

Dear Members of Technical Advisory Committee,

RE: 1 & 31 Raynes/Maplewood

Do any of the existing design plans do show original existing footprints of the buildings? Shouldn't these be listed? Development Standards show proposed footprints for two buildings-which is which? Are the first floor parking garages included in these footprints? The block length does not add up to what is shown. Can dumpsters be in the 100' buffer?

Zoning:

The height maximums for these three lots are as follows per Map Geo:

Lot 123-10 1 story 20' (30' with North End Incentive Overlay District-NEIOD)

Lot 123-12 2 story 35' along Maplewood and 2-3 story 40' along Raynes Ave (45' and 50' with NEIOD)

Lot 123-14 2-4 story 50' (60' with NEIOD)

The entire water's edge is 2 story 35' (45' with NEIOD)

The zoning ordinance regarding more than one height on a lot, 10.5A21.22 (a) states the height shall apply to the portion of the building that is 50' or less to such lot line or the street (b) or 100' from the body of water.

This development should include height and elevations for all sides of the buildings. Are the mixed use building and hotel stepped down according to height regulations? Sitting in/on the 100' buffer is 100'.

The entire lot is zoned CD-4 according to Map Geo. Maximum building footprint is 30,000 sf per lot, 31,380 are proposed. Block length seems significantly more than what is listed in development standards. All shared parking must be deeded to ensure it will not be changed when properties are sold or there is a change of legal ownership names.

Community Space-Greenway per 10.5A46.22 as well as Figure 10.5A45.10: The required parking lot shielding is not IN the community space. The proposed restoration seed mix is questionable. The required trees and landscaping are zoning and should be addressed before moving forward.

Fire:

The first floor parking garages have spaces which seem to stick out beyond the proposed edges of the buildings(C-102, draft C-102). Will those cars impact width of the driveway for fire trucks? One would think first floor parking would need to be enclosed for such a large amount.

Traffic and Safety:

A traffic light, which is 100% synced with the Maplewood Ave and Deer St light, could be added at the corner of Vaughn and the RR tracks. Both Vaughn and Raynes showed a Level of Service of "F". A traffic light would allow pedestrians/bicycles crossing from the other part of the NMP Trail by the cemetery. Covid AND the construction on the North End have affected all reports, none are truly accurate. What I understood from the report is the 128 room hotel will generate 34 trips a day. Anyone in the hotel business knows about 100 or more cars likely arrive Friday and will leave this site most Sundays for a weekend in Portsmouth. The hotel cars will also add to the high volumes on Maplewood Ave, including access to downtown for the many who may not be able to or want to walk downtown. General side street traffic may want to be reviewed before moving forward with Maplewood Ave improvements once all developments are approved.

Respectfully,

Elizabeth Bratter

159 McDonough St

Portsmouth property owner

March 31, 2021

City of Portsmouth Meeting April 6, 2021

I would like to submit a few comments and concerns relative to the proposed hotel development on the North Mill Pond.

There are many considerations beyond those I mentioned in my March 25th letter about establishing a historic neighborhood for community integrity, or at least a hotel with architecture consistent with our downtown area. The North Mill Pond has a diverse and complex wildlife habitat. Living on the shoreline we regularly see various species of ducks and geese, but that is just the beginning. There are migratory cranes, bald eagles and other raptors that hunt from the trees, and even the occasional seal. Several of us have pictures of these species. With such a precious resource within our city we should consider the environmental impact that a shoreline development would inflict. At the least the State of New Hampshire Environmental services and New Hampshire Fish and Game should legally be consulted. The presence of bald eagles would also bring in the federal government. Let me quote from the US Fish and Wildlife Service: "Bald Eagles are no longer an **endangered species**, but bald and golden eagles are still protected by multiple federal laws, such as the Eagle Act, the **Migratory Bird Treaty Act**, the Lacey Act, and other state and municipal protections."

I would also like to mention the tidal history of this body of water which has come into play in prior developments. When the townhomes on Nobles Island were constructed, the architects did not foresee the tidal forces would eventually cause settling and sinking of the area resulting in structural cracks in the properties. If that occurred on simple two-story townhomes what could possibly go wrong on a massive five story hotel complex?

