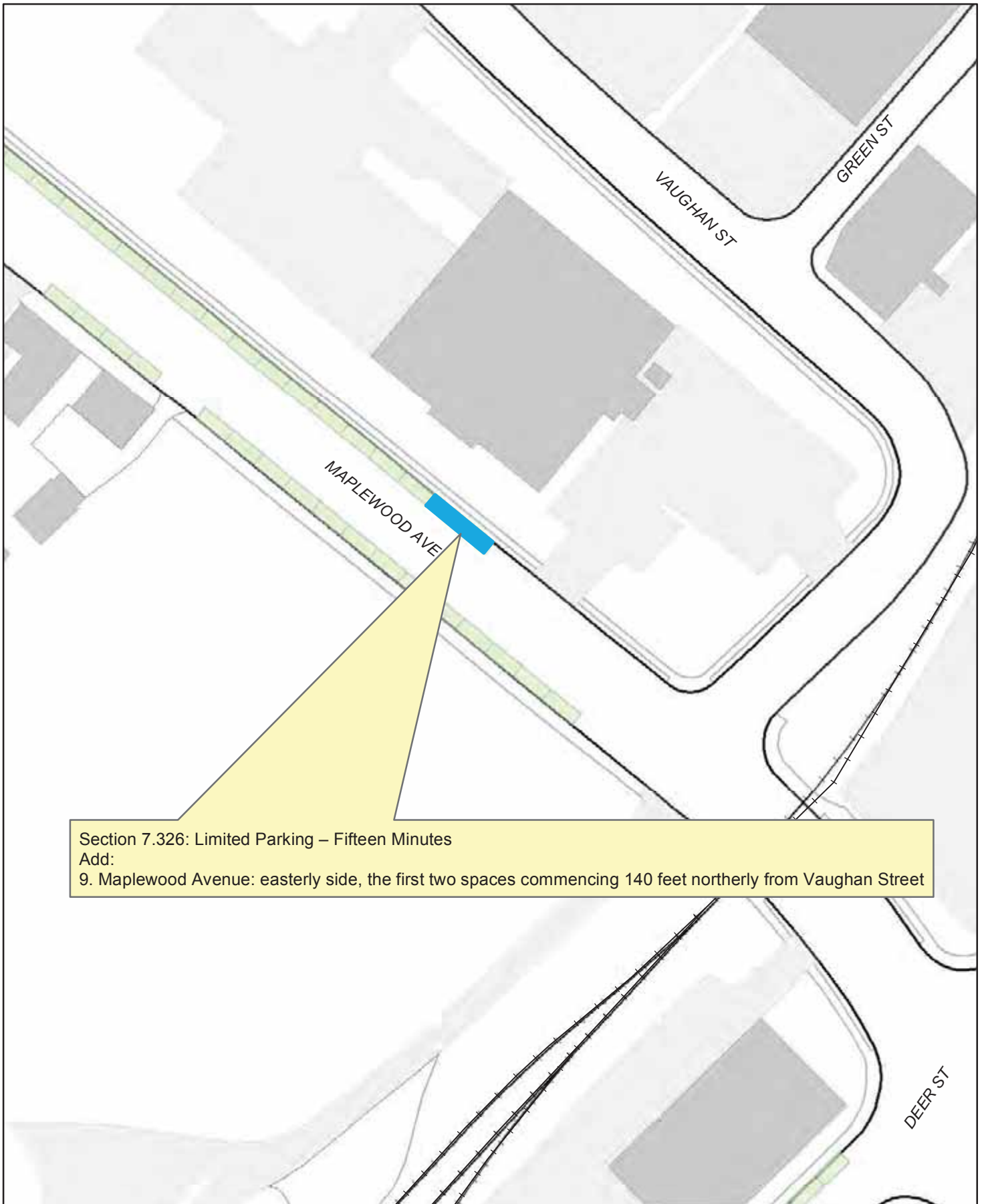
ADD: B. Dennett and Kane Streets Off-Street Parking Area:

The following area, to be known as the Dennett/Kane Off-Street Parking Area, is hereby established for the off-street parking of motor vehicles. Said area is more particularly bounded and described as follows:

The triangular area 100 feet westerly from the intersection of Dennett and Kane Streets abutting the easterly side of the property at 197 Dennett Street. The space provides parking for five vehicles.



**Dennett and Kane Streets Off-Street Parking Area
Portsmouth, New Hampshire**

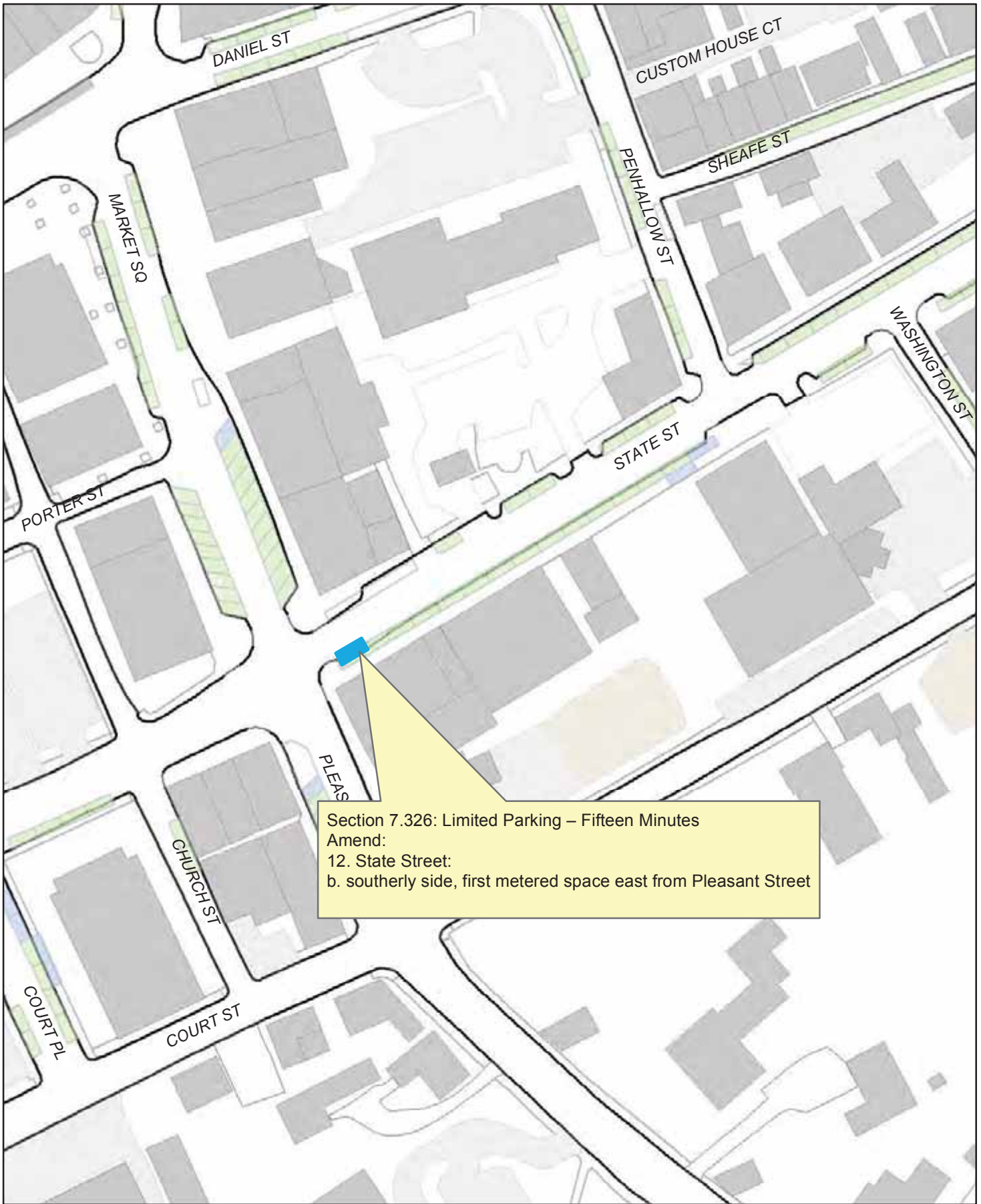


Section 7.326: Limited Parking – Fifteen Minutes

Add:

9. Maplewood Avenue: easterly side, the first two spaces commencing 140 feet northerly from Vaughan Street

Maplewood Avenue Limited Parking – Fifteen Minutes Portsmouth, New Hampshire



Section 7.326: Limited Parking – Fifteen Minutes
Amend:
12. State Street:
b. southerly side, first metered space east from Pleasant Street

**State Street Limited Parking – Fifteen Minutes
Portsmouth, New Hampshire**

InterOffice Memo

To: John P. Bohenko, City Manager
From: Tom Richter, Engineering Technician
Date: August 30, 2013
Subject: PSNH License Agreement 63-0563

PR
OK

I have reviewed the pole and underground conduit location information provided by PSNH for Petition and Pole License 63-0563.

This request is to license 6 poles associated with the Maplewood Avenue By-Pass Bridge project. These poles are located on Maplewood Avenue and Cutts Street.

The installation of these poles pose no impact to existing City infrastructure. The Public Works Department recommends approval of this license.

Attached are pictures of the proposed pole locations. Please call with any questions you may have.

cc: Peter Rice, P.E. Director of Public Works
Kelli Barnaby, City Clerk



**Public Service
of New Hampshire**

60 W. Pennacook Street, Manchester, NH 03101

Public Service Company of New Hampshire
P.O. Box 330
Manchester, NH 03105-0330
(603) 669-4000

The Northeast Utilities System

July 19, 2013

Office of the City Clerk
City of Portsmouth
One Junkins Avenue
Portsmouth, NH 03801



Dear City Clerk,

Public Service of New Hampshire is hereby requesting permission to install/replace pole(s) located in City of Portsmouth, New Hampshire.

