

CITY COUNCIL MEETING

Remote Meeting Via Zoom Conference Call

To register in advance for this meeting, click on the link below or copy and paste it into your web browser:

https://zoom.us/webinar/register/WN_sx_7WbXiRk6HHMAnjUJdrA You are required to register in advance to join the meeting over Zoom, a unique meeting ID and password will be provided once you register. Please note, this meeting will also be broadcast on the City's YouTube Channel. Public comments for the Council's consideration can be emailed in advance via the City's web site: <https://www.cityofportsmouth.com/citycouncil/contact-all-city-councilors>.

Per NH RSA 91-A:2 III (b) the Chair has declared COVID-19 Outbreak an emergency and has waived the requirement that a quorum be physically present at the meeting pursuant to the Governor's Executive Order 2020-04, Section 8, as extended by Executive Order 2020-9, and Emergency Order #12, Section 3. Members will be participating remotely and will identify their location and any person present with them at that location. All votes will be by roll call.

DATE: MONDAY, JUNE 15, 2020

TIME: 7:00PM

AGENDA

- I. **6:00PM WORK SESSION – THERE IS NO WORK SESSION THIS EVENING**
- II. **PUBLIC DIALOGUE SESSION [when applicable – every other regularly scheduled meeting] – *POSTPONED***
- III. **CALL TO ORDER [7:00 p.m. or thereafter]**
- IV. **ROLL CALL**
- V. **INVOCATION**
- VI. **PLEDGE OF ALLEGIANCE**

PRESENTATIONS:

1. *Presentation by Health Officer Kim McNamara regarding COVID-19 Update
2. *Presentation by IT Manager Alan Brady Regarding Information Technology Budget
3. *Presentation by Public Works Director Peter Rice Regarding Islington Street Corridor Project

- VII. **ACCEPTANCE OF MINUTES – MARCH 16, 2020**
- VIII. **RECOGNITIONS AND VOLUNTEER COMMITTEE REPORTS**
- IX. **PUBLIC COMMENT SESSION – (Via Zoom)**
- X. **PUBLIC DIALOGUE SUMMARY [when applicable] – *POSTPONED***
- XI. **PUBLIC HEARINGS AND VOTES ON ORDINANCES AND/OR RESOLUTIONS**
 - A. Reopening of Public Hearing Regarding FY21 Budget (*Continuation of Budget Public Hearing held on May 6, 2020*)

Adoption of Proposed Budget Resolutions:

- B. Adoption of Budget Resolutions for Fiscal Year July 1, 2020 through June 30, 2021 (FY21)

- Resolution No. 7-2020 – Municipal Fees (***Sample motion – move to adopt Resolution #7-2020 – Municipal Fee***)
- Resolution No. 8-2020 – General Fund Expenditures (***Sample motion – move to adopt Resolution #8-2020 – General Fund Expenditures***)
- Resolution No. 9-2020 – Sewer Fund Expenditures (***Sample motion – move to adopt Resolution #9-2020 – Sewer Fund Expenditures***)
- Resolution No. 10-2020 – Water Fund Expenditures (***Sample motion – move to adopt Resolution #10-2020 – Water Fund Expenditures***)
- Resolution No. 11-2020 – Special Revenues, Debt Service, Fund and Committed Fund Balances for Necessary Expenditures (***Sample motion – move to adopt Resolution #11-2020 – Special Revenues, Debt Service, Fund and Committed Fund Balance for Necessary Expenditures***)
- Resolution No. 12-2020 – Investment Policy (***Sample motion – move to adopt Resolution #12-2020 – Investment Policy***)

XII. MAYOR BECKSTED

1. *City Manager Evaluation
2. *Islington Street Corridor Project

XIII. CITY COUNCIL MEMBERS

A. ASSISTANT MAYOR SPLAINE

1. Playing Fields (***Sample motion – move that the City Council requires the City Manager to commission independent third party testing for PFAS of any new playing fields being recommended by city staff or consultants prior to the issuance of a contract. As recommended by independent experts, the testing shall use the total fluorine method to look for the present of PFAS in the synthetic turf, as well as any shock pads if applicable. The results will be provided to the City Council and the public. The cost of testing should be billed to the proposed bidder***)
2. Task Force (*This item is in conjunction with Councilor McEachern*) (***Sample motion – move that the City Council authorizes the Portsmouth Citizen Response Task Force to create a plan and begin implementation for full or partial street closures, and use of street parking areas and other city-owned parking locations for restaurant, retail, and non-profit organization use through October 18th of this year, with the approval of our Police, Fire, Health, and Inspection Departments***)
3. Police Commission (***Sample motion – move that the City Council requests City Attorney Bob Sullivan to prepare the wording for and advise as to the proper process of placing a City Charter change on a referendum ballot that will expand the membership of the Portsmouth Police Commission from 3 (three) to 5 (five) members***)

B. COUNCILOR WHELAN

1. Parking & Traffic Safety Committee Action Sheet and Minutes of the June 4, 2020 meeting (***Sample motion – move to accept and approve the action sheet and minutes of the June 4, 2020 Parking, Traffic & Safety meeting***)

C. COUNCILOR LAZENBY

1. Proposed Resolution – Declare Portsmouth a Racial Justice Municipality

XIV. APPROVAL OF GRANTS/DONATIONS

(There are no Grants/Donations for approval this evening)

XV. CITY MANAGER’S ITEMS WHICH REQUIRE ACTION

A. CITY MANAGER CONARD

City Manager’s Items Which Require Action:

1. Report Back on Bluestone Properties of Rye, LLC Request for 135 Congress Street Parking Lease
2. Request of Jeremy Conte to Unmerge Lots at 1240 Islington Street
3. Request to Sublease Players’ Ring
4. Report Back on Parking & Traffic Safety Committee recommendation to City Council to Approve Stay and Pay Parking Rates
5. 46-64 Maplewood Avenue Temporary Construction License
6. Request to Schedule First Reading Re: Omnibus Ordinance Change
7. Friends of Prescott Park “Odyssey” Sculpture

XVI. CONSENT AGENDA

- A. Letter from Samantha Boland, National Multiple Sclerosis Society, requesting permission to hold the 2020 Bike MS: New Hampshire Seacoast Escape cycling event on Saturday, August 22, 2020 ***(Anticipated action – move to refer to the City Manager with Authority to Act)***
- B. Letter from JerriAnne Boggis, Black Heritage Trail of New Hampshire, requesting permission to the Akwaaba Ensemble drumming, dancing and singing perform traditional spirituals on Friday, June 19, 2020 at 1:00 p.m. at the African Burying Ground Memorial ***(Anticipated action – move to refer to the City Manager with Authority to Act)***
- C. Water Services Access Easement for 3110 Lafayette Road ***(Anticipated action – moved to grant authority for the City Manager to accept the Easement Deed in a form similar to that attached)***
- D. Letter from Tina Sawtelle, The Music Hall, requesting permission for the closure of Chestnut Street on Saturday, July 11, 2020 for an outdoor dining and concert event in the evening ***(Anticipated action – move to refer to the City Manager with Authority to Act)***

XVII. PRESENTATIONS & CONSIDERATION OF WRITTEN COMMUNICATIONS & PETITIONS

- A. Email Correspondence (*Sample motion – move to accept and place on file*)
- B. Letter from Attorney Derek Durbin, Durbin Law, on behalf of James Gould, requesting the Restoration of Involuntarily Merged Lots at 246 Thornton Street (*Sample motion – move to refer to the Assessor for report back*)
- C. Letter from Ted Jankowski regarding PFAS free playing fields

XVIII. CITY MANAGER’S INFORMATIONAL ITEMS

- 1. Report back from Parking, Traffic and Safety Committee regarding “Recommended Modifications to Middle Street/Lafayette Bike Lanes
- 2. *Update on the Portsmouth Citizen Response Task Force

XIX. MISCELLANEOUS BUSINESS INCLUDING BUSINESS REMAINING UNFINISHED AT PREVIOUS MEETING

XX. ADJOURNMENT [at 10:00 p.m. or earlier]

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

** Indicates verbal report*

CITY COUNCIL MEETING

MUNICIPAL COMPLEX
DATE: MONDAY, MARCH 16, 2020

PORTSMOUTH, NH
TIME: 7:00PM [or thereafter]

AN ANTICIPATED NON-PUBLIC SESSION WILL BE HELD AT THE END OF THE CITY COUNCIL MEETING RE: MCINTYRE – RSA 91-A:3, II (e)

I. **6:00PM WORK SESSION – SAGAMORE AVENUE SEWER EXTENSION – *POSTPONED DUE TO COVID-19.***

II. **PUBLIC DIALOGUE SESSION *[when applicable – every other regularly scheduled meeting]***

III. **CALL TO ORDER [7:00 p.m. or thereafter]**

Mayor Becksted called the meeting to order at 7:00 p.m.

IV. **ROLL CALL**

PRESENT: Mayor Becksted, Assistant Mayor Splaine, Councilors McEachern, Whelan, Lazenby, Kennedy, Huda, Tabor and Trace

V. **INVOCATION**

Mayor Becksted said that everyone is being kept in our thoughts and prayers during this time of concern regarding COVID-19.

VI. **PLEDGE OF ALLEGIANCE**

Mayor Becksted led in the Pledge of Allegiance to the Flag.

VII. **ACCEPTANCE OF MINUTES – JANUARY 28, 2020**

Councilor Lazenby moved to accept and approve the minutes of the January 28, 2020 City Council meeting. Seconded by Councilor McEachern and voted.

VIII. **RECOGNITIONS AND VOLUNTEER COMMITTEE REPORTS**

- Recognition of 5th Grade Little Harbour School student Aadhavan “Addy” Veerendra, winner of the NH Spelling Bee with Principal Lawson and Spelling Bee Club teacher Molly Green

POSTPONED DUE TO COVID-19

IX. **PUBLIC COMMENT SESSION – *POSTPONED DUE TO COVID-19***

X. **PUBLIC DIALOGUE SUMMARY *[when applicable]* – *POSTPONED DUE TO COVID-19***

**XI. PUBLIC HEARING AND VOTES ON ORDINANCES AND/OR RESOLUTIONS – POSTPONED
DUE TO COVID-19**

- A. First reading of Ordinance amending Chapter 7, Article I, Section 7.105 C – Designated Motorcycle Parking Area - **POSTPONED**

XII. MAYOR BECKSTED

1. Appointments to be Considered:
- Appointment of Beth Margeson to the Conservation Commission as an Alternate
 - Reappointment of Jessica Blasko to the Conservation Commission
 - Reappointment of Allison Tanner to the Conservation Commission
 - Reappointment of Jackie Cali-Pitts to the Recreation Board
 - Reappointment of Lisa Louttit to the Recreation Board

The City Council considered the appointed listed above which will be voted on at the next City Council meeting.

2. *Appointments to be Voted:
- Reappointment of Barbara McMillan to the Conservation Commission
 - Reappointment of William Townsend to the Peirce Island Committee
 - Reappointment of John Simon to the Peirce Island Committee
 - Appointment of Kara Rodeneizer to the Portsmouth Housing Authority
 - Reappointment of Robin Pickering to the Portsmouth Housing Authority – Resident Member
 - Appointment of David Cosgrove to the Citywide Neighborhood Committee
 - Appointment of Mark Syracuse to the Citywide Neighborhood Committee

Councilor Tabor moved the appointments and reappointments of the following. Seconded by Councilor Trace and voted.

- **Reappointment of Barbara McMillan to the Conservation Commission until April 1, 2023.**
- **Reappointment of William Townsend to the Peirce Island Committee until December 31, 2021.**
- **Reappointment of John Simon to the Peirce Island Committee until December 31, 2021.**
- **Appointment of Kara Rodeneizer to the Portsmouth Housing Authority until April 1, 2025.**
- **Reappointment of Robin Pickering to the Portsmouth Housing Authority – Resident Member until April 1, 2025.**
- **Appointment of David Cosgrove to the Citywide Neighborhood Committee until December 31, 2021.**

Assistant Mayor Splaine moved to suspend the rules in order to take up Item XVII. B. – Report from City’s Health Department regarding COVID-19. Seconded by Councilor Whelan and voted.

XVII. PRESENTATIONS & CONSIDERATION OF WRITTEN COMMUNICATIONS & PETITIONS

A. Report from the City's Health Department regarding COVID-19

Health Officer McNamara provided a status update regarding COVID-19 (Coronavirus). She spoke to the origin of the virus and that there is no vaccine currently to fight against it. She reported that there are currently 17 cases in NH and 525 being monitored. Health Officer McNamara addressed the incubation period and personal hygiene recommendations to follow.

Assistant Mayor Splaine asked who someone could call if they are having COVID-19 symptoms. Health Officer McNamara suggested calling 211 which is a line for the State of New Hampshire and there will be a referral service provided to the caller.

City Manager Conard said that Health Officer McNamara and staff has been wonderful and we are putting out information which is known as a daily advisory. She reported that the core team of Emergency Operations Center are meeting every day on these matters.

Councilor Lazenby thanked Health Officer McNamara and her staff for their work on this matter. He asked if people are concerned they have the virus, what is the protocol. Health Officer McNamara said if you have symptoms to call the contact care providers or the emergency room which has the test. She advised that the test takes 72 hours to read and not sure what that will mean as numbers rise. Councilor Lazenby said reports are through medical services. Health Officer McNamara said the Division of Health and Human Services are being modified and monitored.

Councilor Whelan said he attended the presentation given by Health Officer McNamara with the Chamber of Commerce. He asked if there are any numbers that you could call for help for the elderly. Health Officer, Kim McNamara said any resident can call the Health Department for any issues.

Mayor Becksted said that he would like the presentation on the website. He thanked Kim McNamara and City Manager Conard for their work on this matter.

Assistant Mayor Splaine asked City Manager Conard to summarize the availability of City Hall offices. City Manager Conard reported that City offices will be closed to the public and you will get a person when calling because core staffing will be in the building. She indicated this is the last public meeting for the next 2 weeks. She said we will speak on a daily basis on this matter.

Councilor Trace asked about the mail box in the parking lot and its availability to residents to make payments. City Manager Conard said yes, the mail box is available to the public to place payments in to be processed by staff.

Councilor Lazenby said he would like to know if we can provide relief on parking tickets and parking fees.

City Manager Conard said Planning Director and Public Works Department, Parking Division generates \$800,000.00 per month, which we would lose if we generate free parking.

Mayor Becksted said he would like to use the Holiday Parking now during this need rather than in December. He would like to work collaboratively on parking in lots and businesses. He said we will be a functioning government no matter what.

Assistant Mayor Splaine said we should be able to make a decision on the parking holiday period, available parking for employees, and the garage would solve some of the problems.

Assistant Mayor Splaine moved to give authority to act to City Manager Conard and work out details with parking officials for a free-parking program through April 6th with a report back regarding financial implications. Further that enforcement will continue to ensure the turnover of parking spaces. Seconded by Councilor McEachern.

Councilor Trace said she agrees with Assistant Mayor Splaine and Councilor McEachern that this is something we need to do immediately. She suggested that Strawberry Banke has been very kind and maybe we can use their parking lot.

Councilor Tabor said we give people free parking in the area of restaurants and retailers will encourage picking up a dinner. He said we should target some streets downtown and maybe create free parking for downtown employees at Foundry Garage.

Councilor Kennedy requested to implement safety programs, by adding safety cones to ensure areas for pick-up remain safe. She said the spaces should be for 10 minute parking.

Councilor Lazenby said we should work on something now. He said he would like to instead of holiday parking, institute the free parking from March 17th through March 31st.

Assistant Mayor Splaine suggested free parking in city garages for downtown workers during this health emergency.

Councilor Trace said she would like to look at employees working in the city to park in the garage.

Councilor Huda requested City Manager Conard gather a list of businesses and retailers that are open and post the list on the website.

Motion passed.

XII. MAYOR BECKSTED

3. Establish Committee for Negotiations Re: Boyle

Mayor Becksted requested any City Councilors that are interested in serving on this Committee to contact him for consideration of appointment.

Assistant Mayor Splaine said he is not supportive of creating a committee. He said City Attorney Sullivan has recommended that the City Council not meet with Mr. Boyle. He said if a committee was chosen and any members of the City Council served on the committee or met with Mr. Boyle before or after the election would have been unconscionable. He said we can try to justify that we are working on behalf of the City and the worst thing that could happen is a settlement offer is made but there could be legal action and the City Council would be compromised. He said the City Council as a whole should have a separate negotiator to work with Mr. Boyle to see if we can reach an agreement.

XIII. CITY COUNCIL MEMBERS

A. ASSISTANT MAYOR SPLAINE

1. Jones Avenue Landfill

Item postponed.

2. Coronavirus Planning and Preparation – and Observations/Concerns from Economic Development Commission meeting of Friday, March 6, 2020

Update provided earlier in agenda.

B. COUNCILOR McEACHERN

1. Creation of a Subcommittee comprised of 2 Council members and 4 residents selected by the Mayor and approved by the Council to discuss current ADU Approval process and ways to improve

Councilor McEachern removed this item from the agenda.

C. COUNCILOR WHELAN

1. McIntyre Subcommittee Report

Councilor Whelan said a meeting was held today to work towards a resolution with Redgate/Kane.

D. COUNCILOR KENNEDY

1. Impact Fees
I would recommend the following suggestions to support The City of Portsmouth's Infrastructure:
For projects over two units the following impact fees would apply:
1-Bedroom or 1,000 sq. ft. or less \$25,000/unit
2-Bedrooms or 1,500 sq. ft. or less \$50,000/unit
3-Bedrooms or 2,000 sq. ft. or less \$75,000/unit
4-Bedrooms or 2,500 sq. ft. or less \$100,000/unit
5-Bedrooms or 3,000 sq. ft. or less \$125,000/unit

Councilor Kennedy moved to have the City Manager, Legal Staff, Fees Committee and Planning Board review and report back on the suggested Impact Fees by the April 20, 2020 City Council meeting. I would also encourage other suggestions from these groups on Impact Fees with a report back on April 20, 2020. Seconded by Councilor Huda.

Councilor Kennedy said we need to receive input on this matter.

Councilor Lazenby said to have staff and the City Manager look into impact fees we need to compare with exactions.

Assistant Mayor Splaine said he would like to understand the impact on houses and housing developments.

Councilor McEachern said he would support the motion if it was comparable with a cost and plan standpoint impact fee type model.

Councilor Tabor said it is important to understand that incremental capital costs can only be attached to capital costs. He said Dover and Somersworth are coming up with lower figures and he has a problem voting on this with lack of data to support capital spending.

Mayor Becksted said that these are examples and this is something the staff would work on implementing percentages.

Councilor Kennedy said she is suggesting impact fees and a report back on this matter.

Councilor McEachern said we are trying to bring light to the situation and a report back with impact fees and extractions. He would like to point to something on the website and make it clear to residents.

City Manager Conard said staff will be providing a comprehensive report.

Motion passes with Councilor Lazenby opposed.

E. COUNCILOR HUDA

1. Annual Budget Spending Request by Department

Does that mean the Department Manager has the ability to spend those dollars on anything as long as they stay within the budget dollars appropriated to them?

Councilor Huda moved to request a report back from the City Manager on the following:

- **To Clarify the dollar limit spending authority granted to different positions (i.e. Directors, Department Managers, City Purchasing Agent, City Manager)**
- **To discuss if there is a dollar limit restriction on the City Department Directors or Managers ability to transfer dollars among the various line items in their appropriated budgets. Do these transfers require the approval of either the Finance Director or City Manager.**
- **Please include references to source documentation that authorizes such dollar limits.**
- **Please include a discussion on the various controls applied to the above.**

Seconded by Councilor Kennedy.

City Manager Conard said she would be happy to report back at the next meeting.

Motion passed with Councilor Tabor opposed.

2. To Clarify the City Managers, Interpretation of Section 7.23 Information Technology Management of the City Charter as it relates to the Information Technology section of the Administrative Code?

Councilor Huda moved to request a report back from the City Manager on the following:

- *Is there any conflict?*
- *Based on the interpretation of the above, is the City following the City Charter or the Administrative Code?*

Seconded by Councilor Kennedy.

Councilor Lazenby asked if the City Manager has a comment. City Manager Conard said we are following the Charter and will provided a report back.

Motion passed with Councilor Lazenby opposed.

XIV. APPROVAL OF GRANTS/DONATIONS

1. Acceptance of Donations to the Portsmouth Police Department:
 - Mr. Gormley and Ms. Inguchi in support of Portsmouth Police Department – \$1,000.00
 - Ms. Marchi in support of Police Explorer Cadets - \$20.00

Councilor McEachern moved to accept and approve the donations for the Police Department as presented. Seconded by Councilor Kennedy and voted.

2. Acceptance of Grant from the NH Department of Safety for Night Vision Equipment - \$37,500.00

Councilor Whelan moved to accept and approve the grant for the Police Department as presented. Seconded by Councilor McEachern and voted.

XV. CITY MANAGER'S ITEMS WHICH REQUIRE ACTION

A. CITY MANAGER CONARD

City Manager's Items Which Require Action:

1. Market Street Property Purchase from NH Department of Transportation

City Manager Conard said that this item is postponed.

2. Report Back from Planning Regarding 27 Thaxter Road

City Manager Conard said that this item is postponed.

3. Foundry Place Agreements and Easements

City Manager Conard said that DSA is ready to move forward with the Foundry Place Agreements and Easements.

Staff Attorney McCourt reviewed the 7 documents thoroughly with the City Council.

Councilor Kennedy asked how much the parking passes and parking permit are currently.

Councilor Whelan responded \$100.00 per month.

Mayor Becksted asked about the 58 parking spaces in the agreement.

Staff Attorney McCourt reported there are 10 additional flex spaces and we moved the passes within the garage versus lot 2 which is community space.

Mayor Becksted said on Exhibit B there are green and blue sections and would like to know about those approvals.

Staff Attorney McCourt reported those shaded areas refer to Lot 2 and Lot 6. He advised the Council that Lot 6 (green shaded area) approvals are not here this evening and Lot 2 is the blue shaded area for which DSA is required to secure a bond.

Councilor Trace asked about the parking spaces and whether they run with the land if DSA was to sell.

Staff Attorney McCourt said it would go for the 40 year agreement and they would need to choose which lots the spaces are to go with.

Councilor Lazenby moved to authorize the City Manager to negotiate, executive and accept the community space easement (Exhibit D), an easement for construction and egress on Lot 2 (Exhibit E), and a landscape license agreement (Exhibit F) in a form similar to those attached in the City Manager's memorandum dated Friday, March 13, 2020. Seconded by Councilor McEachern.

On a roll call 8-1, motion passed. Assistant Mayor Splaine, Councilors McEachern, Whelan, Lazenby, Kennedy, Huda, Tabor and Trace voted in favor. Mayor Becksted voted opposed.

4. Request to Establish a Work Session Regarding Prescott Park

City Manager Conard requested that the Sagamore Avenue Sewer Extension Work Session to be scheduled for April 6, 2020 and the Prescott Park Work Session to be held on April 20, 2020.

Councilor Kennedy moved to schedule a work session on April 6, 2020 for the Sagamore Avenue Sewer Extension and a work session on April 20, 2020 for the purposes of reviewing the Prescott Park Master Plan. Seconded by Councilor Lazenby and voted.

5. Request to Renew Seacoast Growers' Association (Farmer's Market) Proposed 2020 License Agreement

Councilor Whelan moved to authorize the City Manager to execute the License Agreement allowing Seacoast Growers' Association to operate a Farmers' Market on Saturday's from May 2, 2020 through November 7, 2020. Seconded by Councilor Kennedy.

Councilor Lazenby asked if Seacoast Growers' Association would be made aware of the plastic bag policy.

Councilor Whelan said the Farmer's Market bring their own bags and are environmentally conscious.

Motion passed.

6. Request for Public Hearing Regarding Bonding of Fire Apparatus

City Manager Conard requested a public hearing for the next City Council meeting for the bonding of fire apparatus.

Councilor Kennedy moved to establish a public hearing for the April 6, 2020 Council meeting regarding the bonding of up to One Million Four Hundred Dollars (\$1,400,000) for the acquisition of one fire apparatus. Seconded by Councilor Trace and voted.

7. Request to Establish Public Hearing Regarding Petition for Discontinuance of a Portion of Cate Street Connector Road

City Manager Conard advised that this item is being postponed.

XVI. CONSENT AGENDA

Item C was removed from the Consent Agenda.

- A. Request for License to Install Projecting Sign for owner Harrison Schoaneu of Fresh House for property located at 76 Congress Street (***Anticipated action - move to approve the aforementioned Projecting Sign License as recommended by the Planning Director, and further, authorize the City Manager to execute the License Agreement for this request***)

Planning Director's Stipulations

- ***The license shall be approved by the Legal Department as to content and form;***
- ***Any removal or relocation of projecting sign, for any reason, shall be done at no cost to the City; and***

- ***Any disturbance of a sidewalk, street or other public infrastructure resulting from the installation, relocation or removal of the projecting sign, for any reason shall be restored at no cost to the City and shall be subject to review and acceptance by the Department of Public Works***

- B. Request for License to Install Projecting Sign for owner Nuttaya Nicholas of 5 Thai Bistro for property located at 40 Pleasant Street (***Anticipated action - move to approve the aforementioned Projecting Sign License as recommended by the Planning Director, and further, authorize the City Manager to execute the License Agreement for this request***)

Planning Director's Stipulations

- ***The license shall be approved by the Legal Department as to content and form;***
- ***Any removal or relocation of projecting sign, for any reason, shall be done at no cost to the City; and***
- ***Any disturbance of a sidewalk, street or other public infrastructure resulting from the installation, relocation or removal of the projecting sign, for any reason shall be restored at no cost to the City and shall be subject to review and acceptance by the Department of Public Works***

Councilor Kennedy moved to adopt the Consent Agenda. Seconded Councilor Whelan and voted.

- C. Letter from Monte Bohanan, Portsmouth Halloween Parade, requesting permission to hold the 26th Annual Portsmouth Halloween Parade on Saturday, October 31, 2020 at 7:00 p.m.

Councilor McEachern moved to refer to the City Manager with authority to act. Seconded by Councilor Trace and voted.

XVII. PRESENTATIONS & CONSIDERATION OF WRITTEN COMMUNICATIONS & PETITIONS

- A. Email Correspondence

Councilor Lazenby moved to accept and place on file. Seconded by Councilor Tabor and voted.

- C. Letter from Marc Stettner Re: Designated Motorcycle Moped Parking Area

Councilor Lazenby moved to accept and place on file. Seconded by Councilor Huda and voted.

- D. Letter from Craig M. Steigerwalt Re: Petition for Release of Interest in Paper Street contiguous to 276 Dennett Street (Tax Map 143, Lot 13) pursuant to RSA 231:51 and 231:52

Councilor Kennedy moved to refer to the Planning Board for report back. Seconded by Councilor Lazenby.

Councilor McEachern asked what happens when the request goes to the Planning Board for review.

City Attorney Sullivan said you cannot act this evening on the paper street because there needs to be a detailed search to see if there is a recording of deed or a prior plan. He further reported that the Planning Board would look at this request and see if the City has interest in putting a street in that area and the Planning Board would make the appropriate decision on this matter.

Motion passed.

- E. Letter from Attorney Daniel C. Hoefle Re: Request for Release of Paper Street Pursuant to NH RSA 231:51 and 231:52 – 294 Dennett Street (Tax Map 143, Lot 26)

Councilor Lazenby moved to refer to the Planning Board for report back. Seconded by Councilor Whelan and voted.

- F. Letter from Seth Levine regarding the Middle Street Bike Lanes

Councilor Kennedy moved to accept and place on file. Seconded by Councilor Lazenby and voted.

- G. Letter from Jim Fernald regarding proposed dock on 21 Fernald Court

Councilor Kennedy moved to accept and place on file. Seconded by Councilor Lazenby and voted.

- H. Background Information from Deb & Ken Jennings on 27 Thaxter Road

Councilor McEachern moved to accept and place on file. Seconded by Councilor Lazenby and voted.

XVIII. CITY MANAGER'S INFORMATIONAL ITEMS

1. Market Street Pedestrian Bridge
2. *Questions from Councilor Huda from the 3/2/20 City Council meeting
3. Memorandum on Consultants, Contracts and Purchases over \$10,000.00

XIX. MISCELLANEOUS BUSINESS INCLUDING BUSINESS REMAINING UNFINISHED AT PREVIOUS MEETING

City Manager Conard said we are postponing the public informational meeting and will come back with a date for when the meeting could take place.

Mayor Becksted thanked everyone for coming this evening and appreciates staff, the measures followed, and protocols. He said if there are any issues please contact the City Council or staff on matters. He wished Portsmouth a healthy journey moving forward.

At 8:45 p.m., Councilor Whelan moved to enter into Non-Public Session regarding McIntyre relative to RSA 9`-A:3, II (e). Seconded by Councilor McEachern.

On a unanimous roll call 9-0, motion passed.

At 10:05 p.m., Councilor McEachern moved to come out of Non-Public Session. Seconded by Councilor Lazenby and voted.

Councilor McEachern moved to seal the minutes of the Non-Public Session. Seconded by Councilor Lazenby and voted.

XX. ADJOURNMENT

At 10:05 p.m., Councilor McEachern moved to adjourn. Seconded by Councilor Lazenby and voted.



KELLI L. BARNABY, MMC/CNHMC
CITY CLERK

**CITY OF PORTSMOUTH, NEW HAMPSHIRE
ANNUAL APPROVAL OF FEE SCHEDULE
FOR THE FISCAL YEAR ENDING JUNE 30, 2021**

**RESOLUTION # 7-2020 A RESOLUTION TO ADOPT FEES BY BUDGET
RESOLUTION**

BE IT RESOLVED: **THAT**, the attached fee schedule (Exhibit A) is found to be reasonable and appropriate and is recommended for adoption. (The fees denoted with an asterisk have been changed; all others are incorporated for convenience.)

THAT, the fee schedule attached (Exhibit A) shall be effective July 1, 2020.

APPROVED BY:

RICK BECKSTED , MAYOR

ADOPTED BY CITY COUNCIL:

KELLI L. BARNABY, CMC/CNHMC
CITY CLERK

CITY OF PORTSMOUTH PROPOSED SCHEDULE OF FEES FISCAL YEAR 2021



This page is intentionally blank.





The City of Portsmouth Fee Schedule is governed by City Ordinance Chapter 1 Article XVI: Adoption of Fees by Budget Resolution

This ordinance was adopted for the purpose of creating a more efficient system for the City to adopt and adjust municipal fees.

To the extent permitted by law and notwithstanding any ordinance previously adopted to the contrary, all municipal fees, whether established by ordinance or otherwise shall be adopted and may be amended by resolution during the annual budget adoption process.

Any municipal fee which is not in the final resolution adopted during the annual budget process, or any municipal fee which is determined to require a process other than adoption by annual budget resolution, shall remain at the level at which it was last validly adopted by the City.

Fee revenue in the General Fund raises approximately 1% of total General Fund Revenue.

Following are the FY 21 Departments with recommended fee changes:

Department	Page
Planning	14, 15, 17
Public Works	36, 38
Health	45, 46
Parking/Transportation	48, 49, 50
Water/Sewer	53, 55, 56
Prescott Park	65, 66



Statistics On Local Fees Governed
by the Fee Committee and Local Ordinance:
Chapter 1, Article XVI.

GENERAL FUND

FY 2020 Budget	\$118,638,630
Fees as a percentage of total General Fund Revenues:	1%

Local Fees, Licenses, Permits portion of Budgeted Revenues:

Department	FY 20 General Fund Revenues From Fees	# of Fees charged	Changed		%	
			Since 2016	Since 2002	Changed	Changed
Finance	\$0	10	2	3	20.0%	30.0%
City Clerk	\$38,000	38	7	19	18.4%	50.0%
Planning	\$147,000	57	23	54	40.4%	94.7%
Inspection	\$821,000	71	4	69	5.6%	97.2%
Police	\$26,000	13	0	11	0.0%	84.6%
Fire	\$91,500	31	29	30	93.5%	96.8%
Public Works	\$91,200	46	19	42	41.3%	91.3%
Recreation	\$255,000	20	0	17	0.0%	85.0%
Health	\$70,000	28	5	26	17.9%	92.9%

Total Local Fees, Licenses and Permits

Portion of GF	\$1,539,700	314	89	28.3%	271	86.3%
----------------------	--------------------	------------	-----------	--------------	------------	--------------

PARKING

	# of Fees charged	Changed Since 2016	% Changed	Changed Since 2002	% Changed
*Parking / Transportation					
Total Parking /Trans	34	30	88.2%	34	100.0%

*Note:
Parking Violations and Parking Meters are governed under different Ordinance than local ordinance: Chapter 1, Article XVI.

ENTERPRISE FUNDS

Total Cash Requirements	\$28,515,716
Revenue from Fees	\$1,553,348
	% of FY 2020 Total

Department	Water / Sewer Budgeted Revenue	# of Fees charged	Changed Since 2016	% Changed	Changed Since 2002	% Changed
Water / Sewer	5.45%	92	54	58.7%	81	88.0%

SPECIAL REVENUE FUNDS

Department	# of Fees charged	Changed Since 2016	% Changed	Changed Since 2002	% Changed
Library	4	4	100.0%	4	100.0%
Prescott Park	71	69	97.2%	71	100.0%
Recreation	30	0	0.0%	29	96.7%
Total City Fees	545	246	45.1%	490	89.9%



**City of Portsmouth
Fee Schedule
Finance Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Non Sufficient Funds check processing fee	Pre FY 02	\$30.00	\$30.00 per check	\$30.00
(1) Any copy made for non-City use	Pre FY 02	\$2.00	\$2.00 1st copy	\$2.00
(1) all subsequent pages	Pre FY 02	\$0.50	\$0.50 all subsequent pages	\$0.50
(1) USB Drive for transfer of electronic files	FY 18	\$8.00	\$8.00	\$8.00
(1) Note: City records subject to Right to Know requests can be viewed at City Hall or downloaded free onto personal USB drives.				
All copies made on 11 x 17 pages.	Pre FY 02	\$0.50	\$0.50 per copy	\$0.50
Tax bills prepared for parties other than owners.	Pre FY 02	\$2.00	\$2.00 1st copy	\$2.00
Tax Card/Tax Map from laser printer (Free to property owner)	FY 04	\$1.00	\$1.00 Each Print	\$1.00
Standard Assessing mailing list file	Pre FY 02	\$75.00	\$75.00	\$75.00



**City of Portsmouth
Fee Schedule
Finance Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Assessor created export file	FY 17	\$150.00	\$150.00	\$150.00
DVD copies of City related events	Pre FY 02	\$10.00	\$10.00	\$10.00



**City of Portsmouth
Fee Schedule
City Clerk**

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
--------------------	--------------------------------------	-----------------------------	-----------------------------	---

* (Indicates change from current fee)

Chapter 6: Article I Section 109C

Licenses-Gen. Provisions-

Duties of licensee

Change Location of Licensed Business	Pre FY 02	\$1.00	\$1.00	Per Occurrence	\$1.00
---	------------------	---------------	---------------	-----------------------	---------------

Change of license location fee not charged

Chapter 6: Article I Section 110B

Licenses-Gen. Provisions-Transfer

of license

Transfer of License	Pre FY 02	\$10.00	\$10.00	Per Occurrence	\$10.00
----------------------------	------------------	----------------	----------------	-----------------------	----------------

No Initial license fee charged

Chapter 6: Article II Section 201

Billiards and Bowling

License	FY 14	\$25.00	\$25.00	Per Year, Per Table or Lane	\$25.00
----------------	--------------	----------------	----------------	------------------------------------	----------------

FY 19 there were 5 license issued for \$1,125

Chapter 6: Article III Section 302

Model Slot Car Racing

License	Pre FY 02	\$25.00	\$25.00	Per Year	\$25.00
----------------	------------------	----------------	----------------	-----------------	----------------

No licenses issued



**City of Portsmouth
Fee Schedule
City Clerk**

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
--------------------	--------------------------------------	-----------------------------	-----------------------------	---

* (Indicates change from current fee)

**Chapter 6: Article IV Section 403C
Coin Operated Amusement Devices**

License	FY 03	\$75.00	\$75.00	For each of the first 30 machines, per year	\$75.00
	FY 03	\$10.00	\$10.00	For each machine over 30, per year	\$10.00

FY 19 there were 8 licenses issued for \$4,400.

