

From: [Kimberli Kienia](#)
To: [Kimberli Kienia](#)
Subject: FW: Webform submission from: Planning Board > Body Blocks
Date: Wednesday, January 24, 2024 8:05:08 AM

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

From: City of Portsmouth <webmaster@cityofportsmouth.com>
Sent: Tuesday, January 23, 2024 6:19 PM
To: chellman@TNDEngineering.com; Peter L. Britz <plbritz@cityofportsmouth.com>; Peter M. Stith <pmstith@cityofportsmouth.com>
Subject: Webform submission from: Planning Board > Body Blocks

Submitted on Tue, 01/23/2024 - 18:18

Submitted by: Anonymous

Submitted values are:

Name
Effie Malley

Email
effie.malley@gmail.com <<mailto:effie.malley@gmail.com>>

Subject
EV Charging Stations

Message

Thank you for taking up the EV charging station ordinance and continuing work on it this week. I urge you to move this action as quickly as possible. I have owned an EV for over five years, and to drive to Seabrook or Rochester to use a level 3 charger is at a minimum inconvenient. In addition, as EV ownership increases, chargers are often busy: we need more chargers overall in the seacoast. Please feel free to contact me if you have any questions. Thanks again.

bcc-email
chellman@TNDEngineering.com,plbritz@cityofportsmouth.com,pmstith@cityofportsmouth.com

From: [Kimberli Kienia](#)
To: [Kimberli Kienia](#)
Subject: FW: Letter of support for passing the EV Charging Station zoning ordinance
Date: Monday, January 29, 2024 8:41:11 AM

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

From: Betsy Blaisdell <betsyblaisdell@gmail.com>
Sent: Saturday, January 27, 2024 3:15 PM
To: Peter M. Stith <pmstith@cityofportsmouth.com>
Cc: Peter L. Britz <plbritz@cityofportsmouth.com>
Subject: Letter of support for passing the EV Charging Station zoning ordinance

Hi Peter:

I'm writing as a Portsmouth resident and an owner of two EVs to recommend that the City Council pass the EV Charging Station zoning ordinance.

Portsmouth is far behind other communities who have recognized the economic value of installing EV charging stations. When electric vehicle owners have charging within walking distance of businesses and restaurants, local business owners benefit from receiving customers who require usually an hour to more to charge their vehicles. Cities like Montreal have actually integrated charging with parking meters allowing the city to make money not just off parking, but also charging.

As a major destination for travelers headed up to the Whites or the Maine Coast, Portsmouth is a charging dessert. EV owners' only options are Seabrook, Kittery, or Kennebunk for a super charge. With more than 40% of cars forecasted to be electric by 2030 (source: <https://www.bls.gov/opub/btn/volume-12/charging-into-the-future-the-transition-to-electric-vehicles.htm#:~:text=S%26P%20Global%20Mobility%20forecasts%20electric,surpassing%2050%20percent%20by%202030.>), the city and private business owners should be supported in installing this crucial infrastructure with a clear zoning ordinance.

I also want to add that adding EV charging is essential to the success of our City's Climate Action Plan, in line with our move to Community Energy, and valuable in reducing air pollution within our city.

Please share this letter of support in any hearing where this is discussed.

Thank you,
Elisabeth Blaisdell

Meeting: Planning Board
Date: January 18, 2024, 7PM
RE: EV Ordinance

Dear Members of the Planning Board,

January 11, 2024

The EV ordinance may need some review prior to moving it forward. Please take the time to review this link regarding Level 3 charging stations and consider the following thoughts regarding these necessary devices.
<https://energy5.com/addressing-noise-and-vibration-issues-in-ev-charger-systems>

Level 3 charging stations are currently not recommended to be built near residential units due to the noise and vibrations they emit. Most recommend these charging stations be installed along highways, in mall parking lots or very large parking lots. These are high end electrical devices. They need high levels of ventilation. Due to many issues these stations perhaps consider them to go through a proper permitting process or be reviewed by the Technical Advisory Committee (TAC). Level 3 charging stations should not be permitted in or abutting residential units of any kind, such as CD4-L2 (most of Islington St), CD4-W (large residential development in the West End), G1 or G2 (commercial on the first floor with residential above) without excellent sound level protections. Level 3 stations could include a set back to residential units and properties of 100' or more.

Electrical charging stations are a great idea and having proper parking is accounted for in the ordinance. Level 2 charging stations also vibrate and hum which, if they are in a well insulated garage, can't be heard. However, what about if a few are put in a parking lot, it's night time and windows are open. Will they be disturbing to those living above or near them? *The number of charging stations next to each other may want to be included in this ordinance.* Could an entire parking lot be filled with Level 3 stations in CD4-L2, like a gas station? Remembered that parking meters were removed from sidewalks to increase pedestrian experiences, be sure to remember that as these stations are added throughout the city.

There doesn't seem to be a limit on how many charging stations are allowed per X area and of which kind: maybe something to consider. There don't appear to be any setbacks to residential units or properties included. **Think of these as generators for cars.** The sound level and the vibrations are similar, except a generator only runs when the power is out. EV stations run all the time. National Physical Laboratory (NPL), the noise produced by EV charging points can range from **50 to 85 decibels (dB)**. Generator loudness can range anywhere from under 50 dB to around 100 dB.

This is a great start to an ordinance worth putting into place. It may need to be tweaked a little more before moving it forward. Noise levels do need to be considered as more EV stations are needed. Hopefully the technology will work on the vibration and the noise but until then please consider what it would be like to have a generator pulsating next to your open window, every night, all night long. Please add necessary quality of life stipulations to this ordinance.

Respectfully,
Elizabeth Bratter
159 McDonough St
Property Owner

02/14/2024

Dear Planning Board,

I'm reaching out today regarding the proposed multi-family residential project at 100 Durgin Lane. I'm happy to see that this project is not seeking any variance for wetland setbacks, and though I am all for increasing the housing stock, which is precisely what I hoped this property would turn into, but at the end of the day, I have a few concerns.

My concerns stem from the isolation of a project this size that will essentially comprise of one single use. I can see where the developer highlights multi-modal paths in and out of the property, which are great qualities needed for any new project. I can also understand the proximity to a significant business district in the city, though it still doesn't sit well with me long-term. The businesses being touted that are adjacent to this property, aside from the grocery store and church, don't contribute to the liveliness and community of this newly proposed project.