Enclosed for your review find three copies of PSNH Petition and Pole License number 63-0563 for City of Portsmouth review.

Upon approval, please have each copy of the Petition and Pole License signed by the proper authority.

Retain the Petition and Pole License copy labeled "Portsmouth" and mail the remaining signed copies along with any invoice for payment to PSNH in the enclosed self-addressed envelope.

If the Petition and Pole License is not approved, please return all copies to PSNH with an explanation.

Please contact me by telephone or e-mail with any questions you may have.

Thank you.

Lisa-Marie Pinkes

Lisa-Marie Pinkes
Customer Operations Support - Licensing
Public Service of New Hampshire
PO Box 330
Manchester, NH 03105-9989
Tel. 603-634-2218
E-Mail: pinkel@nu.com

Enclosure(s)

PETITION AND POLE LICENSE

PETITION

Manchester, New Hampshire

July 11, 2013

To the City Council of the City of Portsmouth New Hampshire.

PUBLIC SERVICE OF NEW HAMPSHIRE and Northern New England Telephone Operations LLC d/b/a FairPoint Communications-NNE, request a license to install and maintain underground conduits, cable and wires, and maintain poles and structures with wires, cables, conduits and devices thereon, together with such sustaining, strengthening and protecting fixtures as may be necessary along, and under the following public ways:

License seven (7) pole(s), ~~32/05~~, 161/1', 251/1', 32/10', 32/7', 32/8', 32/9' located on Maplewood Avenue in the City of Portsmouth.

Northern New England Telephone Operations LLC
d/b/a FairPoint Communications-NNE

PUBLIC SERVICE OF NEW HAMPSHIRE

BY: Jane L. Hays

BY: Lisa-Marie Pinkes
Lisa-Marie Pinkes, PSNH CO Support/ Licensing

LICENSE

Upon the foregoing petition and it appearing that the public good so requires, it is hereby

ORDERED

This 11st day of July, 2013, that, PUBLIC SERVICE OF NEW HAMPSHIRE and Northern New England Telephone Operations LLC d/b/a FairPoint Communications-NNE be and hereby are granted a license to erect and maintain poles and structures, with wires, cables, conduits and devices thereon, together with sustaining, strengthening and protecting fixtures, in the public ways covered by said petition. All of said wires, except such as are vertically attached to poles and structures, shall be placed in accordance with the National Electrical Safety Code in effect at the time of petition and/or license is granted.

The approximate location of the poles and structures shall be shown on plan marked "PUBLIC SERVICE OF NEW HAMPSHIRE and Northern New England Telephone Operations LLC d/b/a FairPoint Communications-NNE No. 63-0563, dated 6/17/2013, attached hereto and made a part hereof.

City of Portsmouth, New Hampshire

BY: _____

BY: _____

BY: _____

BY: _____

BY: _____

BY: _____

Received and entered in the records of the City of Portsmouth, New Hampshire, Book _____, Page _____

Date: _____

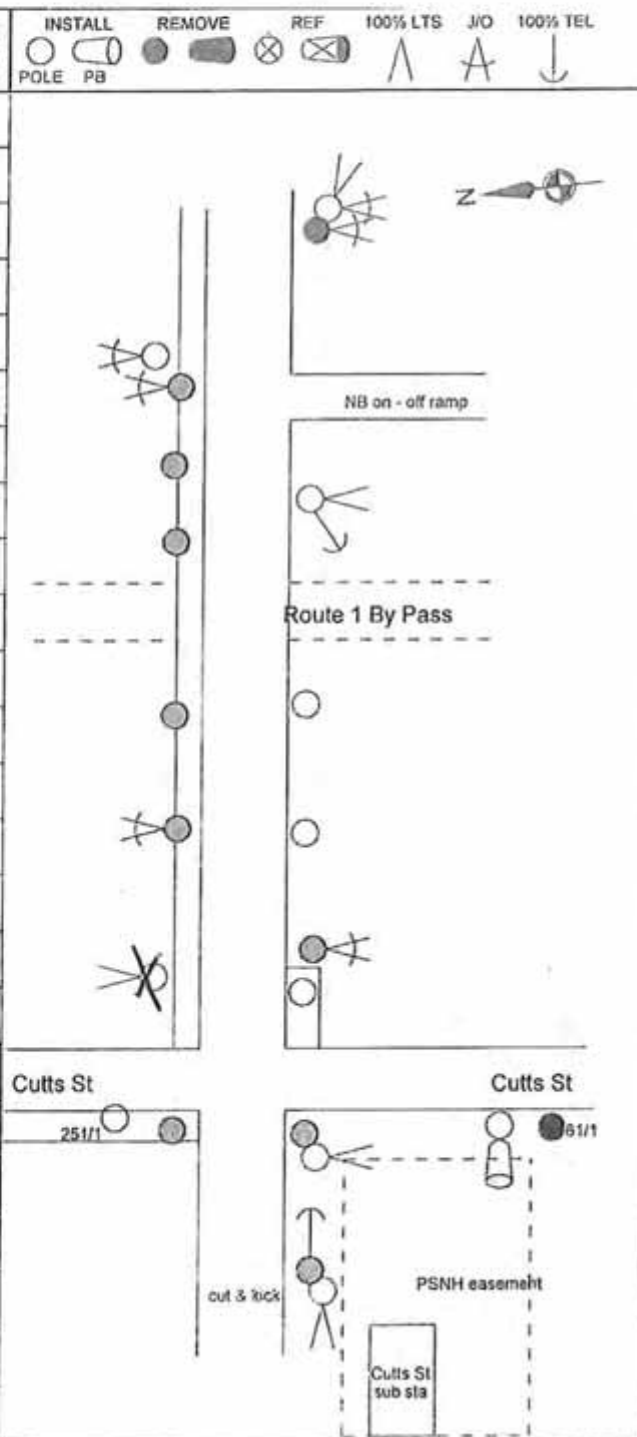
ATTEST: _____
Town Clerk

POLE LOCATION PLAN

PUBLIC SERVICE OF NEW HAMPSHIRE and
Northern New England Telephone Operations LLC d/b/a FairPoint Communications-NNE

DATE	<u>06/17/2013</u>	LICENSE NO.	<u>63-0563</u>
MUNICIPALITY:	<u>Portsmouth</u>	STATE HWY. DIV. NO.	<u>6</u>
STREET / ROAD:	<u>Maplewood Avenue</u>	STATE LICENSE NO.	
PSNH OFFICE:	<u>Portsmouth</u>	WORK REQUEST#	<u>1993266</u>
PSNH ENGINEER:	<u>Jim Osburn</u>	WORK FINANCIAL #	<u>9P220733</u>
TELCO ENGINEER:	<u>David Kestner</u>	TELCO PROJECT #	

Pole Numbers		Pole	Eq	INSTALL	REMOVE	REF	100% LTS	J/O	100% TEL	Span	Dist. from:	Remarks	DOC REQ
LTS	TEL	Sz-CI	BH	POLE	PB								
32/4	263/24	50/2										inst/rmv JO pole/anc inst 100% Lts anc Lic. # 589	
32/5	263/25	50/2										inst/rmv JO pole/anc Lic. # 1106	
32/5Y	263/25.5											omit pole	
32/6	263/26	55/2										inst/rmv JO pole inst Lts & Tel anc's Lic. # 276	H
32/7	N/A	55/2										inst/rmv 100% pole	M
32/8	N/A	50/2										inst/rmv 100% pole	M
32/9S	N/A	40/3										inst 100% pole/anc	M
32/9	N/A	50/2										inst/rmv 100% pole	M
161/1PB	1201/2PB	35/4										inst JO pushbrace	PP
161/1	1261/2	45/2										inst/rmv JO pole	M
32/9Y	1261/1	50/2										inst/rmv JO pole inst 100% Lts anc Lic. # 1105	M
251/1	126.5	45/2											
32/10	103/1	50/2										inst JO pole 100% anc's FP rmv 100% pole/anc	M