**Chapter 6: Article V Section 502
Boxing and Wrestling**

License	Pre FY 02	\$10.00	\$10.00	Each Day	\$10.00
----------------	------------------	----------------	----------------	-----------------	----------------

No licenses issued

**Chapter 6: Article VI Section 602
Dancing**

License	Pre FY 02	\$10.00	\$10.00	Per Dance	\$10.00
----------------	------------------	----------------	----------------	------------------	----------------

No licenses issued



**City of Portsmouth
Fee Schedule
City Clerk**

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
* (Indicates change from current fee)				
<u>Chapter 6: Article IX Section 901C12</u>				
Circus License				
Amusement Devices	Pre FY 02	\$30.00	\$30.00 Per Day	\$30.00
No licenses issued				
Carnivals (For Operation)	Pre FY 02	\$125.00	\$125.00 Per Day	\$125.00
Including Each Amusement Device	Pre FY 02	\$30.00	\$30.00	\$30.00
No licenses issued				
Circus (For Operation)	Pre FY 02	\$125.00	\$125.00 Per Day	\$125.00
Including Each Amusement Device	Pre FY 02	\$30.00	\$30.00	\$30.00
No licenses issued				
Fairs (For Operation)	Pre FY 02	\$10.00	\$10.00 Per Day	\$10.00
Including Each Amusement Device	Pre FY 02	\$5.00	\$5.00 Per Day	\$5.00
No licenses issued				
Temporary Structures	Pre FY 02	\$10.00	\$10.00 Per Day	\$10.00
No licenses issued				
<u>Chapter 6: Article IX Section 902</u>				
Circus License				
Total fee for Circus license shall not be less than	Pre FY 02	\$75.00	\$75.00 Per Day	\$75.00
No license issued				



**City of Portsmouth
Fee Schedule
City Clerk**

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
* (Indicates change from current fee)				
<u>Chapter 6: Article X Section 1003</u>				
Theatricals, Parades, Open Air Meetings				
License	Pre FY 02	\$300.00	\$300.00	Not to exceed per day
License to exhibit in any hall	Pre FY 02	\$50.00	\$50.00	Not to exceed per day
No license issued				
<u>Chapter 6: Article XIII Section 1315</u>				
Hawkers and Peddlers				
License	Pre FY 02	\$250.00	\$250.00	Per Year
FY 19 there were 10 license issued for \$2,500				
<u>Chapter 6: Article XIV Section 1402</u>				
Pawn Brokers				
License	FY 14	\$50.00	\$50.00	Per Year
FY 19 there were 2 license issued for \$100				
<u>Chapter 6: Article XV Section 1502</u>				
Roller Skating Rinks				
License	Pre FY 02	\$50.00	\$50.00	Per Year
No license issued				
<u>Chapter 6: Article XVI Section 1608</u>				
Magazine Subscription Solicitors				
License	FY 06	\$50.00	\$50.00	Per Year
No license issued				



**City of Portsmouth
Fee Schedule
City Clerk**

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>		<u>Suggested FY 2021 Schedule</u>
* (Indicates change from current fee)					
<u>Chapter 9: Article V Section 504 C</u>					
Sidewalk Obstructions					
Obstruction (including Restaurant Table)	FY 18	\$75.00	\$75.00	Each Obstruction (including Restaurant Table)	\$75.00
FY 19 there were 75 licenses issued for \$10,980					
<u>Chapter 9: Article V Section 504 C</u>					
Sidewalk Obstructions					
Restaurant Chairs	FY 18	\$10.00	\$10.00	Each Restaurant Chair	\$10.00
<u>Non-ordinance-City Council Policy No. 2012-02</u>					
Area Service Agreements-use of City Property for Sidewalk Café's providing Alcohol Services					
	FY 12	\$10.00	\$10.00	per square foot-6 month season-no proration	\$10.00
	FY 12	\$2,000.00	\$2,000.00	minimum fee	\$2,000.00



**City of Portsmouth
Fee Schedule
City Clerk**

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
			* (Indicates change from current fee)	
Notarization	FY 05	\$5.00	\$5.00	Per Document
FY 19 collections of \$1,660 with 332 occurrences				\$5.00
Tag day, permits	FY 18	\$20.00	\$20.00	
FY 19 collections of \$500 with 25 occurrences				\$20.00
Ward checklist	FY 18	\$75.00	\$75.00	per set
FY 19 collections of \$150 with occurrences				\$75.00
Ward checklist for individual wards	FY 18	\$25.00	\$25.00	
FY 19 collections of \$0 with 0 occurrences				\$25.00
Event permit (fairs, parades etc. not governed by ordinance)	FY 18	\$50.00	\$50.00	
FY 19 collections of \$1,450 with 29 occurrences				\$50.00
Ordinance Books	Pre FY 02	\$100.00	\$100.00	
FY 19 collections of \$0 with 0 occurrences				\$100.00
Ordinance book supplements (distributed 2 x per year)	Pre FY 02	\$50.00	\$50.00	
FY 19 collections of \$0 with 0 occurrences				\$50.00
Voter certification	FY 05	\$5.00	\$5.00	
FY 19 collections of 35 with 7 occurrences				\$5.00
Voter History Disk	FY 18	\$125.00	\$125.00	per election
FY 19 collections of \$875 with 7 occurrences				\$125.00
Articles of agreement filing	Pre FY 02	\$5.00	\$5.00	
FY 19 collections of \$20 with 4 occurrences				\$5.00
Restricted Property Listing	FY 12	\$15.00	\$15.00	per form
FY 19 collections of \$0 with 0 occurrences				\$15.00



**City Clerk
Revenues from fees**

	Actual FY 17	Actual FY 18	Actual FY 19	Budget FY 20
Other Fees	\$12,834	\$15,221	\$16,897	\$12,000
Other Licenses	\$25,072	\$22,651	\$22,500	\$26,000
Total City Clerk Revenue from Fees	\$37,906	\$37,872	\$39,397	\$38,000



**City of Portsmouth
Fee Schedule
Planning Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
PLANNING BOARD				
Preapplication review (site plan or subdivision)				
Preliminary conceptual consultation	FY 18	\$200.00	\$200.00	\$200.00
Design Review	FY 18	\$500.00	\$500.00	\$500.00
<u>SUBDIVISIONS</u>				
Subdivision application (residential)	FY 15	\$500.00	\$500.00	\$500.00
Plus Per Lot	FY 15	\$200.00	\$200.00	\$200.00
Subdivision application (non-residential)	FY 15	\$700.00	\$700.00	\$700.00
Plus Per Lot	FY 15	\$300.00	\$300.00	\$300.00
Subdivision Amendment				
Administrative Approval	FY 21	N/A	N/A	* \$200.00
TAC or Planning Board Approval	FY 21	N/A	N/A	* \$500.00
Lot Line Revision/Verification	FY 14	\$250.00	\$250.00	\$250.00
Lot Line Revision Amendment				
Administrative Approval	FY 21	N/A	N/A	* \$100.00
TAC or Planning Board Approval	FY 21	N/A	N/A	* \$150.00



**City of Portsmouth
Fee Schedule
Planning Department**

*** (Indicates change from current fee)**

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
MISCELLANEOUS				
Voluntary Lot Consolidation (Merger) - no subdivision	FY 10	\$175.00	\$175.00	\$175.00
Restoration of Involuntarily Merged Lots	FY18	\$250.00	\$250.00	\$250.00
Wetland Conditional Use Permit				
Area of disturbance in wetland or wetland buffer:				
-up to 250 sq ft	FY 17	\$100.00	\$100.00	\$100.00
-up to 1,000 sq ft	FY 15	\$500.00	\$500.00	\$500.00
-greater than 1,000 sq ft	FY 15	\$1,000.00	\$1,000.00	\$1,000.00
Non-Wetland Conditional Use Permit (e.g. Accessory Dwelling Units, Garden Cottages, Flexible Development, Drive-Through Facilities)	FY 18	\$200.00	\$200.00	\$200.00
Conditional Use Permit Amendment	FY 17	\$200.00	\$200.00	* Delete

PLANNING-BOARD OF ADJUSTMENT

Residential application 1-2 dwelling units	FY 15	\$150.00	\$150.00	\$150.00
3-4 dwelling units	FY 15	\$250.00	\$250.00	\$250.00
5-and over	FY 15	\$250.00	\$250.00	\$250.00
For each unit over 4	FY 15	\$50.00	\$50.00	\$50.00
Total application fee shall not exceed (cap)	FY 15	\$3,000.00	\$3,000.00	\$3,000.00
Residential application-accessory structure only	FY 11	\$50.00	\$50.00	\$50.00
Non-residential applications	FY 12	\$300.00	\$300.00	\$300.00
In Addition:				
Per \$1,000 of valuation of new construction	Pre FY 02	\$5.00	\$5.00	\$5.00
Total application fee shall not exceed (cap)	FY 15	\$3,000.00	\$3,000.00	\$3,000.00
Signs	FY 13	\$200.00	\$200.00	\$200.00
Appeal of administrative decision	FY 17	\$50.00	\$50.00	\$50.00



**City of Portsmouth
Fee Schedule
Planning Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
PLANNING-SITE PLAN REVIEW				
All developments	FY 14	\$500.00	\$500.00	\$500.00
In Addition:				
Per \$1,000 of site costs and per 1,000 square feet of site development area	Pre FY 02	\$5.00	\$5.00	\$5.00
	FY 15	\$10.00	\$10.00	\$10.00
Total application fee shall not exceed (cap)	FY 08	\$15,000.00	\$15,000.00	\$15,000.00
Site plan amendment				
Administrative approval	FY 17	\$200.00	\$200.00	\$200.00
Administrative approval after work has been done	FY 17	\$500.00	\$500.00	\$500.00
TAC or Planning Board approval	FY 17	\$800.00	\$800.00	\$800.00
PLANNING-HISTORIC DISTRICT				
Work Session (prior to application for approval)	FY 17	\$200.00	\$200.00 per work session	\$200.00
Residential applications 1 dwelling unit	FY 15	\$100.00	\$100.00	\$100.00
2 dwelling units	FY 15	\$100.00	\$100.00	\$100.00
3 dwelling units	FY 15	\$250.00	\$250.00	\$250.00
4 and over dwelling units	FY 15	\$400.00	\$400.00	\$400.00
For each unit over 4	FY 15	\$100.00	\$100.00	\$100.00
Accessory structure, mechanical equipment or replacement of doors/windows only	FY 15	\$100.00	\$100.00	\$100.00
Non-residential applications	FY 15	\$500.00	\$500.00	\$500.00
In Addition:				
Per \$1,000 of valuation of new construction	Pre FY 02	\$5.00	\$5.00	\$5.00
Total application fee shall not exceed (cap)	FY 15	\$5,000.00	\$5,000.00	\$5,000.00
Non-residential applications-accessory structure, mechanical equipment or replacement of doors/windows only	FY 15	\$100.00	\$100.00	\$100.00



**City of Portsmouth
Fee Schedule
Planning Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Amendment to Certificate of Approval				
Administrative approval	FY 17	\$100.00	\$100.00	\$100.00
Administrative approval after work has been done	FY 17	\$500.00	\$500.00	\$500.00
Commission approval	FY 17	\$800.00	\$800.00	\$800.00
Signs	FY 15	\$100.00	\$100.00	\$100.00
PLANNING DEPARTMENT - ZONING PERMITS				
Certificate of conformity	FY 17	\$50.00	\$50.00	\$50.00
Letter of interpretation	FY 17	\$100.00	\$100.00	\$100.00
Single- or two-family dwelling: new construction or addition, or accessory structure over 400 sq. ft.	FY 17	\$100.00	\$100.00	* Delete
Multifamily dwelling, nonresidential or mixed residential/nonresidential: new construction, addition, change of use, tenant fit-up	FY 17	\$200.00	\$200.00	* Delete
Accessory structure less than 400 sq. ft. (detached garage, ground-mounted HVAC, generator, etc.)	FY 17	\$50.00	\$50.00	* Delete
Signs (per application)	FY 17	\$50.00	\$50.00	* Delete



**PLANNING DEPARTMENT
Revenues from fees**

	Actual FY 17	Actual FY 18	Actual FY 19	Budget FY 20
Planning Board	\$89,330	\$110,648	\$79,937	\$65,000
Board of Adjustments	\$53,930	\$40,175	\$37,909	\$42,000
Site Review	\$75,344	\$69,307	\$39,619	\$40,000
Total Planning Department	\$218,604	\$220,130	\$157,465	\$147,000

The Planning Department reported the following application numbers:

	FY 17	FY 18	FY 19
Site Plan Review	64	26	17
Subdivision/Lot Line revisions	16	15	14
Wetland Conditional Use	27	20	30
Non-Wetland Conditional Use	23	14	19
HDC	168	222	184
Preliminary Conceptual Consultation	6	4	7
Design Review	6	2	1
Board of Adjustment		105	95



**City of Portsmouth
Fee Schedule
Inspection Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Chapter 8: Article I Section 106 A				
Street Obstructions (thirty working days or less)				
Please see Public Works for more than 30 working days fee				
Initial	FY 11	\$50.00	\$50.00	\$50.00
FY 18 there were 63 permits issued for \$3,150				
BUILDING PERMIT FEES:				
Chapter 12: Part I Section 108.2				
International Building Code-				
and				
Chapter 12: Part II Section R108.2				
International Residential Code-				
Note: All Construction Permit Fees rounded up to the nearest \$5.00				
Minimum Fee-Residential	FY 07	\$50.00	\$50.00	\$50.00
Special Inspection Fee	FY 07	\$60.00	\$60.00 Per Hour	\$60.00
Emergency Inspection Fee	FY 07	\$60.00	\$60.00 Per Hour	\$60.00
Minimum Fee-Commercial	FY 16	\$100.00	\$100.00	\$100.00
Flat Rate Permits	FY 06	\$35.00	\$35.00	\$35.00
Flat Rate Permits: Includes: siding, replacement windows, pools, sheds, buried tanks, pad mounted generators, temporary structures, change-in-occupancy with no construction.				
Demolition Permits	FY 06	\$50.00	\$50.00 For structures up to 2,000 SF floor area	\$50.00
	FY 04	\$10.00	\$10.00 per \$1,000 of demolition cost for structures over 2,000sf	\$10.00



**City of Portsmouth
Fee Schedule
Inspection Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
General Renovations				
Residential Rates,	FY 04	\$7.00	\$7.00 per \$1,000 of renovation cost	\$7.00
New Construction, Renovation/Remodel and Additions				
Commercial Rates	FY 04	\$10.00	\$10.00 per \$1,000 of renovation cost	\$10.00
Sign Permits-Minimum Fee	FY 04	\$50.00	\$50.00	\$50.00
Special Event Sign	FY 07	\$35.00	\$35.00 per single event	\$35.00
Fee per sq ft of sign area (Permanent or Temporary)	FY 04	\$1.00	\$1.00	\$1.00
 Chapter 12: Part I Section 109.7				
International Building Code-				
	and			
Chapter 12: Part II Section R109.5				
International Residential Code-				
Reinspection Fee	FY 07	\$100.00	\$100.00 Per Reinspection	\$100.00



**City of Portsmouth
Fee Schedule
Inspection Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
<u>Chapter 12: Part I Section 108.4</u> International Building Code-				
and				
<u>Chapter 12: Part II Section R108.7</u> International Residential Code-				
Fee for Nonpermitted Work				
Any person who is found to have demolished, constructed, altered, removed, or changed the use of a building or structure without the benefit of a building, electrical, plumbing, mechanical, or change in use permit shall, upon issuance of said permit(s), be assessed a charge of (1) 200% of regular permit fee or(2) \$300.00 whichever is greater. If the regular permit fee is over(3) \$300.00 , the permit fee shall be the regular fee plus(4) \$300.00 .				
	FY 04	(1) 200%	(1) 200%	(1) 200%
	FY 07	(2) \$300	(2) \$300	(2) \$300
	FY 07	(3) \$300	(3) \$300	(3) \$300
	FY 07	(4) \$300	(4) \$300	(4) \$300
<u>Chapter 12: Part I Section 110.6</u> International Building Code-				
and				
<u>Chapter 12: Part II Section R110.6</u> International Residential Code-				
Fee for Certificate of Use and Occupancy	FY 07	\$100.00	\$100.00	\$100.00



**City of Portsmouth
Fee Schedule
Inspection Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
<u>Chapter 12: Part I Section 106.3.6</u>				
International Building Code-				
Outside Plan Review Services (adjustment to permit) (for all applicable building permits meaning building,electric, plumbing, mechanical or fire protection permits)	FY 14	-20%	-20%	-20%

ELECTRICAL FEES:

Chapter 12: Part I Section 108.2

International Building Code-

and

Chapter 12: Part II Section R108.2

International Residential Code-

Plan Review Fee	FY 04	\$50.00	\$50.00	\$50.00
Special Inspection Fee	FY 07	\$60.00	\$60.00 Per Hour	\$60.00
Emergency Inspection Fee	FY 07	\$60.00	\$60.00 Per Hour	\$60.00
Reinspection fees	FY 07	\$100.00	\$100.00 Each additional inspection after the sec for the same item(s)	\$100.00
Minimum Electric Permit Fee	FY 07	\$50.00	\$50.00	\$50.00
Residential-Service Equipment				
Single Phase	FY 18	\$50.00	\$50.00 up to & including 100 Amps.	\$50.00
Single Phase	FY 18	\$75.00	\$75.00 101 to 200 Amps.	\$75.00
Single Phase	FY 18	\$150.00	\$150.00 201 to 400 Amps.	\$150.00
Single Phase	FY 07		Meters (each)	
Lighting Fixtures, Power Utilization Equipment & Outlets				
	FY 04	\$1.00	\$1.00 Each Device	\$1.00



**City of Portsmouth
Fee Schedule
Inspection Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Pad Mounted Generators:				
12 KW or less	FY 12	\$75.00	\$75.00	\$75.00
13 KW to 20 KW	FY 12	\$125.00	\$125.00	\$125.00
21 KW and above	FY 12	\$175.00	\$175.00	\$175.00
Manual Gen. set transfer	FY 12	\$10.00	\$10.00	\$10.00
Automatic Gen. set transfer	FY 12	\$25.00	\$25.00	\$25.00
All fees shall be rounded up to the nearest				
\$5.00 with a minimum fee of \$50.00. (Commercial)	FY 04	\$50.00	\$50.00	\$50.00
Commercial-Contract Cost Fee Method				
First \$5000.00 of electrical construction cost from				
\$0.01 to \$5,000.00	FY 04	\$25.00	\$25.00	Rate per Thousand Dollars of Contract (\$25.00
Next \$5000.00 of electrical construction cost from				
\$5,000.01 to \$10,000.00	FY 04	\$20.00	\$20.00	Rate per Thousand Dollars of Contract (\$20.00
Next \$5000.00 of electrical construction cost from				
\$10,000.01 to \$15,000.00	FY 04	\$15.00	\$15.00	Rate per Thousand Dollars of Contract (\$15.00
Each \$1000.00 of electrical construction cost from				
\$15,000.01 & over	FY 07	\$10.00	\$10.00	Rate per Thousand Dollars of Contract (\$10.00
 Chapter 12: Part I Section 109.7				
International Building Code-				
and				
Chapter 12: Part II Section R109.5				
International Residential Code-				
 Reinspection fees				
If, upon being called for any inspection, the work is not in compliance with this Code, verbal notice will be given as to the deficiencies and such deficiencies shall be noted on the code official's report. The permit holder shall be responsible for correcting the item(s) and for notifying the code official to reinspect said deficiencies. If when called to reinspect these deficiencies, all is correct, no further action will be taken. However, if during the first reinspection, the work in question has not been corrected, there will be a \$100.00 reinspection fee assessed, which must be paid at the Inspection Office before a third inspection will be made. For each subsequent reinspection of the same deficiency or deficiencies, a like procedure and fee shall be assessed.				
	FY 07	\$100.00	\$100.00	\$100.00



**City of Portsmouth
Fee Schedule
Inspection Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Chapter 14: Section 102A E				
Housing Code				
Certificate of Occupancy	Pre FY 02	\$1.00	\$1.00 Per Building (Good for 3 years)	\$1.00
<div style="border: 1px solid black; padding: 2px; width: fit-content;"> City does not currently collect fee or issue certificate </div>				

PLUMBING/MECHANICAL PERMIT FEES:

Chapter 15, Part I of II: Section 106.6.2
International Plumbing Code &
Chapter 15, Part II of II: Section 106.5.2
International Mechanics Code

Residential rate:

Fee per fixture (plumbing or gas)	Pre FY 02	\$5.00	\$5.00 Each	\$5.00
Water distribution piping (per dwelling)	FY 07	\$30.00	\$30.00 Each	\$30.00
Waste and vent piping (per dwelling)	FY 07	\$30.00	\$30.00 Each	\$30.00
Septic System (per dwelling)	FY 07	\$30.00	\$30.00 Each	\$30.00
Gas distribution piping (per gas meter)	FY 07	\$30.00	\$30.00 Each	\$30.00
Heating & Cooling Equipment: (Boiler, Furnace, Airhandlers, Unit Heaters, Condenser, Gas Logs, Fireplace Inserts, Solid Fuel Stoves, etc...)	FY 10	\$20.00	\$20.00 per Mechanical Equipment	\$20.00
Gas Appliance: (Cloths Dryers, Range/Oven Water Heater, etc....)	FY 10	\$5.00	\$5.00 per Gas Appliance	\$5.00
Air Distribution System:	FY 10	\$5.00	\$5.00 per Register	\$5.00
Minimum Permit Fee	FY 07	\$50.00	\$50.00	\$50.00



**City of Portsmouth
Fee Schedule
Inspection Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Commercial rate:				
Required Plan Review Fee	FY 04	\$50.00	\$50.00 Plumbing	\$50.00
(Per contractor and for each revision of plans)	FY 04	\$50.00	\$50.00 Mechanical	\$50.00
Minimum Permit Fee:	FY 04	\$50.00	\$50.00	\$50.00
Commercial-Contract Cost Fee Method				
First \$5000.00 of electrical construction cost from				
\$0.01 to \$5,000.00	FY 07	\$25.00	\$25.00 Rate per Thousand Dollars of Contract Value	\$25.00
Next \$5000.00 of electrical construction cost from				
\$5,000.01 to \$10,000.00	FY 07	\$20.00	\$20.00 Rate per Thousand Dollars of Contract Value	\$20.00
Next \$5000.00 of electrical construction cost from				
\$10,000.01 to \$15,000.00	FY 07	\$15.00	\$15.00 Rate per Thousand Dollars of Contract Value	\$15.00
Each \$1000.00 of electrical construction cost from				
\$15,000.01 & over	FY 07	\$10.00	\$10.00 Rate per Thousand Dollars of Contract Value	\$10.00
Commercial Range & Duct Extinguishing System:				
Base Permit Fee (Per System):	FY 06	\$150.00	\$150.00	\$150.00
At time of first inspection, if system(s) are not ready for testing within 1/2 hour from time of Inspectors arrival, or if system fails the inspection, a reinspection shall be scheduled after paying a \$150 fee. This procedure and fee shall be repeated for each failed inspection or incomplete system visit.				
	FY 13	\$300.00	\$300.00	\$300.00
Special Inspection Fee	FY 07	\$60.00	\$60.00 Per hour	\$60.00
Emergency Inspection Fee	FY 07	\$60.00	\$60.00 Per Hour	\$60.00



**City of Portsmouth
Fee Schedule
Inspection Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
<u>Chapter 15, Part I of II: Section 107.1.2.4</u>				
International Plumbing Code				
Reinspection Fee	FY 07	\$100.00	\$100.00	\$100.00

<u>Chapter 15, Part II of II: Section 107.6</u>				
International Mechanics Code				
Reinspection Fee	FY 07	\$100.00	\$100.00	\$100.00

Chapter 15, Part I of II: Section 108.8
International Plumbing Code

Work Commencing Before Permit Issuance

Any person who is found to have done plumbing work without the proper permits shall, upon issuance of said permit(s), be assessed a charge of (1) **200%** of the regular permit fee or (2) **\$300.00** whichever is greater. If the regular permit fee is over (3) **\$300.00**, the permit fee shall be the regular fee plus (4) **\$300.00**

	FY 04	(1) 200%	(1) 200%	(1) 200%
	FY 07	(2) \$300	(2) \$300	(2) \$300
	FY 07	(3) \$300	(3) \$300	(3) \$300
	FY 07	(4) \$300	(4) \$300	(4) \$300

Commencing work before permit issuance

Any person who is found to have done mechanical work without the proper permits shall, upon issuance of said permit(s), be assessed a charge of (1) **200%** of the regular permit fee or (2) **\$300.00** whichever is greater. If the regular permit fee is over (3) **\$300.00**, the permit fee shall be the regular fee plus (4) **\$300.00**.

	FY 04	(1) 200%	(1) 200%	(1) 200%
	FY 07	(2) \$300	(2) \$300	(2) \$300
	FY 07	(3) \$300	(3) \$300	(3) \$300
	FY 07	(4) \$300	(4) \$300	(4) \$300



**INSPECTION DEPARTMENT
Revenues from fees**

	Actual FY 17	Actual FY 18	Actual FY 19	Budget FY 20
Total Inspection Department	\$1,027,194	\$1,055,703	\$1,607,252	\$821,000

	FY 17	FY 18	FY 19
Permits			
Residential	1,876	1525	1896
Commercial	1,247	344	977
Value	\$211,585,486	\$104,938,106	\$157,936,179
Inspections	2,480	2683	6672



**City of Portsmouth
Fee Schedule
Police Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
--------------------	--------------------------------------	-----------------------------	-----------------------------	---

Chapter 5: Article VIII Section 802

Alarm Systems Service Charge

Police-Unfounded Emergency calls	Pre FY 02	No Charge	No Charge	0-3 Occurrences per calendar year	No Charge
Police-Unfounded Emergency calls	FY 08	\$75.00	\$75.00	4th Occurrence per calendar year	\$75.00
Police-Unfounded Emergency calls	FY 08	\$75.00	\$75.00	5th Occurrence per calendar year	\$75.00
Police-Unfounded Emergency calls	FY 08	\$75.00	\$75.00	6th Occurrence per calendar year	\$75.00
Police-Unfounded Emergency calls	FY 08	\$100.00	\$100.00	7th Occurrence per calendar year	\$100.00
Police-Unfounded Emergency calls	FY 10	\$150.00	\$150.00	8th Occurrence per calendar year	\$150.00
Police-Unfounded Emergency calls	FY 10	\$200.00	\$200.00	9th Occurrence per calendar year	\$200.00
Police-Unfounded Emergency calls	FY 08	\$300.00	\$300.00	10th-15th Occurrences per calendar year	\$300.00
Police-Unfounded Emergency calls	FY 09	\$400.00	\$400.00	16th-20th Occurrences per calendar year	\$400.00
Police-Unfounded Emergency calls	FY 10	\$500.00	\$500.00	21th-25th Occurrences per calendar year	\$500.00
Police-Unfounded Emergency calls	FY 10	\$1,000.00	\$1,000.00	Each Occurrences 26 or over per calendar year	\$1,000.00

Chapter 7: Article V Section 504

Bicycles

License	Pre FY 02	No Charge	No Charge	No Charge
U-Visa research	FY 13	\$150.00	\$150.00	\$150.00



**POLICE DEPARTMENT
Revenues from fees**

	Actual FY 17	Actual FY 18	Actual FY 19	Budget FY 20
Police Alarms	\$30,100	\$31,925	\$37,125	\$26,000

**Alarm Systems Service Charge
Police-Unfounded Emergency calls**

	FY 17	FY 18	FY 19
0-3 Occurrences per calendar year	765	688	708
4th Occurrence per calendar year	91	92	76
5th Occurrence per calendar year	60	62	53
6th Occurrence per calendar year	39	40	35
7th Occurrence per calendar year	29	28	23
8th Occurrence per calendar year	21	19	17
9th Occurrence per calendar year	18	10	9
10th-15th Occurrences per calendar year	29	30	23
16th-20th Occurrences per calendar year	0	2	7
21th-25th Occurrences per calendar year	0	0	0
Each Occurrences 26 or over per calendar year	0	0	0
Total Calls	1052	971	951



**City of Portsmouth
Fee Schedule
Fire Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>		<u>Suggested FY 2021 Schedule</u>
<u>Chapter 5: Article IX Section F403.2</u>					
Open Burning	FY 13	\$10.00	\$10.00	Inspection Fee	\$10.00
FY 17 there were 134 permits issued for \$1,340					
Copy of incident report	Pre FY 02	\$10.00	\$10.00		\$10.00
Environmental Reports and Research	FY 06	\$25.00	\$25.00		\$25.00
FY 17 there were 16 reports researched for \$400					

INSPECTION FEES

PLACE OF ASSEMBLY

An occupancy used for a gathering of 50 or more persons for deliberation, worship, entertainment, eating, drinking, amusement, awaiting transportation, or similar uses; or used as a special amusement building, regardless of occupant load.

Establishments with an occupancy of less than 50 persons with an on-premise liquor license are required by the State Liquor Commission to have a valid Permit to Operate a Place of Assembly.

Full Place of Assembly inspections are performed annually in conjunction with the issuance of the Permit to Operate a Place of Assembly.

Occupancy Less than 50	FY 20	N/A	\$50.00	Annually	\$50.00
Occupancy 51 to 100	FY 20	N/A	\$100.00	Annually	\$100.00
Occupancy 101 to 300	FY 20	N/A	\$200.00	Annually	\$200.00
Occupancy 301 to 1000	FY 20	N/A	\$300.00	Annually	\$300.00



**City of Portsmouth
Fee Schedule
Fire Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Occupancy 1001 and above	FY 20	N/A	\$500.00 Annually	\$500.00

DAYCARE

An occupancy in which four or more clients receive care, maintenance, and supervision, by other than their relatives or legal guardians, for less than 24 hours per day. Excludes Family Daycares.

Daycare Center:

(12 plus or 5 plus under 2 years old)	FY 20	N/A	\$100.00 Every 3 years in conjunction with State licensing	\$100.00
---------------------------------------	-------	-----	--	----------

APARTMENTS

A building or portion thereof containing three or more dwelling units with independent cooking and bathroom facilities.

APARTMENT BUILDING	FY 20	N/A	\$100.00 Every three years	\$100.00
per dwelling unit	FY 20	N/A	\$5.00 Every three years	\$5.00

HOTEL

A building or groups of buildings under the same management in which there are sleeping accommodations for more than 16 persons and primarily used by transients for lodging with or without meals.