In my opinion, a project of this size needs to prevent long-term degradation and isolation due to the lack of mixed-use. This could include introducing spaces for businesses like coffee shops, laundromats, co-working spaces, gyms, etc., that foster community-building and connection. The previous uses I have mentioned generally don't need extensive square footage and, in most cases, avoid disruption from active daily deliveries. I genuinely think this project would benefit from adding some of these uses, perhaps near the southeast side of the project adjacent to the Holiday Inn. I know this may be a big ask for the developers to consider since, as I'm led to believe in its current state, needs no variances to move forward, but I think it's essential to think about the aging of the development and making sure it is safe for anyone to live in for years to come.

Thank you for your consideration,

Glenn Trefethen
Urban Planning Student

From: [Private General](#)
To: [Planning Info](#)
Subject: EV Station info from Dover
Date: Thursday, February 15, 2024 12:57:22 PM

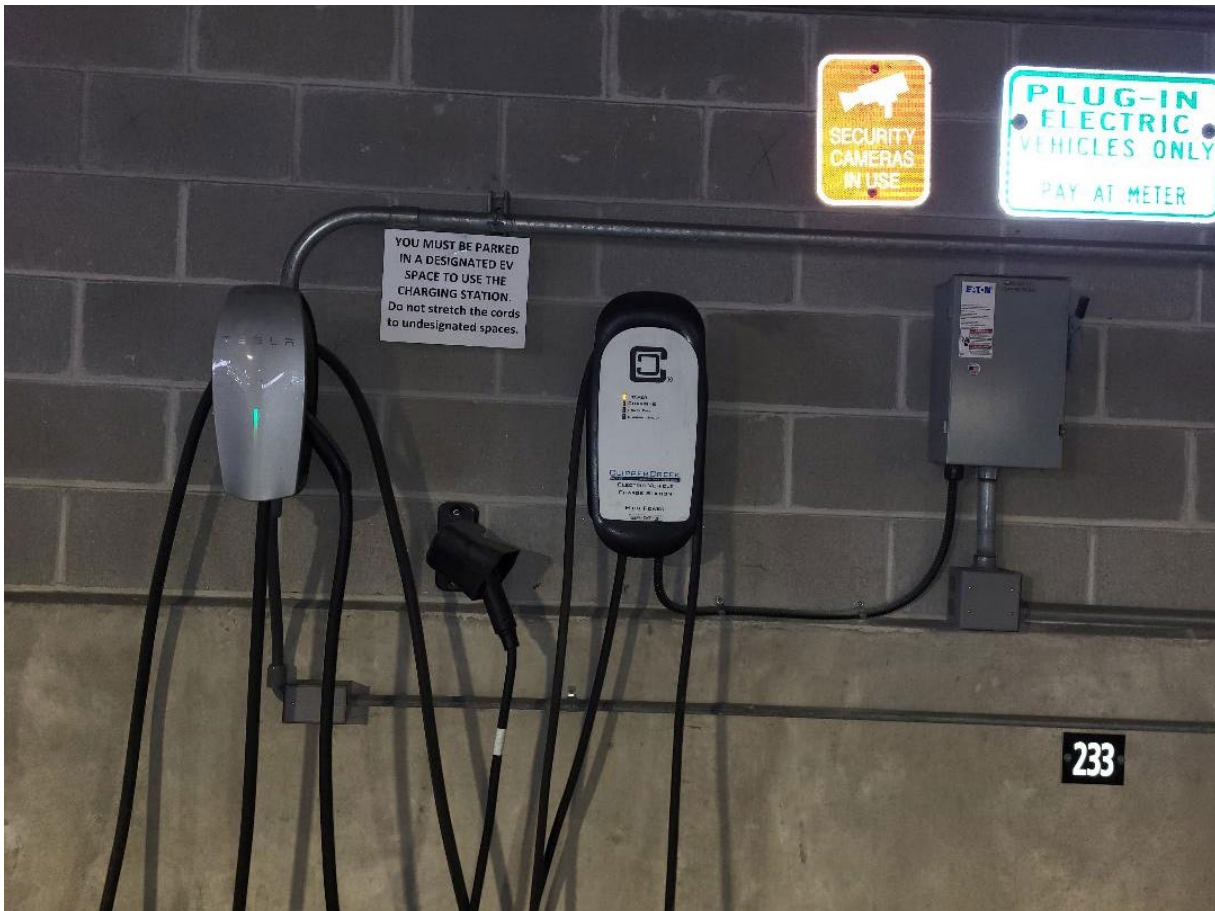
Dear Planning Department,

Sorry I'm so late. Please forward this email with its pictures to the Planning Board and Peter Stith for review prior to the meeting or at least accessible during the meeting. THANK YOU, Liz

Dear Members of the Planning Board,

. Please see the information with each of these three pictures. The information regarding the Dover Parking Garage was received from the Dover Parking Dept. The Circle K info regarding price was acquired from a citizen charging his Kona. Dover's "normal" rate for parking in the garage is \$1.00 per hours.