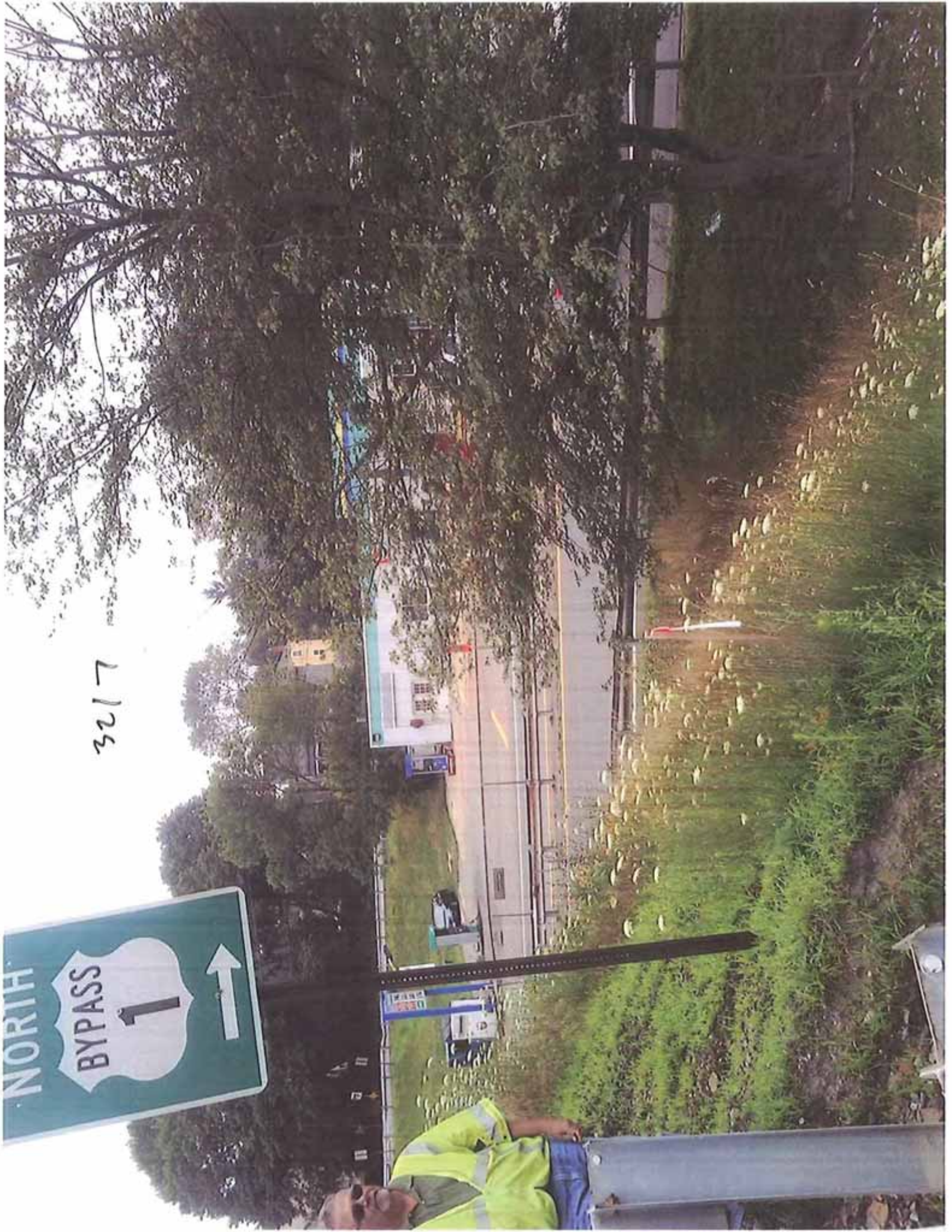
ADDENDUM PER RSA 231:163

- 1) All licensee(s) and any other entity using and/or occupying property of the City pursuant to a license, lease or other agreement shall provide for the payment of properly assessed real and personal property taxes by the party using or occupying said property no later than the due date.
- 2) All licensee(s) and any other entity using and/or occupying property of the City shall provide for the payment of properly assessed real and personal property taxes on structures or improvements added by the licensee(s) or any other entity using or occupying property of the city; and
- 3) Failure of the licensee(s) and any other entity using and/or occupying property of the City to pay duly assessed personal and real taxes when due shall be cause to terminate said agreement by the lessor.

The changes to the licenses, leases and other agreements set forth in the preceding paragraphs shall remain in effect until changed in accordance with the requirements of RSA 231:163.

Approved by City Council:

3217

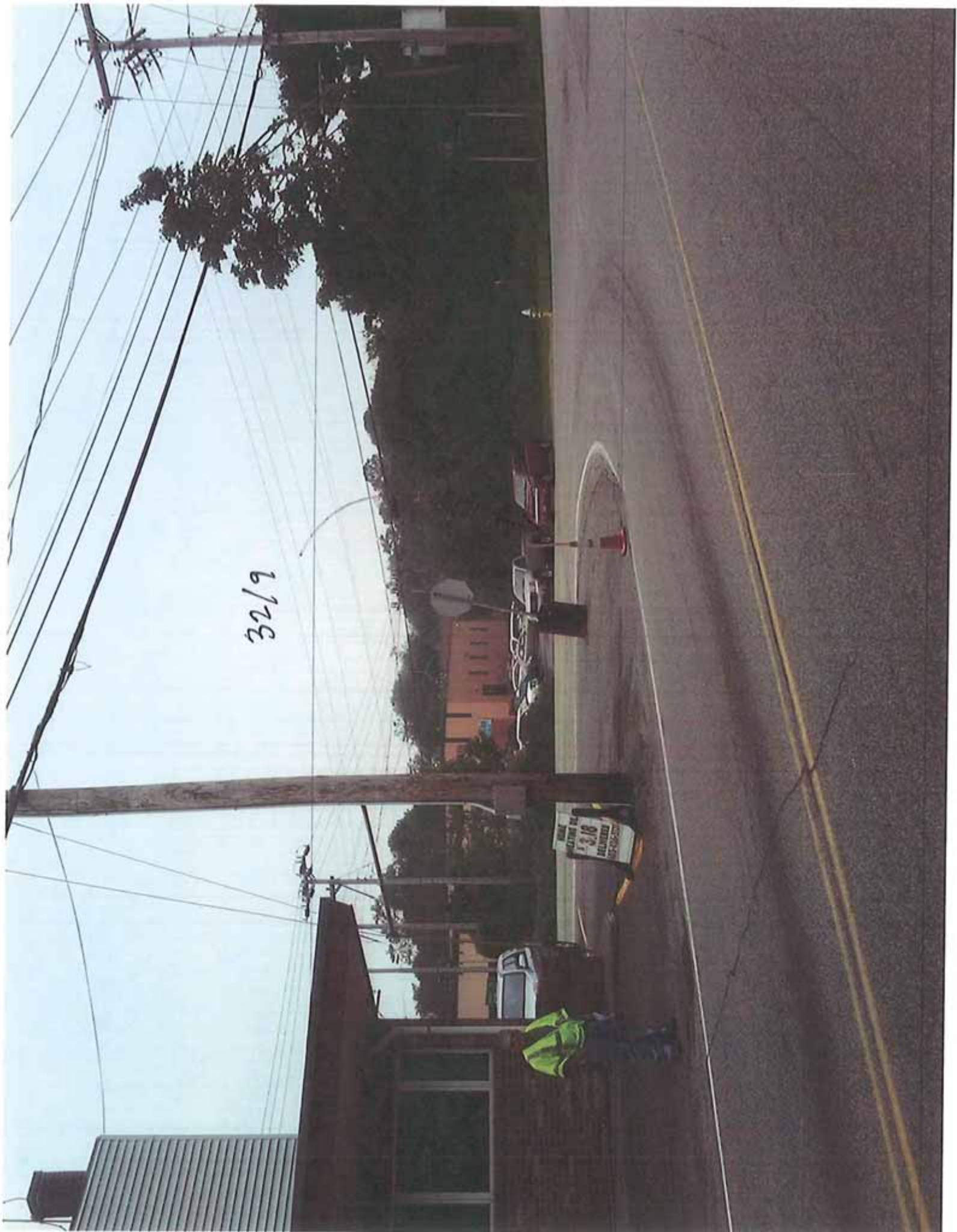


3218



3219

ROAD CLOSURE FOR
#318
REINFORCEMENT
WORK



CUTTS ST

251 / 1



SOUTH TO
BYPASS 1 95
↑

PEDESTRIANS
BICYCLES HORSES
MOPEDS
MOTOR VEHICLES
SPRINKLERS

161/1



32/10

InterOffice Memo

To: John P. Bohenko, City Manager
From: Tom Richter, Engineering Technician
Date: August 30, 2013
Subject: PSNH License Agreement 63-0564

PRR OK

I have reviewed the pole and underground conduit location information provided by PSNH for Petition and Pole License 63-0564.

This request is to license 1 pole on Aldrich Road. This pole needed to be replaced to accommodate a new electrical service for the laundromat located on the corner of Aldrich Road and Islington Street.

The installation of this pole poses no impact to existing City infrastructure. The Public Works Department recommends approval of this license.

Attached is a picture of the pole in its new location. Please call with any questions you may have.

cc: Peter Rice, P.E. Director of Public Works
Kelli Barnaby, City Clerk



**Public Service
of New Hampshire**

60 W. Pennacook Street, Manchester, NH 03101

Public Service Company of New Hampshire
P.O. Box 330
Manchester, NH 03105-0330
(603) 669-4000

The Northeast Utilities System

July 23, 2013

Office of the City Clerk
City of Portsmouth
One Junkins Avenue
Portsmouth, NH 03801



Dear City Clerk,

Public Service of New Hampshire is hereby requesting permission to install/replace pole(s) located in City of Portsmouth, New Hampshire.

Enclosed for your review find three copies of PSNH Petition and Pole License number 63-0564 for City of Portsmouth review.

Upon approval, please have each copy of the Petition and Pole License signed by the proper authority.

Retain the Petition and Pole License copy labeled "Portsmouth" and mail the remaining signed copies along with any invoice for payment to PSNH in the enclosed self-addressed envelope.

If the Petition and Pole License is not approved, please return all copies to PSNH with an explanation.

Please contact me by telephone or e-mail with any questions you may have.

Thank you.

Lisa-Marie Pinkes

Lisa-Marie Pinkes
Customer Operations Support - Licensing
Public Service of New Hampshire
PO Box 330
Manchester, NH 03105-9989
Tel. 603-634-2218
E-Mail: pinkel@nu.com

Enclosure(s)

PETITION AND POLE LICENSE

PETITION

Manchester, New Hampshire

July 18, 2013

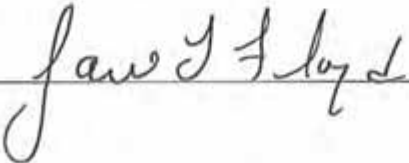
To the City Council of the City of Portsmouth New Hampshire.