HOTEL	FY 20	N/A	\$100.00 Annually	\$100.00
per room	FY 20	N/A	\$2.50 Annually	\$2.50



**City of Portsmouth
Fee Schedule
Fire Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
ROOMING HOUSE				
Buildings that provide sleeping accommodations for 16 or fewer persons on either a transient or permanent basis, with or without meals, but without separate cooking facilities for individual occupants; excluding one- and two- family homes				
ROOMING HOUSE	FY 20	N/A	\$100.00 Annually	\$100.00
EDUCATIONAL				
Buildings used for educational purposes through the twelfth grade by six or more persons for 4 or more hours per day or more than 12 hours per week.				
Educational	FY 20	N/A	\$100.00 Annually	\$100.00
STATE REQUIRED DWELLING UNIT				
Residential Placements, Foster Care, Adoptions, Family Daycares,				
STATE REQUIRED DWELLING UNIT INSPECTIONS	FY 20	N/A	\$30.00 Every three years	\$30.00
	FY 20		in conjunction with State Licensing	
HEALTH FACILITIES				
Inspections required for the licensing of healthcare facilities by NH DHHS				
HEALTH FACILITIES per bed	FY 20	N/A	\$100.00 Inspections related to State licensing	\$100.00
	FY 20	N/A	\$2.50	\$2.50



**City of Portsmouth
Fee Schedule
Fire Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
RE-INSPECTION				
Fire Alarm and Sprinkler Suppression System, Place of Assembly, Daycare, Apartment Building, Hotel, Rooming House, Educational, State Required Dwelling Unit, and Health Facilities.				
First Occurrence	FY 20	N/A	\$300.00	\$300.00
Second Occurrence	FY 20	N/A	\$400.00	\$400.00
Third and Additional Occurrences	FY 20	N/A	\$500.00	\$500.00
Fire Sprinkler Systems	FY 20	N/A	\$50.00 per application	\$50.00
	FY 20	N/A	\$0.05 per sq. ft. of protected area	\$0.05
Fire Alarm Systems:	FY 20	N/A	\$50.00 per application	\$50.00
	FY 20	N/A	\$0.05 per sq. ft. of protected area	\$0.05

Chapter 5: Article VIII Section 802

Alarm Systems Service Charge

Fire-Unfounded Emergency calls	FY 20	N/A	\$300.00	Malicious	\$300.00
Fire-Unfounded Emergency calls	FY 20	N/A	No Charge	0-3 Occurrences per calendar year	No Charge
Fire-Unfounded Emergency calls	FY 20	N/A	\$200.00	4th Occurrence per calendar year	\$200.00
Fire-Unfounded Emergency calls	FY 20	N/A	\$200.00	5th Occurrence per calendar year	\$200.00
Fire-Unfounded Emergency calls	FY 20	N/A	\$200.00	6th Occurrence per calendar year	\$200.00
Fire-Unfounded Emergency calls	FY 20	N/A	\$300.00	Each Occurrences 7 or over per calendar year	\$300.00



**FIRE DEPARTMENT
Revenues from fees**

	Actual FY 17	Actual FY 18	Actual FY 19	Budget FY 20
Burn Permits	\$1,290	\$1,640	\$1,485	\$1,500
Fire Inspections	N/A	N/A	N/A	\$90,000
Total Fire Department	\$1,290	\$1,640	\$1,485	\$91,500

Fire Stats	FY 17	FY 18	FY 19
# of Burn Permits	134	164	124
Environmental reports	16	25	14



**City of Portsmouth
Fee Schedule
Public Works**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Memorial Bridge Lighting Request (Available to Non-Profits only)	FY 20	N/A	\$50.00 Application/Permit Fee	\$50.00
City Council Policy 2018-02 Encumbrance of City Property (31 working days or more) Any City land that includes unmetered parking spaces, travel ways, loading zones and sidewalks	FY 19	\$0.05	\$0.05 per square foot per day	\$0.05
(Above Fee will be doubled if the encumbrance period extends beyond its term) (Metered parking spaces having their own fee- please see Parking Fees-Temporary Meter Parking Space Permit)				
Any other City land/right of way not included above	FY 19	\$400.00	\$400.00 per each 400 square feet for 1st 30 days	\$400.00
	FY 19	\$200.00	\$200.00 each additional 30 day period	\$200.00
Blasting Permit	FY 18	\$100.00	\$100.00	\$100.00
	2 permits in FY 19			
New Driveway Permit	FY 18	\$50.00	\$50.00	\$50.00
	15 permits in FY 19			



**City of Portsmouth
Fee Schedule
Public Works**

** (Indicates change from current fee)*

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>FY 2021 Schedule</u>	<u>Suggested</u>
Excavation Permit	FY 15	\$200.00	\$200.00	1st 100 sf.	* \$250.00
	93 permits in FY 19				
	FY 17	\$400.00	\$400.00	Expedited Permit (within 3 business days)	* \$500.00
	30 permits in FY 19				
	FY 15	\$100.00	\$100.00	each additional 100 sf.	* \$150.00
Flagging Permit	FY 14	\$25.00	\$25.00		\$25.00
	192 permits in FY 19				
	FY 17	\$50.00	\$50.00	Expedited Permit (within 3 business days)	\$50.00
	79 permits in FY 19				
Rental Fees-Note: The following rental fees will be waved for Portsmouth based Non-Profits					
Cone	FY 15	\$1.50	\$1.50	ea/ per event	\$1.50
Trash/Recycling Receptacle	FY 15	\$2.00	\$2.00	ea/ per event	\$2.00
Wood Barricade	FY 15	\$2.00	\$2.00	ea/ per event	\$2.00
Metal Barricade	FY 15	\$4.00	\$4.00	ea/ per event	\$4.00
Sign	FY 15	\$5.00	\$5.00	ea/ per event	\$5.00



**City of Portsmouth
Fee Schedule
Public Works**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Maps				
Copy of existing map: 8 1/2 x 11 (B & W)	FY 06	\$0.50	\$0.50 Each Print	\$0.50
11 x 17 (B & W)	PRE FY 02	\$0.50	\$0.50 Each Print	\$0.50
22 x 34 (B & W)	FY 09	\$10.00	\$10.00 Each Print	\$10.00
24 x 36 (B & W)	FY 09	\$10.00	\$10.00 Each Print	\$10.00
44 x 34 (B & W)	FY 09	\$20.00	\$20.00 Each Print	\$20.00
Plot existing maps: 8 1/2 x 11	FY 06	\$5.00	\$5.00 Each Print	\$5.00
11 x 17	FY 06	\$5.00	\$5.00 Each Print	\$5.00
22 x 34	PRE FY 02	\$10.00	\$10.00 Each Print	\$10.00
24 x 36	PRE FY 02	\$10.00	\$10.00 Each Print	\$10.00
44 x 34	PRE FY 02	\$20.00	\$20.00 Each Print	\$20.00
Utility/Geodetic Control Map- for individual property 8 1/2 x 11 (Color)	FY 09	\$0.00	\$0.00	\$0.00
by Email	FY 09	\$0.00	\$0.00	\$0.00
on Cd	FY 09	\$10.00	\$10.00	\$10.00
Maps in PDF format: Tax Map CD	FY 09	\$10.00	\$10.00	\$10.00
Standard GIS and CAD Data DVD:	FY 09	\$50.00	\$50.00	\$50.00
Custom Disk of Historical Data (CD or DVD)	FY 09	\$100.00	\$100.00	\$100.00



**City of Portsmouth
Fee Schedule
Public Works**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>		<u>Suggested FY 2021 Schedule</u>
Disposal of Tires	FY 04	\$5.00	\$5.00	per tire	\$5.00
	464 occurrences in FY 19				
Disposal of Electronics	FY 15	\$10.00	\$10.00	per unit	\$10.00
	1,030 occurrences in FY 19				
CFC Removal	FY 17	\$20.00	\$20.00	per unit	\$20.00
	845 occurrences in FY 19				
Propane Tanks (20# & larger)	FY 18	\$5.00	\$5.00	per tank	\$5.00
	154 occurrences in FY 19				
Yard Waste Disposal (contractors)	FY 15	\$25.00	\$25.00		* \$50.00
	307 occurrences in FY 19				
Bulky Waste Pick-Up	FY 21	N/A	N/A	each event	* \$5.00
Disposal of following whether pick-up or drop-off:					
Upholstered Furniture (Chairs, Couches, Sleep Sofa, Loveseats)	FY 21	N/A	N/A	each	* \$5.00
Clothes Washer	FY 21	N/A	N/A	each	* \$5.00
Clothes Dryer	FY 21	N/A	N/A	each	* \$5.00
Mattresses	FY 21	N/A	N/A	each	* \$5.00
Box Springs	FY 21	N/A	N/A	each	* \$5.00
Dishwasher	FY 21	N/A	N/A	each	* \$5.00
Cooking Range	FY 21	N/A	N/A	each	* \$10.00
Refrigerators	FY 21	N/A	N/A	each	* \$20.00



PUBLIC WORKS DEPARTMENT	Actual	Actual	Actual	Budget
Revenues from fees	FY 17	FY 18	FY 19	FY 20
Excavation Permit	\$36,625	\$46,440	\$55,960	\$40,000
Flagging Permit	\$11,991	\$9,170	\$5,625	\$11,000
Solid Waste	\$51,775	\$61,566	\$60,554	\$40,000
Blasting Permit	N/A	N/A	\$200	\$100
New Driveway Permit	N/A	N/A	\$950	\$100
Total Public Works Department	\$100,391	\$117,176	\$123,289	\$91,200



**City of Portsmouth
Fee Schedule
Recreation**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
RECREATION-SPINNAKER PT.				
Adult Resident	FY 14	\$216.00	\$216.00 per year	\$216.00
Senior Citizen Resident	FY 14	\$108.00	\$108.00 per year	\$108.00
Adult Non-Resident	FY 14	\$432.00	\$432.00 per year	\$432.00
Senior Citizen Non-Resident	FY 14	\$216.00	\$216.00 per year	\$216.00
Daily Guest Fee Resident	PRE FY 02	\$5.00	\$5.00 per day	\$5.00
Daily Guest Fee Non-Resident	FY 12	\$10.00	\$10.00 per day	\$10.00

Calendar Year Information:			
	2017 Members	2018 Members	2019 Members
Adult	638	623	577
Sr. Citizen	632	665	758
Other	184	161	215



**City of Portsmouth
Fee Schedule
Recreation**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
RECREATION-INDOOR POOL				
Per the "Consolidation Lease and Operations Agreement to Maintain the Portsmouth Public Pool"				
Article III Section 3.2				
SIPP shall set prices for all services offered on the Premises including:				
classes, lessons, memberships, rental fees, and special event operations subject to the following:				
All prices affecting City residents shall be subject to review and approval by the City Manager or his designee.				
5 & Under, Resident	FY 11	\$3.00	\$3.00	per session
5 & Under, Non-Resident	FY 11	\$5.00	\$5.00	per session
5 & Under, Resident/Membership	FY 11	\$180.00	\$180.00	per year
5 & Under, Non-Resident/Membership	FY 11	\$240.00	\$240.00	per year
6-17, Resident	FY 11	\$5.00	\$5.00	per session
6-17, Non-Resident	PRE FY 02	\$10.00	\$10.00	per session
6-17, Resident/Membership	FY 11	\$180.00	\$180.00	per year
6-17, Non-Resident/Membership	FY 11	\$240.00	\$240.00	per year
18-59, Resident	FY 11	\$5.00	\$5.00	per session
18-59, Non-Resident	FY 11	\$10.00	\$10.00	per session
18-59, Resident/Membership	FY 11	\$300.00	\$300.00	per year
18-59, Non-Resident/Membership	FY 11	\$540.00	\$540.00	per year
Senior Citizen, Resident	FY 11	\$3.00	\$3.00	per session
Senior Citizen, Non-Resident	FY 11	\$5.00	\$5.00	per session
Senior Citizen, Resident/Membership	FY 11	\$240.00	\$240.00	per year
Senior Citizen, Non-Resident/Membership	FY 11	\$300.00	\$300.00	per year
First Adult, Resident/Family Rate	FY 11	\$300.00	\$300.00	per year
First Adult, Non-Resident/Family Rate	FY 11	\$540.00	\$540.00	per year
Second Adult, Resident/Family Rate	FY 11	\$180.00	\$180.00	per year
Second Adult, Non-Resident/Family Rate	FY 11	\$300.00	\$300.00	per year



**City of Portsmouth
Fee Schedule
Recreation**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Maximum Per Family, Resident/Family Rate	FY 11	\$720.00	\$720.00 per year	\$720.00
Maximum Per Family, Non-Resident/Family Rate	FY 11	\$720.00	\$720.00 per year	\$720.00
Swimming Lessons (rates based on a 8 lesson Session)				
Resident Member	FY 11	\$30.00	\$30.00	\$30.00
Resident Non-Member	FY 11	\$45.00	\$45.00	\$45.00
Non-Resident Member	FY 11	\$65.00	\$65.00	\$65.00
Non-Resident Non-Member	FY 11	\$100.00	\$100.00	\$100.00
Pool Rental	FY 11	\$150.00	\$150.00 per hour	\$150.00
per staff	FY 09	\$40.00	\$40.00	\$40.00
New Member Processing Fee	FY 11	\$25.00	\$25.00	\$25.00



**City of Portsmouth
Fee Schedule
Recreation**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
RECREATION-OUTDOOR POOL				
18 & Under, Resident	PRE FY 02	\$0.00	\$0.00 per day	\$0.00
18 & under, Non-Resident	FY 12	\$2.00	\$2.00 per day	\$2.00
19 & Over, Resident	FY 12	\$2.00	\$2.00 per day	\$2.00
19 & over, Non-Resident	FY 12	\$4.00	\$4.00 per day	\$4.00
RECREATION-MISCELLANEOUS				
Field/Gym-Organized Teams(all inclusive)	FY 14	\$30.00	\$30.00 per team	\$30.00
Practice-Field/Gym use (does not apply to youth athletics including Little League)	FY 12	\$20.00	\$20.00	\$20.00
Co-sponsored (non-swim team) programs maintenance fee (placed in maintenance fund)	FY 06	\$200.00	\$200.00 per team	\$200.00
Non-Resident participants in co-sponsored (non-swim team) programs (placed in maintenance fund)	FY 06	\$20.00	\$20.00 per person	\$20.00
Electrical Light Usage at Ballfields(does not apply to youth athletics)	FY 14	\$60.00	\$60.00	\$60.00
Room Rental	PRE FY 02	\$10.00	\$10.00	\$10.00
Peirce Island Boat Launch:				
Boat Launch (Non-Resident)	FY 14	\$150.00	\$150.00 per season	\$150.00
Boat Launch (Non-Resident)	FY 14	\$20.00	\$20.00 per launch	\$20.00
Kayaks, non-motorized (Non-Resident)	FY 14	\$10.00	\$10.00 per launch	\$10.00
Kayaks, non-motorized (Non-Resident)	FY 14	\$75.00	\$75.00 per season	\$75.00
Commercial (Non-Resident)	FY 14	\$50.00	\$50.00 per launch	\$50.00



RECREATION DEPARTMENT
General Fund Revenues from fees

	Actual FY 17	Actual FY 18	Actual FY 19	Budget FY 20
Outdoor Pool	\$33,067	\$23,941	\$24,322	\$25,000
Spinnaker Point	\$240,141	\$227,948	\$241,703	\$220,000
Boat Ramp Fees	\$9,170	\$8,995	\$7,935	\$10,000
Total General Fund Recreation Fee Revenue	\$282,378	\$260,884	\$273,960	\$255,000
Special Revenue Fund Fee Revenue				
Indoor Pool	\$451,001	\$443,543	\$428,315	
Total Recreation Revenue from Fees	\$733,379	\$704,427	\$702,275	



**City of Portsmouth
Fee Schedule
Health Department**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>		<u>Suggested FY 2021 Schedule</u>
HEALTH					
Class					
A4 Restaurants (400 + seating capacity)	FY 14	\$500.00	\$500.00	Annually	* \$650.00
A3 Restaurants (300-399 seating capacity)	FY 14	\$450.00	\$450.00	Annually	* \$600.00
A2 Restaurants (200-299 seating capacity)	FY 14	\$400.00	\$400.00	Annually	* \$550.00
A1 Restaurants (100-199 seating capacity)	FY 07	\$350.00	\$350.00	Annually	* \$450.00
B Restaurants (76-99 seating capacity)	FY 07	\$300.00	\$300.00	Annually	* \$350.00
C Restaurants (51-75 seating capacity)	FY 07	\$240.00	\$240.00	Annually	* \$300.00
D Restaurants (26-50 seating capacity)	FY 07	\$180.00	\$180.00	Annually	* \$275.00
E Restaurants (0-25 seating capacity)	FY 07	\$125.00	\$125.00	Annually	* \$200.00
E Bakeries	FY 07	\$125.00	\$125.00	Annually	* \$200.00
E Markets or stores with less than 2 food preparation areas selling prepared foods and inc. fish markets, seafood stores and fish processing facilities	FY 07	\$125.00	\$125.00	Annually	* \$200.00
E Catering	FY 07	\$125.00	\$125.00	Annually	* \$150.00
F Supermarkets	FY 14	\$500.00	\$500.00	Annually	* \$650.00
G Bed and Breakfast Operations	FY 07	\$80.00	\$80.00	Annually	* \$125.00
G Nursing Home (Food Service)	FY 07	\$80.00	\$80.00	Annually	* \$100.00
H Prepackaged Foods (movie theaters, gas stations, video, candy, department, drug stores)	PRE FY 02	\$50.00	\$50.00	Annually	* \$100.00
M Mobile Food Operations	FY 12	\$200.00	\$200.00	Annually	\$200.00



**City of Portsmouth
Fee Schedule
Health Department**

* (Indicates change from current fee)

	<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
T	Temporary Food Permit (Portsmouth business with food service permit exempt)	FY 14	\$125.00	\$125.00 (up to two (2) weeks before the day of the event)	\$125.00
		PRE FY 02	\$100.00	\$100.00 (additional thereafter)	\$100.00
TT	Sampling for non potentially hazardous foods (14 days or less) (Portsmouth business with food service permit exempt)	FY 10	\$15.00	\$15.00 (up to four (4) weeks before the day of the event)	\$15.00
		FY 10	\$40.00	\$40.00 (additional thereafter)	\$40.00
V	Limited Events (1 to 4 events per year)	FY 14	\$150.00	\$150.00	\$150.00
W	Farmer's Market Permit (period 5/01/xx-11/01/xx)	FY 07	\$140.00	\$140.00 Annually	\$140.00
X	No Fundraiser Fee for Health Department Permits: Religious Organizations Youth Groups Veteran Groups Disabled School Related organizations	FY 10	No Fee	No Fee	No Fee
	These organizations will need to obtain the appropriate Health Permit however there will be no fee associated with the permit.				
Y	Fundraiser Permit	FY 14	\$200.00	\$200.00 per event	\$200.00
	Inspection Fees: Family Day Care & Foster Care	FY 16	\$10.00	\$10.00 Every 3 years	\$10.00
Z	Daycare with more than 100 children	FY 16	\$100.00	\$100.00 Every 3 years	\$100.00
	Customer Appreciation Events	FY 18	\$75.00	\$75.00	\$75.00
AA	Dog Variance-Outdoor Dining Areas	FY 21		N/A Annually	* \$70.00
AB	Temporary Event Coordinator Application	FY 21		N/A per event	* \$100.00



**HEALTH DEPARTMENT
Revenues from fees**

	Actual FY 17	Actual FY 18	Actual FY 19	Budget FY 20
Health Permits	\$56,145	\$36,845	\$80,380	\$70,000

FY 19 Health Permits were as follows:

# of Permits	Fees Collected	
3	\$1,500.00	Restaurants (400 + seating capacity)
8	\$3,600.00	Restaurants (300-399 seating capacity)
19	\$7,600.00	Restaurants (200-299 seating capacity)
44	\$15,400.00	Restaurants (100-199 seating capacity)
19	\$5,700.00	Restaurants (76-99 seating capacity)
34	\$8,160.00	Restaurants (51-75 seating capacity)
31	\$5,580.00	Restaurants (26-50 seating capacity)
108	\$13,500.00	Restaurants (0-25 seating capacity)
2	\$250.00	Catering
8	\$4,000.00	Supermarkets
4	\$320.00	Bed and Breakfast Operations
16	\$800.00	Prepackaged Foods (movie theaters, gas stations, video, candy, department, drug stores)
12	\$2,400.00	Mobile Food Operations
41	\$5,125.00	Temporary Food Permit
2	\$300.00	Limited Events (1 to 4 events per year)
24	\$3,360.00	Farmer's Market Permit (period 5/01/xx-11/01/xx)
11	\$0.00	No Fundraiser Fee for Health Department Permits: Religious Organizations Youth Groups Veteran Groups Disabled School Related organizations These organizations will need to obtain the appropriate Health Permit however there will be no fee associated with the permit.



**City of Portsmouth
Fee Schedule
Parking / Transportation**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
--------------------	--------------------------------------	-----------------------------	-----------------------------	---

Note: When using an EZ Park transponder or the smart phone ParkMobile App at a meter parking space, residence receive a \$0.50 hourly discount.

Sign Permit-Private Parking Lot	FY 21	N/A	N/A per intitial issue	*	\$50.00
--	--------------	------------	-------------------------------	----------	----------------

Chapter 6: Article XIII Section 1307
Vendor from Motor Vehicle

Vendor From Motor Vehicle	FY 10	\$5,000.00	\$5,000.00	Minimum Bid	\$5,000.00
Permit April 15- November 15					

Motorcycle Parking Market Square on Pleasant St
Summer season (April 1-November30) in designated Motorcycle spaces

Residents	FY 21	N/A	N/A reduction per Hour of post Hi-Occ rates	*	\$1.00
Non-Residents	FY 21	N/A	N/A reduction per Hour of post Hi-Occ rates	*	\$0.50

Valet Parking

Valet Station - from non High Occupancy Metered Parking Spaces	FY 20	\$12.00	\$20.00	space per day	\$20.00
Valet Station- from High Occupancy Metered Parking Spaces	FY 20	\$20.00	\$30.00	space per day	\$30.00
Valet - from Commercial Loading Zone	FY 19	\$675.00	\$675.00	annually	\$675.00

Valet Station parking spaces are only used when restaurant is open. Parking space may be used by public when not used by the valet service.

Chapter 7: Article I Section 114A

Construction Permit

Temporary Metered Parking Space Permit	FY 18	\$35.00	\$35.00	Per Day	\$35.00
Temporary Metered Parking Space Permit	FY 18	\$50.00	\$50.00	High Occupancy Space Per Day	\$50.00



**City of Portsmouth
Fee Schedule
Parking / Transportation**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Chapter 7: Article III Section 321G				
Snow Emergency-Parking Ban				
Resident Snow Ban Rate for Parking in High Hanover Parking Facility	FY 19	\$5.00	\$5.00 Per Snow Ban Event	\$5.00
Resident Snow Ban Rate for Parking in Foundry Place Parking Facility	FY 19	\$3.00	\$3.00 Per Snow Ban Event	\$3.00

Parking Facility

Chapter 7: Article IV Section 402 C

High Hanover Parking Garage

Rates	FY 20	\$1.50	\$1.75 Hourly Rate	*	\$2.00
	FY 13	Free	Free Resident-Sunday	*	Delete
			Resident-Sunday-Maximum	*	\$5.00
	FY 20	\$175.00	\$200.00 Monthly 24 hr-Resident Pass		\$200.00
	FY 20	\$200.00	\$225.00 Monthly-24 hr-All other Passes	*	\$275.00
	FY 17	20 Hrs@ Hr rate	20 Hrs@ Hr rate Lost Ticket Fee/Max Daily rate		20 Hrs@ Hr rate
	FY 16	\$100.00	\$100.00 Garage Pass Deposit		\$100.00
	FY 08	\$15.00	\$15.00 Pass Reinstatement Fee-Passholders		\$15.00



**City of Portsmouth
Fee Schedule
Parking / Transportation**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
Chapter 7: Article IV Section 402 L				
Foundry Place Parking Garage				
Rates	FY 19	\$1.00	\$1.00	Hourly Rate
				\$1.00
	FY 19	Free	Free	Resident-Sunday
				Free
	FY 19	\$100.00	\$100.00	Monthly 24 hr-Resident Pass
				\$100.00
	FY 19	\$125.00	\$125.00	Monthly-24 hr-All other Passes
				\$125.00
	FY 19	20 Hrs@ Hr rate	20 Hrs@ Hr rate	Lost Ticket Fee/Max Daily rate
				20 Hrs@ Hr rate
	FY 19	\$100.00	\$100.00	Garage Pass Deposit
				\$100.00
	FY 19	\$15.00	\$15.00	Pass Reinstatement Fee-Passholders
				\$15.00
	FY 19	\$5.00	\$5.00	Special Event Parking
				\$5.00
	FY 19	\$5.00	\$5.00	Special Event Parking *
				\$3.00
Downtown Employee HOURLY Parking Program:				
This program serves active individual employees of Downtown Portsmouth Business. Each employee holds his/her own account with the parking garage, and renews pre-purchased hours as needed				
	FY 21	N/A	N/A per use: Maximum allowable days: 20	\$3.00 *
			10 Hour pass	

Electric Vehicle Charging

Current Locations-City Hall, High Hanover Parking Garage and Foundry Place Parking Garage

Note: If Parking in a Parking Facility regular Parking Fees will be charged in addition to charging station fees.

	FY 20	N/A	\$1.25	hourly first 4 hours	\$1.25
	FY 20	N/A	\$3.00	hourly thereafter	\$3.00



**City of Portsmouth
Fee Schedule
Parking / Transportation**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
<u>Chapter 7: Article IV Section 408</u>				
Boat launch				
Peirce Island Overnight Boat Launch Parking	FY 19	\$15.00	\$15.00 Nightly	\$15.00
<u>Chapter 7: Article VI Section 604</u>				
Truck Loading/Unloading Zones				
Commercial Loading Zone Permit	FY 20	\$50.00	\$100.00 Annually	\$100.00
<u>Chapter 7: Article IX Section 903</u>				
Summons Administration Fee				
Summons Administration Fee	FY 16	\$150.00	\$150.00	\$150.00
<u>Chapter 7: Article X Section 1004B</u>				
Towing				
Immobilization Administration Fee	FY 15	\$150.00	\$150.00	\$150.00
Residential Neighborhood Parking	N/A	TBD	TBD	TBD



PARKING / TRANSPORTATION DIVISION
Revenues from fees

	Actual FY 17	Actual FY 18	Actual FY 19	Budget FY 20	
Construction Permit	\$143,966	\$116,845	\$123,090	\$90,000	
Foundry Place Parking Garage Hourly	N/A	N/A	\$71,690	\$214,000	(Opened 10-31-18)
Foundry Place Parking Garage Passes	N/A	N/A	\$185,240	\$340,500	(Opened 10-31-18)
Hanover Parking Garage Hourly	\$2,489,012	\$2,398,497	\$2,321,821	\$2,561,875	
Hanover Parking Garage Passes	\$1,196,823	\$1,422,440	\$1,564,885	\$1,852,500	
Hanover Parking Garage Passes Reinstatement	\$3,870	\$4,980	\$4,445	\$2,500	
Foundry Place Parking Garage Passes Reinstatement	N/A	N/A	\$2,070	\$1,000	(Opened 10-31-18)
Immobilization Admin Fee	\$18,920	\$17,240	\$7,350	\$15,000	
Summons Admin Fee	\$350	\$275	\$225	\$3,000	
Total Parking/Transportation Fee Revenue	\$3,829,801	\$3,937,782	\$4,280,816	\$5,080,375	

Note: 1) Parking revenues are recorded in both the General Fund and the Special Revenue Parking/Trans Fund.
 2) Parking Meters and Parking Violations are administered through ordinance not the fee schedule.

	Actual FY 17	Actual FY 18	Actual FY 19
Vendor From Motor Vehicle			
Permits	1	0	0
Revenue	\$5,500	\$0	\$0
Hanover Parking Garage Monthly Passes Issued			
Resident	221	220	202
Non-Resident	529	486	453
Total	750	706	655
Foundry Place Parking Garage Monthly Passes Issued (Opened 10-31-18)			
Resident	N/A	N/A	102
Non-Resident	N/A	N/A	226
Total	0	0	328
Peirce Island Overnight Parking	FY 17	FY 18	FY 19
Permits	1	0	0
Revenue	\$0	\$0	\$0
Commercial Loading Zone permit			
Permits	67	71	39
Revenue	\$3,350	\$3,550	\$3,900



**City of Portsmouth
Fee Schedule
Water / Sewer Divisions**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
--------------------	--------------------------------------	-----------------------------	-----------------------------	---

Chapter 11: Article II Section 204

Private Sewage Disposal

Inspection Fee	PRE FY 02	N/A	N/A	N/A
-----------------------	------------------	------------	------------	------------

Chapter 11: Article II Section 205

Storm Water Connection Permit Fee (Dependent upon revision of ordinance)

Stormwater Connection Permit	FY 15	\$250.00	\$250.00	New Customer	*	\$150.00
Stormwater Connection Fee	FY 21	N/A	N/A	New Customer	*	\$250.00

Industrial Discharge Permit Fee, Including Permit Renewals

<u>Class</u>	<u>Fiscal Year</u>	<u>Consultant Based Fee</u>	<u>Consultant Based Fee</u>	<u>per permit</u>	<u>Consultant Based Fee</u>
Class 1, Permit	FY 08	Consultant Based Fee	Consultant Based Fee		Consultant Based Fee
Class 2, Permit	FY 08	Consultant Based Fee	Consultant Based Fee		Consultant Based Fee
Class 3, Permit	FY 08	\$500.00	\$500.00	per permit	\$500.00
Class 4, Permit	FY 08	\$500.00	\$500.00	per permit	\$500.00
Class 5, Permit	FY 08	\$500.00	\$500.00	per permit	\$500.00



**City of Portsmouth
Fee Schedule
Water / Sewer Divisions**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>		<u>Suggested FY 2021 Schedule</u>
Oil and Grease Trap Permit Fee	FY 15	\$150.00	\$150.00	New Customer (inspection included)	\$150.00
Oil and Grease Trap Permit Renewal Fee	FY 15	\$75.00	\$75.00	Annual	\$75.00
Re-Inspection Fee	FY19	\$100.00	\$100.00	Per visit	\$100.00

WATER and SEWER FEES

Finance Charge, Unpaid balances after due date	PRE FY 02	18% annual	18% annual		18% annual
Turn On	FY 16	\$40.00	\$40.00	per occurrence	\$40.00
Delinquent Tag	FY 19	\$25.00	\$25.00	After threshold of \$150	\$25.00
Turn Off	FY 16	\$40.00	\$40.00	per occurrence	\$40.00
Final Billing Request	FY 14	\$40.00	\$40.00	per occurrence	\$40.00
Hydrant Meter Rental Deposit	FY 20	\$1,000.00	\$1,500.00	per occurrence	\$1,500.00
Yearly Account History	PRE FY 02	\$10.00	\$10.00	per occurrence	\$10.00
Frozen Meter Repairs =< 1 1/2"	FY 15	\$50.00	\$50.00	per occurrence	\$50.00
Frozen Meter Repairs >1 1/2"	FY 15	\$100.00	\$100.00	per occurrence	\$100.00
If parts exceed the minimum charge, customer is charged for parts.					
Emergency Callout	FY 19	\$300.00	\$300.00	per occurrence	\$300.00
Based on current wages + benefits					
Minimum callout=4 hours overtime per union contracts					
Meter Testing <1 1/2"	FY 14	\$50.00	\$50.00	per occurrence	\$50.00
Meter Testing >=1 1/2"	FY 17	\$75.00	\$75.00	per occurrence	\$75.00
When requested by customer, (if meter test fails no charge to customer)					
Water Services Application Fee	FY 15	\$150.00	\$150.00	per occurrence	\$150.00



**City of Portsmouth
Fee Schedule
Water / Sewer Divisions**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>	
Drain Pipe Layers Permit	FY 19	\$25.00	\$25.00	Annually	\$25.00
Meter Reading System Repairs Plus cost of parts	FY 17	\$60.00	\$60.00	per occurrence	\$60.00
Meter Rental (any size)	FY 20	N/A	\$10.00	daily	\$10.00
Water Services Application Fee					
5/8" & 3/4"	PRE FY 02	\$4.95	\$4.95	monthly	\$4.95
1"	PRE FY 02	\$8.27	\$8.27	monthly	\$8.27
1 1/2"	PRE FY 02	\$14.25	\$14.25	monthly	\$14.25
2"	PRE FY 02	\$22.91	\$22.91	monthly	\$22.91
3"	PRE FY 02	\$36.26	\$36.26	monthly	\$36.26
4"	PRE FY 02	\$68.74	\$68.74	monthly	\$68.74
6"	PRE FY 02	\$120.27	\$120.27	monthly	\$120.27
8"	PRE FY 02	\$168.01	\$168.01	monthly	\$168.01
10"	PRE FY 02	\$252.02	\$252.02	monthly	\$252.02
Fire Flow Testing	FY 13	\$200.00	\$200.00	per Test	\$200.00
	FY 17	\$100.00	\$100.00	per Visit	\$100.00
Fire Services, Fee per Month					
1"	FY 08	\$2.55	\$2.55	monthly	\$2.55
1 1/2"	FY 08	\$3.82	\$3.82	monthly	\$3.82
2"	FY 08	\$5.09	\$5.09	monthly	\$5.09
2 1/2"	FY 08	\$7.64	\$7.64	monthly	\$7.64
3"	FY 08	\$12.22	\$12.22	monthly	\$12.22
4"	FY 20	\$19.65	\$19.90	monthly	* \$20.84
5"	FY 20	\$35.33	\$35.60	monthly	* \$37.48
6"	FY 20	\$57.07	\$57.41	monthly	* \$60.54
8"	FY 20	\$121.62	\$121.99	monthly	* \$129.02



**City of Portsmouth
Fee Schedule
Water / Sewer Divisions**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>		<u>Suggested FY 2021 Schedule</u>
10"	FY 20	\$218.71	\$219.13	monthly	* \$232.02
12"	FY 20	\$353.27	\$353.71	monthly	* \$374.77
Hydrant Rentals to Municipalities per hydrant	FY 20	\$250.00	\$275.00	Annually	* \$300.00
Backflow Test	FY 15	\$55.00	\$55.00	per device each occurrence	\$55.00
Backflow Test (Repeat-within 15 days)	FY 20	N/A	n/c		n/c
Backflow Test (Repeat-beyond 15 days)	FY 20	N/A	\$75.00	per occurrence	\$75.00
Backflow Permits and Inspection	FY 19	\$100.00	\$100.00	per occurrence	\$100.00
Bacteria Test and Sampling	FY 17	\$75.00	\$75.00	per occurrence	\$75.00
Sewer Surcharges-BOD Portsmouth	FY 15	\$0.20	\$0.20	per LB	\$0.20
Pease	FY 15	\$0.20	\$0.20	per LB	\$0.20
TSS Portsmouth	FY 15	\$0.17	\$0.17	per LB	\$0.17
Pease	FY 15	\$0.17	\$0.17	per LB	\$0.17
Dumping Fees per 1,000 gals	FY 19	\$75.00	\$75.00	per 1,000 gallons	\$75.00
Recreation Vehicles *Non-Resident*	FY 17	\$30.00	\$30.00	per visit	\$30.00
Sewer Connection Permits, as req'd ENV-WQ 703.07	FY 15	\$150.00	\$150.00	new customer	\$150.00
Sewer Connection Fees	FY 15	\$350.00	\$350.00	new customer	\$350.00
Sewer Re-inspection Fee	FY 19	\$100.00	\$100.00	per visit	\$100.00
Equipment Rate (Water & Sewer) - Pick Up	FY 12	\$15.00	\$15.00	per hour	\$15.00
Pump Truck	FY 20	N/A	\$150.00	per hour	\$150.00
Backhoe	FY 16	\$50.00	\$50.00	per hour	\$50.00
Excavator	FY 16	\$75.00	\$75.00	per hour	\$75.00
Dump	FY 16	\$50.00	\$50.00	per hour	\$50.00
Compressor	FY 17	\$20.00	\$20.00	per hour	\$20.00
Tapping	FY17	\$25.00	\$25.00	per hour	\$25.00
Pump	FY 14	\$15.00	\$15.00	per hour	\$15.00
Roller	FY 16	\$30.00	\$30.00	per hour	\$30.00



**City of Portsmouth
Fee Schedule
Water / Sewer Divisions**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>		<u>Suggested FY 2021 Schedule</u>
Loader	FY 16	\$60.00	\$60.00	per hour	\$60.00
Steamer	FY 14	\$15.00	\$15.00	per hour	\$15.00
Vactor	FY 17	\$150.00	\$150.00	per hour	\$150.00
Paver	FY 17	\$65.00	\$65.00	per hour	\$65.00
TV Camera Vehicle	FY 17	\$150.00	\$150.00	per hour	\$150.00
Water - Capacity Improvement Multiplier (CIM)					
EDU = equivalent dwelling unit					
1"	FY 19	\$1,300.00	\$1,300.00	per EDU New Service	\$1,300.00
1 1/2"	FY 19	\$2,600.00	\$2,600.00	per EDU New Service	\$2,600.00
2"	FY 19	\$4,160.00	\$4,160.00	per EDU New Service	\$4,160.00
3"	FY 19	\$8,320.00	\$8,320.00	per EDU New Service	\$8,320.00
4"	FY 19	\$13,000.00	\$13,000.00	per EDU New Service	\$13,000.00
6"	FY 19	\$26,000.00	\$26,000.00	per EDU New Service	\$26,000.00
8"	FY 19	\$41,600.00	\$41,600.00	per EDU New Service	\$41,600.00
10"	FY 19	\$62,400.00	\$62,400.00	per EDU New Service	\$62,400.00
Sewer - Capacity Improvement Multiplier (CIM)					
EDU = equivalent dwelling unit					
1"	FY 19	\$1,800.00	\$1,800.00	per EDU New Service	\$1,800.00
1 1/2"	FY 19	\$3,600.00	\$3,600.00	per EDU New Service	\$3,600.00
2"	FY 19	\$5,760.00	\$5,760.00	per EDU New Service	\$5,760.00
3"	FY 19	\$11,520.00	\$11,520.00	per EDU New Service	\$11,520.00
4"	FY 19	\$18,000.00	\$18,000.00	per EDU New Service	\$18,000.00
6"	FY 19	\$36,000.00	\$36,000.00	per EDU New Service	\$36,000.00
8"	FY 19	\$57,600.00	\$57,600.00	per EDU New Service	\$57,600.00
10"	FY 19	\$86,400.00	\$86,400.00	per EDU New Service	\$86,400.00



**WATER AND SEWER DIVISION
Revenues from fees**

	Actual FY 17	Actual FY 18	Actual FY 19	Budget FY 20	
Hydrant Rentals to Municipalities					
Permits	1040	1040	1040		
Revenue	\$208,000	\$234,000	\$260,000	\$286,000	Water Only
Backflow Test					
Permits	1683	1182	2102		
Revenue	\$92,565	\$65,010	\$115,610	\$88,000	Water Only
Dumping Fees per 1,000 gals					
M gallons	1696	1885	2193		
Revenue	\$163,060	\$179,410	\$214,310	\$200,000	Sewer Only
Water - Capacity Improvement Multiplier (CIM)	\$47,580	\$100,620	\$61,400	\$100,000	
Sewer - Capacity Improvement Multiplier (CIM)	\$56,880	\$126,775	\$58,770	\$110,000	

Note: Revenue recorded in Enterprise Funds.