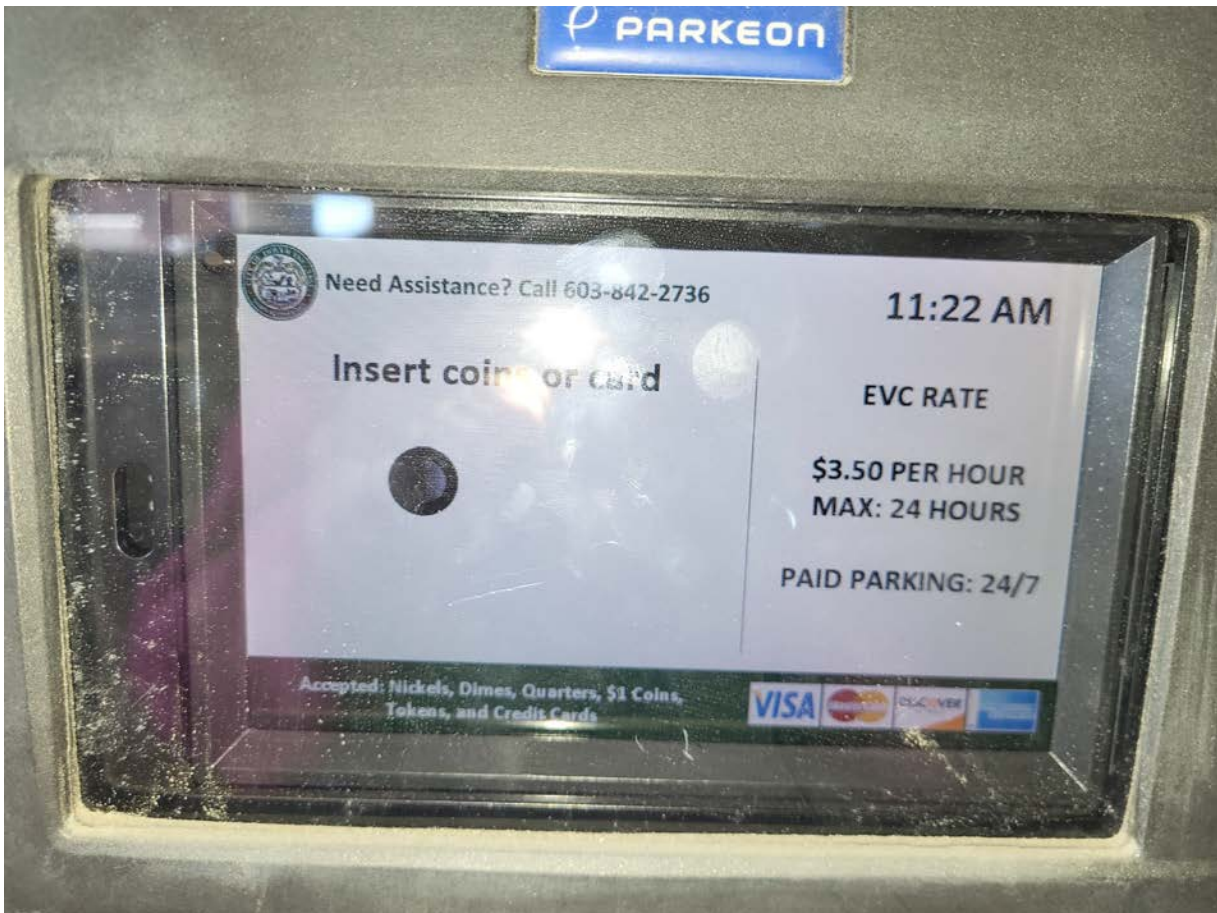
Respectfully submitted by Elizabeth Bratter, 159 McDonough St, Property Owner



Dover Level 2 Charging Station in Parking Garage. Transformers are behind the wall with all other transformers for the garage and Police Station. No noise could be heard from the station (no one was charging at the time). The Parking Dept shared, they have received no complaints regarding the charging station in the garage. It is on the second floor, about 100' or more from senior housing and a restaurant on the other side of the garage.

Dover pricing \$3.50 per hour. Tesla paid for all the equipment including the non-Tesla stations (total of 4 stations) and provided \$4000.00 for installation costs. The cost to charge was decided to be the middle

between a truck and a small vehicle charging. They are breaking even.



Dover does NOT use Smart Charging, very expensive and Derry tried it and ended up removing them.

There is a privately owned Level 1 Charging Station at the Circle K on Central Ave in Dover. Circle K charges 43 Cents per kilowatt. A Hyundai Kona costs about \$25.00 to charge if fully empty. This station was making a large fan noise. It was charging a vehicle at that time. This unit sits to the rear of the building, is blocked by the building and is over 100' from any residential. It has two charging stations.



From: [Planning Info](#)
To: [Kimberli Kienia](#)
Subject: EV Station
Date: Thursday, January 25, 2024 8:24:03 AM

From: Private General <qatoday@yahoo.com>
Sent: Wednesday, January 24, 2024 5:07 PM
To: Planning Info <Planning@cityofportsmouth.com>
Subject: Fw: EV Station

Good Morning, Planning Department,

I would appreciate it if these pictures could be forward to the Planning Board for tonight's Work Session with this note. Thank you, Liz

Dear Members of the Planning Board,

These are pictures of a fast charging stations in Kittery, ME (next to Columbia Sports).

The first picture is from the side. It shows how the generator is enclosed and has a combination lock on it for access by the necessary people who made need to get at the generator. No one was charging at the time and it was pretty cold therefore the ventilation system was just humming.

The second picture shows the generator and the electric transformer both are needed for this station. Notice the various types of bollards. The State of Maine regulates electricity supplies in their state, they must meet safety and fire protocols.

The third picture is the warning label on the transformer. It has some of setbacks and other requirements listed.

The fourth picture is to aid in understanding how big these are, that is a toyota RAV 4 parked parallel to the generator.

The fifth picture is EV Station connections with me standing (5' 5") next to it to aid in assessing height of the station. These are not ADA complaint stations, something to think about as these are proposed.

This charging station is run by Electrify America. Here is a link to their website about how their systems work.

[Electrify America in Kittery, ME, 375 US-1](#)

Respectfully submitted by Elizabeth Bratter, 159 McDonough St, Property Owner.

WARNING

dangerous voltage inside.

KEEP OUT!



Shock, burn or cause death.

If damaged or unlocked call your local utility company or 911.

WARNING

Underground power cables located in this area.