PUBLIC SERVICE OF NEW HAMPSHIRE and Northern New England Telephone Operations LLC d/b/a FairPoint Communications-NNE, request a license to install and maintain underground conduits, cable and wires, and maintain poles and structures with wires, cables, conduits and devices thereon, together with such sustaining, strengthening and protecting fixtures as may be necessary along, and under the following public ways:

License one (1) pole(s), 103/2 located on Aldrich Road in the City of Portsmouth.

Northern New England Telephone Operations LLC
d/b/a FairPoint Communications-NNE

PUBLIC SERVICE OF NEW HAMPSHIRE

BY: 

BY: 
Lisa-Marie Pinkes, PSNH CO Support/ Licensing

LICENSE

Upon the foregoing petition and it appearing that the public good so requires, it is hereby

ORDERED

This 18th day of July, 2013, that, PUBLIC SERVICE OF NEW HAMPSHIRE and Northern New England Telephone Operations LLC d/b/a FairPoint Communications-NNE be and hereby are granted a license to erect and maintain poles and structures, with wires, cables, conduits and devices thereon, together with sustaining, strengthening and protecting fixtures, in the public ways covered by said petition. All of said wires, except such as are vertically attached to poles and structures, shall be placed in accordance with the National Electrical Safety Code in effect at the time of petition and/or license is granted.

The approximate location of the poles and structures shall be shown on plan marked "PUBLIC SERVICE OF NEW HAMPSHIRE and Northern New England Telephone Operations LLC d/b/a FairPoint Communications-NNE No. 63-0564, dated 7/18/2013, attached hereto and made a part hereof.

City of Portsmouth, New Hampshire

BY: _____

BY: _____

BY: _____

BY: _____

BY: _____

BY: _____

Received and entered in the records of the City of Portsmouth, New Hampshire, Book _____, Page _____

Date: _____

ATTEST: _____

Town Clerk

POLE LOCATION PLAN

PUBLIC SERVICE OF NEW HAMPSHIRE and

Northern New England Telephone Operations LLC d/b/a FairPoint Communications-NNE

DATE	07/18/2013	LICENSE NO.	63-0564
MUNICIPALITY:	Portsmouth	STATE HWY. DIV. NO.	6
STREET / ROAD:	Aldrich Road	STATE LICENSE NO.	
PSNH OFFICE:	Portsmouth	WORK REQUEST#	2026671
PSNH ENGINEER:	Richard St Cyr	WORK FINANCIAL #	9P320320
TELCO ENGINEER:		TELCO PROJECT #	

Pole Numbers		Pole Sz-CI	Eq BH	INSTALL			REMOVE		REF		100% LTS	J/O	100% TEL	Span	Dist. from:	Remarks	DOC REQ
LTS	TEL			POLE	PB	○	●	⊗	⊙	^	A	↓					
2/45																RE: POLE	
103/1		35/4														REMOVE	
103/2		40/2														NEW POLE & ANCHOR	<i>m</i>
103/2		35/4														REMOVE	

ADDENDUM PER RSA 231:163

- 1) All licensee(s) and any other entity using and/or occupying property of the City pursuant to a license, lease or other agreement shall provide for the payment of properly assessed real and personal property taxes by the party using or occupying said property no later than the due date.
- 2) All licensee(s) and any other entity using and/or occupying property of the City shall provide for the payment of properly assessed real and personal property taxes on structures or improvements added by the licensee(s) or any other entity using or occupying property of the city; and
- 3) Failure of the licensee(s) and any other entity using and/or occupying property of the City to pay duly assessed personal and real taxes when due shall be cause to terminate said agreement by the lessor.

The changes to the licenses, leases and other agreements set forth in the preceding paragraphs shall remain in effect until changed in accordance with the requirements of RSA 231:163.

Approved by City Council:





The Music Hall
28 Chestnut St.
Portsmouth, NH 03801



August 29, 2013

John Bohenko
City Manager
1 Junkins Ave
Portsmouth, NH 03801

Dear John:

Please find enclosed the Parking Meter Permit requests for the Music Hall's 2013-2014 Season for the City Council's review at their earliest convenience.

I thank you and the City Council for your continued support of the Music Hall. I look forward to hearing from your office soon.

Sincerely,

Zhana Morris
Production Manager-The Music Hall
603-766-2184
Zmorris@themusichall.org

Enc.: Meter Bag Requests 2013-2014

Cc: Mark Nelson-Parking and Transportation Director, Peter Rice-Director of Public Works

Music Hall 2013-2014 Season Parking Meter Permit Requests

	Date	Event	Spots	Cards
Fri	30-Aug-13	Bela Fleck and Aby Washbur	3	2
Sat	7-Sep-13	Vaud and the Villains	4	4
Sat	28-Sep-13	Wanda Sykes	1	1
Tue	1-Oct-13	Mad Dog and Me (Bullying)	2	2
Sun	6-Oct-13	Reggie Watts	1	1
Wed	9-Oct-13	Pilobolous	3	3
Fri	1-Nov-13	The Bitchin' Babes	2	2
Tuesday	12-Nov-13	B52s	4	4
Wed	13-Nov-13	Junie B Jones	2	2
Tuesday	19-Nov-13	The Mavericks	7	3
Sunday	1-Dec-13	Wizards of Winter	3	3
Sat	7-Dec-13	Leahy Family Christmas	4	4
Sat	21-Dec-13	Creole Christmas	4	4
Sat	1-Mar-14	Paula Poundstone	1	1
Sunday	2-Mar-14	Gaelic Storm	3	3
Wed	5-Mar-14	Alexander and the Terrible...	2	2
Sat	8-Mar-14	The Moth Mainstage	1	1
Thur	20-Mar-14	Diary of a Worm	2	2
Tuesday	1-Apr-14	Jim Belushi	3	3
Wed	2-Apr-14	Henry and Mudge	2	2
Sat	19-Apr-14	Moscow Festival Ballet	9	9
Wed	21-May-14	Teach from the Black Lagoon	2	2

Programming at the Music Hall is always subject to change.



Granite State Wheelmen, Inc.

2 Townsend Avenue
Salem, NH 03079-2332

July 5, 2013

Capt. Michael Schwartz
Portsmouth Police Department
3 Junkins Avenue
Portsmouth, NH 03801

Dear Captain Schwartz:

On September 21-22, 2013 the GSW is planning to conduct our 40th annual Tri-State Seacoast Century bicycle ride. We are expecting about 1,400 bicyclists to participate and hereby request your assistance to make this an enjoyable event for everyone.

We wish to hire one police detail to monitor the bicycle and motor traffic for both Saturday and Sunday at the Sagamore/Wentworth (Route 1A/1B) intersection just north of the Foyes Roundabout (Rye) from 8:00 AM to 4:00 PM. An officer in a visible location could warn all road users to slow down and be more attentive when negotiating that intersection. Since the new Memorial Bridge is to be in service with designated bike lanes, a police detail should no longer be required to safely cross the bridge. A draft map and cue sheet for our proposed route through Portsmouth is enclosed.

Please let me know if this coverage may be arranged and how/when payment is desired. In 2010 and 2011, the City of Portsmouth did not require a permit of any type, but our Certificate of Insurance to indemnify the city for this year is enclosed. I look forward to hearing from your office when convenient.

Sincerely yours,

David S. Topham
GSW Century Co-Chair
603.898.9926
dstopham@comcast.net
www.GraniteStateWheelmen.org

File: Police detail request-P13.doc

2013 Seacoast Century HBSP to Memorial Bridge Map



2013 Seacoast Century HBSP to Memorial Bridge Cue Sheet

Turn	Notes	Miles
Start	Start of route at HBSP pavilion	0
Right	Turn right onto New Hampshire 1A N/Ocean Blvd	0.14
Straight	Enter the traffic circle, Foyes Roundabout	14.73
Right	Exit the traffic circle onto New Hampshire 1A N/Sagamore Rd	14.74
Right	Turn right onto New Hampshire 1B N/Wentworth Rd	15.21
Left	Wentworth Rd turns left and becomes Walbach St	17.6
Right	Turn right onto Piscataqua St	17.71
Straight	Continue onto Cranfield St	17.95
Right	Turn right onto New Hampshire 1B N/Cranfield St	18.05
Right	Turn right onto River Rd	18.11
Left	Turn left onto Oliver St	18.28
Right	Turn right onto New Hampshire 1B N/Portsmouth Ave	18.43
Right	Slight right to stay on New Hampshire 1B N/Portsmouth Ave	18.55
Right	Slight right onto Marcy St	19.62
Left	Turn left onto Court St	20.15
Right	Turn right onto Atkinson St	20.22
Right	Turn right onto State Street	20.26
Left	Slight left to Memorial Bridge via Dutton Ave.	20.29
End	Cross Memorial Bridge to Kittery, Maine	20.33