**City of Portsmouth
Fee Schedule
Library**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
LIBRARY				
Non-Resident Library Card	FY 20	\$90.00	\$100.00	\$100.00
Non-Resident Library Card-1/2 year	FY 20	\$50.00	\$55.00	\$55.00
Non-Resident Library Card-Senior Rate	FY 20	\$80.00	\$90.00	\$90.00
Non-Resident Library Card-Senior Rate 1/2 year	FY 20	\$45.00	\$50.00	\$50.00

Businesses located within the city are eligible for a free Portsmouth Public Library Business card, whether the business owns or rents space.

Non-profit organizations and state agencies are included in these provisions.”



**Library
Revenues from fees**

	Actual FY 17	Actual FY 18	Actual FY 19
Library Cards	\$31,570	\$32,990	\$35,408

Note: Revenue recorded in a Special Revenue Fund.



**City of Portsmouth
Fee Schedule
Prescott Park**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>		<u>Suggested FY 2021 Schedule</u>
Chapter 8: Article II Section 202 E 7 b					
Park Property-					
Park Property-Per Hour Docking Fees					
<u>HOURLY RATE WOODEN DOCKS</u>			<u>HOURLY RATE WOODEN DOCKS</u>		
RESIDENT (May 1-Sep 30)					
Craft up to twenty (20) ft in length overall	FY 19	\$4.00	\$4.00	Per Hour	\$4.00
For craft twenty-one (21) ft to forty (30) ft overall	FY 19	\$5.00	\$5.00	Per Hour	\$5.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 19	\$6.00	\$6.00	Per Hour	\$6.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 19	\$9.00	\$9.00	Per Hour	\$9.00
For craft over fifty (50) ft overall	FY 19	\$10.00	\$10.00	Per Hour	\$10.00
NON-RESIDENT (May 1-Sep 30)			<u>HOURLY RATE WOODEN DOCKS</u>		
Craft up to twenty (20) ft in length overall	FY 19	\$8.00	\$8.00	Per Hour	\$8.00
For craft twenty-one (21) ft to forty (30) ft overall	FY 19	\$11.00	\$11.00	Per Hour	\$11.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 19	\$15.00	\$15.00	Per Hour	\$15.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 19	\$19.00	\$19.00	Per Hour	\$19.00
For craft over fifty (50) ft overall	FY 19	\$23.00	\$23.00	Per Hour	\$23.00
RESIDENT (Oct 1-Apr 30)			<u>HOURLY RATE WOODEN DOCKS</u>		
Craft up to twenty (20) ft in length overall	FY 19	\$3.00	\$3.00	Per Hour	\$3.00
For craft twenty-one (21) ft to forty (30) ft overall	FY 19	\$3.00	\$3.00	Per Hour	\$3.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 19	\$5.00	\$5.00	Per Hour	\$5.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 19	\$8.00	\$8.00	Per Hour	\$8.00
For craft over fifty (50) ft overall	FY 19	\$8.00	\$8.00	Per Hour	\$8.00



**City of Portsmouth
Fee Schedule
Prescott Park**

** (Indicates change from current fee)*

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
NON-RESIDENT (Oct 1-Apr 30)		<u>HOURLY RATE WOODEN DOCKS</u>		
Craft up to twenty (20) ft in length overall	FY 19	\$5.00	\$5.00 Per Hour	\$5.00
For craft twenty-one (21) ft to forty (30) ft overall	FY 19	\$8.00	\$8.00 Per Hour	\$8.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 19	\$9.00	\$9.00 Per Hour	\$9.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 19	\$10.00	\$10.00 Per Hour	\$10.00
For craft over fifty (50) ft overall	FY 19	\$13.00	\$13.00 Per Hour	\$13.00
<u>4 HOUR MINIMUM RATE - CEMENT DOCK</u>		<u>4 HOUR MINIMUM RATE - CEMENT DOCK</u>		
RESIDENT (May 1-Sep 30)				
Craft up to twenty (20) ft in length overall	FY 20	N/A	\$12.00 per 4 hours-over 4 hrs pay daily rate	\$12.00
For craft twenty-one (21) ft to forty (30) ft overall	FY 20	N/A	\$16.00 per 4 hours-over 4 hrs pay daily rate	\$16.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 20	N/A	\$20.00 per 4 hours-over 4 hrs pay daily rate	\$20.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 20	N/A	\$32.00 per 4 hours-over 4 hrs pay daily rate	\$32.00
For craft over fifty (50) ft overall	FY 20	N/A	\$36.00 per 4 hours-over 4 hrs pay daily rate	\$36.00
NON-RESIDENT (May 1-Sep 30)		<u>4 HOUR MINIMUM RATE - CEMENT DOCK</u>		
Craft up to twenty (20) ft in length overall	FY 20	N/A	\$24.00 per 4 hours-over 4 hrs pay daily rate	\$24.00
For craft twenty-one (21) ft to forty (30) ft overall	FY 20	N/A	\$32.00 per 4 hours-over 4 hrs pay daily rate	\$32.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 20	N/A	\$40.00 per 4 hours-over 4 hrs pay daily rate	\$40.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 20	N/A	\$64.00 per 4 hours-over 4 hrs pay daily rate	\$64.00
For craft over fifty (50) ft overall	FY 20	N/A	\$72.00 per 4 hours-over 4 hrs pay daily rate	\$72.00



**City of Portsmouth
Fee Schedule
Prescott Park**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
RESIDENT (Oct 1-Apr 30)		<u>4 HOUR MINIMUM RATE - CEMENT DOCK</u>		
Craft up to twenty (20) ft in length overall	FY 20	N/A	\$8.00 per 4 hours-over 4 hrs pay daily rate	\$8.00
For craft twenty-one (21) ft to forty (30) ft overall	FY 20	N/A	\$12.00 per 4 hours-over 4 hrs pay daily rate	\$12.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 20	N/A	\$16.00 per 4 hours-over 4 hrs pay daily rate	\$16.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 20	N/A	\$28.00 per 4 hours-over 4 hrs pay daily rate	\$28.00
For craft over fifty (50) ft overall	FY 20	N/A	\$32.00 per 4 hours-over 4 hrs pay daily rate	\$32.00
NON-RESIDENT (Oct 1-Apr 30)		<u>4 HOUR MINIMUM RATE - CEMENT DOCK</u>		
Craft up to twenty (20) ft in length overall	FY 20	N/A	\$12.00 per 4 hours-over 4 hrs pay daily rate	\$12.00
For craft twenty-one (21) ft to forty (30) ft overall	FY 20	N/A	\$24.00 per 4 hours-over 4 hrs pay daily rate	\$24.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 20	N/A	\$28.00 per 4 hours-over 4 hrs pay daily rate	\$28.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 20	N/A	\$32.00 per 4 hours-over 4 hrs pay daily rate	\$32.00
For craft over fifty (50) ft overall	FY 20	N/A	\$44.00 per 4 hours-over 4 hrs pay daily rate	\$44.00



**City of Portsmouth
Fee Schedule
Prescott Park**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>		<u>Suggested FY 2021 Schedule</u>
Park Property-Per Day Docking Fees (to be paid in advance)					
RESIDENT (May 1-Sep 30)					
Craft up to twenty (20) ft in length overall	FY 20	\$30.00	\$36.00	Per Day	\$36.00
For craft twenty-one (21) ft to forty (30) ft overall	FY 20	\$35.00	\$42.00	Per Day	\$42.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 20	\$40.00	\$48.00	Per Day	\$48.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 20	\$50.00	\$60.00	Per Day	\$60.00
For craft over fifty (50) ft overall	FY 20	\$60.00	\$72.00	Per Day	\$72.00
NON-RESIDENT (May 1-Sep 30)					
Craft up to twenty (20) ft in length overall	FY 20	\$40.00	\$48.00	Per Day	\$48.00
For craft twenty-one (21) ft to forty (30) ft overall	FY 20	\$60.00	\$72.00	Per Day	\$72.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 20	\$80.00	\$96.00	Per Day	\$96.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 20	\$100.00	\$120.00	Per Day	\$120.00
For craft over fifty (50) ft overall	FY 20	\$120.00	\$144.00	Per Day	\$144.00
RESIDENT (Oct 1-Apr 30)					
Craft up to twenty (20) ft in length overall	FY 20	\$15.00	\$18.00	Per Day	\$18.00
For craft twenty-one (21) ft to thirty (30) ft overall	FY 20	\$18.00	\$22.00	Per Day	\$22.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 20	\$20.00	\$24.00	Per Day	\$24.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 20	\$25.00	\$30.00	Per Day	\$30.00
For craft over fifty (50) ft overall	FY 20	\$30.00	\$36.00	Per Day	\$36.00



**City of Portsmouth
Fee Schedule
Prescott Park**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>		<u>Suggested FY 2021 Schedule</u>
NON-RESIDENT (Oct 1-Apr 30)					
Craft up to twenty (20) ft in length overall	FY 20	\$20.00	\$24.00	Per Day	\$24.00
For craft twenty-one (21) ft to forty (30) ft overall	FY 20	\$30.00	\$36.00	Per Day	\$36.00
For craft thirty-one (31) ft to forty (40) ft overall	FY 20	\$40.00	\$48.00	Per Day	\$48.00
For craft over forty-one (41) ft to fifty (50) ft overall	FY 20	\$50.00	\$60.00	Per Day	\$60.00
For craft over fifty (50) ft overall	FY 20	\$60.00	\$72.00	Per Day	\$72.00
Park Property-Seasonal Rental Docking Fees					
RESIDENT (April 2 - November 1)	FY 20	\$110.00	\$122.00	Per Season per boat foot	\$122.00
	FY 20	\$1,500.00	\$1,675.00	Per Season Minimum	\$1,675.00
NON-RESIDENT (April 2 - November 1)	FY 20	\$135.00	\$150.00	Per Season per boat foot	\$150.00
	FY 20	\$1,850.00	\$2,050.00	Per Season Minimum	\$2,050.00
Park Property-Docking Utility Access Fees					
Dock Utility Access:					
Resident	FY 15	\$10.00	\$10.00	per Day	\$10.00
	FY 17	\$250.00	\$250.00	Per Season	* \$275.00
Non Resident	FY 15	\$10.00	\$10.00	per Day	\$10.00
	FY 17	\$250.00	\$250.00	Per Season	* \$275.00



**City of Portsmouth
Fee Schedule
Prescott Park**

* (Indicates change from current fee)

<u>Description</u>	<u>Fiscal Year Last Adjusted</u>	<u>FY 2019 Schedule</u>	<u>FY 2020 Schedule</u>	<u>Suggested FY 2021 Schedule</u>
--------------------	--------------------------------------	-----------------------------	-----------------------------	---

Park Property-Wedding Reservation Fee

The wedding reservation fee shall be waived when either one of the persons being married is a Portsmouth resident. The fee shall be refunded in the event that the wedding cannot be held in Prescott Park due to inclement weather.

Weddings which include 1-10 participants in total	FY 18	\$150.00	\$150.00	*	\$175.00
Weddings which include 11-74 participants in total	FY 18	\$375.00	\$375.00	*	\$400.00
Weddings which include more than 74 participants in total	FY 18	\$750.00	\$750.00	*	\$775.00



**Prescott Park
Revenues from fees**

	Actual FY 17	Actual FY 18	Actual FY 19
Dock Fees (Marine Maintenance Trust)	\$63,931	\$67,997	\$68,259
Weddings			\$5,625

Note: Revenue recorded in a Special Revenue Fund.



This page intentionally left blank



**CITY OF PORTSMOUTH, NEW HAMPSHIRE
GENERAL FUND APPROPRIATION BILL
FOR FISCAL YEAR ENDING JUNE 30, 2021**

RESOLUTION # 8-2020

A RESOLUTION MAKING APPROPRIATION OF SUMS FOR ALL THE NECESSARY GENERAL FUND EXPENDITURES FOR THE OPERATION OF GENERAL OPERATING DEPARTMENTS AND SERVICES OF THE CITY OF PORTSMOUTH, NEW HAMPSHIRE FOR THE FISCAL YEAR ENDING JUNE 30, 2021.

BE IT RESOLVED:

By the City Council of the City of Portsmouth, New Hampshire assembled, to defray the current General Fund Expenditures of the City for the Fiscal Year ending June 30, 2021, for the specific purposes stated in the General Budget adopted herewith. Said sums to be appropriated from the General Fund Revenues as follows:

Department	Appropriation
General Government	\$20,845,505
Police	\$12,152,362
Fire	\$9,624,468
School	\$52,046,812
Transfer to Indoor Pool	\$150,000
Transfer to Prescott Park	\$99,344
Collective Bargaining Contingency	\$105,000
Non-Operating	\$24,210,425
Total	\$119,233,916

THAT, there is therefore appropriated the total sum of One Hundred Nineteen Million, Two Hundred Thirty-Three Thousand, Nine Hundred Sixteen Dollars.

APPROVED BY:

RICK BECKSTED, MAYOR

ADOPTED BY THE CITY COUNCIL:

KELLI L. BARNABY, CMC/CNHMC
CITY CLERK

**CITY OF PORTSMOUTH, NEW HAMPSHIRE
ANNUAL SEWER FUND APPROPRIATION
AND CASH REQUIREMENTS
FOR THE FISCAL YEAR ENDING JUNE 30, 2021**

RESOLUTION # 9-2020 **A RESOLUTION MAKING APPROPRIATION OF SUMS OF MONEY FOR ALL NECESSARY SEWER FUND EXPENSES FOR THE OPERATION OF THE SEWER SYSTEM OF THE CITY OF PORTSMOUTH, NEW HAMPSHIRE FOR THE FISCAL YEAR ENDING JUNE 30, 2021.**

BE IT RESOLVED: **BY THE CITY COUNCIL OF THE CITY OF PORTSMOUTH, NEW HAMPSHIRE, ASSEMBLED AS FOLLOWS:**

THAT, there is hereby an appropriated sum of **Nineteen Million, Three Hundred Twenty-One Thousand, Four Hundred Forty-Four (\$19,321,444) Dollars** based on the full accrual basis of accounting to defray expenses for the operation of the sewer system for the City of Portsmouth.

THAT, there is hereby cash requirements of **Seventeen Million, Eight Hundred Thirteen Thousand, One Hundred Twenty-Five (\$17,813,125) Dollars** for the purpose of principal debt repayment, purchase of assets, funding of the rate stabilization reserve to increase net position, and to defray expenses for the operations of the sewer system.

THAT, the sewer user rate effective July 1, 2020 is **\$13.77** per unit (1 unit equals 100 cubic feet or 748 gallons of water consumed) for the first 10 units of consumption per month, and **\$15.14** per unit for all units used thereafter to yield a portion of revenue to meet the cash requirements for the operation of the City of Portsmouth's sewer system.

APPROVED BY:

RICK BECKSTED, MAYOR

ADOPTED BY THE CITY COUNCIL

KELLI L. BARNABY, CMC/CNHMC
CITY CLERK

**CITY OF PORTSMOUTH, NEW HAMPSHIRE
ANNUAL WATER FUND APPROPRIATION
AND CASH REQUIREMENTS
FOR THE FISCAL YEAR ENDING JUNE 30, 2021**

RESOLUTION # 10-2020 A RESOLUTION MAKING APPROPRIATION OF SUMS OF MONEY FOR ALL NECESSARY WATER FUND EXPENSES FOR THE OPERATION OF THE WATER SYSTEM OF THE CITY OF PORTSMOUTH, NEW HAMPSHIRE FOR THE FISCAL YEAR ENDING JUNE 30, 2021.

BE IT RESOLVED: BY THE CITY COUNCIL OF THE CITY OF PORTSMOUTH, NEW HAMPSHIRE, ASSEMBLED AS FOLLOWS:

THAT, there is hereby appropriated the sum of **Nine Million, Twenty-Two Thousand, Ninety-Six (\$9,022,096) Dollars** based on the full accrual basis of accounting to defray expenses for the operations of the water system for the City of Portsmouth.

THAT, there is hereby cash requirements of **Nine Million, Eight Hundred Eighty-Four Thousand, Six Hundred Fifty-Five (\$9,884,655) Dollars** for the purpose of principal debt repayment, the purchase of assets, funding of the rate stabilization reserve to increase net position, and to defray expenses for the operations of the water system.

THAT, the water user rate effective July 1, 2020, is **\$4.32** per unit (1 unit equals 100 cubic feet or 748 gallons) for the first 10 units of water consumed per month, and **\$5.20** per unit for all units consumed thereafter to yield a portion of revenue to meet the cash requirements for the operation of the City of Portsmouth's water system.

THAT, the water irrigation user rate effective July 1, 2020, is **\$5.20** per unit (1 unit equals 100 cubic feet or 748 gallons) for the first 10 units of water consumed per month, **\$9.81** for consumption over 10 and up to 20 units consumed, and **\$12.11** per unit for all units consumed thereafter to yield a portion of revenue to meet the cash requirements for the operation of the City of Portsmouth's water system.

APPROVED BY:

RICK BECKSTED, MAYOR

ADOPTED BY CITY COUNCIL

KELLI L. BARNABY, CMC/CNHMC
CITY CLERK

**CITY OF PORTSMOUTH, NEW HAMPSHIRE
ANNUAL APPROPRIATION FOR THE EXPENDITURE OF
SPECIAL REVENUES, DEBT SERVICE FUND, AND COMMITTED FUND
BALANCE FOR THE FISCAL YEAR ENDING JUNE 30, 2021**

RESOLUTION #11-2020 **A RESOLUTION MAKING APPROPRIATION OF SUMS OF MONEY FROM SPECIAL REVENUES, DEBT SERVICE FUND, AND COMMITTED FUND BALANCE FOR NECESSARY EXPENDITURES FOR THE FISCAL YEAR ENDING JUNE 30, 2021.**

BE IT RESOLVED: **BY THE CITY COUNCIL OF THE CITY OF PORTSMOUTH, NEW HAMPSHIRE, ASSEMBLED AS FOLLOWS:**

THAT, there is hereby appropriated supplemental funding from the General Fund Committed Health Insurance Fund Balance to defray the expenses of Health Insurance costs in excess of General Fund Appropriations for Health Insurance Premiums for Fiscal Year ending June 30, 2021.

THAT, there is hereby appropriated supplemental funding from the General Fund Committed Leave at Termination Fund Balance to defray the expenses of Leave at Termination in excess of General Fund Appropriations for Leave at Termination for Fiscal Year ending June 30, 2021.

THAT, there is hereby appropriated supplemental funding from any other General Fund Committed Fund Balance to defray expenses for Fiscal Year ending June 30, 2021.

THAT, there is hereby appropriated any sums necessary to pay debt service associated with Betterment Assessments, to include principal and interest, from a Debt Service Fund for Fiscal Year ending June 30, 2021.

THAT, there is hereby appropriated in Governmental or Enterprise funds any Special Revenues received. Special Revenues including, but not limited to, Federal, State, and Local Grants and Donations for Fiscal Year ending June 30, 2021.

THAT, there is hereby appropriated any sums received from Special Revenue Sources, to a maximum of **Twenty-Nine Million (\$29,000,000) Dollars** for the purposes for which such sums may be lawfully expended.

APPROVED BY:

RICK BECKSTED, MAYOR

ADOPTED BY CITY COUNCIL

KELLI L. BARNABY, CMC/CNHMC
CITY CLERK

**CITY OF PORTSMOUTH, NEW HAMPSHIRE
ANNUAL APPROVAL OF INVESTMENT POLICY
FOR THE FISCAL YEAR ENDING JUNE 30, 2021**

**RESOLUTION # 12-2020 A RESOLUTION APPROVING AN INVESTMENT POLICY FOR
THE FISCAL YEAR ENDING JUNE 30, 2021**

**RESOLVED: BY THE CITY COUNCIL OF THE CITY OF PORTSMOUTH,
NEW HAMPSHIRE, ASSEMBLED AS FOLLOWS:**

THAT, the following investment policy is hereby approved for Fiscal
Year ending June 30, 2021 in conformance with State Law.

The City of Portsmouth recognizes an investment program as one aspect of sound public financial management. The investment program aims at matching the structure of the money market and operations of the City to achieve the best possible results for the City, considering such matters as safety, liquidity, and over-all yield. New Hampshire State Statute (RSA 48:16) authorizes the City Treasurer as custodian of City funds to invest funds not immediately needed for the purpose of expenditure and requires the annual approval by the City Council of an investment policy.

SCOPE

This Policy applies to all financial assets of the City of Portsmouth. Interest earned on public funds will be considered public money, as is the principal invested. Both are resources to achieve a public purpose.

This policy does not include the Trust Funds. The Trust Funds adhere to the Investment Guidelines for the Trust Assets of the City which are adopted by the Trustees of the Trust Funds.

OBJECTIVES

1. Where circumstances may arise and/or in maintaining compliance with this policy, the security and maintenance of principal will take precedent over the security and maintenance of interest.
2. Investments selected shall provide reasonable liquidity as directed by cash flow.
3. The desired return of investments shall be maximized, subject to #1 and #2 above.
4. This investment program encourages participation by financial institutions with the assumption that retention of funds in the local community will, in addition to the direct benefit of investment earnings, benefit the local economy, promote orderly growth, and, in turn, enhance the tax base.
5. The City Finance Director/City Treasurer will endeavor to have 100% of available funds invested on a day-to-day basis.

DELEGATION OF RESPONSIBILITY

1. Administration of cash management is by the Finance Director/City Treasurer. The Finance Director/City Treasurer is responsible for setting major investment strategy and conducts the day to day execution of policy.
2. Whenever the Finance Director/City Treasurer has in custody an excess of funds which are not immediately needed for the purpose of expenditure, the Finance Director/City Treasurer shall invest these funds in eligible investments defined by RSA 48:16.

3. All participants in the investment process shall act prudently to safeguard the public funds and confidence. Cash Management procedures shall fit the legal requirements and organizational structure and adhere to the commonly accepted "Prudent Person Rule".
4. The Cash Management Program operates daily and requires routine procedures to implement it. The City Finance Director/Treasurer shall review cash management and banking services on a continual and ongoing basis to assure that the policy objectives are met.

ELIGIBLE INVESTMENT TRANSACTIONS

Eligible investments are defined by RSA 48:16; accordingly investments will be in the following types of instruments:

1. The Public Investment Pool established pursuant to RSA 383:22.
2. Deposits including money market accounts, or certificates of deposits, or repurchase agreements, and all other types of interest bearing accounts, of federally insured banks chartered under the laws of New Hampshire or the federal government with a branch within the state, or in obligations fully guaranteed as to principal and interest by the United States government.

Certificates of deposit which meet all of the following conditions:

- a) The funds are initially invested through a federally insured bank chartered under the laws of New Hampshire or the federal government with a branch within the state, selected by the Treasurer.
- b) The selected bank arranges for the deposit of the funds in certificates of deposit in one or more federally insured financial institutions located in the United States for the account of the Treasurer.
- c) The full amount of principal and any accrued interest of each such certificate of deposit is covered by federal deposit insurance.
- d) The selected bank acts as custodian with respect to such certificates of deposit issued for the account of the Treasurer.

SAFEKEEPING AND COLLATERALIZATION

The Finance Director/City Treasurer shall have custody of all moneys belonging to the City. The Finance Director/City Treasurer shall deposit the same in participation units in the public deposit investment pool established pursuant to RSA 383:22, or in federally insured banks chartered under the laws of New Hampshire or the federal government with a branch within the state, except that funds may be deposited in federally insured banks outside the state if such banks pledge and deliver to a third party custodial bank or the regional federal reserve bank collateral security for such deposits of the following types:

- (a) United States government obligations;
- (b) United States government agency obligations; or
- (c) Obligations of the State of New Hampshire in value at least equal to the amount of the deposit in each case.

ETHICS AND CONFLICTS OF INTEREST

The “Prudent Person Rule” shall be applied in the context of managing an overall portfolio. The authorized individuals acting in accordance with policy, exercising due diligence, and acting in good faith shall be relieved of personal responsibility for an individual investment’s credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments. Authorized individuals shall refrain from personal business activity that could conflict with the proper execution of the City’s investment program, or which could impair their ability to make impartial decisions.

APPROVED BY:

RICK BECKSTED, MAYOR

ADOPTED BY CITY COUNCIL

KELLI L. BARNABY, CMC/CNHMC
CITY CLERK

Wednesday, June 10, 2020

To: Portsmouth City Councilors
From: Jim Splaine

I have asked that the following motion be placed on the City Council Agenda for the meeting of Monday, June 15th:

"That the City Council requires the City Manager to commission independent third party testing for PFAS of any new playing fields being recommended by city staff or consultants prior to the issuance of a contract. As recommended by independent experts, the testing shall use the total fluorine method to look for the presence of PFAS in the synthetic turf, as well as any shock pads if applicable. The results will be provided to the City Council and the public. The cost of testing should be billed to the proposed bidder."

I believe it is important to have this testing done to be sure to protect the users of our new playing fields, and the health and safety of our citizens. It is also important to protect and preserve our ground water resources.

I am including a news release issued by **Non Toxic Portsmouth NH** and **Non Toxic Dover NH**:

Independent Testing of Artificial Fields for PFAs Needed Now

Groups call for independent testing of proposed new artificial fields

Portsmouth, NH—Independent field testing of Portsmouth High School's artificial turf athletic field shows that [toxics known as PFAS contaminate its green, grass-like blades](#). PFAS have been linked to pediatric health problems from learning disabilities to cancer.

The synthetic field testing of the high school's Tom Daubney Field was commissioned by the local citizen's group Non Toxic Portsmouth.

In a June 1, 2020 letter to the Portsmouth City Council, the Ecology Center, a respected environmental research organization in Ann Arbor, Michigan, warned that independent lab testing of samples collected from the PHS synthetic turf field had a total fluorine content of 79 ppm, showing that PFAS contaminate the field.

"This means that for nine years, our kids have been playing on a field containing PFAS," objected Ted Jankowski of Non Toxic Portsmouth. ***"Now the city is poised to construct two more, brand-new synthetic fields with no assurance that the fields will be PFAS free. Can't we keep our kids safe?"***

According to the Centers for Disease Control and Prevention, PFAS exposure can affect children's growth, learning and behavior, and lower a woman's chance of getting pregnant.

PFAS persist in the environment and bioaccumulate in humans, hence their nickname “*forever chemicals.*”

Last October, the Boston Globe and the Intercept reported that independent tests overseen by the Ecology Center found for the first time evidence of PFAS in synthetic fields in two southeastern Massachusetts communities.

Jeff Gearhart, Research Director at the Ecology Center, spoke to Non Toxic Portsmouth about the PFAS discovery in Portsmouth: ***“This is the second time in recent months that PFAS chemistry used in plastic production has been found in finished consumer products. This new finding in Portsmouth is maybe the tip of the iceberg on finding PFAS in synthetic fields throughout the country. We are calling for manufacturers to fully disclose all PFAS production chemistry and quickly move to safer alternatives”***

Portsmouth is already in the midst of a pediatric cancer cluster. With the discovery of PFAS in the drinking water at Pease, Seacoast residents have become increasingly aware of the dangers of these forever chemicals.

The Portsmouth City Council is poised to give final approval to new synthetic turf fields. Portsmouth city staff and their paid consultants have already said these will be “*PFAS free,*” as recently required by the City Council.

However, the [manufacturer’s own laboratory testing](#) of the synthetic turf field – called Sprinturf – that the Portsmouth city staff and its consultants recommended, shows that it contains PFAS. It is not “*PFAS free.*”

In light of these findings, we call on the City Council to make sure the city protects its multi-million dollar investment in new PFAS free playing fields by hiring an independent third party to test any recommended synthetic turf before construction starts. We urge the City Council to choose one of the independent labs the Ecology Center recommends to test the proposed turf.

According to Diana Carpinone of Non Toxic Dover, ***“These new concerns continue to show that natural grass fields are the safest and most economical choice.”***

To: Portsmouth City Councilors
From: Jim Splaine

I have asked that the following motion be placed on the City Council Agenda for our Monday, June 15th meeting:

"That the City Council authorizes the Portsmouth Citizen Response Task Force to create a plan and begin implementation for full or partial street closures, and use of street parking areas and other city-owned parking locations for restaurant, retail, and non-profit organization use through October 18th of this year, with the approval of our Police, Fire, Health, and Inspection Departments."

When the Council established the Portsmouth Citizen Response Task Force, and listing of duties, and the Mayor appointed its membership, we had the expectation that by bringing together representatives of our retail, restaurant, hotel, non-profit organization and health communities, along with residents and city staff, there would be a collaborative effort to get "reopening" right and sustainable, within the confines and practices of doing so safely. It is a challenge, but can be done.

Because of the diversity of background and experiences of the membership, the group has already proved to be very effective and productive at coming up with positive, workable ideas. Since time is of the essence in saving many of our businesses and organizations -- not only in our Downtown but throughout our community -- we need to find a way to allow and encourage forward-looking action in a streamlined process. That can serve our residents well, and also protect our tax base and economy.

As the Citizen Response Task Force has been doing its work, it is clear that by creating the group and letting it hold discussions, the Task Force gives us opportunities as a community to do even more -- to look forward to the future and how our wonderful spot on this planet can grow into something even better for our residents and visitors, and those who do business here.

Great communities become even greater by seizing opportunities -- even those that surface in times of crisis. That's where we are at the moment. Because we have to find ways to respond to the Covid-19 tragedy, not only in our Downtown but in all parts of our community and the ways we relate with one another, the "collective 'we'" can use this time for being innovative and inventive in our response by coming up with new ideas to make a Renewed Portsmouth that is better than ever.

A renaissance of sorts.

The job is to get there from here. By the non-political and representative nature of the Citizen Response Task Force that the City Council has created, it can help us get there, because it will be considering, among other concepts, how to renew our Downtown businesses -- retailers and restaurants -- as well as how to make our community more vibrant citywide in the activities we do and how we do them, with our health always in mind.

The work of the Citizen Response Task Force can breathe new energy and fresh ways in looking at what we do in our community -- not just for these next few months in responding to a virus, but for years to come. The "new normal" that people have called it can become our Renewed Portsmouth -- better than ever.

As those who have been around for a while or know the history of our Downtown, Market Square and that part of Downtown was kind of "just there" for many years until the early part of the 1970s when some Portsmouth visionaries thought it could be more, and that's when considerable reconstruction occurred, with more open space, greenery, brick sidewalks and people-space. Let's pick up from that vision of half a century ago -- now is the time to do it even better. Even more.

Thinking back some years, I remember being closely involved in the very first Market Square Day as a City Councilor back in those 1970s to celebrate what was then our "new downtown center." As it was being planned, I was appointed as the city's "liaison" -- not sure what that meant but Mayor John Wholey used that term when he so named me with the job[!] -- with the original Market Square Day organizers, so I saw close-up the excitement our new Market Square created. That event turned out great and we see what it has evolved into these past years.

After that first successful day-long event, some of us who were involved proposed to the Council that it should be done weekly -- that "outside" business and activities on good days makes sense, and always has. And after visiting Sherbrooke and Montreal in the 1990s, I suggested building a removable shelter over part of our Downtown during winter months. That didn't go too far, but perhaps that could be part of our future vision.

In 2012 when a group of us undertook an effort to stop a tall parking garage at Worth Lot and keep it as open space, some area businesses suggested that we turn much of the lot into green space and having regular fairs and events out there -- and I

supported the efforts these past few years led by some City Councilors. Let's do more of that.

If we take the opportunity that this discussion of the past month and two has given us, we can move our efforts and visions ahead. There are many examples nationwide -- and worldwide -- of communities of various climates having "opened up" their outsides -- and done so for four seasons a year. Quebec City is a fantastic example. With some creativity, we can do amazing things year-round by realizing we do, in fact, have a lot more possibilities than limitations.

We have to act on the calls for action that we have heard in recent weeks to open up our streets. We need to continue the effort for "Portsmouth Outdoors" and make the concept a permanent part of our Downtown's future. There are a lot of exciting ideas among our citizenry. Let's encourage those ideas to flow and bubble.

By passing this motion, we express our trust in what the Task Force we established can do. We have an opportunity to create something new and exciting for our community that will positively impact our Downtown, and all parts of our city, for many years to come -- bringing a new dynamic vibrancy for all of our residents and visitors.

The possibilities are endless, and at this time in our history, they need to be.

Wednesday, June 10, 2020

To: Portsmouth City Council

From: Jim Splaine

I have asked that the following item be placed on the City Council Agenda for our meeting of Monday, June 15th:

"That the City Council requests City Attorney Bob Sullivan to prepare the wording for and advise as to the proper process of placing a City Charter change on a referendum ballot that will expand the membership of the Portsmouth Police Commission from 3 (three) to 5 (five) members."