There are many considerations. My two letters have raised but four concerns, one of which becomes a federal matter because of the wildlife involved.

Thank you for your consideration.

Respectfully,
Larry Booz
172 Northwest St
Portsmouth, NH 03801
603-969-7540

Juliet T.H. Walker

From: Andrea Ardito <oihmommy@gmail.com>
Sent: Tuesday, April 6, 2021 9:43 AM
To: Planning Info
Subject: Raynes avenue proposal

Good Afternoon,

I am writing once again about our family's concerns over the proposed hotel development on Raynes avenue.

We are greatly concerned about the effects of light, noise and increased traffic directly impacting this historic cove and neighborhood. While development is welcomed in that area, we feel the current proposal does not take in account the history of the neighborhood, nor the residents that will be directly affected. There is much conversation about the green area that will be created but no conversation about whether the materials used will be organic in nature. This area of water is used to fish, swim, kayak and boat. It is home to significant wildlife. While there is excitement over the area getting relief of its current neglected waterway, it must be done in a prudent, organic way and the ENTIRE area must be taken into account and cleaned up (specifically the Marsh lane boat launch/park area) which is severely neglected with coal and dump fill remnants of years past. In addition, this area is the site of our city's disastrous urban renewal, sorely remembered in many resident's lifetimes. Just because this proposed project will be "the same height" and scope as other developments on Raynes doesn't mean it should be. The question if another hotel is needed is questionable at best and the current contemporary design does nothing to honor this very special, historic ship port that was used to build tall ships in the 1800s; nor honor the neighborhoods that were razed for similar "progressive development" decades ago. Please, we urge you to listen to our concerned voices and make the necessary calls to develop this parcel prudently with these concerns in mind.

Thank you for your time,

Andrea Ardito, Brad Lebo, residents of 121 Northwest street Portsmouth

RE: 53 Green St

TAC 04-06-21

April 2, 2021

Dear Members of the Technical Advisory Committee,

Other than the excess amount(over 8000 sf) of building sitting in the 100' buffer giving an exaggerated look with negative impacts on the wetlands and the proposed greenway in the 25' wetland buffer, this lot has the potential to become a beautiful show piece for the Market Street Extension. It is obvious efforts were made right out of the gate to have this lot conform to normal development issues (fire access, landscaping, storm water, heights, traffic flow, etc), which is remarkable!

I did not have time to review the stormwater reports for this or the other proposed North End lot prior to penning my letters. Here are a few things which seem unanswered:

Design Plans:

The "Existing Conditions" does not indicate the size of the existing buildings.

Fire:

The landscape plan seems to show bushes, possibly on city property, very close to the proposed fire truck turn around area. Acquiring this triangle by moving the lot line to square off the property, securing an easement or moving said bushes could be helpful during emergency situations when more than one truck may be needed.

Stormwater:

It looks like the plunge pool (C-507) and the proposed greenway will be just a few feet from each other (C-104). The greenway may need to move onto the fire road in this area. The landscape plan does not seem to include any restoration to the proposed plunge pool area.

Zoning:

Community Space by definition, applicable to Article 5A, must be deeded. This development does not meet the 20% requirement to utilize the North End Incentive Overlay District. The property is presented as 1.77 acres after moving the lot line. This 77,101.2 sf lot would require 15,420.2 sf to meet the 20% requirement. Presently, Plan C-301 only shows a deeded area of only 10,532sf (Community Space Exhibit), a height variance may be needed.

Article 10 regarding the Wetland Buffer includes the 0 to 25' as a no cut area. The existing "Landscape Rendering" indicates: Prairie Moon Eco Grass Seed in the 25' buffer will need to be mowed every fall. Doing so would violate the 25' regulation. This is direct zoning issues and should be addressed before moving forward for the Conditional Use Permit to build within the 100' buffer.

Respectfully,

Elizabeth Bratter
159 McDonough St
Portsmouth Property Owner