2013 Seacoast Century Memorial Bridge to HBSP Map



2013 Seacoast Century Memorial Bridge to HBSP Cue Sheet

Turn	Notes	Miles
Start	South from Memorial Bridge	0
Right	"U" turn onto Daniel St to go under bridge	0.11
Left	Turn left onto Marcy St, becomes NH 1B S at Pleasant St	0.43
Left	Slight left onto New Castle Ave, 1B S	0.65
Straight	Straight onto New Hampshire 1B N/Portsmouth Ave	1.66
Left	Turn left onto New Hampshire 1B S/Cranfield/Wentworth	2.07
Left	Turn left onto Sagamore Ave	4.86
Straight	Enter the traffic circle	5.33
Right	Take third exit onto New Hampshire 1A/Pioneer Rd	5.37
Right	Slight right onto Sea Rd	13.21
Right	Turn right onto Central Rd (Rye)	13.53
Left	Turn left to stay on Central Rd	14.55
Left	Turn left onto Washington Rd	16.03
Left	Turn left onto West Rd	17.38
Straight	Cross South Rd onto Mill Rd	18.41
Left	Turn left onto NH-111 E/Atlantic Ave	19.94
Left	Turn left onto Woodland Rd	20.6
Right	Turn right onto South Rd	22.07
Right	Turn right onto Central Rd (Rye)	22.97
Right	Turn right onto Causeway Rd	23.16
Straight	Continue onto Central Rd (N. Hampton)	23.31
Left	Turn left onto Chapel Rd	23.91
Right	Turn right onto Willow Ave	24.18
Right	Turn right onto New Hampshire 1A S/Ocean Blvd	24.37
Straight	Continue straight on New Hampshire 1A S/Ocean Blvd	27.27
Right	Bear right onto New Hampshire 1A S/Ashworth Ave	28.55
Left	Turn left, enter HBSP	29.52
End	End of Century route, HBSP pavilion	29.65

File: MB to HBSP via Rye.doc

AXIS 8000(08/10)		CERTIFICATE OF INSURANCE	07/01/2013
PRODUCER American Specially Insurance & Risk Services, Inc. 142 North Main Street Roanoke, Indiana 46783		THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND, OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.	
INSURED League of American Wheelmen dba League of American Bicyclists 1612 K Street NW, Suite 510 Washington, DC 20006		INSURERS AFFORDING COVERAGE INS. A: AXIS Insurance Company INS. B: INS. C:	
GRANITE STATE WHEELMEN, INC. 2 TOWNSEND AVE SALEM, NH 03079		CERT NUMBER: 1001112657	

COVERAGES

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOT WITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INS LTR	POLICY TYPE	POLICY NUMBER	POLICY EFFECTIVE	POLICY EXPIRATION	LIMITS	
A	GL	AXGL04102049-13	02/01/2013 12:01 a.m.	02/01/2014 12:01 a.m.	General Aggregate - Per Club	3,000,000
					Products-Completed Operations Aggregate	3,000,000
					Personal and Advertising Injury	1,000,000
					Each Occurrence	1,000,000
					Damage to Premises Rented to You (Any One Premises)	1,000,000
					Medical Expense Limit (Any One Person)	Excluded

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS

- The Certificateholder is only an additional insured with respect to liability caused by the negligence of the Named Insured as per Form AXIS 1003-Additional Insured-Certificateholders, but only with respect to TRI-STATE SEACOAST CENTURY WEEKEND from September 21, 2013 through September 22, 2013.

CERTIFICATE HOLDER	CANCELLATION
---------------------------	---------------------

CITY OF PORTSMOUTH, NH 1 JUNKINS AVENUE PORTSMOUTH, NH 03801	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE 

SANDY BROOK CORPORATION

3 PENSTOCK WAY

NEWMARKTET, NH 0385

September 4, 2013

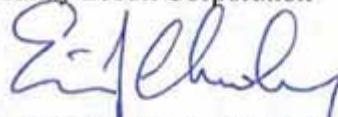
City Council
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

Re: Laurel Court, Portsmouth, NH

Dear City Council:

We have completed the construction of Laurel Court. The Public Works Department has inspected Laurel Court and found it that is has been constructed in compliance with the approved subdivision plan. Therefore, we respectfully request that Laurel Court be accepted as a public way.

Very truly yours,
Sandy Brook Corporation



Eric J. Chinburg, President

Cc: Rick Taintor, Planning Director
Robert P. Sullivan, City Attorney

M E M O R A N D U M

TO: John P. Bohenko, City Manager
FROM: Rick Taintor, Planning Director *RT.*
DATE: September 10, 2013
RE: Laurel Court – Request to Accept as a Public Way


Eric J. Chinburg, President of Sandy Brook Corporation, has requested that the City Council vote to accept Laurel Court as a public way. Laurel Court was designed and constructed under a Subdivision Plan approved by the Planning Board on May 19, 2011. The Department of Public Works has reviewed the construction and has determined that the road has been built to City standards and in accordance with the approved Subdivision Plan.

One item on the Subdivision Plan has not been completed. The approved Plan requires the developer to extend a water line from the end of Laurel Court across land of the Portsmouth Housing Authority to an existing water line in Albacore Way, with the City responsible for securing all permits, permissions and easements or other rights. The City has not yet been able to negotiate the easement line with the Housing Authority, and therefore the developer has not been able to complete this final requirement. The developer has agreed to provide a payment to the City of \$15,000, representing the estimated cost of constructing the water line, in return for which the City will relieve the developer of his responsibilities to install the line and will return the Letter of Credit securing performance under the Subdivision Agreement.

Based on the above, I recommend that the City Council vote to accept Laurel Court as a public way, on the condition that Sandy Brook Corporation provide a payment of \$15,000 to the City in lieu of constructing the required off-site water line.

**CITY OF PORTSMOUTH
PORTSMOUTH, NH 03801**

Office of the City Manager

Date: September 12, 2013
To: Honorable Mayor Eric Spear and City Council Members
From: John P. Bohenko, City Manager 
Re: City Manager's Comments on September 16, 2013 City Council Agenda

Work Session:

6:00 p.m.

1. **Transportation Policy Issues.** On Monday evening, the City Council will hold a work session regarding transportation policy issues. Attached under the work session section of the Agenda, are an agenda and strategies matrix. Also, City staff will be giving a presentation on some of the salient issues as it relates to this matter.

Items Which Require Action Under Other Sections of the Agenda:

1. **First Reading of Proposed Resolution and Ordinance Amendments:**
 - 1.1 **First Reading of Proposed Ordinance amending Chapter 8, Article III, "Street Trees," is hereby deleted in its entirety and replaced with the following amendment to Chapter 1, Article IV by creating a Trees & Public Greenery Committee and the adoption of a new Article III entitled Portsmouth Urban Forestry Ordinance of Chapter 8.** As a result of the September 3rd City Council meeting, under Section VIII of the Agenda, I am bringing back for first reading the attached proposed aforementioned Ordinance.

As you are aware, the Trees & Public Greenery Committee has been working with the City Attorney on revisions to the City Tree Ordinance, and Peter Loughlin, Chairman of the Trees & Public Greenery Committee, is requesting that the City Council adopt this proposed Ordinance.

The proposed Ordinance would replace the current Trees and Public Greenery Ordinance with the following:

1. The creation of a Trees and Public Greenery Committee consisting of nine (9) voting members primarily selected by the Mayor and City Council but with the addition of the City Manager, Tree Warden, Public Works Foreman in charge of tree maintenance or their respective designees, all ex-officio.
2. The Committee will advise and assist the City's Tree Warden (to be described below) with respect to virtually anything involving the, "City's Urban Forest". This function will include dealing with arborcultural, horticultural, aesthetic and public safety concerns as well as the preparation of an annual report summarizing all activity relating to the ordinance for the City Council.
3. The ordinance would create the position of "Tree Warden" who shall be a member of the City's administrative staff appointed by the City Manager.
4. The stated purpose of the ordinance is based upon the finding that, "the value of urban trees can hardly be overstated".
5. An explicit responsibility of the City under the ordinance will be to:
 - a. Establish on public lands and public rights of way, as many trees as can be maintained in a suitable and aesthetically pleasing way.
 - b. Encourage the planting of trees that will represent a diversity of species and age classes and which are not invasive.
 - c. Regulate and enforce the planting and maintenance of trees on City property.
 - d. Establish limits on the amount of disturbance of trees that may take place on public property.
6. The Tree Warden created by the ordinance will be provided with, "responsibility for the enforcement of this ordinance and all applicable provisions of state law" this authority will include the authority to institute legal proceedings operating through the City's Legal Department.
7. The Tree Warden will have both the authority and the duty to order, "trimming, spraying, preservation and/or removal of trees upon property owned or controlled by the City, or in any City right-of-way" in a manner consistent with the ordinance.
8. The ordinance will expressly prohibit planting, cutting, pruning or taking virtually any action with respect to trees located in any public right-of-way, public park or other public property without approval of the Tree Warden.

9. The ordinance will authorize persons to remove trees in the public right-of-way or public places, however, the action cannot be taken absent a permit issued by the Tree Warden after a public hearing to be held by the Committee.
10. An important new provision in the ordinance would be to authorize the Committee to enforce tree related provisions which may be placed on private property site plans or the public rights-of-way by the Planning Board.
11. Violations of the proposed ordinance would subject the violator to a fine of up to \$1,000.00 per violation and make that person liable to the City for all costs of replacing any damages to City property or any other damages allowable by law.

I would recommend the City Council move to pass first reading and schedule a public hearing and second reading on the proposed Ordinance, as presented, at the October 7, 2013 City Council meeting. Action on this matter should take place under Section VIII of the Agenda.

- 1.2 **First Reading of Proposed Ordinance amending Chapter 7, Article II, Section 7.222 – Maximum Number of Taxicabs amended to increase the number of medallions from twenty-five (25) to twenty-eight (28).** As a result of the September 3rd City Council meeting, under Section VIII of the Agenda, I am bringing back the attached proposed aforementioned Ordinance.

I would recommend the City Council move to pass first reading and schedule a public hearing and second reading on the proposed Ordinance, as presented, at the October 7, 2013 City Council meeting. Action on this matter should take place under Section VIII of the Agenda.