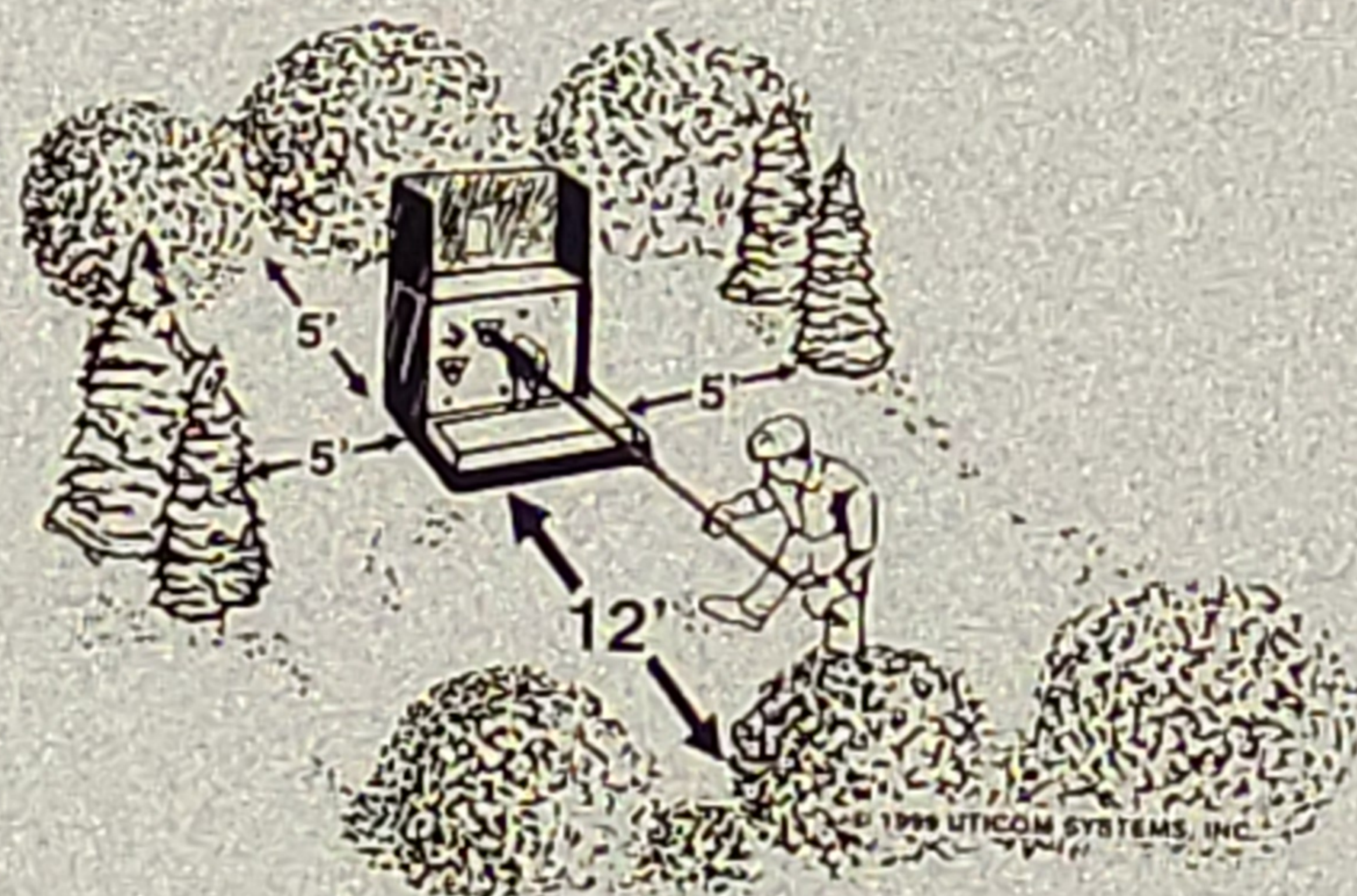
Before digging call 811.

Shock, burn or cause death.



Know what's below.
Call before you dig.

NOTICE



We need room to work safely on this device. Please keep shrubs and structures 12 feet away from the side with doors and 5 feet from other sides.

Obstructions may be damaged or removed during service restoration or maintenance.

▲ USI (11/18)

U7010WWN-RGE-NY

ADVERTENCIA

Hay un peligro de choque eléctrico adentro.

NO ENTRAR!



Podría producir choques eléctricos, quemaduras, o causará la muerte.

Si está dañado o abierto por favor llame a su compañía local eléctrica o al 911.

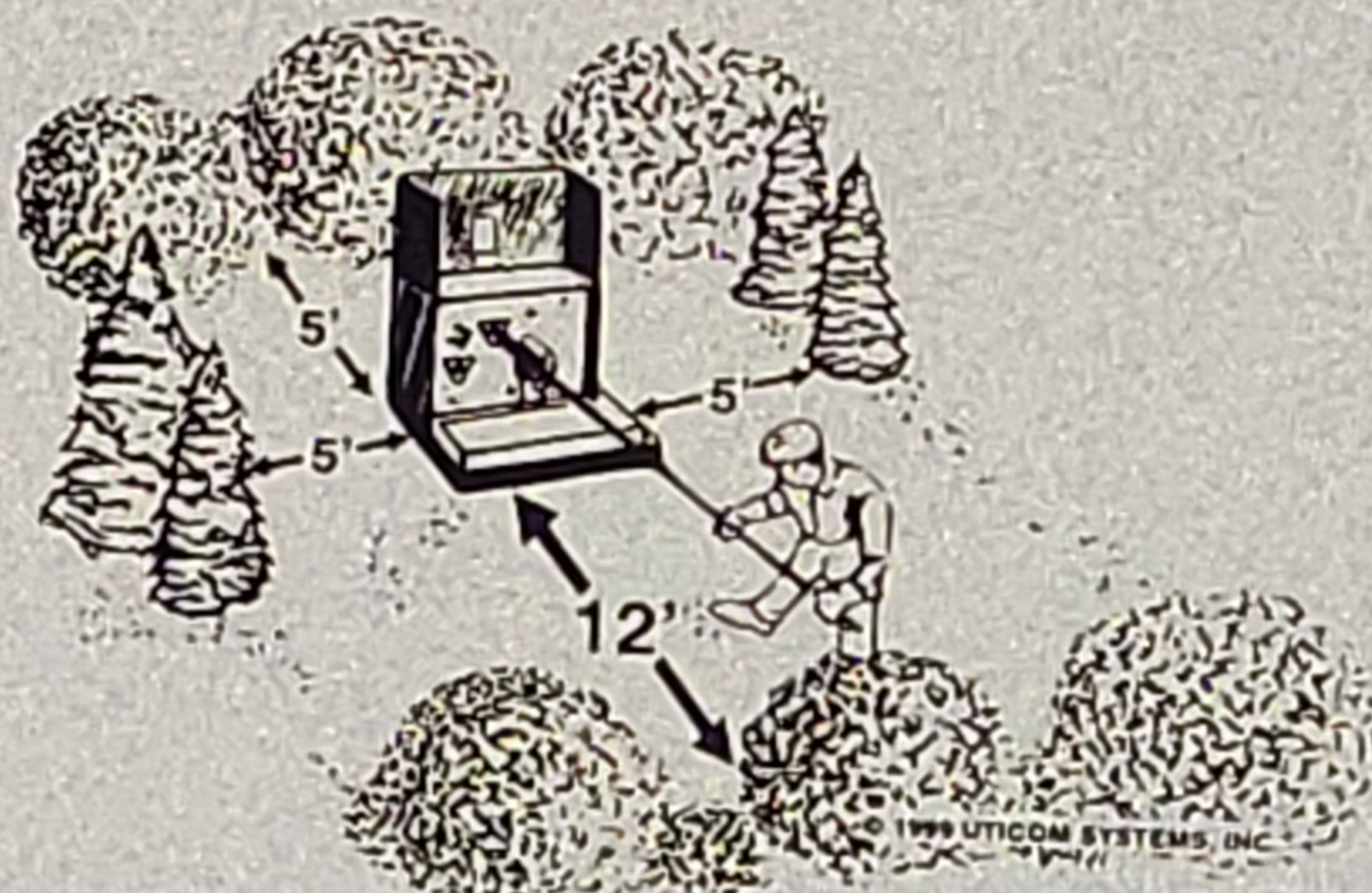
ADVERTENCIA

Hay cables de voltaje peligrosos enterrados en esta área.