We have experienced the positive impact of protest events in our community during the past several weeks. The speakers at those events, as well as what we have been able to view and read statewide, nationally, and worldwide hits home to each of us the need for continuous review, reform, and oversight of our police departments everywhere.

Perhaps the best feature of Portsmouth's Police Department through the decades has been the citizen oversight given by the Police Commission. We have an elected group who serve the interests of the people of our community, and are responsive and responsible to those who elect them -- our citizenry.

The organizational chart and list of duties detailed in our City Charter give the Police Commission authority over our Police Department, which it then can delegate to the administrators within the Department. The Commission members also determine general policies of the Police Department. The

Commission interviews and determines who the officers are, including the Police Chief, Captains, Lieutenants, and Sargeants.

As a former member of our Police Commission, I can attest that the latter obligations are the most difficult, but also the most deliberative, collaborative, and meaningful duty of the Commission, since it is the leadership of the Police Department that decides its day-to-day operations.

My proposing an expansion from 3 to 5 members is in no way a reflection on our current three-member Commission. Chair Joe Onosko, and Commissioners Stefany Shaheen and Tom Hart do excellent work in accepting and implementing their job of oversight. Nor is it any reflection on the good work of Chief Bob Merner, or our current leadership, officers, and administrative staff.

However, we never know what new challenges will come in future years, and we always have to provide effective, diverse, talented, and -- as needed -- courageous oversight by our citizen board. By expanding the elected membership to 5, I think we will be taking a step toward providing greater oversight and citizen input in the ever-evolving tasks and culture of the law enforcement of our community.

ACTIONS

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – June 4, 2020

Remote Meeting via Zoom Conference Call

PRESENT: City Councilor/Chairman, Peter Whelan
Public Works Director, Peter Rice
Planning Director, Juliet Walker
Fire Chief, Todd Germain
Police Captain, Mark Newport

Members: Mary Lou McElwain, Steve Pesci, Jonathan Sandberg,
Harold Whitehouse, Erica Wygonik (Alternate)

CITY STAFF PRESENT: Parking and Transportation Engineer, Eric Eby
Parking Director, Ben Fletcher

Action Items requiring an immediate ordinance during the next Council meeting:

None

Temporary Action Item requiring an ordinance during the annual omnibus:

None

1. Chairman Peter Whelan recited that this is a Remote Meeting via Zoom Conference Call. Per NH RSA 91-A:2 III (b) the Chair has declared COVID-19 Outbreak an emergency and has waived the requirement that a quorum be physically present at the meeting pursuant to the Governor's Executive Order 2020-04, Section 8, as extended by Executive Order 2020-9, and Emergency Order #12, Section 3. Members will be participating remotely and will identify their location and any person present with them at that location. All votes will be by roll call.
2. Public Comment Session: There were 12 speakers: Gerald Duffy (Middle St. bike lanes); Adrienne Harrison (All-Way STOP at Broad St. & Highland Ave. and Middle St. bike lanes); Matt Glenn (Middle St. bike lanes and Islington St. project); Ann Poubeau (Middle St. bike lanes and Islington St. project); Kristie Jorgensen (Middle St. bike lanes); Ned Raynolds (Middle St. bike lanes); CJ Fleck (Middle St. bike lanes); David Allen (Middle St. bike lanes and Islington St. project); Thomas Gruen (Middle St. bike lanes); Jason Combs (Middle St. bike lanes and vehicles speeding); Josh Pierce (Middle St. bike lanes); Charles Griffin (Middle St. bike lanes).
3. Email Correspondences: Kristie Jorgensen (Middle St. bike lanes) and Thomas Gruen (Middle St. bike lanes alternative proposals)
4. Financial Report – **On a unanimous roll call 9-0, voted** to approve and accept the financial report dated April 30, 2020.

5. Recommended changes to Middle Street bike lanes, by City staff
On a roll call 1-8, motion *failed* to table action item until the August PTS meeting.
Harold Whitehouse voted in favor. Chairman Whelan, Public Works Director Rice, Planning Director Walker, Fire Chief Germain, Police Captain Newport, Mary Lou McElwain, Steve Pesci and Jonathan Sandberg voted opposed.

On a roll call 8-1, motion passed to endorse recommended changes to bike lanes and send to City Council for approval.
Public Works Director Rice, Planning Director Walker, Fire Chief Germain, Police Captain Newport, Mary Lou McElwain, Steve Pesci, Jonathan Sandberg and Harold Whitehouse voted in favor. Chairman Whelan voted opposed.
6. Proposed Stay and Pay graduated parking meter rates, by DPW - **On a unanimous roll call 9-0, voted** to approve proposed graduated parking meter rates.
7. Request for All-Way STOP at intersection of Broad Street and Highland Street, by residents of area - **On a unanimous roll call 9-0, voted** to approve request for all-way STOP control at intersection.
8. Request for flashing beacon at intersection of Woodbury Avenue and Dennett Street, by Harold Whitehouse - **On a unanimous roll call 9-0, voted** to request report back from staff at future meeting.
9. Request to improve safety at intersection of Boss Avenue and Sunset Road, due to limited sight lines, by Sarah Lynch - **On a unanimous roll call 9-0, voted** to request report back from staff at future meeting.
10. Islington Street construction update - **On a unanimous roll call 9-0, voted** to recommend the Islington Street construction project continue as planned and contracted.
11. Maplewood Avenue traffic signal changes project status update - No action taken.
12. Traffic volumes during pandemic - No action taken.
13. Omnibus - No action taken.
14. PTS Open Action Items - No action taken.
15. Adjournment - **At 10:16 a.m., on a unanimous roll call 9-0, voted to adjourn.**

Respectfully submitted by:

Amy Chastain
Secretary to the Committee

MEETING MINUTES

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – June 4, 2020

Remote Meeting Via Zoom Conference Call

I. CALL TO ORDER:

Chairman Peter Whelan called the meeting to order at 8:00 a.m.

II. ATTENDANCE BY ROLL CALL:

Members Present:

City Councilor/Chairman, Peter Whelan

Public Works Director, Peter Rice

Planning Director, Juliet Walker

Fire Chief, Todd Germain

Police Captain, Mark Newport

Member, Mary Lou McElwain

Member, Steve Pesci

Member, Jonathan Sandberg

Member, Harold Whitehouse

Alt. Member, Erica Wygonik

City Staff Present:

Parking and Transportation Engineer, Eric Eby

Parking Director, Ben Fletcher

III. PUBLIC COMMENT:

Gerald Duffy spoke in support of the recommended changes to the Middle Street bike lanes presented by staff and that they be sent to the City Council. He spoke about the importance of education, enforcement and environment (infrastructure). He asked the Committee and the City Council to stay the course on this project.

Adrienne Harrison spoke in support of the all-way stop at Broad Street and Highland Street. She thanked Eric Eby for the quality of work he put into his assessment. Ms. Harrison and several neighbors submitted emails requesting the all-way stop. They have safety concerns for the children in the neighborhood. She also spoke in support of the recommended changes to the Middle Street bike lanes.

Matt Glenn spoke in support of the Middle Street bike lanes and the Islington Street construction project. He fully supports the plan put forth by City staff and spoke in support of extending the network of bike lanes. He stated the improvements on Islington Street are overdue and should not be delayed.

Ann Poubeau spoke in support of the Middle Street bike lanes and provided five reasons for her support. She also supports the Islington Street construction project and the improvements in front of the White Heron.

Kristie Jorgensen spoke in opposition to the Middle Street bike lanes project. She stated in her opinion the project is misguided and poorly executed. She stated she supports cycling but does not support the project. Safety, sight lines, underutilization and lack of on-street parking

need to be addressed. Ms. Jorgensen sent an email outlining her views and opinions of the project to Chairman Whelan and it was forwarded to the Committee. It also included a photo of her driveway view of Middle Street traffic.

Ned Raynolds spoke in support of the Middle Street bike lanes. He is in full support of the recommended changes proposed by staff.

CJ Fleck spoke in support of the Middle Street bike lanes. Protected bike lanes improve safety. He stated we should focus on improvements and making the project better instead of tearing it down.

David Allen is a resident and a board member of SABR (Seacoast Area Bicycle Riders). He supports the Middle Street bike lanes and the recommended modifications. The bike lanes provide safety for the experienced bicyclists and now for all the new riders due to the COVID-19 pandemic. Mr. Allen also spoke in support of the Islington Street construction project.

Thomas Gruen asked the Committee to consider an alternative proposal. Keep the first and longest component of the bike lane from the High School to Lincoln Avenue in its current form. Start the sharrow portion at Lincoln Avenue instead of Highland Street, allowing curbside parking on both sides of Middle Street. It would affect about 1,600 feet of the bike lane, simplify the entire corridor from three sections to two sections, allow for safe parking for the Middle Street residents along this portion of the route, and eliminate the current conflict. Mr. Gruen sent an email detailing his proposal to City staff.

Jason Combs spoke in support of the Middle Street bike lanes. He is concerned about vehicular speed and volume on Middle Road, where he lives, and the safety of pedestrians and bicyclists.

Josh Pierce is a resident and the general manager at Papa Wheelies. He spoke in support of the Middle Street bike lanes. He stated recreation bike sales are unprecedented. There are many new riders in our community and the bike lanes create a safe space for these new riders.

Charles Griffin spoke to the Middle Street bike lanes. He stated installation of bicycle logos and "May Use Full Lane" signage is all that is necessary for safety along the entire length of the project. He requested the Committee recommend "a bollard-free summer" to the City Council. He asked about the federal funding and if the penalties were disclosed when the decision was made to support the project. He asked if all or part of the funding would need to be returned if logos and signage were to be installed instead of using bollards.

IV. FINANCIAL REPORT:

Harold Whitehouse moved to accept the financial report as presented, seconded by Mary Lou McElwain. **On a roll call vote 9-0, motion passed.**

V. NEW BUSINESS:

A. Recommended changes to Middle Street bike lanes, by City staff. Planning Director Walker provided a brief summary. At the City Council's request, City staff held a public meeting on March 12, 2020. The public shared their concerns, comments, and suggestions for improvements. The public comments and statements were provided in the PTS packet and

will be posted on the project webpage. She encouraged people to review the comprehensive project webpage. The City was required to follow a very specific process required by New Hampshire Department of Transportation (NHDOT). The process required three alternatives and an engineering study. The first recommendation for the grant was to do traditional bike lanes, but through the public process staff heard from a lot of people who wanted more protection and separation. The result was the preferred alternative, which was a combination of a protected bike lane and a buffered bike lane. It was accepted and voted on by the City Council.

The design and planning process included public meetings, presentations to PTS, parking counts, notifying residents about parking changes, and a final approval by the NHDOT Bureau of Traffic. Planning Director Walker stated it was a long process, but required by the Local Public Agency (LPA) program through NHDOT in order to get the grant funding.

After the meeting in March, the COVID-19 pandemic stopped all work. A meeting was held between Public Works, Planning, Fire and Police to discuss possible modifications to the bike lanes this year. Given the current context of the COVID-19 emergency, staff agreed that substantial changes to the bike lane design should not be a City priority at this time, and staff jointly agreed to recommend low cost modifications to the bike lanes for the coming season. The modifications are outlined in the memorandum on page 2. Modifications include re-installing a limited number of flex post bollards at all intersections and at start of on-street parking areas, removing on-street parking at intersections to improve sight lines, restriping areas, and reducing posted speed limit to 25 mph.

Substantial changes to the bike lanes would require a substantial investment from the City, and would require returning federal funds to the government. Planning Director Walker has asked for clarification from NHDOT on the extent of allowable changes and the quantity of funds that would need to be returned and she will report back to the City Council once guidance has been provided.

Mary Lou McElwain moved to endorse recommended changes to the bike lanes for spring and summer, and send to City Council for approval, seconded by Steve Pesci.

Mary Lou McElwain supports the bike lanes and that the recommendations from staff will make it safer. She spoke to sight line improvements needed at Cass Street, Aldrich Street and Cabot Street. Debris in the bike lanes is also an issue. Tree branches are blocking visibility.

Harold Whitehouse asked if the City has the right to change the configuration of U.S. Route 1. He supports holding another public meeting and Charles Griffin's idea of "a bollard-free summer". He stated he would reluctantly support the motion.

Erica Wygonik thanked staff for their data driven decisions and supports their recommendations. She spoke to infrastructure improvements needed to make the more dramatic changes suggested by the public and how the costs to do the work would be significant. She recommends using the taller flexpost bollards to reduce vehicle speeds. Bollards should also be installed at locations where vehicles enter onto Middle Street to avoid clipping the bike lane.

Jonathan Sandberg supports the motion and staff recommendations. He spoke to decreased traffic because of COVID-19 and the bike lane usage. He asked staff to look at the intersection of Lafayette Road and Greenleaf Avenue because cyclists get cut off there.

Steve Pesci supports staff recommendations for 2020, the longer-term changes and ongoing data collection proposed in the memorandum. He stated he has looked at the concerns raised by the opponents and is empathetic. He agrees sight lines and visibility are issues of greatest concern. He presented some possible solutions. Mr. Pesci thanked the public for their comments but feels staff is being unfairly criticized by some opponents. Staff has worked diligently and listened to the public.

Mary Lou McElwain concurred with Steve Pesci's comments and concerns. She spoke to concerns about aesthetics on Middle Street and requested the bollards be placed at the Lafayette Road and Greenleaf Avenue intersection. She thanked staff for their work.

Harold Whitehouse requested the agenda item be delayed for one or two months. He stated now is not the time to make changes. He thanked staff for their work but is hesitant to move forward now.

Chairman Whelan thanked the staff for their work and efforts. He stated he is very sympathetic to the residents who live on Middle Street. He has received photos from residents concerned about sight lines and driveways. He supports bike lanes. He is concerned about the area between Lincoln Avenue and Highland Street. He stated he would rather do nothing for a little while and revisit at a later date.

Harold Whitehouse moved to table action item until the August PTS meeting. It was seconded by Chairman Whelan. Harold Whitehouse stated a decision should be delayed for two months until things get back to normal.

Steve Pesci stated the biggest sense of urgency raised by opponents to the design is that it is unsafe. It runs counter to the argument of let's not do anything for two months. If it is truly unsafe, staff has recommended changes to improve the safety. He stated it is not relevant to COVID-19. The motion to table does not respond to the logic of the critics who say it is unsafe. Let's focus on safety and move forward.

Erica Wygonik supported Steve Pesci's comments. She stated the COVID-19 situation promotes moving this forward now. Children are home, the summer weather is encouraging more outdoor activities and now is the time to provide the safest environment for the community.

Police Captain Newport stated he would oppose tabling the action item because of safety concerns for more inexperienced cyclists. He stated accidents on that stretch of Middle Street have been minor compared to years without bike lanes and the lanes make people pay attention.

Mary Lou McElwain clarified her motion is for all staff recommended changes to bike lanes. She is very concerned about safety.

Fire Chief Germain stated he would oppose tabling for two months with all due respect. He endorses the recommended changes by staff and wants to see them implemented. He lives in

the area and understands concerns from opponents, but also hears from neighbors who find the bike lanes safer for families riding together.

On a roll call 1-8, motion *failed* to table action item until the August PTS meeting.

Harold Whitehouse voted in favor. Chairman Whelan, Public Works Director Rice, Planning Director Walker, Fire Chief Germain, Police Captain Newport, Mary Lou McElwain, Steve Pesci and Jonathan Sandberg voted opposed.

Chairman Whelan restated the motion. The motion is to move to endorse all staff's recommended changes to bike lanes and send to City Council for approval.

On a roll call 8-1, motion passed.

Public Works Director Rice, Planning Director Walker, Fire Chief Germain, Police Captain Newport, Mary Lou McElwain, Steve Pesci, Jonathan Sandberg and Harold Whitehouse voted in favor. Chairman Whelan voted opposed.

Steve Pesci had to leave the meeting. Erica Wygonik will be voting on all remaining agenda items.

B. Proposed Stay and Pay graduated parking meter rates, by DPW. Parking Director Ben Fletcher provided an overview of the Parking Division services. He stated there is a common misconception that decisions are based on revenue generation, but they are really based on behavior management. He stated in the current economic climate there is triple digit demand and occupancy. Pricing drives demand, and therefore occupancy. Data suggest that areas above the targeted 85% occupancy threshold should carry a price point that generates the desired demand and occupancy.

The Stay and Pay concept puts the power and decision making in the hands of the consumer and is in line with the 2012 Parking Principles.

It can ensure the most desirable on-street and lot spaces are available to both short and long-term customers. It utilizes an economic incentive to encourage a turn at the 3-hour point. The method satisfies the needs of short-term and long-term users by creating a price structure that allows for an inexpensive short-term stay, then advances the price curve to adjust for highly-motivated longer term users.

Parking Director Fletcher spoke to the Stay and Pay implementation in Dover. It has been a successful program.

Recommendations presented include a \$3.00 an hour public rate increase in the High Occupancy Zone (*ON-STREET ZONE A*) for the third hour of occupancy and beyond. A \$1.50 an hour public rate increase is proposed for *ON-STREET ZONE B/C* for the third hour of occupancy and beyond. The resident rate increase in the High Occupancy Zone (*ON-STREET ZONE A*) is \$0.50 for the third hour and an additional \$0.50 for the fourth hour of occupancy. The resident rate increase in *ON-STREET ZONE B/C* is the same as *ZONE A*. Data tables have been provided on page 50 of the packet detailing the current rates, proposed public rates and resident rates.

Public Works Director Rice moved to approve proposed graduated parking meter rates, seconded by Harold Whitehouse.

Erica Wygonik asked for the rationale behind the rate increase after three hours of occupancy. Parking Director Fletcher said the rate could be adjusted after *any* hour of occupancy. The data utilization model shows most drivers stay between two and three hours. The maximum time currently allowed at the meter is three hours.

Jonathan Sandberg asked how it would work. Parking Director Fletcher stated the initial process would remain the same, but with this system the occupant can stay as long as desired by feeding the meter or paying by using the smartphone app. Residents will continue to receive a discounted rate by using the app.

The Committee discussed the process, logistics and benefits of using the Stay and Pay concept. Data collection will continue through the program and modifications can be proposed based on the findings.

On a roll call 9-0, motion passed.

C. Request for All-Way STOP at intersection of Broad Street and Highland Street, by residents of area. Public Works Director Rice moved to approve request for all-way STOP control at the intersection of Broad Street and Highland Street, seconded by Fire Chief Germain. Mary Lou McElwain stated she's noticed that children are not paying attention at stop signs and education is needed.

On a roll call 9-0, motion passed.

D. Request for flashing beacon at intersection of Woodbury Avenue and Dennett Street, by Harold Whitehouse. Harold Whitehouse moved to request report back from staff at future meeting, seconded by Public Works Director Rice.

Harold Whitehouse spoke to the fatal accident that happened in March 2020. He expressed concern about traffic and volumes due to future developments and activity in the area. He asked if a traffic signal could be installed. Public Works Director Rice and Eric Eby stated the area does not warrant a traffic signal. All development projects were taken into consideration to reach that conclusion. The request for a flashing beacon at the intersection will be studied and staff will report back at a future meeting.

Harold Whitehouse asked that his concerns for safety be noted in the meeting minutes. Police Captain Newport confirmed that the accident was due to the driver's operation and not the design of the roadway, traffic or signage.

Jonathan Sandberg asked if the yellow bollards would be reinstalled at Thornton Street and Bartlett Street. Eric Eby stated the residents do not want them reinstalled at this time.

On a roll call 9-0, motion passed.

E. Request to improve safety at intersection of Boss Avenue and Sunset Road, due to limited sight lines, by Sarah Lynch. Public Works Director Rice moved to request report back from staff at future meeting, seconded by Planning Director Walker.

On a roll call 9-0, motion passed.

VI. OLD BUSINESS:
No Old Business items.

VII. INFORMATIONAL:

A. Islington Street construction update.

This agenda item was referred to PTS Committee by the City Council. At the June 1, 2020 City Council meeting, the Council voted to refer this item to this Committee for a report back.

Chairman Whelan stated staff provided documentation showing that the project was previously approved by the PTS Committee and the City Council. It has been an ongoing project for several years. Eric Eby stated the studies show that the temporary crosswalk and bump-out when in place, improved traffic safety and flow and pedestrian safety. It did not delay traffic at the intersection of Islington Street and Bartlett Street. The PTS Committee previously voted to make it both a temporary feature and a permanent part of the reconstruction project, which is currently under construction.

Planning Director Walker spoke to the project planning. It was multidisciplinary with multidepartment input. Many meetings were held on the project design. Discussions about the crosswalk and bump-out at the White Heron, the road width and accommodations for bicyclists were all made. The City staff used the Complete Street Policy to guide the project. Staff conducted an extensive review of the project from a multidisciplinary aspect and previously elected City Councils have voted on the project.

Mary Lou McElwain asked about the bump-out design and safety for cyclists. Eric Eby spoke to the gradual curb taper layout and how the revised curbing design will give more width for cyclists.

Erica Wygonik moved to recommend the Islington Street construction project continue as planned and contracted, seconded by Jonathan Sandberg.

On a roll call 9-0, motion passed.

C. Traffic volumes during pandemic. Eric Eby included two graphs provided in the packet on pages 97 and 98. The data shows traffic volumes dropped off at the depths of the pandemic to a third of the normal traffic volumes. However, traffic is quickly coming back to normal volumes.

Planning Director Walker stated staff now has the technology to count bicyclists using the bike lanes at the South Street and Lafayette Road signal. The initial data showed that bicycle levels are similar to 2019 during the same time period. Eric Eby explained the new video detection technology installed at the signal.

B. Maplewood Avenue traffic signal changes project status update. Eric Eby explained the concurrent pedestrian phasing changes to the downtown signal. Pedestrians will cross with the parallel vehicle traffic. Vehicles turning across the pedestrian crosswalks must yield to pedestrians in the crosswalk. Delays will be reduced for pedestrians and vehicles. Because it will be new to the community, public outreach and education will be done.

The project is scheduled to start on June 22, 2020. The project will include new equipment and crosswalks will be ADA compliant.

Public Works Director Rice spoke to the Leading Pedestrian Interval (LPI), which gives the pedestrian a few seconds head start when entering the intersection. This project addresses complaints from pedestrians and drivers about long wait times.

C. Omnibus. Eric Eby is working with the Legal Department on the omnibus for City Council approval and will report back with a summary at a future meeting.

D. PTS Open Action Items. No action taken.

VIII. MISCELLANEOUS:

Harold Whitehouse asked about future meetings and requested the PTS Committee meet in July and August. The Committee will be notified about future meeting formats and dates.

IX. ADJOURNMENT:

Harold Whitehouse moved to adjourn at 10:16 a.m., seconded by Fire Chief Germain. **On a roll call 9-0, motion passed.**

Respectfully submitted by:

Amy Chastain
Secretary to the Committee

THE CITY OF PORTSMOUTH
TWO THOUSAND TWENTY
PORTSMOUTH, NEW HAMPSHIRE

RESOLUTION # - 2020

The City Council declares:
Portsmouth is a Racial Justice Municipality
Portsmouth is committed to racial justice
Portsmouth believes Black Lives Matter

The City of Portsmouth resolves to:

1. Employ and regularly review best practices to support racial justice.
2. Provide regular racial bias training to elected officials, boards & commissions and encourage the City Manager to do so for City staff.
3. Highlight Portsmouth's role in Black History by engaging with the Black Heritage Trail of NH and the African Burying Ground as a regular part of civic awareness and education in our schools.
4. Engage in dialogues with stakeholders for racial justice including the NAACP, Black Heritage Trail of NH and other civic organizations in the Seacoast.
5. Cooperate with other efforts to improve equity and inclusion and be welcoming of diversity throughout our community.

THAT this Resolution shall take effect upon its passage.

APPROVED:

RICK BECKSTED, MAYOR

**ADOPTED BY THE CITY COUNCIL:
JUNE 15, 2020**

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



Karen S. Conard
City Manager

CITY OF PORTSMOUTH

City Hall, One Junkins Avenue
Portsmouth, New Hampshire 03801
kconard@cityofportsmouth.com
(603) 610-7201

Date: June 11, 2020

To: Honorable Mayor Rick Becksted and City Council Members

From: Karen S. Conard, City Manager *KSC*

Re: City Manager's Comments on City Council Agenda of June 15, 2020

Presentations:

1. **Presentation by Health Officer Kim McNamara Regarding COVID-19 Update:**

City Health Officer, Kim McNamara, will provide a verbal update to City Councilors and the public on COVID-19.

2. **Presentation by IT Manager Alan Brady Regarding Information Technology Budget:**

Alan Brady, IT Manager, will give a presentation on the City's Information Technology Budget.

3. **Presentation by Public Works Director Peter Rice Regarding Islington Street Corridor Project:**

Peter Rice, Director of Public Works, has prepared a presentation on the Islington Street Corridor Project.

XI. Public Hearings and Votes on Ordinances and/or Resolutions:

B. **Adoption of Proposed Budget Resolutions:**

- 1.1 **Adoption of Budget Resolutions for Fiscal Year July 1, 2020 through June 30, 2021 (FY21)** I am requesting that the City Council adopt the proposed FY21 Budget (July 1, 2020 through June 30, 2021). For your review and action, there are six proposed Resolutions relative to the annual budget adoption:

- **Resolution No. 7-2020 - Municipal Fees** adopts Municipal Fees that have been recommended by the Fee Committee. The total revenue generated from these fees is estimated at \$1,536,600 or 1% of the total FY21 General Fund Revenues.

- **Resolution No. 8-2020 – General Fund Expenditures** for the General Government, Police, Fire, School, Collective Bargaining, Indoor Pool, and Prescott Park as well as Non-Operating appropriations as presented on May 21, 2020 for a total appropriation of \$119,233,916 resulting in an estimated tax decrease of \$.012 or -.5% from FY20.
- **Resolution No. 9-2020 – Sewer Fund Expenditures** establishes the annual appropriation, cash requirements and user rates for the Sewer Fund. This resolution reflects no increase in Sewer user rates. Sewer charges are based on water consumption. The adoption of this resolution includes a two-step, inclining block rate structure.
- **Resolution No. 10-2020 – Water Fund Expenditures** establishes the annual appropriation, cash requirements and user rates for the Water Fund. Similar to Sewer, the adoption of this resolution will include a two-step, inclining block rate structure for water usage. Also included is a three-step, inclining block rate structure for metered irrigation water usage. This resolution reflects no increase in water user rates. The irrigation water usage is not subject to sewer charges.
- **Resolution No. 11-2020 – Special Revenues, Debt Service Fund and Committed Fund Balances for Necessary Expenditures** allows for the expenditure of Special Revenues, Debt Service Fund, and Committed Fund Balance. This allows the City to expend from donations, State and Federal Grants as they are accepted and received, pay principal and interest associated with Betterment Assessments, from a Debt Service Fund, and expend from Committed Fund Balance.
- **Resolution No. 12-2020 – Investment Policy** deals with the adoption of an annual investment policy. State law requires the annual adoption of such a policy by every city and town.

I am requesting that the City Council vote on each Resolution separately.

XV. City Manager's Items Which Require Action:

1. **Report Back on Bluestone Properties of Rye, LLC Request for 135 Congress Street Parking Lease:**

The City Council has three options available to them regarding the request from Bluestone Properties of Rye, LLC for parking at 135 Congress Street, which are outlined in the [attached memorandum](#).

2. **Request of Jeremy Conte to Unmerge Lots at 1240 Islington Street:**

The Mayor and City Council have received a [letter dated April 21, 2020 from Attorney Bernard Pelech on behalf of Jeremy Conte](#). Mr. Conte is requesting the Council to unmerge two lots which are said to have been involuntarily merged by the City. The applicable law is RSA 674:39 aa.

RSA 674:39 aa does not provide the process to be followed by a municipality in considering a lot unmerger request. On a statewide basis, municipalities have adopted different procedures. In the past it was the practice in Portsmouth to refer such requests to the Planning Board. However, recent experience has shown that referrals to the Planning Board have proven unworkable, due primarily to the vague and uncertain appeal process described by the statute. Nonetheless, in order for the City Council to make an informed decision on an unmerger request, the Council needs to be provided with certain basic information such as whether the lots were actually involuntarily merged and whether the lot owner has ever taken action which would suggest a voluntary merger.

For the foregoing reasons, the City Administration has determined to recommend a new process for the City Council.

Since the information which the Council needs is the type of information which is available in the Assessing Office, the new recommended process is that the Council refer unmerger requests to the City Assessor for report. The City Assessor is aware of this recommendation and is willing to accept the responsibility.

I recommend that the City Council move to refer the unmerger request of Jeremy Conte to the City Assessor for a report back.

3. **Request to Sublease Players' Ring:**

The Players' Ring is interested in allowing Upside Arts to host its summer day camp for six weeks (three 2-week sessions) from late June to early August of 2020 (see [attached request](#)). The City leases 105 Marcy Street to the Players' Ring for theatrical performances, and the lease ([attached](#)) prohibits sub-leasing. In addition, the camp would like to use the lawn area behind the Player's Ring (approx. 91'x79' – see [attached picture](#)) bounded by brick sidewalks, to enable outdoor activities. The camp would run from 8:00 a.m. to 4:00 p.m. Monday through Friday, and would be in accordance with all health and safety guidelines pursuant to COVID-19. In order for the Players' Ring to allow the camp to operate there, the City would need to assent to a lease modification for this temporary use, and proper insurance protecting the City's interests (including coverage for outdoor activities within Prescott Park) would need to be provided.

I recommend that the City Council move to authorize the City Manager to assent to a temporary lease amendment to allow the Players' Ring to host Upside Arts summer day camp for the 2020 season, and allow Upside Arts to conduct camp activities in Prescott Park.

4. **Report Back on Parking and Traffic Safety Committee Recommendation to City Council to Approve Stay and Pay Parking Rates:**

On May 4, 2020, the City Council referred a ‘Stay and Pay’ parking rate proposal to the Parking and Traffic Safety Committee. ‘Stay and Pay’ is a pricing program that restructures parking fees by creating a graduated price structure increasing parking rates at the third hour to encourage turnover of the parking space. The idea is to use price to turn over the space instead of enforcement. The proposed program provides a reduced resident rate through the use of the ParkMobile app.

[Attached](#) are the proposed amendments to Chapter 7 of the Vehicles, Traffic and Parking Ordinance. At its June 4, 2020 meeting, the Parking and Traffic Safety Committee reviewed the proposed ‘Stay and Pay’ program, and unanimously voted to recommend City Council approve the new rate structure. Parking Director, Ben Fletcher, will be available to report back to the City Council on the Parking and Traffic Safety Committee’s recommendation.

I recommend that the City Council move to schedule first reading of the necessary revisions to Chapter 7 to implement the ‘Stay and Pay’ parking rate at the July 13, 2020 City Council meeting.

5. **46-64 Maplewood Avenue Temporary Construction License:**

On May 17, 2018, the Planning Board granted site plan review approval to Steve Kelm (30 Maplewood, LLC) for property located at 46-64 Maplewood Avenue to construct a five-story, mixed use building.

The Construction Mitigation and Management Plan (CMMP), signed in August 2018, identified temporary encumbrances of the public right-of-way for project-related work along Bridge Street, Deer Street, and Maplewood Avenue for different periods of time during of the project’s construction. Encumbrances for a duration longer than 30 consecutive working days require a license approved by the City Council. In addition, the licenses are subject to the “License Fee for Encumbrance of City Property” policy.

The License Areas are shown on the [plan labeled “License Plan”](#) prepared for 30 Maplewood, LLC. License Area 1 is 630 square feet of the sidewalk area along the south side of Deer Street. License Area 2 is 322 square feet of the sidewalk area located at the corner of the intersection of Deer Street and Maplewood Avenue. License Area 3 is 1,140 square feet of the sidewalk area on the west side of Maplewood Avenue.

In November 2018, the City Council approved a temporary construction license for the project, which, after subsequent extensions, expired in May of this year. [Mr. Kelm is requesting another extension](#) through the end of August.

Per the City policy, the total fee for the temporary license is calculated at \$0.05 per square foot per day for a total of 103 days which comes to a total of \$10,773.80. The [proposed license agreement](#) provides that, if any of the license areas returned to the City prior to the end of the License Term, the City will refund the applicant the portion of the license fee already paid to

the City. All of the foregoing has been reviewed by the Planning and Legal Departments and is recommended for approval.

I recommend that the City Council move to authorize the City Manager to execute and accept the temporary construction license for 46-64 Maplewood Avenue as submitted.

6. Request to Schedule First Reading Regarding Omnibus Ordinance Change:

[Attached](#) please find the annual omnibus set of ordinances recommended by the Parking and Traffic Safety Committee. This year’s omnibus changes are detailed on the [attached sheets](#), and address changes to 15-minute parking spaces, bus stops, loading zones, no parking spaces, speed limits and one-way streets.

On March 29, 2000, the City Council adopted Ordinance #4-2000 under Chapter 7, Article 1, Section 7.103 of the Vehicles, Traffic and Parking Ordinance. This ordinance was adopted in order to be more responsive to the changing parking needs of the downtown. Before its adoption, it often took three readings of the City Council to simply change a parking space from a two-hour time restriction to a 15-minute one. This process would often take 4-6 months to complete.

The current ordinance authorizes the Parking and Traffic Safety Committee to recommend temporary parking and traffic regulations to the City Council for its approval in the form of its monthly meeting minutes. Once the Council approves these minutes, the temporary regulations are in effect for a period not to exceed one year. During that year the Council and the public have the benefit of seeing how a temporary regulation works before adopting it as a permanent change to the parking ordinance. These temporary regulations are presented at one time to the Council for its consideration.

The [attached amendments](#) to Chapter 7, Vehicles, Traffic and Parking for the Council's consideration summarize the temporary parking regulations implemented by the Parking and Traffic Safety Committee last year.

I recommend that the City Council move to schedule first reading of the Annual Omnibus Ordinance at the July 13, 2020 City Council meeting.

7. Friends of Prescott Park “Odyssey” Sculpture:

Attached please find a [draft letter](#) from the City Manager to Phyllis Eldridge, President of the Friends of Prescott Park. It relates to the “Odyssey” sculpture by Richard Erdman, which is being gifted from the Friends of Prescott Park to honor Michael Warhurst.

I recommend that the City Council authorize the City Manager to execute the attached letter proposing the terms and conditions under which the City of Portsmouth would accept the sculpture entitled “Odyssey” from Richard Erdman as a gift from the Friends of Prescott Park (FoPP) to be placed in Prescott Park in honor of Michael Warhurst.

XVI. Consent Agenda:

C. Water Services Access Easement for 3110 Lafayette Road:

On February 20, 2020, the Planning Board granted Site Plan Review approval for the construction of 18 residential townhomes in five buildings for property located at 3110 Lafayette Road.