- 1.3 **First Reading of Proposed Ordinance amending Chapter 7, Article X, Section 7.1000 E – Towing – Tow Zones – Limited Parking Areas: City Streets - be amended that any vehicle or object remaining in the same location in any uncontrolled on –street parking space for more than 24 hours in the Central Business Districts A and B as bounded and shown on the City of Portsmouth Zoning Map, or more than 72 hours in any other location in the City, may be removed in the manner provided in Section 7.1000 D.** As a result of the September 3rd City Council meeting, under Section VIII of the Agenda, I am bringing back the attached proposed aforementioned Ordinance and map delineating area to be covered.

I would recommend the City Council move to pass first reading and schedule a public hearing and second reading on the proposed Ordinance, as presented, at the October 7, 2013 City Council meeting. Action on this matter should take place under Section VIII of the Agenda.

2. **Third and Final Reading of Proposed Resolution and Ordinance Amendments:**

- 2.1 **Third and Final Reading of Omnibus Ordinance.** As a result of the September 3rd City Council meeting, under Section VIII of the Agenda, I am bringing back for third and final reading the attached proposed changes to Chapter 7, Vehicles, Traffic Parking Omnibus Ordinance that were either implemented by the Parking and Traffic Safety Committee for piloting during the last year or are a part of ongoing improvements to the Vehicles, Traffic and Parking Ordinance and are forwarded to the City Council for approval as an Omnibus Ordinance annually. The changes are highlighted in red.

I would recommend that the City Council move to pass third and final reading on the proposed Ordinance, as presented. Action on this matter should take place under Section VIII of the Agenda.

- 2.2 **Third and Final Reading of Proposed Ordinance amending Chapter 10 – Zoning Ordinance, Article 5 – Section 10.531 – Table of Dimensional Standards – Business and Industrial Districts, Maximum Structure Dimensions – Structure Height, CBA 45’ or 3½ Stories, whichever is less; CBB 45’ or 3½ Stories, whichever is less, and Section 10.535 – Exception to Dimensional Standards in the Central Business Districts, by inserting a New Section 10.535.13: Increased Building Height by Conditional Use Permit; Section 10.1530 Terms of General Applicability Add New Terms & Definitions.** As you will recall, at the September 3 City Council meeting, the Council held a Public Hearing on a proposed amendment to the Zoning Ordinance regarding building heights in the Central Business districts. Following the Public Hearing, the Council voted to amend the proposed Ordinance by designating the Historic District Commission as the body to grant a conditional use permit for increased building height, in place of the Zoning Board of Adjustment as had been voted at the August 19 Public Hearing. The Council then voted to pass second reading on the amended Ordinance, and to schedule third reading at the September 16 City Council meeting. Attached is the proposed Ordinance.

I would recommend that the City Council move to pass third reading on the proposed Ordinance, as amended, at the September 16, 2013 City Council meeting. Action on this matter should take place under Section VIII of the Agenda.

Informational Items:

1. **Events Listing.** For your information, attached is a copy of the Events Listing updated after the last City Council meeting on September 3, 2013. In addition, this now can be found on the City’s website.

2. **Update on Local Government Center Health/Dental Insurance Reimbursement.**
As you are aware, the Local Government Center (LGC) was ordered to return a portion of surplus from the health and dental insurance. For your information, the City has received this return of surplus for health/dental insurance for general government and schools in the total amount of \$2,087,000. As part of this settlement, the City will return an estimated \$692,000 to employees and retirees. Total amount to be placed in the health insurance stabilization fund is \$1,395,000. The money that has been placed in the stabilization fund will help reduce the cost of health and dental insurance in future fiscal years.

Event Listing by Date

Starting Date: 9/16/2013

Ending Date: 8/30/2014

Start End	Type Description	Location	Requestor	Vote Date
9/20/2013 9/22/2013	TELLURIDE Chris Curtis, Programming Coordinator is the contact for this event. This event is from Friday, September 20th at 5:00 p.m. to Sunday, September 22nd at 6:30 p.m.	Chestnut Street	The Music Hall	8/19/2013
9/21/2013 9/22/2013	TOUR Caroline Amport Piper (603-686-4338) and Dave Anderson are the contacts for this event. This is a two-day event from 11:00 a.m. to 3:00 p.m. both days.	South End	Friends of the South End	10/22/2012
9/28/2013 9/29/2013	FESTIVAL David Hallowell is the contact for this event. This event is from Noon to 6:00 p.m. in front of the RiRa Pub and Breaking New Grounds.	Pleasant Street	Portsmouth Maritime Folk Festi	2/ 4/2013
9/28/2013 9/28/2013	ROAD RACE Karen Butz Webb, Executive Director is the contact for this event. This event begins and ends at Portsmouth High School. E-mail address for information is: projectsafetyassociation@gmail.com	Portsmouth High School	Project Safety Association	10/22/2012
9/29/2013 9/29/2013	BIKE TOUR Ellen Fisher, Co-Chair is the contact for this event. She may be reached at 978-239-6774 This event begins at New Castle Commons and travels to 1B to Sagamore Avenue to Rye Harbor and back to the New Castle Commons. The event is 8:30 a.m. to 11:30 a.m.	New Castle Commons	Ellen Fisher	9/ 3/2013
9/29/2013 9/29/2013	WALK Contact: Caitlyn Mosher Ellis (617) 393-2092. Strawbery Banke - Walk site opens at 8:30 a.m. for registration, the Walk kicks off at 10:00 a.m. and clean up by 1:00 p.m. The 1.3 and 2.7 mile routes will both go through the downtown area (using Congress Street).	Walk begins and ends at Strawberry Banke	Alzheimer's Association	1/ 7/2013
10/ 5/2013 10/ 5/2013	WALK Ken La Valley, is the contact for this event. Registration begins at 8:00 a.m. and the Walk duration is 10:00 a.m. to Noon. Walk begins and ends at Peirce Island.	Peirce Island	American Foundation for Suicid	5/20/2013
10/12/2013 10/12/2013	ROAD RACE This is a collaborative race with the Community Child Care. Contacts for this event are Ben Anderson of Prescott Park (436-2848) and Catherine Edison of Community Child Care Center (422-8223). This is part of the GPCC road race series.	Starts in Kittery - Ends at Prescott Park	Prescott Park Arts Festival/Co	3/ 4/2013
10/19/2013 10/19/2013	WALK Virginia Skevington is the contact for this event. This event begins at 9:00 a.m. It begins and ends at Jewel Court.	11 Jewel Court	Arts in Reach	7/15/2013
11/10/2013 11/10/2013	ROAD RACE Jay Diener is the contact for this event. He can be reached at 758-1177. This event begins at 8:00 a.m. The course travels through Rye and New Castle, as well as parts of Portsmouth.	Thru Portsmouth	Jay Diener, Co-Race Director	8/ 5/2013
11/28/2013 11/28/2013	ROAD RACE Pat Lyons (430-2156) is the contact for this event. This event begins at 8:30 a.m.	Peirce Island	Seacoast Rotary Club Turkey Tr	12/17/2012
12/31/2013 12/31/2013	FIRST NIGH Barbara Massar is the contact for this event. This evening begins at 4:00 p.m. to Midnight. It is held throughout various venues of downtown Portsmouth.	Market Square	Pro Portsmouth	9/ 3/2013

Event Listing by Date

Starting Date: 9/16/2013

Ending Date: 8/30/2014

Start End	Type Description	Location	Requestor	Vote Date
1/ 1/2014 1/ 1/2014	ROAD RACE Community Road Race Series Doug Bates is the contact.	Little Harbour School	Great Bay Services	12/17/2012
3/15/2014 3/15/2014	ROAD RACE Jill McFarland is the contact for this event. Telephone contact number: 501-9029.	125 Austin Street	St. Patrick School	8/ 5/2013
5/ 4/2014 5/ 4/2014	FESTIVAL Barbara Massar is the contact for this event. This event begins at Noon to 4:00 p.m. Street closure - Pleasant Street - State Street to Market Square No Parking on Market Street-Bow Street to Isle of Shoals Steamship Company entrance.	Downtown	Pro Portsmouth - Children's Da	9/ 3/2013
5/10/2014 5/10/2014	ROAD RACE Allison Brownell, Race Co-Chair is one of the contacts for this race. Her cell number is 845-430-9351 The race begins at 8:30 a.m.	Marcy Street	Susan G. Komen New Hampshire R	8/19/2013
6/14/2014 6/14/2014	FAIR This is the 37th Annual Market Square Day from 4:00 a.m. to 6:00 p.m. Barbara Massar is the contact for this event.	Market Square	Pro Portsmouth	9/ 3/2013
6/14/2014 6/14/2014	ROAD RACE This is the 37th Annual 10K Road Race that beings at 9:00 a.m. in Market Squire.	Market Square	Pro Portsmouth	9/ 3/2013
6/21/2014 6/21/2014	RACE Alyssa Salmon is the contact on this event. She can be reached at 430-1140 ex. 14 The event is from 3:00 p.m. to 6:00 p.m. Rain date of June 22, 2014.	Pleasant Street	Big Brother Big Sister	9/ 3/2013
6/28/2014 6/28/2014	MUSIC This is Summer in the Street event. It begins at 5:00 p.m. to 9:30 p.m. Street closurers - Pleasant Street - Porter Street to Market Square.	Market Square	Pro Portsmouth	9/ 3/2013
7/ 5/2014 7/ 5/2014	MUSIC This is Summer in the Street event. This event is from 5:00 p.m. to 9:30 p.m. Street Closurers - Pleasant Street - Porter Street to Market Square.	Market Square	Pro Portsmouth	9/ 3/2013
7/12/2014 7/12/2014	MUSIC This is a Summer in the Street event. The event is from 5:00 p.m. to 9:30 p.m. Street Closures - Pleasant Street - Porter Street to Market Square	Market Square	Pro Portsmouth	9/ 3/2013
7/19/2014 7/19/2014	MUSIC This is the Summer in the Street event. This event is from 5:00 p.m. to 9:30 p.m. Street Closures - Pleasant Street - Porter Street to Market Square	Market Square	Pro Portsmouth	9/ 3/2013