Antes de excavar llame al 811.



AVISO



Necesitamos espacio suficiente para trabajar sin riesgos en este sitio. Por favor mantenga arbustos y estructuras a 12 pies de las puertas y 5 pies de los lados.

Obstáculos podrán ser dañados o removidos durante restauración de electricidad.









From: [Private General](#)
To: [Planning Info](#)
Subject: EV Station info from Dover
Date: Thursday, February 15, 2024 12:57:22 PM

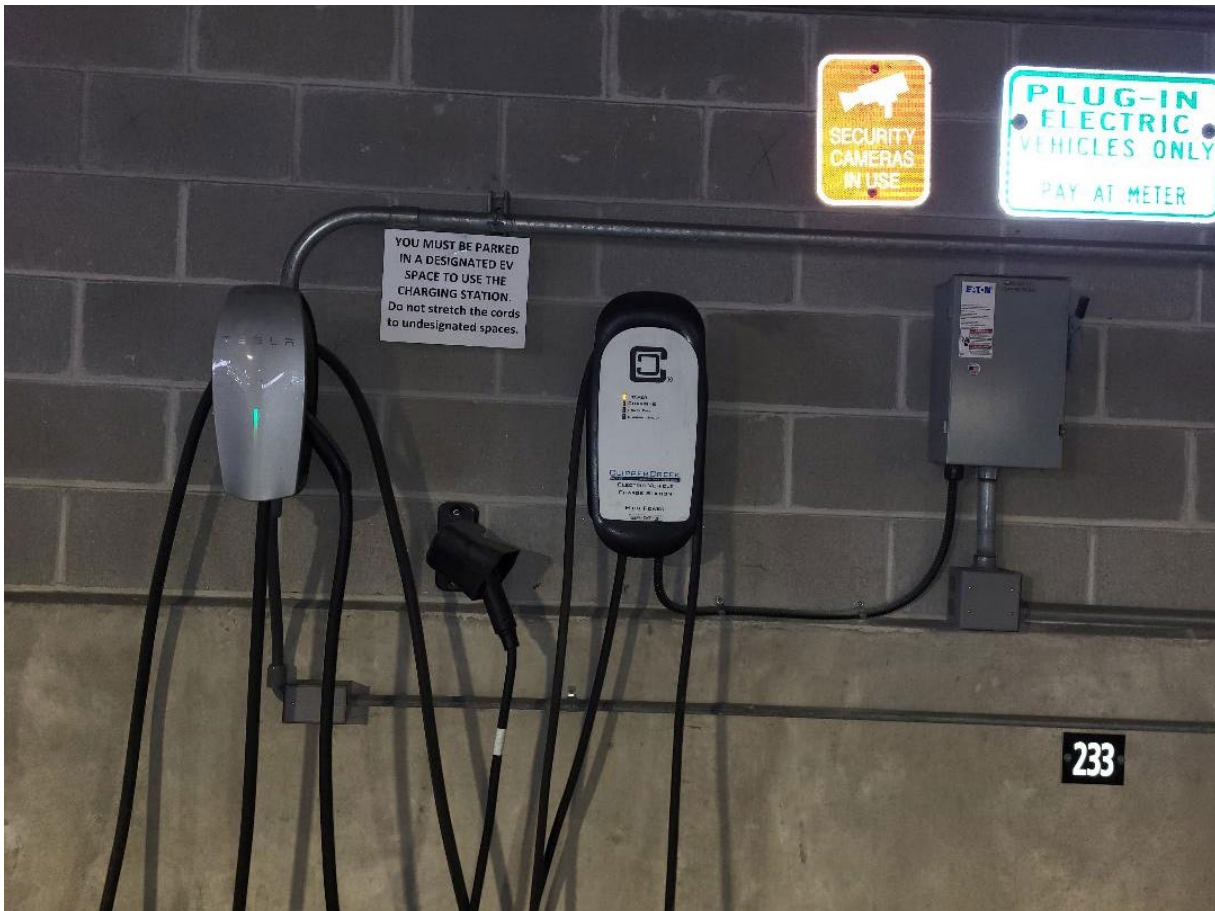
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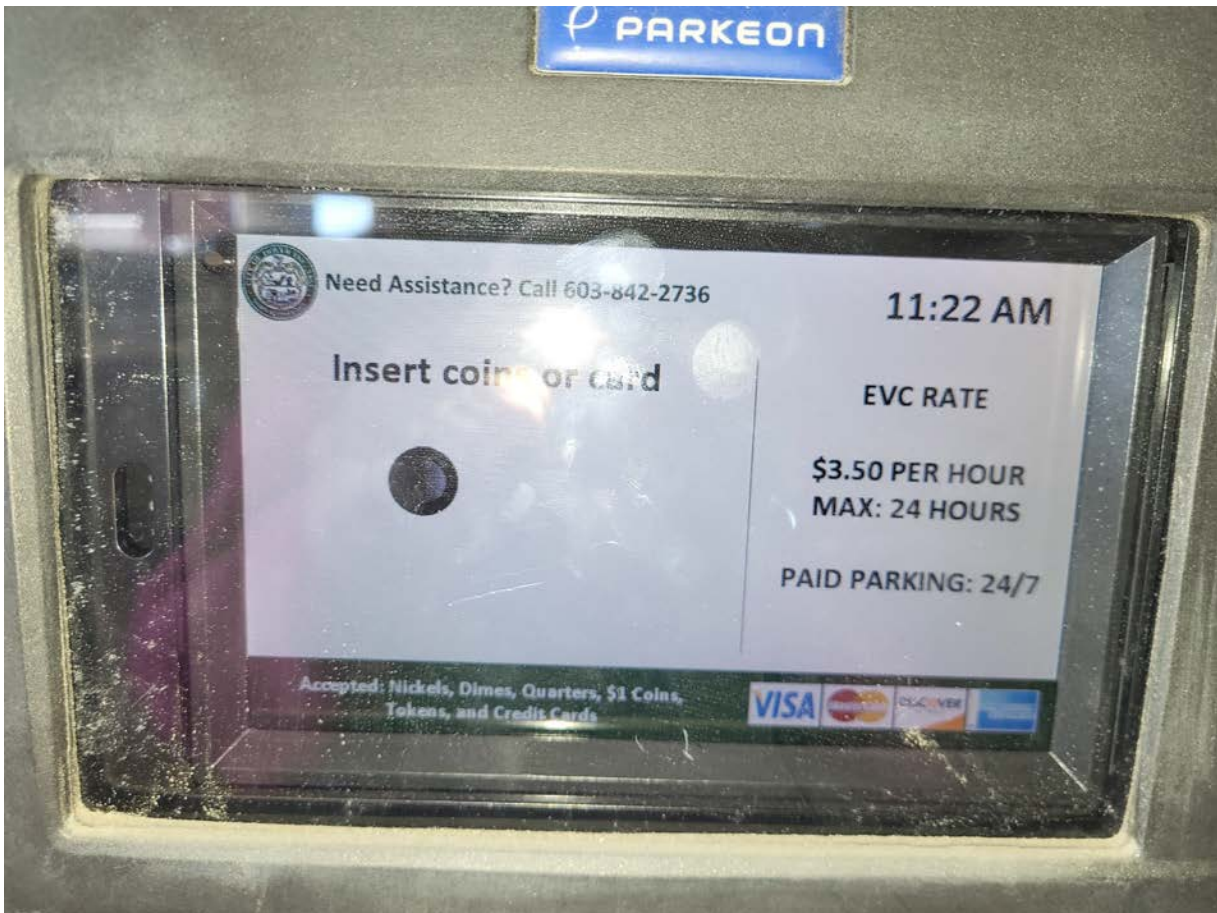
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From: [Kimberli Kienia](#)
To: [Kimberli Kienia](#)
Subject: FW: Webform submission from: Planning Board > Body Blocks
Date: Tuesday, February 6, 2024 12:48:36 PM