As approved, the Site Plan Approval required that the applicant provide a [water services access easement](#) to the City for the purpose of maintenance and inspection of water infrastructure.

All of the foregoing has been approved by the Planning Board and is recommended by the Planning and Legal Departments.

I recommend that the City Council move to grant authority for the City Manager to accept the Easement Deed in a form similar to that attached.

XVIII. City Manager's Informational Items:

1. Report Back from Parking and Traffic Safety Committee Regarding Recommended Modifications to Middle Street/Lafayette Road Bike Lanes:

At the request of the City Council, on June 4th, the Parking and Traffic Safety Committee reviewed the staff recommendations related to the Middle Street/Lafayette Road Bicycle Lanes provided in a staff memo to the City Manager dated May 5, 2020, and voted 8 to 1 to support the recommendations. The [minutes of the meeting](#) are included in the Council's packet.

At the request of a few Council members, Juliet Walker, Director of Planning, also reached out to NHDOT staff at the Bureau of Planning and Community Assistance to confirm whether modifications to substantially change the design of this project that was completed with federal Safe Routes to School funds would require that the City forfeit (i.e. return) those previously awarded federal funds. The question was specifically asked about adjusting the design to move the bike lanes to the outside of the parking spaces. Mrs. Walker subsequently received [confirmation from the NHDOT staff](#), who also consulted with Federal Highway Administration staff, and they have confirmed that the City should expect to have to return that funding should such a change be made. They also indicated that they do not recommend that the City make this change due to safety concerns.


2. Update on the Portsmouth Citizen Response Task Force:

I will be providing an update on the newly established Portsmouth Citizen Response Task Force at this evening's meeting.

CITY OF PORTSMOUTH**LEGAL DEPARTMENT****MEMORANDUM**

DATE: June 9, 2020

TO: CITY COUNCIL

FROM: KAREN S. CONARD, CITY MANAGER
ROBERT P. SULLIVAN, CITY ATTORNEY 

RE: BLUESTONE PROPERTIES OF RYE, LLC, REQUEST FOR PARKING AT 135 CONGRESS STREET (WORTH LOT)

By letter addressed to the Mayor and Council dated May 13, 2020, Bluestone Properties of Rye, LLC, has requested that the City Council, "... authorize the City Manager to negotiate a 20-year lease" for five (5) parking spaces in the Worth parking lot. The parking spaces are requested on a 24/7/365 basis.

On May 18, 2020, the City Council responded to that letter by a unanimous roll call vote, "to refer to the City Manager for a report back at the June 15, 2020 City Council meeting." This memorandum is that report back. It was prepared by both the City Manager and the City Attorney, at her direction.

UNDISPUTED FACTS

The request of Bluestone is based primarily on a historical analysis. The most relevant facts relied upon by Bluestone, with which we agree, are as follows:

1. The Worth Lot was created at some time prior to 1972 by eminent domain proceedings instituted by the Portsmouth Housing Authority. A portion of the Worth Lot consisted of parking spaces acquired from Melvin H. Goodman, owner of what was then Goodman's Clothing Store at 135 Congress Street. At approximately that time, the Worth Lot came into the ownership of the Worth Development Corporation.
2. On December 18, 1972, the Portsmouth City Council considered entering a lease with the Worth Development Corporation for the acquisition of the Worth parking lot to be used as a municipal parking lot. At that time, City Councilor John Wholey moved that the lease from Worth Development Corporation to the City, "... be approved subject to the following amendment: 'that the (sic) non-cancelable provision be inserted subject to the approval of the Worth Corporation, that five parking spaces be provided for the Goodman's and that there be "No Parking" in the rear of the present Goodman's Store.'"

3. On January 17, 1973, the City of Portsmouth entered a lease with the Worth Development Corporation by which the Worth Lot became a municipal parking lot. The lease makes no mention of Melvin Goodman but it does contain the provision that “the Lessor [Worth Development Corporation] acknowledges the right of the Lessee [City of Portsmouth] to enter into a third-party agreement which may assign up to five parking spaces to other private users, however, all non-metered spaces shall be located with the approval of the Lessor [Worth Development Corporation].”
4. The City has no record of any third-party agreement with Mr. Goodman nor any record assigning any parking spaces to Mr. Goodman, notwithstanding the Council vote of December 18, 1972
5. Nonetheless, as security for a mortgage loan in 2003, Melvin Goodman pledged to the Piscataqua Savings Bank, “the right to occupy five (5) spaces in the City of Portsmouth parking lot located adjacent to the property (Goodman’s Store), in the rear as authorized by vote of the Portsmouth City Council.”
6. Goodman’s Clothing Store made significant use of five (5) parking spaces in the Worth Lot located directly to the rear of the store for a number of years between 1972 and the more recent acquisition of the property by Bluestone.
7. In 1996, Melvin Goodman passed away. After at least one intervening owner, the property came into the hands of Bluestone.
8. On July 11, 2006, the City acquired the Worth Parking Lot by deed from Worth Development Corporation and the lease of the parking lot was terminated. Pursuant to an agreement between the City and Worth Development Corporation dated August 29, 2006, Worth Development Corporation is allowed the use of 23 parking spaces in the Worth Lot selected by the City for which Worth pays an amount equal to the City’s monthly daytime parking rate normally charged in connection with High Hanover, the Parking Facility. These spaces are for daytime use only.

ADDITIONAL CONSIDERATIONS

Although not relevant to whether Bluestone has a legal right to any parking spaces in the Worth Lot, we feel that it is worth noting that the principals of Bluestone are members of the Labrie family. The Labrie family has a substantial history of public service to the City and of philanthropic contributions to the City and the seacoast area.

DISPUTED CONCLUSIONS OF LAW

We believe that the foregoing facts do not make out a valid legally enforceable claim by Bluestone to five (5) parking spaces in the Worth Lot. It is believed that Bluestone disputes this conclusion. There is correspondence between Bluestone and the prior City administration dating back at least to September 11, 2018 to that effect.

Significant to our analysis is that:

1. Bluestone is not Melvin Goodman. Neither is there any document known to the City suggesting that even if Melvin Goodman had an enforceable right to five (5) parking spaces in the Worth Lot in 1973 that he assigned or conveyed it in any manner through the intervening ownerships to Bluestone.
2. The Worth Development Corporation lease referenced in the City Council vote of 1972 was terminated in 2006.
3. There exists no deed, contract or agreement from 1972 to the present day which provides either Melvin Goodman, Bluestone or any intervening owner with the right to the five (5) parking spaces in the Worth Lot to the rear of the former Goodman's Store.

APPARENT OPTIONS FOR THE CITY COUNCIL

Based on the foregoing, it appears that the apparent options available to the City Council to deal with the request of Bluestone are as follows:

- A. City Council could authorize the City Manager to negotiate an agreement with Bluestone under which Bluestone would have the use of the five (5) parking spaces in the Worth Lot behind 135 Congress Street. As noted in the City Council Agenda packet of May 18, 2020, such an agreement "would need to deal with the numerous types of issues that might arise in 20 years, such as change in parking fees, changes in municipal use of the Worth Lot, assignability of the spaces, and sale or transfer of the Bluestone Property." Nonetheless, such an agreement could be negotiated.
- B. The City could agree with Bluestone to present the question of whether Bluestone has a legal right to five (5) parking spaces in the Worth Lot to the Superior Court for a judicial determination. This would be accomplished by the filing by one party or the other of a pleading in the form of a declaratory judgement simply asking the Court to determine the answer to that legal question. The case would not involve costs, fees, or damages, merely a straightforward question of law.
- C. City Council may deny the request.

BOSEN & ASSOCIATES, P.L.L.C.
ATTORNEYS AT LAW

April 21, 2020

Mayor Richard Becksted and
City Council Members
City Hall
1 Junkins Avenue
Portsmouth, NH 03801

John K. Bosen
Admitted in NH & MA

Christopher P. Mulligan
Admitted in NH & ME

Molly C. Ferrara
Admitted in NH & ME

Bernard W. Pelech
Admitted in NH & ME

RE: Unmerger of Lots
1240 Islington Street, Portsmouth, NH
Tax Map 233, Lot 7

Dear Mayor Becksted and City Councilors:

This office represents Jeremy Conte, owner of the property at 1240 Islington Street.

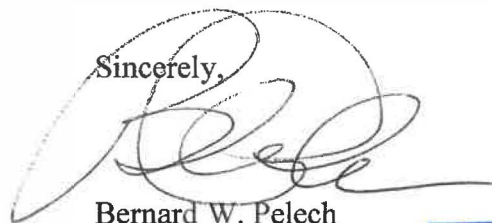
On behalf of Mr. Conte I would respectfully request that the two lots which he acquired on December 19, 2019 be unmerged pursuant to NH RSA 674:39 aa, as they were involuntarily merged by the City of Portsmouth prior to September 18, 2010.

Enclosed herewith are all deeds for the two lots from 1899 to the present. Also enclosed is the recorded Sugden Brothers Plan from 1899 showing the two lots (14 + 16) which are presently owned by Mr. Conte.

My extensive research reveals that there has been no voluntary merger of these two lots by Mr. Conte or any of his predecessors in title.

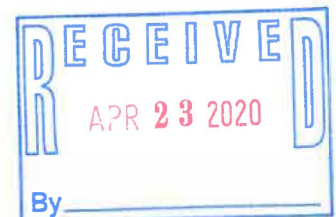
As such it is requested that the two lots presently shown on Lot 7 on Tax Map 233 be unmerged as the requirements for unmerger set forth in NH RSA 674:39 aa are met.

Sincerely,



Bernard W. Pelech

BWP/sdm
Enclosures
CC: Juliet Walker, Portsmouth City Planner
Robert Sullivan, Portsmouth City Attorney



PICTURES OF PROPOSED LAND

The front side of the Player's Ring is on Marcy St. number 105. The pictures are taken directly behind the Player's Ring.

The proposed lot is 91ft/79ft. The grassy area we are inquiring about has brick sidewalks 6ft in width on the north, east and south sides. On the west side there is a paved st. for permit parking. Our proposal would only include use of the grassy area within those boundaries.



PROPOSED DATES AND TIMES OF USE

Upside Arts is proposing the following dates and times for use of lot:

Our programming consists of three two week theatrical camp sessions which will run weekly, Monday through Friday. We will not have camp on Saturdays or Sundays.

Upside Arts would like to propose use of this lot for each requested day from 8am-4pm with staff arriving at 8am and campers arriving between 8:45 and 9am.

***Please note, due to Covid-19 State safety precautions and guidelines we would be using this outdoor space for any full group activities, weather permitting.**

Session 1: Week 1- Monday, June 29th-Friday, July 3rd; Week 2- Monday, July 6th- Friday, July 10th
 Session 2: Week 1- Monday, July 13th- Friday, July 17th; Week 2- Monday, July 20th- Friday, July 24th
 Session 3: Week 1-Monday, July 27th- Friday, July 31st; Week 2- Monday, Aug. 3rd- Friday, Aug. 7th

STAFF AND CAMPER CAPACITY

To meet compliance of state safety guidelines our day camp will operate with 2 adult instructors (counselors) and no more than 8-10 students (campers) per two week session.

Thank you for considering this information, we hope that the city will understand the importance of arts education for our community. We look forward to the potential opportunity to get local kids out of their homes doing what they love to do again, in the healthiest and safest way possible. The Upside staff has many years of experience providing theatrical summertime education. We were lined up to run Camp Center Stage for the second year as well as Upside Day Camp at Portsmouth Middle School this summer. Unfortunately, these locations became unavailable for health and safety reasons.

LEASE

This lease is made by and between the **City of Portsmouth**, a municipal corporation organized and existing under the laws of the State of New Hampshire and having a usual place of business at 1 Junkins Avenue in said Portsmouth, hereinafter CITY, and the **Players' Ring Company**, organized and existing under the laws of the State of New Hampshire and having a principal place of business at 99-105 Marcy Street, Portsmouth, New Hampshire, hereinafter PLAYER'S RING.

1. **PREMISES:**

CITY leases to PLAYER'S RING a certain structure formerly known as the Heritage Museum located at 105 Marcy Street, Portsmouth, New Hampshire.

2. **LEASE PAYMENTS:**

The PLAYER'S RING shall compensate the CITY for the use of the premise by maintaining strict compliance with a schedule of capital improvements to the premises as described in Schedule A attached hereto. In performing the capital improvements attached hereto on Schedule A the PLAYER'S RING shall comply with the following terms and conditions:

- A. All labor, material and other costs of every kind shall be solely borne by the PLAYER'S RING.
- B. The design, engineering and materials to be utilized in connection with the performance of the capital improvements shall all be approved in advance in writing by the Public Works Director of the City of Portsmouth.
- C. All capital improvements performed by PLAYER'S RING shall be performed to the reasonable satisfaction of the Public Works Director of the City.
- D. PLAYER'S RING shall be responsible for any taxes assessed on the building pursuant to RSA 72:23. However, PLAYER'S RING shall be entitled to apply for a charitable exemption pursuant to RSA 72:23 V. To the extent that such an exemption is granted by the City Assessor no taxes shall be due. To the extent that taxes are due, the tax obligation of PLAYER'S RING may be satisfied by the provision of in-kind services to the City as follows:

In any given calendar year commencing with the first effective date of this lease the PLAYER'S RING shall expend no less on the performance of capital improvements to the premise than would otherwise be due to the City in real estate taxes with respect to building. PLAYER'S RING shall provide CITY with labor and material receipts demonstrating that the required amount has been paid by PLAYER'S RING. In the event that PLAYER'S RING fails to expend at least the amount which would have

been due as real estate taxes, then PLAYER'S RING shall make up the difference by a cash payment to CITY on each anniversary date of this lease.

- E. Notwithstanding any other provision of this lease, failure to maintain the capital improvement schedule attached as Exhibit A shall constitute grounds for termination of the lease by CITY.

3. **TERM:**

The term of this lease shall commence on **September 4, 2013** and shall end **September 3, 2023**. Notwithstanding any other provision in this lease, this lease may be terminated by the PLAYER'S RING upon thirty days (30) written notice to the CITY.

4. **PARKING:**

PLAYER'S RING shall use only such portion of the surrounding grounds as CITY may specifically designate for parking by PLAYER'S RING.

5. **WASTE AND REPAIRS:**

PLAYER'S RING shall not allow any waste, rubbish or other objectionable materials to accumulate within the premises or upon the surrounding grounds. PLAYER'S RING shall arrange and pay for proper solid waste receptacles. PLAYER'S RING agrees to maintain the interior and the exterior of the premises in good repair at all times.

PLAYER'S RING shall at its own cost, and without expense to the CITY perform other maintenance or repair necessary to keep and maintain the premises and its equipment in good, sanitary and neat order, condition and repair.

6. **COMPLIANCE WITH LAWS:**

PLAYER'S RING shall comply with all Federal, State and Municipal laws, ordinances and regulations affecting the leased premises, the improvements thereon, or any activity or condition on or in the premises.

7. **UTILITIES AND MAINTENANCE:**

All costs and expenses of every kind whatsoever of or in connection with the use, operation and maintenance of the premises and all activities conducted therein shall be the sole responsibility of the PLAYER'S RING.

8. **REPAIRS AND MAINTENANCE:**

CITY shall not be obligated to make any repairs, replacements or renewals to the leased premises exclusively occupied by PLAYER'S RING caused by the PLAYER'S RING use thereof. No alteration of the premises which is visible from the exterior thereof and no alteration of the interior which exceeds Two Thousand Five Hundred (\$2,500) Dollars in cost shall be made without the prior written approval of the CITY'S City Manager. PLAYER'S RING shall, insure that their operations shall in no way affect or damage, impair or impact the

grounds immediately adjacent to said building, including mowing of grass, clipping the shrubbery and keeping the area free of litter.

9. **LEASE ADMINISTRATION:**

Except when otherwise specified, the Trustees of the Trust Funds for the City of Portsmouth shall oversee and administer this Lease jointly with the City Manager on behalf of the City.

10. **CITY'S RIGHT OF ENTRY**

PLAYER'S RING shall permit CITY and the agents and employees of CITY to enter into and upon the premises at all reasonable times to inspect the same, or to make repairs or improvements called for in this Agreement.

11. **SUBLETTING AND ASSIGNMENT:**

PLAYER'S RING shall not assign this Lease or sublet any portion of the premises.

12. **PRODUCTION SCHEDULE:**

The PLAYER'S RING shall provide a schedule of proposed productions one month in advance to the Trustees of Trust Funds and the PLAYER'S RING shall remain responsible for all provisions in this lease whether or not the PLAYER'S RING is in charge of the actual production or is acting as production manager. Such programs and schedules shall not be inconsistent with the terms, conditions and spirit of the Prescott Will.

13. **ACCEPTANCE OF PREMISES:**

PLAYER'S RING by acceptance of the premises, acknowledge that they are fit for the uses of the PLAYER'S RING.

14. **LIENS:**

CITY shall keep all of the premises free and clear of all liens arising out of PLAYER'S RING'S occupancy of the premises and at all times promptly and fully pay or discharge any claims on which any lien could be based.

15. **INDEMNIFICATION OF CITY:**

The Players' Ring Company agrees to defend, hold harmless and indemnify the City of Portsmouth and it's officers, agents and employees against any and all liability for bodily injury, death, and property damage arising from the existence of this lease or any activity conducted hereunder or any person or entity operating under its authority. This provision shall survive termination or expiration of the lease.

16. **TERMINATION AT CITY'S OPTION:**

The City of Portsmouth, in its sole and unfettered discretion, may terminate this lease upon ninety days written notice delivered to the PLAYER'S RING.

17. **TERMINATION FOR CAUSE:**

In the event of any breach of this Lease by the PLAYER'S RING or failure to perform any condition herein, the CITY may in addition to all rights and remedies each has at law,

CITY shall give a written notice to the PLAYER'S RING of a claimed breach. If such breach is not cured within 30 days, the CITY shall have the right of reentry and may remove all persons and property from the premises to be stored at the expense of the PLAYER'S RING. CITY, after reentry, may terminate this Lease and in addition to its other rights, may recover from PLAYER'S RING, its reasonable costs and damages occasioned by PLAYER'S RING'S breach.

18. TERMINATION OR SURRENDER OF LEASE:

Upon termination of this Lease, or mutual cancellation thereof, the PLAYER'S RING shall immediately surrender the premises.

19. IMPROVEMENTS:

All alterations, additions and improvements made in or to the premises in the nature of fixtures shall unless otherwise provided by written Agreement or by the terms hereof, be the property of CITY and remain and surrendered with the premises and PLAYER'S RING hereby waives all claim for damages to a loss of any property belonging to PLAYER'S RING that may be in or upon the premises.

20. NOTICE:

Any notice required under this Lease or other writing which may be given by either party hereto to the other shall be deemed to have been given when made in writing and deposited in the U.S. MAIL, registered and prepaid and addressed as follows:

TO CITY:

City Manager
 City of Portsmouth
 1 Junkins Avenue
 Portsmouth, N.H. 03801

Trustees of Trust Funds
 Sheafe Warehouse
 P.O. Box 1103
 Portsmouth, NH 03801

TO PLAYER'S RING:

Barbara L. Newton, Exec. Dir.
 Players' Ring Company
 105 Marcy Street
 Portsmouth, N.H. 03801

Michael E. Chubrich, Esq.
 230 Lafayette Road
 Building D
 Portsmouth, N.H. 03801

21. USE OF PREMISES:

The premises shall be used solely for the purposes of production of theatrical presentations and associated activities, and no other purposes without prior written approval by the CITY. PLAYER'S RING accepts the premises with the understanding that they shall be restricted to said use of those operations and services provided by the PLAYER'S RING as stated herein. No alcoholic beverages shall be used, consumed or possessed upon the premises.

22. REGULATIONS:

PLAYER'S RING agrees that it shall abide by and enforce among its staff any reasonable rules and regulations established by the CITY.

23. **EXTENSION OR RENEWAL:**

There is no automatic extension or renewal of this lease and no further notice is required on the part of the CITY prior to its expiration.

24. **INSURANCE:**
LIABILITY AND PROPERTY DAMAGE

- A. PLAYER'S RING shall bear all risk of loss to the premises and risk of personal injury or property damage arising out of the use or existence of this lease. PLAYER'S RING shall indemnify and hold CITY harmless from all suits, claims or actions arising out of the existence or use of this lease or the termination of the lease for any reason or at any time PLAYER'S RING shall return the premises to the CITY OF PORTSMOUTH in as good or better condition than it was at the execution of this lease.
- B. PLAYER'S RING shall, at all times during the term of this Lease, maintain in effect at its expense the following insurance coverages:
1. Comprehensive General Liability protection in a coverage amount not less than Two Million (\$2,000,000) Dollars per occurrence.
 2. Property damage coverage protecting the building and its contents in an amount to be determined by the Public Works Director of the City of Portsmouth to represent full replacement cost.

The above insurance coverages shall be provided by an insurer and written in a form satisfactory to the CITY. Each policy shall name the City of Portsmouth as an additional insured. PLAYER'S RING shall maintain with the City Attorney of the CITY certificates of insurance providing evidence of the required coverages and requiring the insurer to notify the CITY of any cancellation of the policies.

25. **ADA COMPLIANCE:**

The CITY and PLAYER'S RING agree that the PLAYER'S RING shall be solely responsible for making the services and/or programs which it offers accessible to the handicapped as this term is recognized in the Americans with Disabilities Act. Where it is necessary to make structural modifications to the building and/or property in order to achieve the goal of accessibility for the unique services and programs offered by the PLAYER'S RING, then PLAYER'S RING shall be solely responsible for making such structural modifications. Prior to making any structural modifications, the CITY shall obtain the consent of the PLAYER'S RING.

PLAYER'S RING agrees to indemnify and hold harmless the CITY from any claims brought against the PLAYER'S RING for failure to provide accessible services and programs under the Americans with Disabilities Act or to otherwise fail to comply with the

responsibilities under the Americans with Disabilities Act as a provider of public accommodations.

IN WITNESS WHEREOF, the parties have executed this Lease on September 18, 2013.

WITNESS:

[Signature]

CITY OF PORTSMOUTH

[Signature]

John P. Bohenko
City Manager

Pursuant to vote by the City Council on **September 3, 2013.**

WITNESS

[Signature]

PLAYERS' RING COMPANY

[Signature]

Barbara L. Newton
Executive Director

SCHEDULE A

The Players' Ring**Proposed Benchmarks for Ten-Year Lease**

<u>Capital Improvements</u>	<u>Completed no Later Than</u>	<u>Estimates</u>
Furnace Replacement and Related Work	December 31, 2013	\$18,000
East Side: Windows, Doors and Masonry Work	December 31, 2015	\$42,200
West Side: Windows, Doors and Masonry Work	December 31, 2017	\$45,080
South and North Sides: Windows, Masonry Work	December 31, 2018	\$18,060
Air Conditioning	December 31, 2019	\$9,000
Bathroom with Work Sink – Second Floor	December 31, 2020	\$6,500
Stage Lighting Upgrade	December 31, 2021	\$15,000
Theatre Seating	December 31, 2022	\$15,000

ORDINANCE

THE CITY OF PORTSMOUTH ORDAINS

That Chapter 7, Article I, Section 7.102 – **PARKING METER ZONES** 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):

ARTICLE I: PARKING METERS**Section 7.102: PARKING METER ZONES AND PARKING METER RATES**

All of those streets, parts of streets and off-street parking lots, the time for parking upon which is limited by any ordinance of the City of Portsmouth, and any such areas, the time for parking upon which may at any time hereafter be limited by any ordinance of the City or any amendment thereto are designated as parking meter zones. ~~Parking in parking meter zones shall be for a maximum time permitted of parking of three (3) consecutive hours, unless otherwise established by ordinance. The rate for such parking shall be:~~

A. ZONE A: DOWNTOWN HIGH OCCUPANCY ZONE:

~~Parking shall be at the rate of two dollars (\$2.00) per hour in the following areas. Parking for verified Portsmouth residents using an approved personal meter device, as defined in Section 7.101, shall be at a rate of \$0.50 less than this rate. Proof of residency shall be determined using standards established by the Portsmouth Revenue Administrator. The following streets or parts of streets are within Zone A, the Downtown High Occupancy Zone:~~

1. Daniel Street, starting at **BowChapel** Street through to Market Square
2. Bow Street, starting at **Daniel Chapel** Street through to Market Street
3. Congress Street, starting at Market Square through to Chestnut Street
4. Pleasant Street, starting from Court Street through to Market Square
5. Market Street, starting from Moffatt-Ladd House through to Market Square
6. Deer Street, starting at Market Street through to Maplewood Avenue
7. Fleet Street, starting at Hanover Street through to State Street
8. Hanover Lot, at intersection with Market Street
9. Penhallow Street, starting at State Street through to Bow Street
10. Chapel Street, starting at Daniel Street through to State Street
11. Hanover Street from Maplewood Avenue to Market Street
12. Portwalk Place from Deer Street to Hanover Street
13. High Street from Deer Street to Hanover Street
- ~~14. Bow Street from Chapel Street to Daniel Street~~
- ~~15. Daniel Street from Chapel Street to Bow Street~~
- ~~16. 14. State Street from Marcy Street to Middle Street~~
- ~~17. 15. Ladd Street Lot at Hanover Garage~~

B. ~~Parking in all other parking meter zones shall be at the rate of one dollar fifty cents (\$1.50) per hour. Parking for verified Portsmouth residents using an approved personal meter device, as defined in Section 7.101, shall be at a rate of \$0.50 less than this rate. Proof of residency shall be determined using standards established by the Portsmouth Revenue Administrator.~~

B. ZONE B: STANDARD OCCUPANCY ZONE

The following streets or parts of streets are within Zone B, the Standard Occupancy Zone:

1. Marcy Street
2. State Street between Summer Street and Middle Street
3. Market Street from Russel Street to Deer Street
4. Deer Street from Maplewood Avenue to Bridge Street
5. Bridge Street
6. Court Street from Middle Street to Fleet Street
7. Court Place
8. Church Street from State Street to Court Street
9. Washington Street from State Street to Court Street
10. Maplewood Avenue from Raynes Avenue to Vaughan Street
11. Raynes Avenue from Maplewood Avenue to Vaughan Street
12. Vaughan Street from Raynes Avenue to Maplewood Avenue.
13. Russell Street
14. Hanover Street from, Bridge Street to Maplewood Avenue
- ~~B.~~ 15. Porter Street from Fleet Street to Church Street
16. Bridge Street and Memorial Bridge Off Street Parking Areas and the Worth Lot, excluding those parking spaces subject to contractual agreements with the City.

~~C.~~ NONRESIDENT PARKING RATES FOR ZONE A

Parking shall be at the following hourly rates for nonresidents in Zone A during the hours of enforcement Monday through Saturday, from 9:00 a.m. to 8:00 p.m., and Sunday from 12:00 p.m. to 8:00 p.m., holidays excepted:

Hours 1 and 2	\$2.00 each hour
Hours 3 through 11	\$5.00 each hour

~~D.~~ RESIDENT PARKING RATES FOR ZONE A.

Parking for verified Portsmouth residents using an approved personal meter device, as defined in Section 7.101, shall be at the following hourly rates in Zone A. Proof of residency shall be determined using standards established by the Portsmouth Revenue Administrator. Parking shall be at the following hourly rates for residents in Zone A during the hours of enforcement Monday through Saturday, from 9:00 a.m. to 8:00 p.m., and Sunday from 12:00 p.m. to 8:00 p.m., holidays excepted:

Hours 1 and 2	\$1.50 each hour
Hour 3	\$2.00
Hours 4 through 11	\$2.50 each hour

~~E.~~ NONRESIDENT PARKING RATES FOR ZONE B

Parking shall be at the following hourly rates for nonresidents in Zone B during the hours of enforcement Monday through Saturday, from 9:00 a.m. to 8:00 p.m., and Sunday from 12:00 p.m. to 8:00 p.m., holidays excepted:

Hours 1 and 2 \$1.50 each hour
Hours 3 through 11 \$3.00 each hour

F. RESIDENT PARKING RATES FOR ZONE B.

Parking for verified Portsmouth residents using an approved personal meter device, as defined in Section 7.101, shall be at the following hourly rates in Zone B. Proof of residency shall be determined using standards established by the Portsmouth Revenue Administrator. Parking shall be at the following hourly rates for residents in Zone B during the hours of enforcement Monday through Saturday, from 9:00 a.m. to 8:00 p.m., and Sunday from 12:00 p.m. to 8:00 p.m., holidays excepted:

Hours 1 and 2 \$1.00 each hour
Hour 3 \$1.50
Hours 4 through 11 \$2.00 each hour

The City Clerk shall properly alphabetize and/or re-number the ordinances 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:

Rick Becksted, Mayor

ADOPTED BY COUNCIL:

Kelli L. Barnaby, City Clerk

ORDINANCE #

THE CITY OF PORTSMOUTH ORDAINS

That Chapter 7, Article I, Section 7.105 – **PARKING** 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):

ARTICLE I: PARKING METERS

Section 7.105: PARKING

- A. When any vehicle shall be parked in a parking meter zone the owner or operator of said vehicle shall park within the area designated by the curb or street marking lines as indicated for parallel or diagonal parking and upon entering said parking space shall immediately deposit in said meter the required meter fee or purchase the time requested through a central meter, in vehicle meter, coupon or other metering device including mobile phone applications, and display proof of purchase on the vehicle’s interior dashboard, or other approved means of display, including meter devices defined in Section 7.101. It shall be unlawful for any person parking any vehicle or permitting any vehicle registered in his name to be parked within any designated area where parking meters are installed, to fail or neglect to pay for parking as required. Said parking space may then be used by such vehicle during the legal parking limit provided by the Ordinance of the City and said vehicle shall be considered as unlawfully parking if it remains in said space beyond the legal parking limit and/or when said parking meter displays a signal showing such illegal parking. ~~A vehicle shall also be considered as unlawfully parking if said vehicle fails to move at least 500 feet from the original parking space after the legal parking limit has expired.~~ It shall be unlawful for any person to cause or permit any vehicle registered in his name to be parked unlawfully as set out in this section.

The City Clerk shall properly alphabetize and/or re-number the ordinances 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:

Rick Becksted, Mayor

ADOPTED BY COUNCIL:

Kelli L. Barnaby, City Clerk

ORDINANCE #

THE CITY OF PORTSMOUTH ORDAINS

That Chapter 7, Article IX, Section 7.901 – **PENALTIES** 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):

ARTICLE IX: PENALTIES, FORFEITURES AND SEPARABILITY

Section 7.901: PENALITES

- A. Any person violating any of the provisions of this Chapter or any rule or regulation made by the Chief of Police pursuant thereto, except the rules and regulations found in Section 7.105 and except those rules referenced in paragraph B, C, D, E, ~~GF~~ and H of this provision, shall be subject to a fine or not more than \$300 upon conviction therefore in the Portsmouth District Court.
- B. Any person violating any of the provisions of Section 7.105 A, **B** or C (~~Two Hour Metered Parking Restrictions~~) or any rule or regulation made by the Chief of Police pursuant thereto shall forfeit to the City the sum of **\$15.00** for each violation. In the event that payment of the forfeiture sum of **\$15.00** is not made within thirty (30) calendar days of the violation, then the forfeiture shall be in the sum of \$25.00 for each violation.
- C. Notwithstanding any other provision of this Ordinance, any person violating an emergency order issued by the Chief of Police pursuant to Section 7.303 or Section 321 shall forfeit to the City of Portsmouth within forty-eight (48) hours of such violation the sum of \$50. In the event that such forfeiture is not made within thirty (30) days of the violation date, then the forfeiture shall be paid to the City of Portsmouth in the amount of \$75. In the event of failure to make such forfeiture, said person shall be subject to a fine of not more than \$100 upon conviction therefore in the Portsmouth District Court.
- D. Any person receiving more than ten (10) parking violations in one (1) year, July 1 to June 30 inclusive, shall forfeit an additional charge for each subsequent violation in the amount of \$25. In the event that this additional forfeiture of \$25 is not made within thirty (30) days of ~~the date of the violation triggering~~ the \$25 forfeiture, then the forfeiture amount shall become \$50.
- 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.

<u>Section</u>	<u>Parking Violation</u>	<u>Fine Amount</u>
7.105 (A)	Expired Meter	\$15.00
7.328.1	Utilization of Multiple Spaces	\$25.00

7.315 (A)	Parking Within an Intersection	\$25.00
7.315 (B)	Parked in Crosswalk	25.00
7.315 (C)	Blocking Fire Hydrant	25.00
7.315 (D)	Parked Within 15 Feet of Fire Station Driveway	15.00
<u>Section</u>	<u>Parking Violation</u>	<u>Fine Amount</u>
7.315 (E)	Parked Blocking Driveway	25.00
7.315 (F)	Parked on Sidewalk	25.00
7.315 (G)	Obstructing Traffic During Construction Activity	15.00
7.315 (H)	Double Parking	15.00
7.315 (I)	Violating Traffic Signs Prohibiting Parking	25.00
7.315 (J)	Parked, Wrong Direction	15.00
7.316	Back to Curb	15.00
7.319	Distance from Curb	15.00
7.320	Obstructing Street	25.00
7.324	One Hour Parking	15.00
7.325	30 Minute Parking	15.00
7.326	15 Minute Parking	15.00
7.327	Limited Parking - Two Hours	15.00
7.330	Parked in No Parking Area	20.00
7.331	Parking Too Close to Intersection	20.00
7.601	Trucks, Vans & Other Commercial Delivery Vehicles on Certain Streets During Certain Hours	25.00
7.602	Truck Loading/Unloading Zones Established	25.00

- F. Notwithstanding any other provision of this Ordinance, the owner or operator of a vehicle unlawfully parked in areas designated as reserved for parking for the walking disabled pursuant to Section 7.1200 shall forfeit to the City of Portsmouth within forty-eight (48) hours of such violation \$250. In the event that the payment of the forfeiture is not made within thirty (30) days of the violation, then the forfeiture shall be in the amount of \$300. In the event of failure to make such forfeiture, said person shall be subject to a fine of not more than \$300 upon conviction therefore in the Portsmouth District Court.
- G. Overnight Parking - Winter. Notwithstanding any other provisions of this Ordinance, any person violating the provisions of Section 7.321(A) or an emergency snow ban as directed by the Director of Public Works under Section 7.321(B) shall forfeit to the City of Portsmouth within forty-eight (48) hours of such violation the sum of \$25. In the event that payment of such forfeiture amount is not made within thirty (30) days of the violation, then the forfeiture amount shall be \$35. In the event of failure to make such forfeiture, said person shall be subject to a fine of not more than \$50 upon conviction therefore in the Portsmouth District Court.
- H. Notwithstanding any other provision of this Ordinance, the owner or operator of a vehicle violating the provisions of Section 7.335 or 7.1000 (72 hour parking restrictions) shall forfeit to the City of Portsmouth within forty-eight (48) hours of such violation \$50. In the event that the payment of forfeiture is not made within thirty (30) days of the violation, then the forfeiture shall be in the amount of \$100. In the event of failure to make such forfeiture, said person shall be subject to a fine of not more than \$150 upon conviction thereof in the Portsmouth District Court.