Event Listing by Date

Starting Date: 9/16/2013

Ending Date: 8/30/2014

Start End	Type Description	Location	Requestor	Vote Date
7/26/2014 7/26/2014	MUSIC This is the Summer in the Street event. This event is from 5:00 to 9:30 p.m. Street Closures - Pleasant Street - Porter Street to Market Square	Market Square	Pro Portsmouth	9/ 3/2013
8/ 2/2014 8/ 2/2014	MUSIC This is a Summer in the Street event. The event is from 5:00 p.m. to 9:30 p.m. Street closures - Pleasant Street - Porter Street to Market Square	Market Square	Pro Portsmouth	9/ 3/2013



CITY OF PORTSMOUTH, N.H.
BOARDS AND COMMISSIONS

APPOINTMENT APPLICATION

Instructions: Please print or type and complete all information
Please submit resume' along with this application



Committee: Economic Development Commission **Renewing applicant**

Name: Ronald W. Zolla Telephone: 603-319-1825

Could you be contacted at work? YES/ NO - If so, telephone # 603-501-0172

Street address: 1 MICHAEL SUCCI DRIVE PORTSMOUTH NH 03801

Mailing address (if different): _____

Email address (for clerk's office communication): ZOLLAROW@COMCAST.NET

How long have you been a resident of Portsmouth? 7 YEARS

Occupational background:

o MECHANICAL ENGR./PROJECT MGR.

o MANAGEMENT CONSULTANT

Would you be able to commit to attending all meetings? YES/ NO

Reasons for wishing to continue serving: _____

LOVE PORTSMOUTH AND WANT TO CONTRIBUTE
TO ITS DEVELOPMENT.



Please list any organizations, groups, or other committees you are involved in:

PORTSMOUTH CHAIRMAN WEB SITE COMMITTEE

Please list two character references not related to you or city staff members:
(Portsmouth references preferred)

- 1) BOB DOCKHAM STANTON NH 603 775-7035
Name, address, telephone number
- 2) GEORGE CAMPBELL CLARK PORT REALTY 603-766-0424
Name, address, telephone number

BY SUBMITTING THIS APPLICATION YOU UNDERSTAND THAT:

- 1. This reappointment application is for consideration and does not mean you will necessarily be reappointed to this Board/Commission; and
- 2. The Mayor will review your application, may contact you, check your references, and determine any potential conflict of interests; and
- 3. This application may be forwarded to the City Council for consideration at the Mayor's discretion; and
- 4. If this application is forwarded to the City Council, they may consider the application and vote on it at the next scheduled meeting.
- 5. Application will be kept on file for one year from date of receipt.

Signature: Bob Dockham Date: 8/6/13

CITY CLERK INFORMATION ONLY:

New Term Expiration Date: 10-1-2017
Annual Number of Meetings: 10 Number of Meetings Absent: 0
Date of Original Appointment: 7-20-2009

Please submit application to: City Clerk's Office, 1 Junkins Avenue, Portsmouth, NH 03801



CITY OF PORTSMOUTH, N.H.
BOARDS AND COMMISSIONS
To be reg. member, Current Alternate
APPOINTMENT APPLICATION

*Instructions: Please print or type and complete all information.
Please submit resume' along with this application.*

Committee: Planning Board applicant

Name: Elizabeth A. Moreau Telephone: 603-591-3453

Could you be contacted at work? YES NO If so, telephone# 603-232-4241

Street address: 18 McDonough Street, Portsmouth, NH 03801

Mailing address (if different): _____

Email address (for clerk's office communication): beth.moreau@comcast.net or
bmoreau@greatoak-ne.com

How long have you been a resident of Portsmouth? 12 years

Occupational background:

See attached resume

Please list experience you have in respect to this Board/Commission:

I have worked as an attorney in the real estate title
area for seven years, assisting buyers, sellers, lenders and
real estate agents with various real estate matters.

Have you contacted the chair of the Board/Commission to determine the time commitment involved? YES/NO

Would you be able to commit to attending all meetings? YES/NO

Reasons for wishing to serve: I love the community that I live and work in and I want to be able to use the knowledge and skills that I have to give back to the community that I care about.

Please list any organizations, groups, or other committees you are involved in:

Board Member of Sexual Assault Support Services

Volunteer with Seacoast Women's Network

Volunteer with Seacoast Board of Realtors


Please list two character references not related to you or city staff members:
(Portsmouth references preferred)

1) Ray Tweedie, 605 Wallis Road, Rye NH 603-842-0286
Name, address, telephone number

2) Sean Murphy, 377 Maplewood Ave. Portsmouth NH 781-640-4823
Name, address, telephone number

BY SUBMITTING THIS APPLICATION YOU UNDERSTAND THAT:

1. This application is for consideration and does not mean you will necessarily be appointed to this Board/Commission; and
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5. Application will be kept on file for one year from date of receipt.

Signature: 

Date: 12/6/12

If you do not receive the appointment you are requesting, would you be interested in serving on another board or commission? Yes No

Please submit application to the City Clerks Office, 1 Junkins Avenue, Portsmouth, NH 03801

6/27/2012

Filling unexpired term of Anthony Blenkinsop until Dec. 31, 2015.

Elizabeth A. Moreau, Esq.

99 Bow St., Suite 300E • Portsmouth, New Hampshire 03801
P: 603.232.4241 • C: 603.591.3453 • bmoreau@greatoak-ne.com

LICENSED

State of NH - 2005

Juris Doctor – 8/01-5/05,
New England School of Law, Boston, MA

Bachelor of Science– 1/98-1/01
University of Southern New Hampshire, Portsmouth, NH

LEGAL EXPERIENCE

Attorney – 11/09 - present

Great Oak Title Services, LLC– Portsmouth, NH

Purchased Company on May 9, 2012

Title Company performing Residential Title Services

- Manage all files and day to day operations of Title Company including but not limited to process and closing of all purchases and refinances of conventional, FHA and VA loans.

Attorney – 11/05 – 11/09

Paralegal/Closer – 8/05-10/05

Wilkinson Law Offices, P.C.– Portsmouth, NH

A law firm specializing in Real Estate, Business Law and Estate Planning

- Lender document review and issue attorney opinion
- Escrow Officer IOLTA account Management
- Title search and title clearing
- Buyer, seller and lender representation
- Refinance and Purchase Pre Closing and Post closing processing
- Post closing title policy writing

Paralegal/Closer – 6/04-7/05

Geoffrey B. Ginn & Associates, P.C. – Portsmouth, NH

A real estate transactional law firm

- Post closing title policy writer, discharge tracking, title clearing
- NH Notary Public Refinance and Purchase closer
- Refinance and Purchase Pre Closing processing
- HUD preparation

Other Skills: Westlaw certified • QuickBooks, Quicken • Act! • Soft Pro • TSS Title Express
Microsoft Office (Word, PowerPoint, Excel, Access, Outlook, Publisher)

Member: NH Bar, Real Property Section • Seacoast Women's Network
Affiliate Committee Co-Chair, Seacoast Board of Realtors
Board of Director, Sexual Assault Support Services
Admitted to the U.S. District Court – District of NH

Awards: Seacoast Board of Realtors - 2009 Affiliate of the Year



CITY OF PORTSMOUTH, N.H.
BOARDS AND COMMISSIONS

APPOINTMENT APPLICATION

Instructions: Please print or type and complete all information
Please submit resume along with this application



Committee: Bidly Code Board of Appeal

Name: T. Stephen McCarthy Telephone: 436-1212

Could you be contacted at work? YES/ NO - If so, telephone # 800-655-1299

Street address: 1253 South St

Mailing address (if different): _____

Email address (for clerk's office communication): steve@nesparts.com

How long have you been a resident of Portsmouth? 49 years

Occupational background:

Vice President / Managing Partner New England Builders Products

Would you be able to commit to attending all meetings? YES/ NO

Reasons for wishing to continue serving: Committed to public service & giving back to a community that I love.



Please list any organizations, groups, or other committees you are involved in:

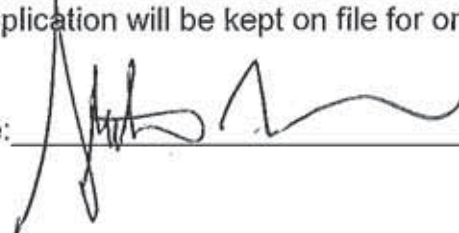
Please list two character references not related to you or city staff members:
(Portsmouth references preferred)

1) Thos. P. M. G. Lewis 1247 South St. Portsmouth 427-1353
Name, address, telephone number

2) Timothy J. Ted Connors Newington NH 381 Newington Rd. 431-6891
Name, address, telephone number

BY SUBMITTING THIS APPLICATION YOU UNDERSTAND THAT:

1. This reappointment application is for consideration and does not mean you will necessarily be reappointed to this Board/Commission; and
2. The Mayor will review your application, may contact you, check your references, and determine any potential conflict of interests; and
3. This application may be forwarded to the City Council for consideration at the Mayor's discretion; and
4. If this application is forwarded to the City Council, they may consider the application and vote on it at the next scheduled meeting.
5. Application will be kept on file for one year from date of receipt.