Sent: Tuesday, February 6, 2024 12:25 PM

To: chellman@TNDEngineering.com; Peter L. Britz <plbritz@cityofportsmouth.com>; Peter M. Stith <pmstith@cityofportsmouth.com>

Subject: Webform submission from: Planning Board > Body Blocks

Submitted on Tue, 02/06/2024 - 12:24

Submitted by: Anonymous

Submitted values are:

Name

Dan Deering

Email

dan@macedge.com <<mailto:dan@macedge.com>>

Subject

Citizen feedback to Work Session on EV charging

Message

Good afternoon! I thought I would reach out with a little feedback and information regarding EV's and charging as I am on my second EV now. I will provide some information for clarity, some personal experience, and a suggestion based on the Ordinance.

First some clarification on the three main types of EV chargers:

Level 1 Chargers: These are the most basic chargers, often used for home charging. They plug into a standard 120V AC outlet and offer slow charging, typically adding about 4-5 miles of range per hour of charging. These are considered "portable" and many cars come with them.

Level 2 Chargers: These chargers are faster and require a 240V AC outlet, similar to what large appliances use. They are common in both residential and commercial settings, providing about 12-80 miles of range per hour. These can either have a 240v plug, or be hard wired directly, in either case likely needing an electrician.

Level 3 Chargers (also known as DC Fast Chargers): These are the fastest chargers, primarily used in commercial and high-traffic areas. They operate on a 480V DC supply and can add about 60-100 miles of range in just 20 minutes of charging. These required transformers and extensive physical presence. The general cost is unknown publicly, however Revision Energy just had two of these installed on the ChargePoint network in Keene at the Monadnock Food Co-op and do NOT have that such massive infrastructure.

Also I would like to point out that the Level 2 chargers that the city has are pay by the minute. However, they have two connectors and if two cars are plugged in charging at the same time, you are essentially paying double for electricity as it is pay by the minute. I would HIGHLY suggest moving to a cost per kwh to be more fair to consumers. (I have use these once and will never use them again because of that).

Additionally, at work (MacEdge in the Bowl-o-rama Plaza) we have installed a Level 2 charger for employee use only using a 50A circuit and required an electrician to install. It has a key lock so an employee must use a key to engage the charger. This is a great way for companies to provide charging for employees, or without a key, to the public. The charge unit cost about \$700 plus the electrician.

If you would like to learn more, a GREAT YouTube channel is @OutofSpecReviews and this guy is really considered the foremost expert on EV's and charging infrastructure.

SUGGESTION FOR ORDINANCE:

On the proposed ordinance Section 10.1110 Table of Minimum Off-Street parking. The requirement is defined as Number of Charging Ports + 2 parking spaces. I would like to point out that in SOME instances, a Level 3 charger might have 2 ports but only one is operational at a time. For example all of the Electrify America stations. So if EA wanted to put four chargers in, this ordinance would required 8 parking spaces, not 4 and based on this, an EA station would not be feasible. I would suggest changing that definition to "Number of concurrent usable ports".

Thank you for your time.

Regards,

Dan Deering
President & Chief Nerd
MacEdge LLC

bcc-email
chellman@TNDEngineering.com,plbritz@cityofportsmouth.com,pmstith@cityofportsmouth.com

From: katy.johnsbermanlaw.com
To: [Kimberli Kienia](#); [Peter L. Britz](#); [Peter M. Stith](#); [Izak Gilbo](#)
Subject: 111 Bow Street concerns of 99 Bow Street seating capacity, please forward to all members of the Planning Board
Date: Sunday, March 17, 2024 10:13:51 PM
Attachments: [IMG_3663.3GP](#)

To the Portsmouth Planning Board,

Re: 99 Bow Street

Martingale LLC site plan approval scheduled for hearing Thursday, March 21st

I am Katy Eveland Sherman, owner of abutting property, 111 Bow Street, Unit 2. There are four residences and three commercial units totaling seven units at 111 Bow Street. All owners of the Units in 111 Bow Street do not approve of this expansion. All seven units will be adversely affected by the sound, noise, odor and light this additional seating and deck will create.

The 99 Bow Street building was initially approved with several variances. When it requested a dock the records of the Portsmouth Conservation Commission emphasize that 99 Bow Street agreed that if approved it would not request further expansion. Despite this, it did—several times. 99 Bow Street sought a Dredge and Fill permit from the NHDES, but then withdrew it. More recently, 99 Bow Street again sought to expand its deck. We objected. Citing the promises and conditions that there would be no further expansion as a reason, the Conservation Commission denied 99 Bow Street's request for approval.

Nonetheless, 99 Bow Street sought a Dredge and Fill permit. Citing the Conservation Commission's denial and based on several other factual findings, the NH DES denied its request for a Dredge and Fill permit by Order.