The City Clerk shall properly alphabetize and/or re-number the ordinances 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:

Rick Becksted, Mayor

ADOPTED BY COUNCIL:

Kelli L. Barnaby, City Clerk

ORDINANCE

THE CITY OF PORTSMOUTH ORDAINS

That Chapter 7, Article III, Section 7.324 – **LIMITED PARKING – ONE HOUR**, Section 7.325 – **LIMITED PARKING – THIRTY MINUTES**, Section 7.326 – **LIMITED PARKING – FIFTEEN MINUTES**, Section 7.327 – **LIMITED PARKING – TWO HOURS**, Section 7.328 – **LIMITED PARKING – THREE HOURS**, Section 7.328-1 – **UTILIZATION OF MULTIPLE PARKING SPACES**, and Section 7.329 – **LIMITED PARKING – FOUR HOURS** 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):

ARTICLE III: TRAFFIC ORDINANCE**Section 7.324: TIME LIMITED FREE PARKING –~~ONE HOUR~~**

~~A.~~ No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than **one hour**~~the time limits set forth below~~ at any time between the hours of 9:00 a.m. and 8:00 p.m., Monday through Saturday, and between 12:00 p.m. and 8:00 p.m. Sunday, Holidays not included, **or as otherwise described below**, on the following streets and locations:

A. Two Hour Parking

- 1. Hancock Street: northerly side from Marcy Street to Pleasant Street and southerly side form Washington Street to Pleasant Street.**
- 2. Islington Street: northerly side from Tanner Street to Parker Street, northerly side from Pearl Street to a point westerly 335' and northerly side from Cabot Street to a point easterly 515'.**
- 3. Madison Avenue: westerly side from State Street to Lovell Street**
- 4. Mechanic Street: northerly side from Marcy Street intersection to Pierce Island Bridge Approach.**
- 5. Middle Street: northerly side from Austin Street to Summer Street.**
- 6. Sheafe Street: northerly side from point 40 feet easterly from Penhallow Street to Chapel Street.**
- 7. Summer Street: both sides from Islington Street to State Street, Monday through Friday from 8:00 a.m. to 5:00 p.m. and southwesterly side between Chatham Street and Austin Street.**

8. The Lot at the northerly end of Prescott Park from 8:00 a.m. and 6:00 p.m. Monday through Sunday.

B. Four Hour Parking

Livermore Street: westerly side, entire length.

C. 30 Minute Parking

- 1. Islington Street: northerly side from the corner of Brewster Street easterly 110'.**
- 2. Islington Street: northerly side easterly 70' from Dover Street to a point 82' westerly from Salem Street.**
- 3. Islington Street: northerly side from Pearl Street to Parker Street.**

D. Parking for Persons with a Walking Disability

Parking for vehicles driven by or transporting a person with a walking disability which display special plates or handing windshield placards shall be allowed free parking for three hours in all parking meter zones, off street parking areas and public parking facilities.

E. Parking for Veterans

Parking for motor vehicles driven by or transporting veterans which display veteran plates shall be allowed free parking for three hours in all parking meter zones, off street parking areas and public parking facilities.

- ~~**1. Daniel Street: northerly side from a point 106 feet from Bow Street to a point 88 feet east of Penhallow Street.**~~
- ~~**2. Daniel Street: southerly side from Wright Avenue to a point 63 feet east of Penhallow Street.**~~
- ~~**3. Dennett Street: southerly side from Maplewood Avenue to Myrtle Avenue.**~~
- ~~**4. Market Street: westerly side from Bow Street to the southerly side of the small building on the premises of the Moffatt Ladd House.**~~
- ~~**5. Market Street: easterly side from Bow Street to the southerly side of the premises known as 171 Market Street.**~~

- ~~6. Pleasant Street: westerly side from State Street to Court Street.~~
- ~~7. Porter Street: southerly side from Fleet Street to Church Street.~~
- ~~8. Porter Street: northerly side from Church Street to Pleasant Street.~~
- ~~9. State Street: southerly side beginning at a point where the westerly boundary of the lot upon which the Internal Revenue Service Building, so called, is located, intersects with said State Street and running in an easterly direction by said side line for a distance of 200 feet.~~

~~Section 7.325: LIMITED PARKING - THIRTY MINUTES~~

- ~~A. No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than thirty minutes at any time between the hours of 9:00 a.m. - 8:00 p.m. Monday through Saturday, and between 12:00 p.m. and 8:00 p.m. on Sunday, Holidays not included, on the following streets and locations:~~
 - ~~1. Islington Street: Northerly side from the corner of Brewster Street easterly 110'.~~
 - ~~2. Islington Street: Northerly side easterly 70' from Dover Street to a point 82' westerly from Salem Street.~~
 - ~~3. Islington Street: Northerly side from Pearl Street to Parker Street.~~

Section 7.326: LIMITED PARKING - FIFTEEN MINUTES

- A. No person having control or custody of any vehicle shall cause the same to stop or park for longer than 15 minutes at any time between 9:00 a.m. and 8:00 p.m., Monday through Saturday, and between 12:00 p.m. and 8:00 p.m. Sunday, Holidays not included, on the following streets and locations:
 - 1. Bow Street:
 - a. northerly side, first metered space east from Ceres Street
 - 2. Cabot Street: northeasterly side, from a point which is sixty-five (65) feet northwest from the intersection of Austin Street to a point which is one hundred (100) feet northwest from the intersection of Austin Street.

3. Congress Street:
 - a. southerly side, first two metered spaces west from Fleet Street
 - b. northerly side, first two metered spaces west from High Street
4. Daniel Street:
 - a. northerly side, first four metered spaces west from the parking lot entrance at 80 Daniel Street
 - b. southerly side, first five metered spaces east from Market Square
 - c. south side, first space west of Memorial Bridge Parking Lot
5. Deer Street: One space on the northerly side of the street, beginning 13 feet west of the extension of the westerly curblineline of High Street, and running 20 feet in an easterly direction.
6. Hanover Street:
 - a. northerly side, first five spaces east from High Street
 - b. northerly side, first two spaces east from Bridge Street
 - c. northerly side, first space west of Bridge Street
7. High Street: easterly side, first three spaces north from Congress Street
8. Islington Street:
 - a. southerly side the space in front of 404 Islington Street, no person having control or custody of any vehicle shall cause the same to stop or park for longer than 15 minutes at any time, including Sundays and holidays.
 - b. northerly side, the space in front of 371 Islington Street.
9. Marcy Street: beginning at the southerly curb line of South Mill Street and running 95 feet southerly (from 8:00 am to 6:00 pm) Monday through Sunday.
10. Market Street: easterly side, third space north from Market Square.
11. Portwalk Place: westerly side, one space beginning 117 feet north of the northerly curb line of Hanover Street.
12. State Street:
 - a. southerly side, first two metered spaces east from Atkinson Street.
 - b. southerly side, first metered space east from Pleasant Street
13. South Street: northerly side, from Mount Vernon Street easterly for a distance of 40 feet.

- B. The Fifteen Minute Time Limited parking areas and parking spaces are located in Parking Zones A and B. Parking rates for residents and nonresidents will be one quarter of the nonresident first hour rate for Parking Zones A and B.**

~~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 8:00 p.m. Monday through Saturday, and between 12:00 p.m. and 8:00 p.m. Sunday, Holidays excluded, on the following streets and locations:~~

- ~~1. Doris Avenue: both sides.~~
- ~~2. Dunton Street:~~
- ~~3. Greenside Avenue: both sides.~~
- ~~4. Hancock Street:

 - ~~a. northerly side from Marcy Street to Pleasant Street.~~
 - ~~b. southerly side from Washington Street to Pleasant Street.~~~~
- ~~5. 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'~~~~
- ~~6. Madison Avenue: westerly side from State Street to Lovell Street.~~
- ~~7. Mechanic Street: northerly side from Marcy Street intersection to Pierce Island Bridge Approach.~~
- ~~8. Middle Street: northerly side from Austin Street to Summer Street.~~
- ~~9. Sheafe Street: northerly side from a point 40 feet easterly from Penhallow Street to Chapel Street.~~
- ~~10. Sherburne Road: both sides.~~
- ~~11. 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.~~~~
- ~~12. Sutton Street: both sides.~~
- ~~13. Witmer Avenue: both sides.~~

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 8:00 p.m. Monday through Saturday, and between 12:00 p.m. and 8:00 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: 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. —Chapel Court: two spaces northerly side, and two spaces in the right-of-way at the end of the roadway.~~
- ~~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. — Maplewood Avenue: both sides, between Raynes Avenue and Vaughan Street~~
- ~~14. — Marcy Street: westerly side from the intersection of State Street to a point 100 feet south of Court Street~~
- ~~15. — Market Square:~~
- ~~16. — Market Street:
 - a. westerly side from Market Square to Bow Street, except for the first space closest to Bow Street, which shall be designated as bicycle parking when a bicycle corral is present.
 - b. easterly side from Daniel Street to Deer 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).
 - c. both sides from Deer Street to Russell Street.~~
- ~~17. — 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.~~
- ~~18. — 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.~~
- ~~19. — Raynes Avenue: entire street, both sides~~
- ~~20. — 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.~~
- ~~21. — Vaughan Street: entire street, both sides~~
- ~~22. — Washington Street: northerly side between State Street and Court Street~~

Section 7.328-1: 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 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.

~~**Section 7.329: LIMITED PARKING — FOUR HOURS**~~

~~No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than four hours at any time between the hours of 9:00 a.m. and 8:00 p.m. Monday through Saturday, and between 12:00 p.m. and 8:00 p.m. Sunday. Holidays excluded, on the following streets and locations:~~

- ~~1. — Bridge Street: southerly side from Islington Street to Hanover Street.~~
- ~~2. — Deer Street: both sides between Russell Street and Maplewood Avenue.~~
- ~~3. — Russell Street: entire length, both sides.~~
- ~~4. — Livermore Street: westerly side, entire length.~~

The City Clerk shall properly alphabetize and/or re-number the ordinances 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:

Rick Becksted, Mayor

ADOPTED BY COUNCIL:

Kelli L. Barnaby, City Clerk

ORDINANCE

THE CITY OF PORTSMOUTH ORDAINS

That Chapter 7, Article IV, Section 7.402 – **AREAS ESTABLISHED, DESIGNATED, AND DESCRIBED** 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):

ARTICLE IV: OFF-STREET PARKING AREAS**Section 7.402: AREAS ESTABLISHED, DESIGNATED, AND DESCRIBED**

A. Bridge Street Off-Street Parking Area

The following area, to be known as the Bridge Street 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:

Beginning at a point at the intersection of Maplewood Avenue, and Islington Street, thence running in a generally northerly direction along said Maplewood Avenue to the intersection of Hanover Street; thence turning at a right angle and running in a westerly direction along said Hanover Street to Bridge Street; thence turning at a right angle and running in a generally southerly direction along said Bridge Street to the intersection of Islington Street; thence turning at a right angle and running in a generally easterly direction along said Islington Street to point of beginning.

All of said area in the Bridge Street Off-Street Parking Lot is designated as **a parking meter Zone B. All off-street area within the Bridge Street Off-Street Parking Lot is hereby designated as a four-hour parking zone.**

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 (5) vehicles.

C. Hanover-Fleet Street Off-Street Parking Area

The Municipal Parking Garage located on Hanover Street shall be known as the High Hanover Parking Garage. The area within the garage shall be designated for off-street parking and shall be striped for that purpose to include spaces for handicapped access and compact cars. Fees for parking in the garage to be determined in accordance with Chapter 1, Article XVI, or as may be adopted by vote of the City Council.

Any vehicle remaining in the garage after seven (7) days will be subject to towing or immobilization at the owner's expense. Fees to be determined in accordance with Chapter 1, Article XVI.

Contracted Group Rates:

The City Council may authorize a separate rate as it determines for group licenses. A group shall be considered twenty-five (25) spaces per month or more.

License cards shall be used to admit and exit a single vehicle of the cardholder on any particular admittance to the garage. Use of the card to procure the exit of a vehicle other than the same vehicle, which was admitted, is expressly prohibited. Such use shall be deemed a violation of the license terms and a violation of this ordinance. Any license cardholder found to be in violation shall be fined no more than \$500.00 and the license shall be canceled.

D. Worth Lot

~~105.4~~ The following area to be known as the Worth Lot is hereby established for off-street parking of motor vehicles said area being more particularly bounded and described as follows:

Beginning on the westerly sideline of Vaughan ~~Street-Mall~~ where said westerly sideline of said Vaughan ~~Street-Mall~~ intersects the northerly sideline of a certain right of way which extends from said Vaughan ~~Street-Mall~~ in a westerly direction to ~~land now or former of the YMCA; thence running westerly by said right of way and the land of said YMCA a distance of 394.3 feet to a point~~Maplewood Avenue; thence turning and running in a ~~southerly-northerly~~ direction ~~15-126~~ feet, more or less, to a point; thence turning and running ~~by land now or formerly of Whitaker~~easterly a distance of ~~75-119~~ feet, more or less, ~~to the easterly sideline of Bridge Street;~~ thence turning and running ~~northerly~~ a distance of 113 feet, more or less, to the southerly sideline of Hanover Street, thence turning and running along said southerly sideline of Hanover Street in an easterly direction a distance of 19 feet ~~along said easterly sideline of said Bridge Street, a distance of 94.9 feet to the land now or formerly of Norman Munday; thence turning and running in an easterly direction along land of Munday, Knott, Roylos and Savramis a distance of 256 feet; thence turning and running in a northerly direction along land of Savramis a distance of 105.4 feet to the southerly sideline of Hanover Street; thence turning and running along said southerly sideline of said Hanover Street in an easterly direction a distance of 69.9 feet to land now or formerly of Rirado Realities, Inc.; thence turning and running in a southerly direction along land of said Rirado Realities, Inc.~~ a distance of ~~118-115~~ feet to a point; thence turning and running in an easterly direction a distance of ~~141-136~~ feet to the westerly sideline of Vaughan ~~StreetMall~~; thence turning and running along said westerly sideline of said Vaughan ~~Street-Mall~~ in a southerly direction, a distance of ~~104.9~~133 feet to the point of beginning. ~~All of said area within the Worth Lot is hereby designated as parking meter zones.~~

All of said area in the Worth Lot is designated as a parking meter ~~Z~~zone ~~B~~. ~~All off-street area within the Worth Lot is hereby designated as a three hour parking zone~~ except as follows:

1. To the extent that contractual obligations of the City of Portsmouth require otherwise.
2. Two spaces in the northeastern corner of the lot shall be designated and marked "Fifteen Minute Parking Only".

E. Court Street Off-Street Parking Area

The following area to be known as Court Street Off-Street Parking Area is hereby established for off-street parking of motor vehicles said area being more particularly bounded and described as follows:

Beginning on the southerly sideline of Court Street a land of the City of Portsmouth; thence running in a westerly direction a distance of 83.53 feet to land nor or formerly of Ruth E. Chase; thence turning and running in a southerly direction along said land of said Chase and land of Paul V. Brown a distance of 246.2 feet to land of the Home for Aged Women and land of the City of Portsmouth a distance of 83 feet; thence turning and running in a northerly direction along other land of the City of Portsmouth a distance of 242 feet to the point of beginning.

All said land within the Court Street Off-Street Parking Lot is hereby designated as parking meter zones.

F. Rockingham Street Off-Street Parking Area

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

Assessor's Plan 19, Lot Number 23.

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 this Section and said violation shall be subject to removal by towing.

G. ~~Wright Avenue~~**Memorial Bridge** Off-Street Parking Area

The following area to be known as the ~~Wright Avenue~~**Memorial Bridge** Off-Street Parking Area is hereby established for off-street parking of motor vehicles:

That piece of land bounded by ~~State Street~~**Dutton Avenue** on the South, the **Portsmouth Memorial Bridge** ~~Traffic Island~~**Park** on the East, ~~Daniel Street~~**Scott Avenue** on the North and ~~the Community Center~~**private property** on the West.

All of said area ~~not otherwise~~ shall be designated ~~by the placement of parking meters shall be limited to parking not to exceed 4 (four) hours at any one time~~ as parking meter Zone B.

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 may be subject to be removed by towing.

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.
3. The lot on the westerly side of Prescott Park at the corner of Marcy and Dutton Streets and the paved area adjacent to the Sheafe Warehouse between the Piscataqua River and Marcy Street.
 - 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. 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.

J. Business Validation Program

The City Manager may implement a business validation program whereby stamps, tokens or the like may be purchased by business owners within a designated geographical area at a discount rate for use by clients or customers. Authority is hereby provided to the City Manager to establish the terms and conditions under which the validation program will operate. All such terms and conditions shall be submitted to the City Council for review and approval. Amendments to such terms and conditions may be submitted from time to time as necessary by the City Manager to the City Council, for further review and approval. The approved terms and conditions for the Business Validation Program shall be kept on file as a public record with the Office of the City Clerk.

K. Leary Field Parking Area – Off-Street Parking Area

The approximately 90' x 90' fenced paved lot that is at the address of 161 Rockland Street (Map 0129, Lot 0045) is hereby established as the Leary Field Off-Street Parking Area for off-street parking of motor vehicles not to exceed 72 hours at any one time.

L. Foundry Place Off-Street Parking Area

The Municipal Parking Garage located at 100 Foundry Place shall be known as the Foundry Place Parking Garage. The area within the garage shall be designated for off-street parking and shall be striped for that purpose to include parking spaces for handicapped access and electric vehicle charging stations. Fees for parking in the Foundry Place Parking Garage to be determined in accordance with Chapter 1, Article XVI, or as may be adopted by vote of the City Council.

Any vehicle remaining in the garage after seven (7) days will be subject to towing or immobilization at the owner's expense. Fees to be determined in accordance with Chapter 1, Article XVI.

The City Clerk shall properly alphabetize and/or re-number the ordinances 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:

Rick Becksted, Mayor

ADOPTED BY COUNCIL:

Kelli L. Barnaby, City Clerk



AMBIT ENGINEERING, INC.
 Civil Engineers & Land Surveyors
 200 Griffin Road - Unit 3
 Portsmouth, N.H. 03801-7114
 Tel (603) 430-9282
 Fax (603) 436-2315

NOTES:

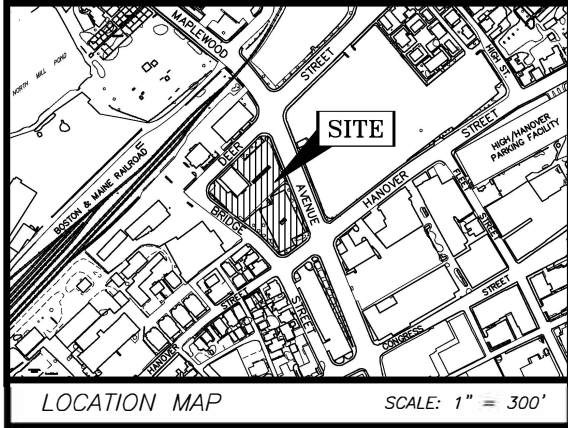
- 1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 125 AS LOTS 2 & 2A.
- 2) OWNERS OF RECORD:
 125/2:
 30 MAPLEWOOD AVENUE
 CONDOMINIUM ASSOCIATION
 36 MAPLEWOOD AVENUE
 PORTSMOUTH, N.H. 03801
 5099/2424
 PLAN D-38936
 DECLARATION: BK 5636, BK 1930
 FIRST AMENDMENT: BK 5647, PG 1038
 SECOND AMENDMENT: BK 5688, PG 2226
 THIRD AMENDMENT: BK 5783 PG 2443
 FOURTH AMENDMENT: BK 5807, PG 2635
 FIFTH AMENDMENT: BK 5835/ PG 1026
 125/2A
 30 MAPLEWOOD LLC
 36 MAPLEWOOD AVENUE
 PORTSMOUTH, N.H. 03801
 5835/1026
- 3) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259E, MAY 17, 2005.
- 4) EXISTING LOT AREAS:

LOT 1	LOT 2
34,887 S.F.	21,798 S.F.
0.8009 AC.	0.5004 AC.
- 5) PARCELS ARE CURRENTLY LOCATED IN THE CHARACTER DISTRICT 4-L, HISTORIC DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.
- 6) THE PURPOSE OF THIS PLAN IS TO SHOW THE LOCATION OF PROPOSED LICENSES.
- 7) LOT 2A HAS A DEEDED RIGHT TO USE THE DUMPSTER ON LOT 2. SEE RCRD 5835/1026
- 8) EXCESS SNOW SHALL BE REMOVED FROM THE SITE AND DISPOSED OF OFF SITE. SNOW SHALL NOT BE DISPOSED OF OR STORED ON CITY PROPERTY.

NO.	DESCRIPTION	DATE
3	DRAIN PIPES IN R-O-W	3/6/18
2	SNOW REMOVAL NOTE, VFM EASEMENT	2/6/18
1	ADDED HATCHING	1/12/18
0	ISSUED FOR COMMENT	12/19/17

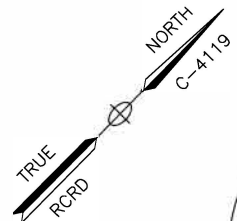
REVISIONS

LICENSE PLAN
TAX MAP 125-LOTS 2 & 2A
(SUBDIVISION LOTS 1 & 2)
 OWNER:
30 MAPLEWOOD, LLC
 30-64 MAPLEWOOD AVENUE
 CITY OF PORTSMOUTH
 COUNTY OF ROCKINGHAM
 STATE OF NEW HAMPSHIRE



LEGEND:

- LCA LIMITED COMMON AREA
- N/F NOW OR FORMERLY
- RP RECORD OF PROBATE
- RCRD ROCKINGHAM COUNTY
- REGISTRY OF DEEDS
- RR SPIKE RAILROAD SPIKE
- MAP 11/LOT 21
- IR FND IRON ROD FOUND
- IP FND IRON PIPE FOUND
- IR SET IRON ROD SET
- RR SPK SET RAILROAD SPIKE SET
- DH FND DRILL HOLE FOUND
- DH SET DRILL HOLE SET
- BND w/DH BOUND WITH DRILL HOLE
- ST BND w/DH STONE BOUND WITH DRILL HOLE
- 1 | A REFERENCE TO FIFTH AMENDMENT TO BE RECORDED (HEREWITH)
- 10 PARKING COUNT (10)



ABUTTERS LIST:

125
1
N/F PARADE OFFICE c/o
CATHARTES PRIVATE INVESTMENTS
262 WASHINGTON STREET, SUITE 302
BOSTON, MA 02108
3756 / 2701

125
3
N/F EMERSON HOVEY POST 168
VFW
238 DEER STREET
PORTSMOUTH, N.H. 03801

125
4
N/F SHIANG TA CHEN & JUNE LI
60 NORTON ROAD
QUINCY, MA 02169
3280 / 0645

125
5
N/F CINDY LEE CARROLL
391 MILLER AVENUE
PORTSMOUTH, N.H. 03801
3103 / 0287

125
6
N/F G AND N REALTY, LLC
30074 VILLAGE PARK DRIVE
CHAPEL HILL, NC 27517
3957 / 2586

125
16
N/F JOHN GRAY REVOC. TRUST
BRADFORD A GRAY REVOC. TRUST
7 PATRIOTS WAY
RYE, N.H. 03870
3895 / 0643

125
17
N/F DEER STREET ASSOCIATES
P. O. BOX 100
YORK HARBOR, ME 03911

125
2
N/F SHAINES AND McEACHERN CO
(PORTSMOUTH) LLC
282 CORPORATE DRIVE
PORTSMOUTH, N.H. 03801
4496 / 0556

125
56
N/F STEPHEN & CHRISTINE MAYEUX
64 BRIDGE STREET
PORTSMOUTH, N.H. 03801
2869 / 0647

125
59
N/F CITY OF PORTSMOUTH
P. O. BOX 628
PORTSMOUTH, N.H. 03802
2166 / 0388
#D-4125

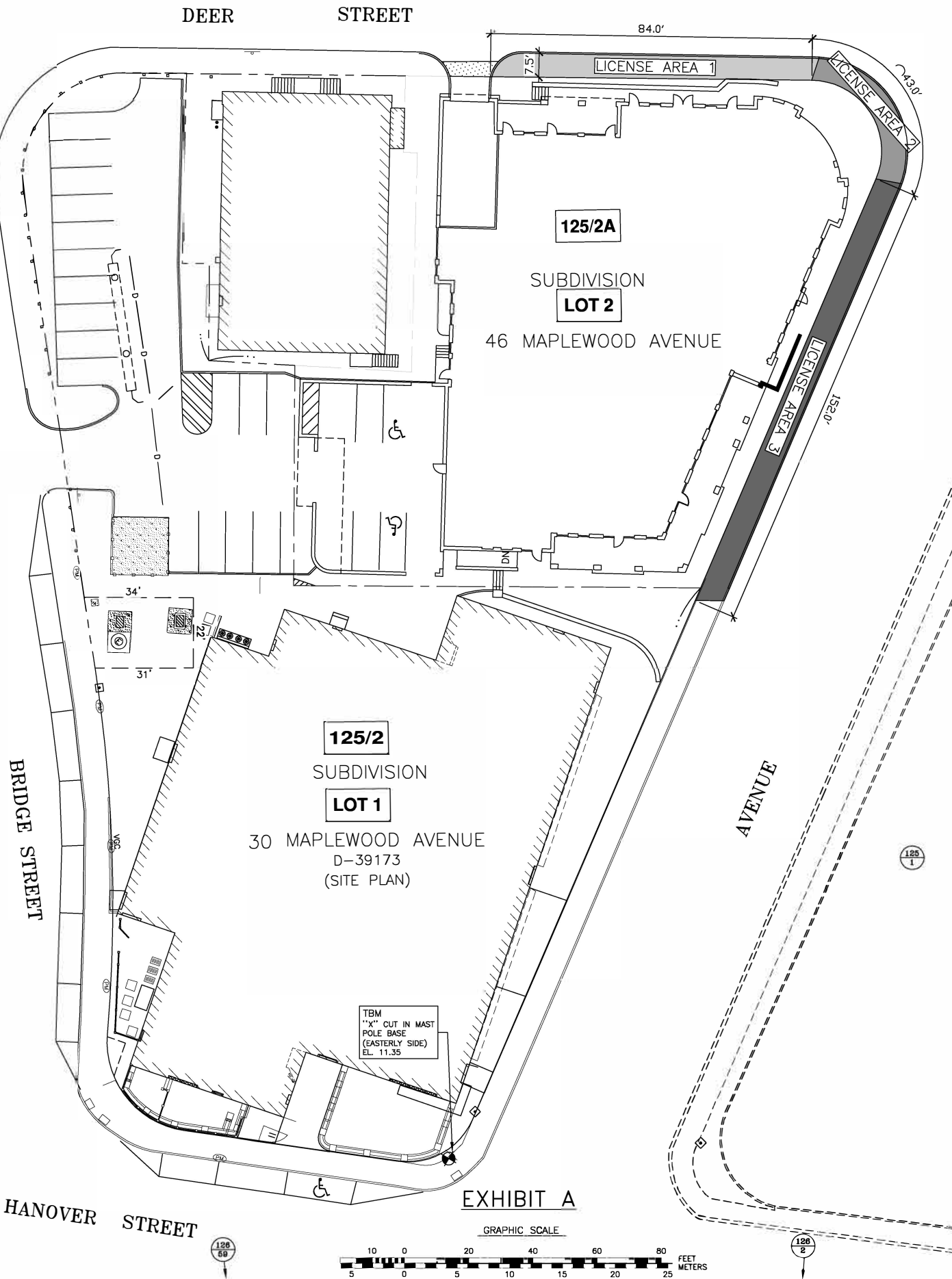
OF HYDRANT FLANGE BOLT

125
8

125
5

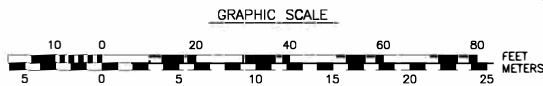
125
4

125
56



APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____



**46 Maplewood Avenue LLC
36 Maplewood Avenue
Portsmouth, NH 03801**

May 14, 2020

Ms. Juliet T.H. Walker, AICP
Planning Director
Planning Department
City Hall
1 Junkins Ave
Portsmouth, NH 03801

**Re: 46 Maplewood Ave LLC
46-64 Maplewood Avenue
Sidewalk License Agreement**

Dear Ms. Walker:

I am following up on our recent communications regarding the sidewalk license for the 46-64 Maplewood Avenue project. Based upon discussions with the public works department last fall, the project held off on completing utility work into the building until this spring.

The City has been in the process of upgrading utilities and connecting new services along Bridge St and Deer St over the past 6 weeks. The new water and sprinkler services will be brought into the 46-64 Maplewood Avenue building next week by the City's contractor.

The 46-64 Maplewood project will follow with the installation of the sewer and drainage connections upon the completion of the work on Deer St. by the City. Once the utility work has been completed, the work within the sidewalk can commence on Deer St and follow on Maplewood Avenue.

The project is requesting an extension of the sidewalk license thru the month of August to complete the work within the City sidewalk. I appreciate your assistance in this matter. Please let me know if you have any questions.

Stephen Kelm



46 Maplewood Avenue LLC

LICENSE AGREEMENT FOR 30 MAPLEWOOD LLC

The City of Portsmouth (hereinafter "City"), a municipal corporation with a principal place of business of 1 Junkins Avenue, Portsmouth, New Hampshire 03801, for good and valuable consideration as set forth herein, hereby grants this Revocable License to 30 Maplewood LLC (hereinafter "Licensee" or "Owner") with a principal place of business at 36 Maplewood Ave, Portsmouth NH pursuant to the following terms and conditions:

1. Areas of License and Use: The Owner owns the land, with buildings and other improvements thereon, in the City of Portsmouth, Rockingham County, State of New Hampshire, located at 46 Maplewood Avenue, shown on the City of Portsmouth's Assessor's Map as Tax Map 125/2A, Lot 2 ("Subject Property"). For the Owner's title to the Subject Property, see Rockingham County Registry of Deeds at Book 5835, Page 1026.

The City authorizes Licensee to temporarily use three sections of City sidewalks located along Deer Street and Maplewood Avenue, more particularly described in the attached Exhibit A, Easement and License Plan, Tax Map 125-Lots 2 & 2A (Subdivision Lots 1 & 2) as follows:

License Area 1: 630 square feet of the sidewalk area located immediately adjacent to the Subject Property along the south side of Deer Street depicted and described as Zone 1 in Exhibit A:

License Area 2: 322 square feet of the sidewalk area located immediately adjacent to the Subject Property at the corner of the intersection of Deer Street and Maplewood Avenue as depicted and described as Zone 2 in Exhibit A.

License Area 3: 1,140 square feet square feet of the sidewalk area directly adjacent to the Subject Property on the west side of Maplewood Avenue as depicted and described as Zone 3 in Exhibit A.

2. Use: Licensee shall make use of the Licensed Area for the purpose of facilitating the Licensee's construction activities only and in accordance with the terms and conditions set forth herein and consistent with a Construction Management and Mitigation Plan ("CMMP") entered into between the City and Licensee attached hereto as Exhibit B.

3. **Term:** The license for all three License Areas shall be for 103 days, commencing on May 21, 2020 and concluding on August 31, 2020.
4. **Notice:** Licensee shall provide notice to the City's Director of Public Works when Licensee assumes control and use of the Licensed Areas and again when it returns the Licensed Areas to the City's control and use.
5. **License Fees:** The Owner shall pay to the City license fees in accordance with City Council Policy No. 2018-02 entitled "License Fee for Encumbrance of City Property" (the "License Fee Policy"). The License Fee Policy provides that Owner will be charged \$0.05 per square foot per day for use of City property. The total square footage of License Areas 1 through 3 as shown on Exhibit A is 2,092 square feet.

The total License Fees for the License Term of the 103 days for the three License Areas is \$10,773.80.

The total License Fee shall be paid to the City in advance of the commencement of the Term of this Agreement.

Because it is in the City's interest that the Licensed Areas be returned to the public use as soon as possible, if License Areas 1, 2 or 3 or all Licensed Areas are returned to the City prior to the end of the License Term, the City will refund the Owner the portion of the License Fee paid but not used by the Owner.

Licensee may terminate this License prior to the end of the term by returning License Area 1, 2 or 3 or all Licensed Areas or any portion of the sidewalk, parking spaces, City right of way or City land to safe and effective use by the public prior to the expiration of the term of this License. Licensee shall contact the Director of Public works for a determination that License Area 1, 2 or 3 or all Licensed Areas have been returned to safe and effective use. Failure to remove all vehicles, barriers, materials and equipment and to return the Licensed Areas or Area to the City in the manner prescribed under this License by the end of the term may result in enforcement action by the City.

6. **Indemnification:** Licensee agrees to indemnify and hold harmless the City of Portsmouth for any and all property damage, bodily injury or personal injury which arises as a result of its utilization of the Licensed Areas. This obligation survives termination or revocation of this Agreement.
7. **Insurance:** At all times the Licensee shall maintain insurance for bodily injury and property damage in the amount of at least \$1,000,000 per occurrence. Licensee will provide proof of insurance to the City during the term of this Agreement.
8. **Maintenance of Area:** During the term of this Agreement, Licensee shall maintain the Licensed Areas in a safe, neat and orderly fashion and shall take

such actions as are necessary to protect the public safety in accordance with the CMMP. The Licensee shall secure the perimeter of the Licensed Areas and take such other measures as may be necessary for pedestrian and vehicular safety during use of the Licensed Areas.

9. Damage: Licensee agrees to remedy any damage to the Licensed Areas caused by the Licensee's activities. The work will be performed by Licensee to City specifications and survive the terms of this License Agreement. The City may elect to accept reasonable reimbursement from the Licensee in lieu of remedy.
10. Compliance with Other Laws: This Agreement does not relieve Licensee from compliance with any other local, state or federal laws or regulations or conditions imposed by any local board or the Construction Mitigation and Management Plan (CMMP). Failure to abide by any local, state or federal laws or regulations or any condition of site plan and CMMP may, at the City's discretion, result in revocation.
11. Revocation: The City may terminate this Agreement or any provision contained in this agreement on 72 hours written notice provided if Licensee fails to meet the terms and conditions of this License or if the public interest requires such termination. No 72 hour written notification is required by the City if it is an emergency.
12. Contractor and Subcontractor Parking: Licensee understands and agrees that its contractors and subcontractors for the project shall not use on-street parking. Language will be inserted in Licensee's vendors and suppliers Purchase Orders and Trade Subcontracts that make the prohibition against parking on City streets mandatory. Contractor shall limit/ manage construction vehicles and deliveries to avoid disruption to businesses, particularly during the holiday season. Contractor may use loading zones for active loading and unloading of materials, equipment and tools.