Signature:  Date: 8-6-13

CITY CLERK INFORMATION ONLY:

New Term Expiration Date: 7/1/18
Annual Number of Meetings: 2012 Number of Meetings Absent: 1
Date of Original Appointment: 8/18/2008

Please submit application to: City Clerk's Office, 1 Junkins Avenue, Portsmouth, NH 03801

Mayor Eric Spear
City of Portsmouth
City Hall
1 Junkins Ave.
Portsmouth, NH 03801

September 9, 2013

Dear Mayor Spear;

I am writing to notify you that I am unable to serve my term as a full member of the Portsmouth Planning Board and am providing this letter as my official resignation, effective October 1, 2013. I am sincerely grateful for the opportunity to serve on such an important board, and thus did not take my decision lightly. Unfortunately, I have too many competing priorities that make it difficult for me to give the attention that this position deserves, in particular, my new full time employment situation in a highly demanding line of work, which coincided with my appointment to the Planning Board.

In addition, as you know, I continue in my role as the lead for my neighborhood, which in fact, keeps me quite busy since much of what comes before the various boards in the city, esp. these days, affects my neighborhood. That said, I look forward to continuing my collaborative work with the city in this respect.

Thank you for the vote of confidence in appointing me to the Planning Board. And thank you for your understanding.

Best wishes,

A handwritten signature in black ink, appearing to read 'K. Quintans', with a long horizontal flourish extending to the right.

Karina Quintans
Resident, City of Portsmouth

TITLE XXI

MOTOR VEHICLES

CHAPTER 261

CERTIFICATES OF TITLE AND REGISTRATION OF VEHICLES

Municipal Permits for Registration

Section 261:153

261:153 Fees for Registration Permits. –

I. The treasurer of each city, or such other person as the city government may designate, and the town clerk of each town shall collect fees for such permits as follows: on each vehicle offered for registration a sum equal to 18 mills on each dollar of the maker's list price for a current model year vehicle, 15 mills on each dollar of the maker's list price for the first preceding model year vehicle, 12 mills on each dollar of the maker's list price for the second preceding model year vehicle, 9 mills on each dollar of the maker's list price for the third preceding model year vehicle, 6 mills on each dollar of the maker's list price for the fourth preceding model year vehicle, and 3 mills on each dollar of the maker's list price for the fifth preceding model year vehicle and any model year prior thereto. In no event, however, shall the fee be less than \$5. Registration permit fees for construction equipment, as defined in RSA 259:42, shall be governed by RSA 261:64. The director shall make the final determination of any vehicle model year in any case in which a dispute arises. The fee collected hereunder for a vehicle used only in the manner and for the purposes specified in RSA 261:82 shall be \$5; and provided further, that the fee collected hereunder for a farm tractor shall be \$5. In cases of doubt, the director may investigate for the purpose of determining eligibility for limited purpose registrations.

II. In all cases the manufacturer's list price shall be rounded off to the nearest \$100 and the actual permit fee shall be rounded off to the nearest dollar.

III. If the permit is issued for a vehicle specified in RSA 261:141, III in a month other than the month in which the anniversary of the owner's birth occurs, the amount of the permit fee shall be changed as follows:

(a) If the month in which the anniversary of the owner's birth occurs will be one of the next 4 months, the permit fee shall be increased by 1/12 for each whole month or part thereof remaining until the end of the month in which such anniversary will occur and the owner shall not be required to obtain a permit for the next registration period.

(b) In all other cases for vehicles specified in RSA 261:141, III the permit fee shall be determined by multiplying 1/12 of the permit fee for the vehicle times the total number of whole months and any part of a month remaining until the end of the month in which the anniversary of the owner's birth occurs, and the owner shall be required to obtain a permit for the next registration period.

IV. Each designated city official as the city government may designate and the town clerk of each town shall use the straight line method in computing fees stipulated in paragraph I for any registration. The straight line method means that no registrant shall pay less or more than 12 months at each stipulated mill rate, whether such 12 months extend over one or more registration periods. The

mill rate to be charged on a vehicle originally offered for registration by a registrant shall be based on the year of manufacture of the said vehicle and shall continue for the next 12 months, including the month of registration. For each successive 12 months registration of the same vehicle thereafter, whether or not such 12 months registration extends beyond one or more registration periods, the fees to be charged shall be computed successively at the next lower mill rate; provided, that the minimum rate to be charged for any registration shall always be 3 mills on each dollar of the maker's list price of a vehicle.

V. Beginning July 1, 1989, in addition to each registration fee collected under paragraph I, there may be collected an additional fee for the purposes of a town reclamation trust fund as established in RSA 149-M:18. Of this amount, \$.50 shall be retained by the city official designated by the city government or by the town clerk for administrative costs and the remaining amount shall be deposited into the reclamation trust fund established by the town for the purpose of paying collection and disposal fees for the town's motor vehicle waste and paying for the recycling and reclamation of other types of solid waste. For the purposes of this paragraph, "motor vehicle waste" means "motor vehicle waste" as defined in RSA 149-M:18. A town which collects such additional fees shall not charge a disposal fee for motor vehicle waste at the town's solid waste disposal facility. If a town finds the additional fee is not sufficient to cover fees for collection and disposal of town motor vehicle waste, it shall notify the office of energy and planning. The office shall study the fee in accordance with RSA 4-C:1 and make recommendations, if necessary, for increases in the fee. The additional fee schedule shall be graduated by class of vehicle as follows:

(a) The fee for heavy vehicles, including mobile homes and house trailers, heavy trucks and truck-tractors whose gross weight exceeds 18,000 pounds, and buses shall be \$5.

(b) Unless otherwise provided, the fee for automobiles, light vehicles including trucks, and commercial motorized vehicles including tractor trailers, shall be \$3.

(c) Unless otherwise provided, the fee for special use vehicles including all-terrain vehicles, agricultural and farm vehicles, and antique vehicles and for 2-wheeled vehicles including mopeds, motorcycles, and automobile utility trailers, shall be \$2.

VI. (a) Beginning on July 1, 1997, in addition to the motor vehicle registration fees collected under paragraphs I and V, the legislative body of a municipality may vote to collect an additional fee for the purpose of supporting a municipal and transportation improvement fund, which shall be a capital reserve fund established for this purpose and governed by the provisions of RSA 34 and RSA 35 for cities and towns, respectively. Of the amount collected, up to 10 percent, but not more than \$0.50 of each fee paid, may be retained by the local official designated by the municipal government or by the town or city clerk for administrative costs. The remaining amount shall be deposited into the municipal transportation improvement fund established to allow a community to fund, wholly or in part, improvements in the local or regional transportation system including roads, bridges, bicycle and pedestrian facilities, parking and intermodal facilities and public transportation. The funds may be used for engineering, right-of-way acquisition, and construction costs of transportation facilities, and for operating and capital costs of public transportation only. The funds may be used as matching funds for state or federal funds allocated for local or regional transportation improvements. Such funds shall not be used to offset any other non-transportation appropriations made by the municipality.

(b) The maximum fee charged under this paragraph shall be \$5. The municipality shall establish the required fee, up to the maximum amount allowable, based on anticipated funding needs for transportation improvements. The additional fee shall be collected from all vehicles, both passenger and commercial, with the exception of all terrain vehicles as defined in RSA 215-A:1, I-b and antique motor vehicles or motorcycles, as defined in RSA 259:4.

(c) Any town or city may adopt the provisions of subparagraphs (a) and (b) for an optional additional motor vehicle registration fee to fund municipal transportation improvements in the

following manner:

(1) In a town, the question shall be placed on the warrant of a special or annual town meeting under the procedures set out in RSA 39:3, and shall be voted on by ballot. In a city, the legislative body may consider and act upon the question in accordance with their normal procedures for passage of resolutions, ordinances, and other legislation. The legislative body of a city may vote to place the question on the official ballot for any regular municipal election, or in the alternative, shall place the question on the official ballot for any regular municipal election upon submission to the legislative body of a petition signed by 5 percent of the registered voters.

(2) The selectmen or city council shall hold a public hearing on the question at least 15 days but not more than 30 days before the question is to be voted on. Notice of the hearing shall be posted in at least 2 public places in the municipality and published in a newspaper of general circulation at least 7 days before the hearing.

(3) A town or city may choose to restrict the use of the municipal transportation improvement fund to one or more of the transportation system modes provided for in paragraph VI(a). Any such restriction shall be so stated in the wording of the question.

(d) If a majority of those voting on the question vote "Yes," the additional motor vehicle registration fee shall apply within the town or city on the date set by the selectmen or the city council.

(e) (1) A town or city may consider rescinding its action in the manner described in subparagraph (c). The wording of the question shall be the same as that was adopted by the town or city, except the word "adopt" shall be changed to "rescind."

(2) If a majority of those voting on the question vote "Yes," following the action taken to rescind, the additional motor vehicle registration fee shall not apply within the town or city.

Source. 1919, 55:5. 1921, 120:3. 1925, 136:1. PL 100:14. 1927, 12:1. 1933, 29:1. 1941, 75:1. RL 116:20. 1945, 81:1. 1953, 130:2. RSA 260:27. 1963, 184:2. 1965, 153:2. 1975, 497:9. 1976, 3:3, 7. 1977, 314:4. 1979, 215:2. 1981, 146:1; 446:1, 2. 1983, 285:12. 1989, 263:9. 1991, 225:2. 1994, 42:2, 3. 1996, 251:10. 1998, 4:1. 1999, 265:1. 2003, 319:9, eff. July 1, 2003. 2004, 257:44, eff. July 1, 2004. 2010, 85:1, eff. July 24, 2010. 2013, 168:2, 3, eff. July 1, 2013.