99 Bow Street appealed this denial. Seemingly without public consideration and without a public hearing, the NH DES then issued an Order reversing itself. This reversal Order specifically made factual findings that were contrary to the factual findings in its initial Order denying the Dredge and Fill. Because it was so puzzling why NHDES would reverse itself without any public input and without conducting a public hearing, we tried to appeal the reversal Order by NH DES, but this appeal was denied. So when 99 Bow Street claims in its submission that an abutter allegedly delayed its project by filing an appeal, please know that their project was delayed because the Portsmouth Conservation Commission denied approval and NH DES denied its original request for a Dredge and Fill Permit only to then reverse itself, without public input.

To be clear regarding my position as a direct abutter and all Unit owners of 111 Bow Street Condominium Association - which is the entire building at 111 Bow Street - we object this expansion. Rejection of this expansion remains with the purview of the City of Portsmouth as the local governing body.

The garbage from 99 Bow Street, a problem since it expanded the building, continues to be a huge issue for us causing rancid odor, seepage, loud noise and a rodent problem at 111 Bow Street, a historic building. 99 Bow Street has repeatedly told the city and us they will tend to the outdoor garbage problem.

Although they erected a steel bracket so that its trash barrels are no longer stored directly against our building, this only moves the barrel approximately six to twelve inches away from our building. The trash problems continue. 111 Bow Street windows on the side facing 99 Bow Street, where their garbage is stored, need to be kept shut due to odor and loud noise. These same windows used to look out at the downslope of Bow Street now look out at garbage. 99 Bow Street dumps out the trash and empties the bins - often late at night and very early in the morning (i.e., many times as early as 6:00 a.m.). The Unit on the ground floor regularly informs those responsible for the trash to please be quiet to no avail. We have complained about the stench and the rats repeatedly, also to no avail.

We have witnessed grease spills from the grease trap and from the trash. We witnessed a man cleaning behind the trash, spraying the grease and filth between our buildings, seeping down onto our AC compressors and into the Piscataqua. Please see the email below to the Health Inspectors, February 2023.

There is absolutely no buffer. 99 Bow Street has said the trash directly pushed against 111 Bow Street is overflow trash that doesn't fit in their indoor dumpster. We believe the city has requested 99 Bow Street to remedy this problem but these garbage pails are most often, if not always full.

If the businesses at 99 Bow Street cannot handle the trash at the capacity they hold now, how will they handle even more trash from additional capacity? They have said repeatedly they will take care of this issue. After over a decade of these complaints, they still have not solved the problem.

Smoking by tenants & employees from the Martingale Wharf directly in front of 111 Bow Street also continues to be a problem. 99 Bow Street recognizes the nuisance that smoking causes to its customers at 99 Bow Street — so they are directing their own tenants and employees to do it in front of 111 Bow Street.

They send the nuisance they create and for which they are responsible, in front of our building. These individuals throw their cigarettes around our building and in our stairwell daily. So blatant is this conduct that 99 Bow Street placed a large ashtray directly outside of our building, instead of outside of theirs years ago. This is not the response of a "good" neighbor. The ashtray has not helped the problem. We have called the restaurants complaining multiple times. Expansion of this deck will only increase the amount of customers, employees

and, likely, this problem.

The noise (from music, restaurant chatter, dishes clanking, etc.) and lighting (blue lights strung around the deck) is negatively impacting our building and it's residents. We, also, notice trash floating by on the river (beverage napkins, paper, etc.). We bought this Unit in a residential area. The commercial creep is now reflecting and resounding in our units and into/onto the Piscataqua River.

Sea level rise is an increasing problem. It is resulting in more state and city regulations protecting our shoreline and wetlands. The existing dock, at high tide, is already swamped on occasion. With sea level rising, this will only get worse. Please see picture attached of their dock nearly sinking in January 2024, at high tide.

There was a loud noise/horn problem from their vents during the summer of 2023. It went on for several days, despite several calls to the building manager, disrupting our building. One of our residents had several sleepless nights due to the noise and the vibrations. Please see the video attached. Please see Noise Control ordinances for the City of Portsmouth, Article IV, Section 3.401 & 402 & 403. If they can't handle the capacity now with their venting system, how will they with an even larger capacity?

Bow Street is a busy area in Portsmouth, as an inlet off the bridge from Kittery and an outlet to the many businesses on the lower end of Bow Street. There are often two - three trucks loading and unloading at the no parking area in front of 99 Bow Street - on any given day impeding walkers, bikers, traffic and parking. Please see the picture of three trucks loading and unloading in front of 99 Bow Street. Again, I ask - how will they handle even more loading and unloading with increased capacity?

We have spent hundreds of hours of time requesting the city deny and/or solve these issues. We plead with the city to please have the applicant solve these issues before approving one more seat!

Thank you for your consideration.

Sincerely,
Katy Eveland Sherman
111 Bow Street Condominium Association, Treasurer
Unit 2
Portsmouth, NH

1. Email re: 99 Bow Street Health complaint

Date: February 10, 2023 at 14:19:17 EST
To: kimcnamara@cityofportsmouth.com,
kmshaw@cityofportsmouth.com,
tmmclellan@cityofportsmouth.com, Izak Gilbo
<igilbo@cityofportsmouth.com>
Subject: 99 Bow Street health complaint

Good afternoon, (Izak - please forward to conservation committee, Jason Page & any others that may be able to help. Thank you.)

I observed a person spraying the grease from the blocked grease trap and from the 99 Bow Street/ Martingale garbage receptacles. The grease was being directed between our buildings (99 & 111 Bow), down the area between our buildings which leads to our ac compressors & into the Piscataqua.

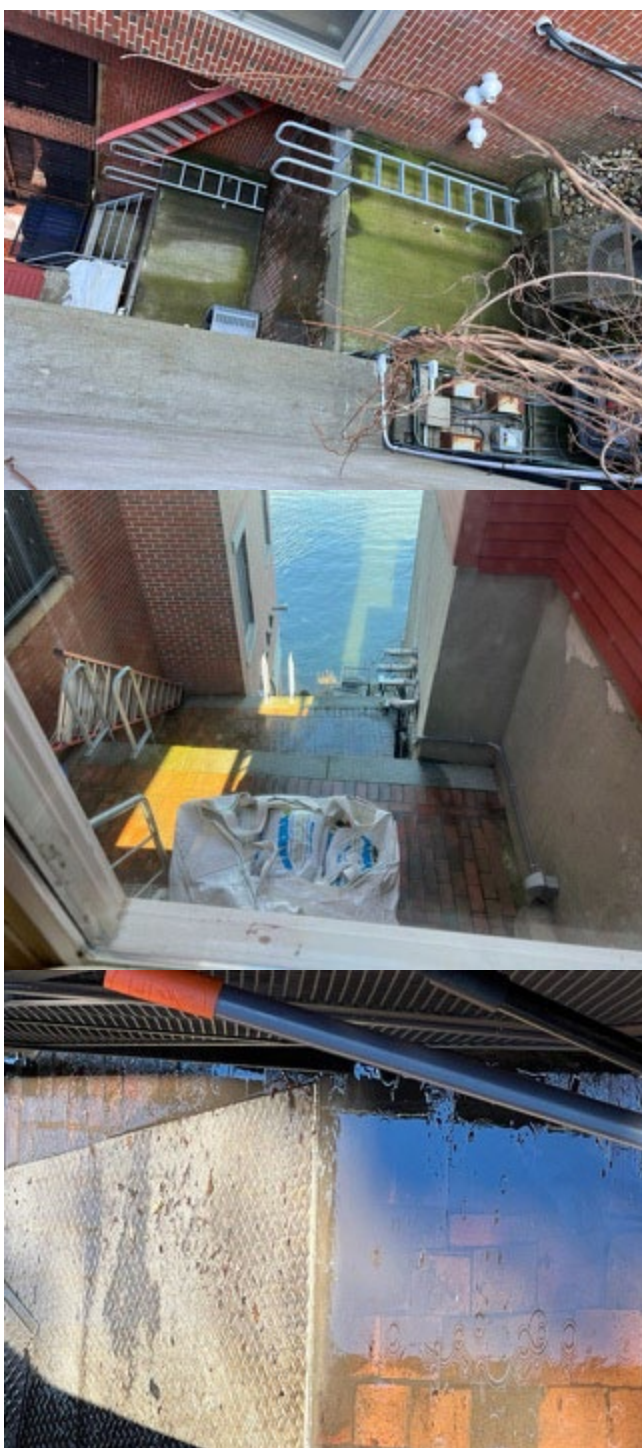
I just left Jason Page & Kristin Shaw voice messages. The trash has been an ongoing issue for over a decade. We have a rat problem b/c of this issue.

There is also clutter (including a palette of landscaping stone) where storage is not permitted in the area b/wn our buildings.

Please advise.

Thank you,
Katy Sherman
111 Bow Street, Unit 2

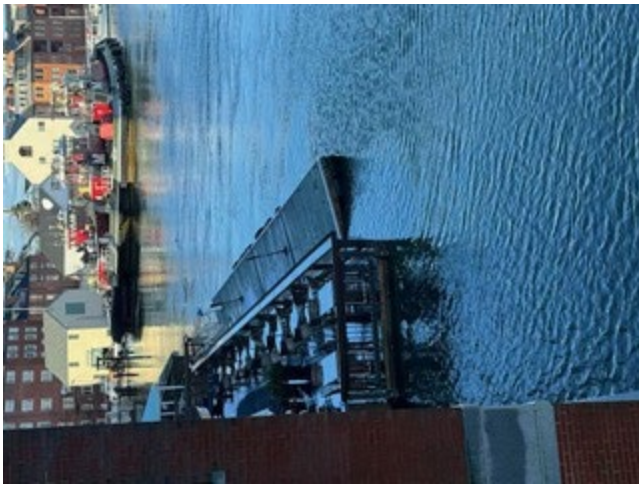




2. Three trucks parked loading and unloading at 99 Bow Street - this occurs regularly.



3. Current dock partially sinking at high tide and seating area almost immersed - January 10, 2024.



4. Video of loud noise occurring for over a week from vents at 99 Bow Street.

From: [William Owens](#)
To: [Planning Info](#); [Peter M. Stith](#)
Subject: 999 Islington Street application, on schedule for 3/21/2024
Date: Friday, March 15, 2024 6:54:47 PM

To: Members of the Planning Board

From: William Owens, abutter to 999 Islington Street

re: 999 Islington Street, Request for Conditional Use Permit and Accessory Use

Dear Planning Board Members:

I am an abutter to the 999 Islington property, living across Islington on Spinney Road. I am writing to strongly object to the Board's granting this request for a conditional use permit for an accessory use. My concerns involve noise, traffic, safety, and parking.

Noise.

Initial appearances might be misleading for 999 Islington Street. It is actually in an area with many residential homes, both on Islington Street and across Islington on Spinney Road. Just across the street at 1000 Islington, I believe there is an apartment above the business. And going down Spinney Road and Islington there are numerous homes nearby. There is also a condo association at 962-4 Islington with several residences.... My own home sits across Islington on Spinney, and I hear the noise from the Islington asphalt areas routinely. There is an amphitheater kind of effect in this area, and the sound really carries -- more than the people making it seem to expect. Any kind of "partying," or even just boisterous family fun -- it feels like you can hear almost everything. This concern is even greater given that the "Behind the Plate" business plans to serve alcohol.... **I do not believe it is reasonable to place an outdoor dining and beverage seating section in an area that will impact so many residential homes.**

Traffic.

The traffic layout for the junction of Spinney and Islington is difficult. This intersection and the opposite large parking driveway do not align, and there is no clear traffic control besides a single stop sign. Traffic coming out of the large 959 and 1001 combined parking area can get backed up, because both Portsmouth Music and Arts and NH Theatre Project are located there. Traffic moving along Islington could be turning into the 959-1001 lots, or onto Spinney Road, or into the 1000 Islington or 999 Islington Street properties. There is also on-street

parking along Islington Street, and parking for the 962-64 Islington condo association, which has to cross through a pedestrian walking area on Islington. In addition, of course, there is pedestrian traffic and frequent bicycle traffic that is part of the safety demands that any driver has to try to deal with.

I have heard many extreme horn honking and shouting situations with people dealing with all of this confusion over the years. It is just an awful lot of places for drivers to be keeping track of, and late turns or non-signalized turns can create traffic mishaps or accidents. The addition of an outdoor dining "accessory use" along Islington, and right in the middle of all of this -- I think this just adds to the traffic and safety problems. Also, I would guess that once this kind of use gets "established," it could tend to become an accepted pattern, even as the traffic issues in the area continue to grow over time. This is an area that needs to be simplified -- not given more complexity.

Parking.

Historically, this property seemed to have low parking needs. It seems like parking may be changing with a more intensive use of the property. Adding the additional seating for outside dining would mean more potential patrons and more of a demand for parking. I hope the Planning Board will look into this issue, as any difficulties in finding a parking spot would naturally spill over onto others in the area.

Thank you for taking my concerns into consideration. I would be glad to hear back from the Planning Board to clarify or to follow up.

Sincerely,

William Owens

10 Spinney Road

Portsmouth, NH