Dated this _____ day of _____, 2019

City of Portsmouth

By: _____

John P. Bohenko
City Manager

Pursuant to vote of the City Council
of _____.

Dated this _____ day of _____, 2019.

Licensee

By: _____

Stephen Kelm
Manager
30 Maplewood LLC.

ORDINANCE #

THE CITY OF PORTSMOUTH ORDAINS

That Chapter 7, VEHICLES, TRAFFIC and PARKING of the ordinances of the City of Portsmouth be amended as follows by deletions from existing language stricken and highlighted in **red**; additions to existing language bolded and highlighted in **red**, remaining language unchanged from existing:

[Explanatory note not part of ordinance. The following amendments to the parking ordinance were either implemented by the Parking and Traffic Safety Committee on a trial basis last year or are part of ongoing improvements to the parking ordinance and are forwarded to the City Council for approval. Each ordinance change is shown on diagrams attached hereto.]

A. Amend: Chapter 7, Article III – TRAFFIC ORDINANCE, Section 7.326: Limited Parking-15 Minutes

Section 7.326: LIMITED PARKING – 15 MINUTES

- A. No person having control or custody of any vehicle shall cause the same to stop or park for longer than 15 minutes at any time between 9:00 a.m. and 8:00 p.m., Monday through Saturday, and between 12:00 p.m. and 8:00 p.m. Sunday, Holidays not included, on the following streets and locations:
4. Daniel Street:
 - a. northerly side, first four metered spaces west from the parking lot entrance at 80 Daniel Street.
 - b. southerly side, ~~first five~~ **three** metered spaces ~~east from Market Square~~ **running between 102 and 160 feet west of Penhallow Street.**
 5. ~~Deer Street: One space on the northerly side of the street, beginning 13 feet west of the extension of the westerly curblineline of High Street, and running 20 feet in an easterly direction.~~
 6. Hanover Street:
 - a. northerly side, first five spaces east from High Street
 - b. ~~northerly side, first two spaces east from Bridge Street~~ **southerly side, first two spaces east from Maplewood Avenue**

B. Amend: Chapter 7, Article III – TRAFFIC ORDINANCE, Section 7.328: 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 8 :00 p.m. Monday through Saturday, and between 12:00 p.m. and 8:00 p.m. Sunday, Holidays excluded, on the following streets and locations:

- 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. south side, first four spaces east of Market Street.~~

12. Hanover Street: northerly side, first two spaces east of Bridge Street.

C. Amend: Chapter 7, Article III – TRAFFIC ORDINANCE, Section 7.330: No Parking

Section 7.330: NO PARKING

A. Unless otherwise designated by ordinance, parking shall be prohibited at all times in the following described streets and locations:

- 18. Chase Drive: **northerly side, from Michael Succi Drive to a point** 30 feet ~~on either side west~~ of the driveway located at 355 Chase Drive.
- 33. Dearborn Street:
 - a. westerly side from Maplewood Avenue to the easterly end of Dearborn Lane (entire westerly side).
 - b. **easterly side, from the North Mill Pond running northerly for a distance of 25 feet.**
- 71. **Little Harbor Road: Both sides of the roadway, beginning at the east side of the Wentworth Coolidge Mansion driveway, running easterly for a distance of 155 feet to the gate at the end of the pavement.**
- 83. **Middle Street:**
 - i. **westerly side, beginning at the northerly curb line of Aldrich Road, and running northerly for a distance of 76 feet.**

- ~~115. School Street:~~
 - ~~a. northerly side from Vaughan Street to High Street.~~
 - ~~b. southerly side starting at the corner of Vaughan and School Streets; thence running northeasterly for a distance of 179 feet, more or less.~~

D. Amend: Chapter 7, Article III – TRAFFIC ORDINANCE, Section 7.336: One-Way Streets.

Section 7.336: ONE-WAY STREETS

- ~~19. Parker Street: northerly from Tanner Court to Hanover Street.~~

E. Amend: Chapter 7, Article IVA – BUS STOPS AND TAXICAB STANDS, Section 7-A.402: BUS STOPS DESIGNATED

Section 7-A.402: BUS STOPS DESIGNATED

For the purpose of this Ordinance, the following sections of the streets in the business section of the City are hereby designated as Bus Stops:

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

F. Amend: Chapter 7, Article VI – LOADING ZONES

Section 7.601: LIMITED HOURS LOADING ZONES

The following locations are established as "Limited Hours Loading Zones" during "Loading Zone Hours" which are defined as Mondays through Saturdays between the hours of 6:00 a.m. and 7:00 p.m. or as otherwise described below. During Loading Zone Hours only licensed commercial vehicles, vehicles marked for commercial purposes and unmarked noncommercial vehicles with Loading Zone Permits may utilize Limited Hours Loading Zones for up to 30 consecutive minutes if actively engaged in loading or unloading product, merchandise or equipment. At all other times these Loading Zones shall be open parking for all vehicles.

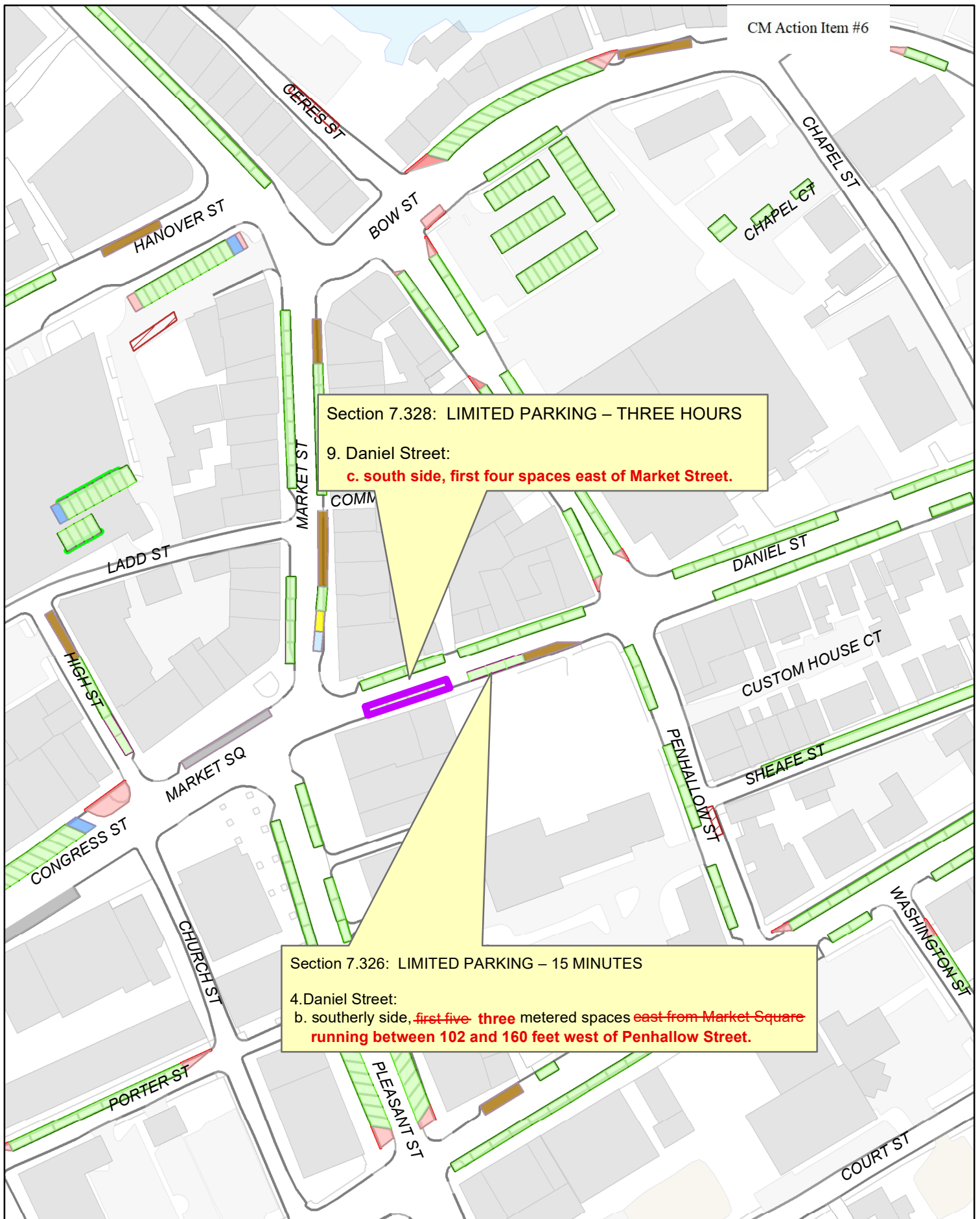
- 12. Pleasant Street: easterly side, beginning 94 feet south of the southerly curblin**
of Daniel Street and running southerly for a distance of 45 feet.
- 14. Vaughan Street: westerly side, beginning at the intersection with Raynes**
Avenue and running southerly for a distance of 60 feet, from 6 AM to 9 AM.

G. Amend: Chapter 7, Article XI – SPEED LIMITS, Section 7.1100: Speed Limits

Section 7.1100: SPEED LIMITS:

E. Speed Limit: 25 MPH

10. South Street, from Middle Road to Lafayette Road



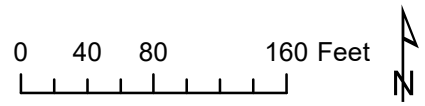
Section 7.328: LIMITED PARKING – THREE HOURS

9. Daniel Street:
c. south side, first four spaces east of Market Street.

Section 7.326: LIMITED PARKING – 15 MINUTES

4. Daniel Street:
b. southerly side, first five - three metered spaces east from Market Square running between 102 and 160 feet west of Penhallow Street.

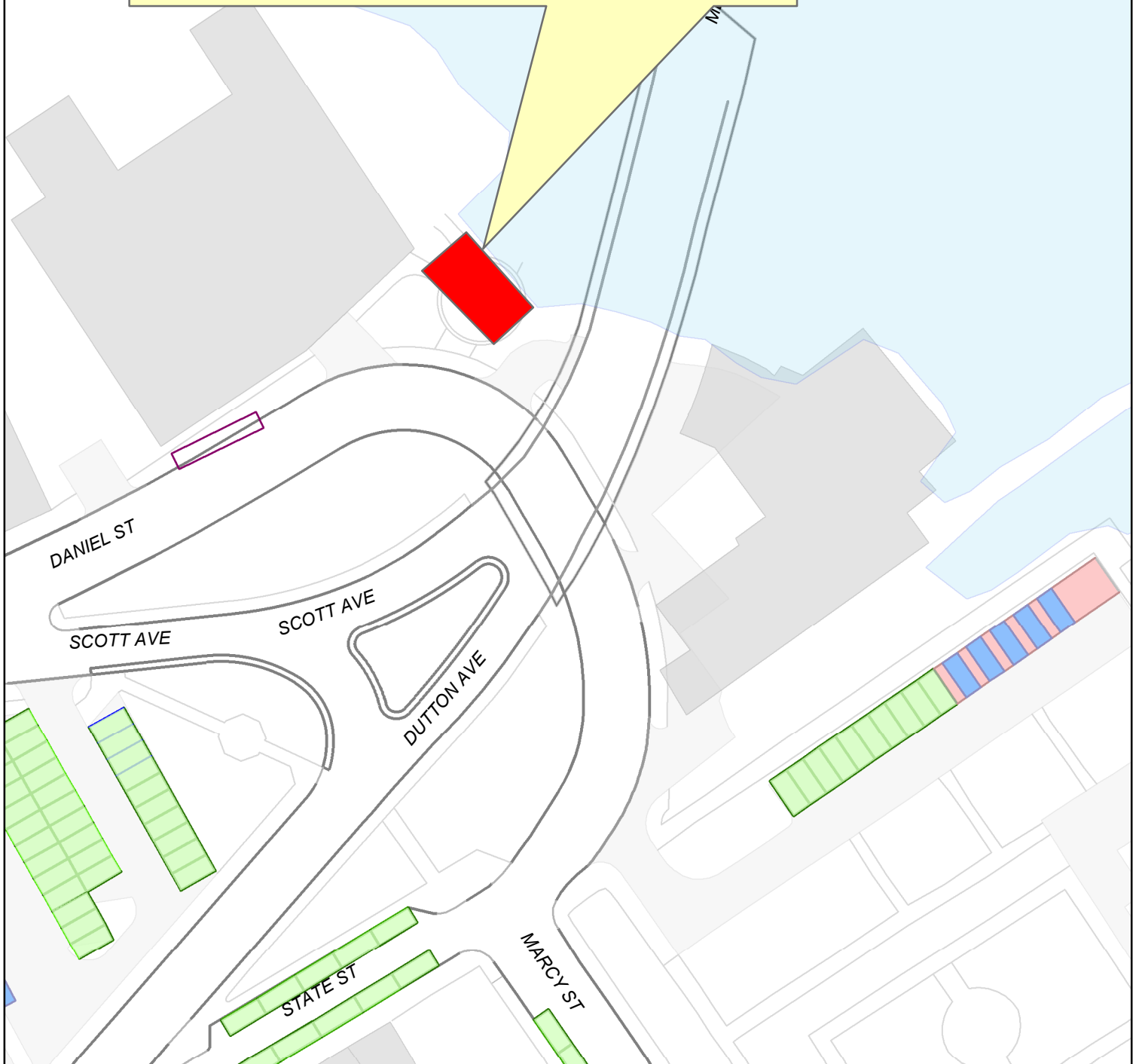
**LIMITED PARKING – 15 MINUTES
Portsmouth, New Hampshire**



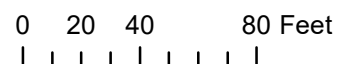
Section 7.328: LIMITED PARKING – THREE HOURS

9. Daniel 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.



LIMITED PARKING – THREE HOURS
Portsmouth, New Hampshire



Section 7.328: LIMITED PARKING – THREE HOURS

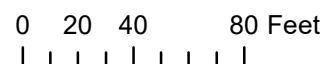
10. Deer Street:
all except for two spaces in front of 28 Deer Street

Section 7.326: LIMITED PARKING – 15 MINUTES

5. Deer Street:

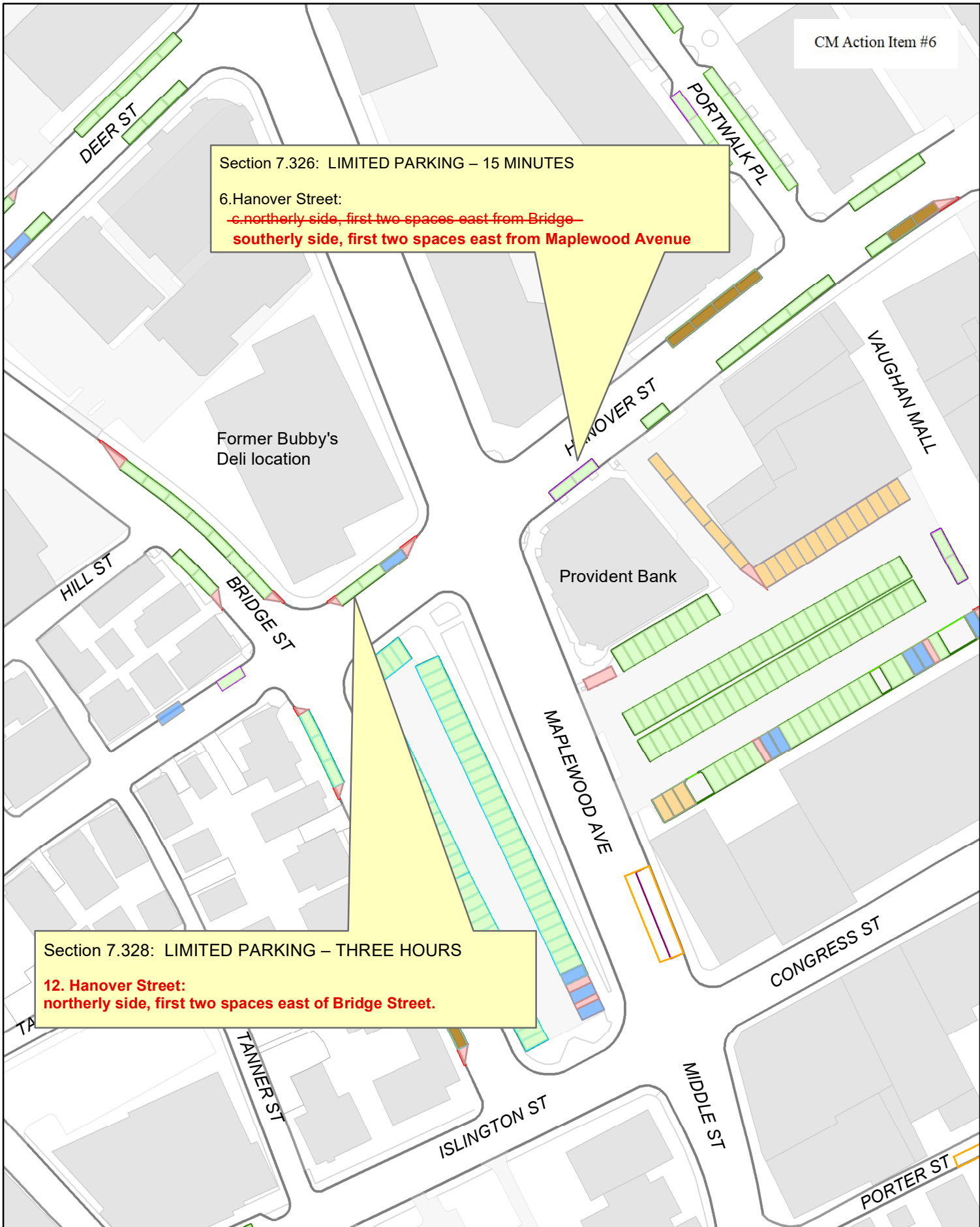
~~One space on the northerly side of the street, beginning 13 feet west of the extension of the westerly curbline of High Street and running 20 feet in an easterly direction.~~

LIMITED PARKING – 15 MINUTES
Portsmouth, New Hampshire

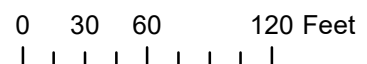


Section 7.326: LIMITED PARKING – 15 MINUTES
6. Hanover Street:
~~c. northerly side, first two spaces east from Bridge~~
southerly side, first two spaces east from Maplewood Avenue

Section 7.328: LIMITED PARKING – THREE HOURS
12. Hanover Street:
northerly side, first two spaces east of Bridge Street.

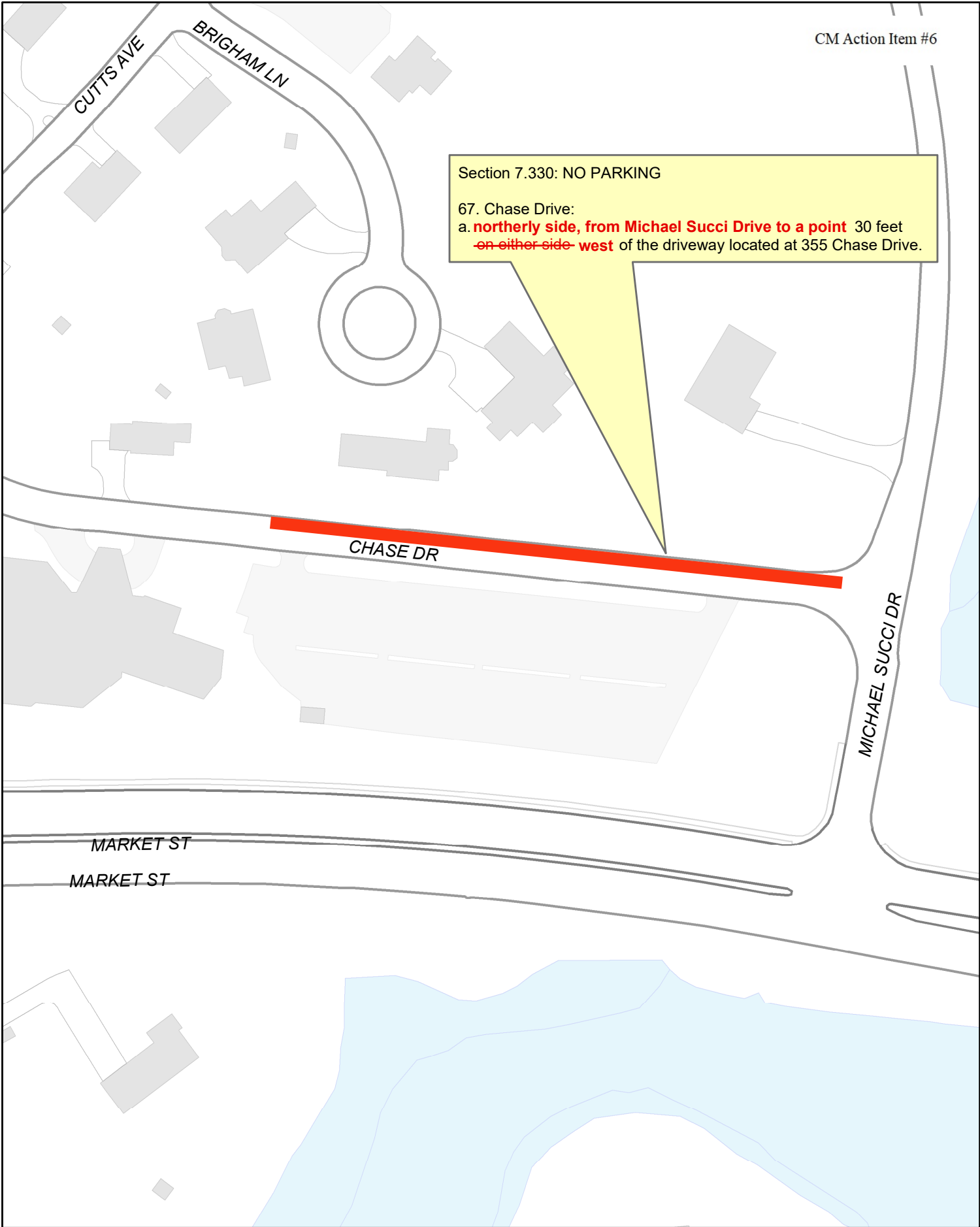


LIMITED PARKING – 15 MINUTES
Portsmouth, New Hampshire

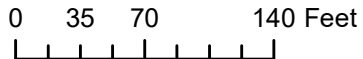


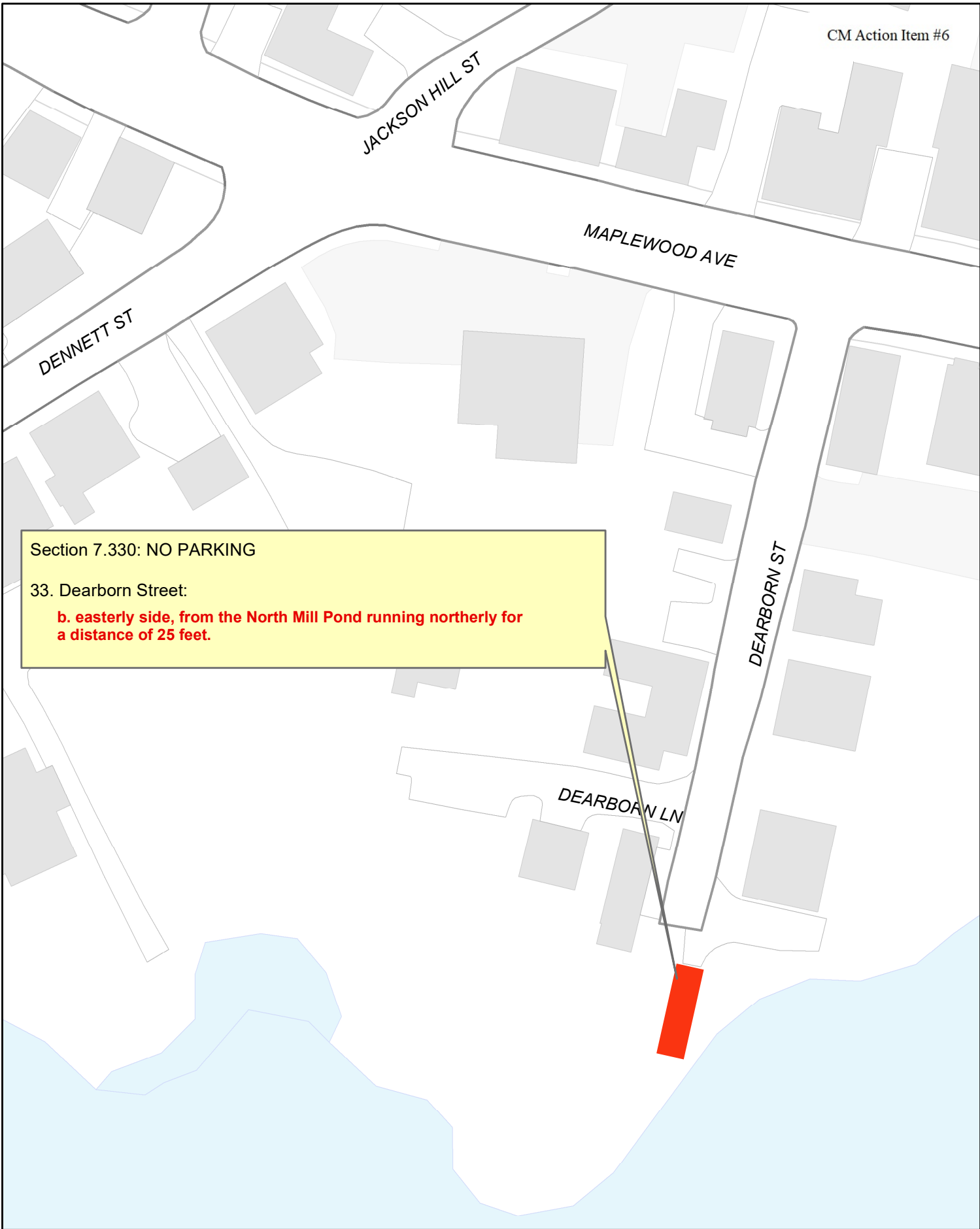
Section 7.330: NO PARKING

67. Chase Drive:
 a. **northerly side, from Michael Succi Drive to a point** 30 feet ~~on either side~~ **west** of the driveway located at 355 Chase Drive.

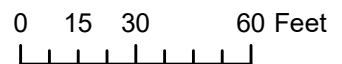


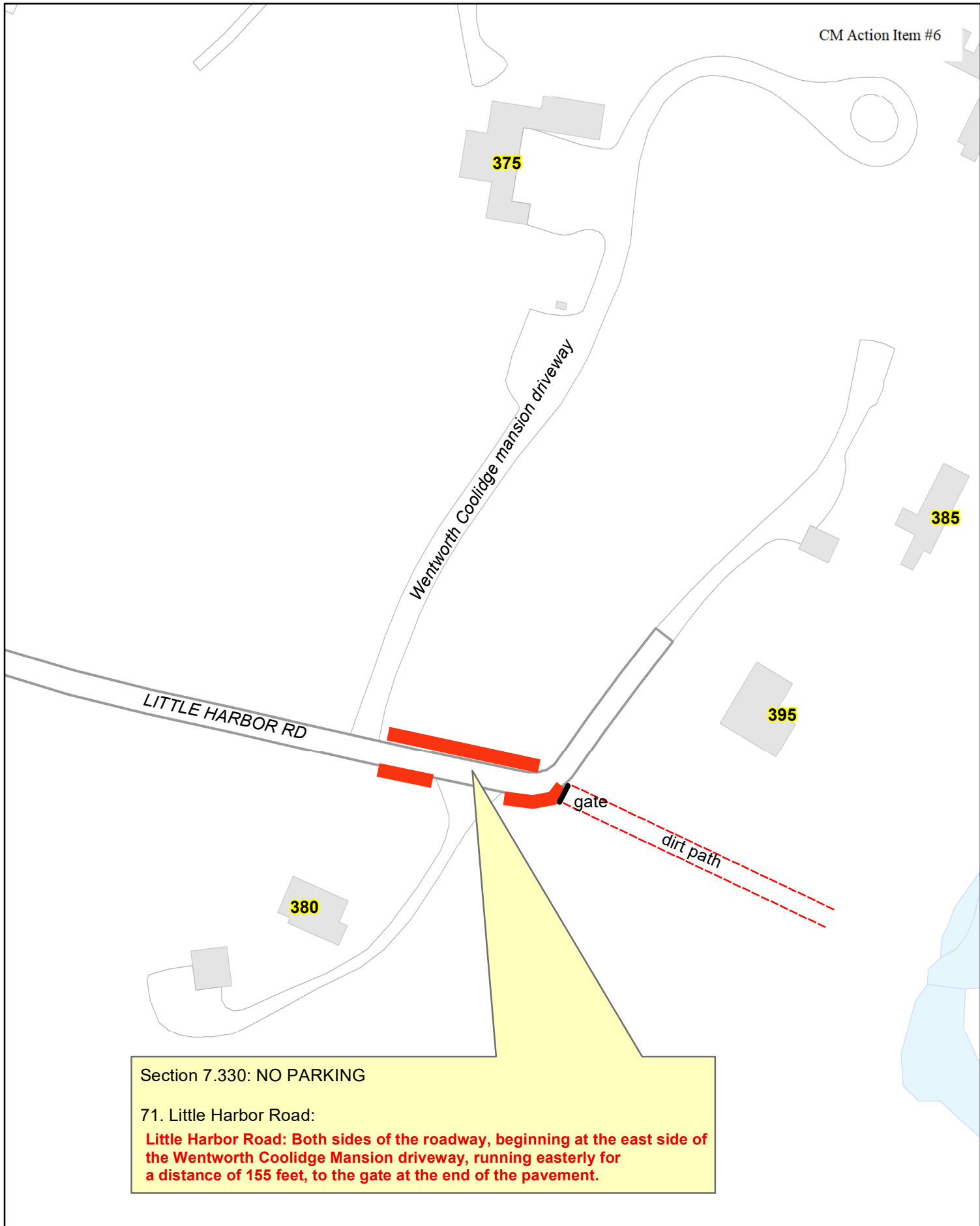
**No Parking
 Portsmouth, New Hampshire**





**No Parking
Portsmouth, New Hampshire**

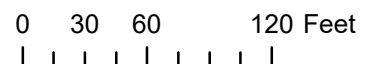




Section 7.330: NO PARKING

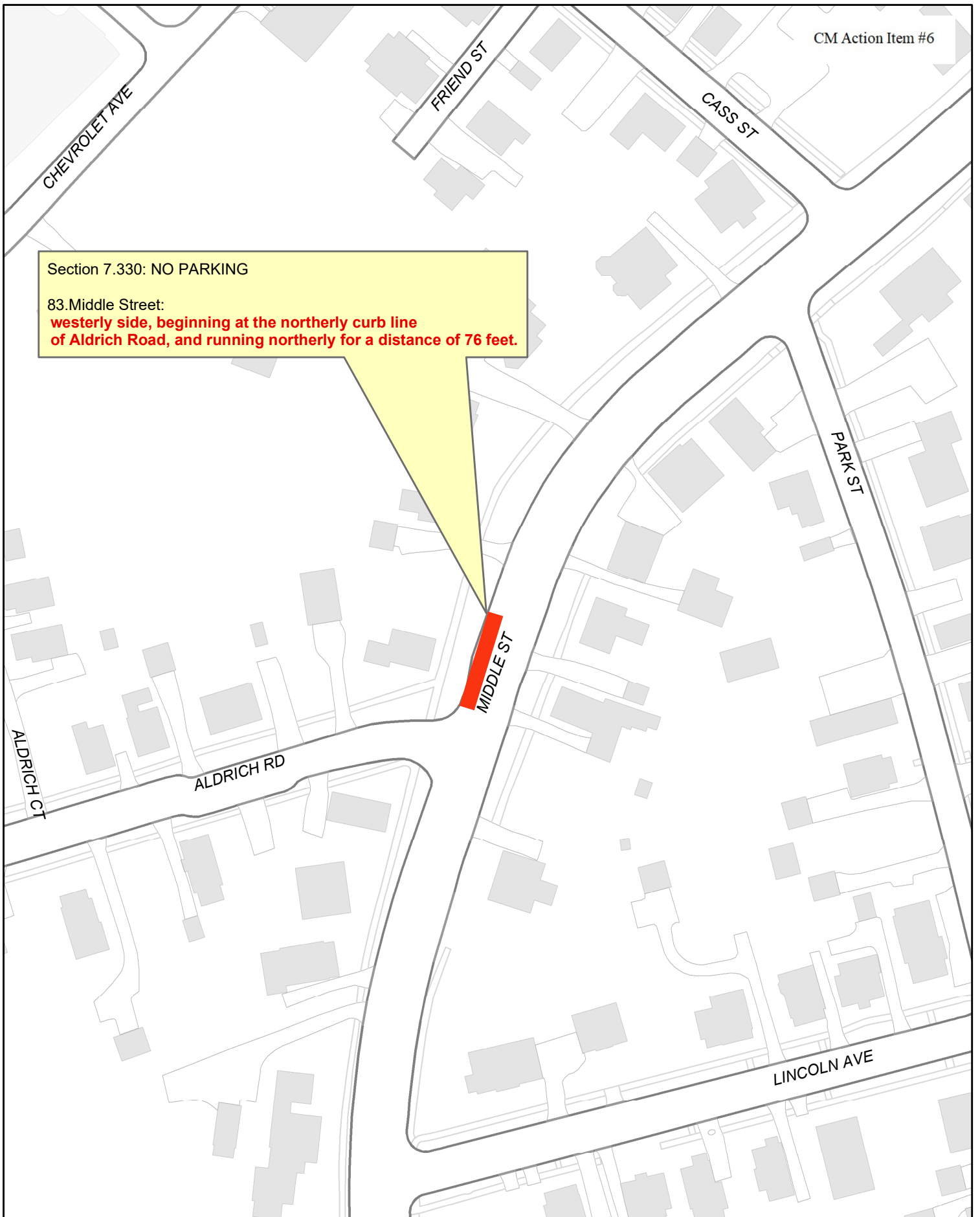
71. Little Harbor Road:
Little Harbor Road: Both sides of the roadway, beginning at the east side of the Wentworth Coolidge Mansion driveway, running easterly for a distance of 155 feet, to the gate at the end of the pavement.

**No Parking
Portsmouth, New Hampshire**

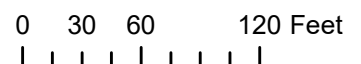


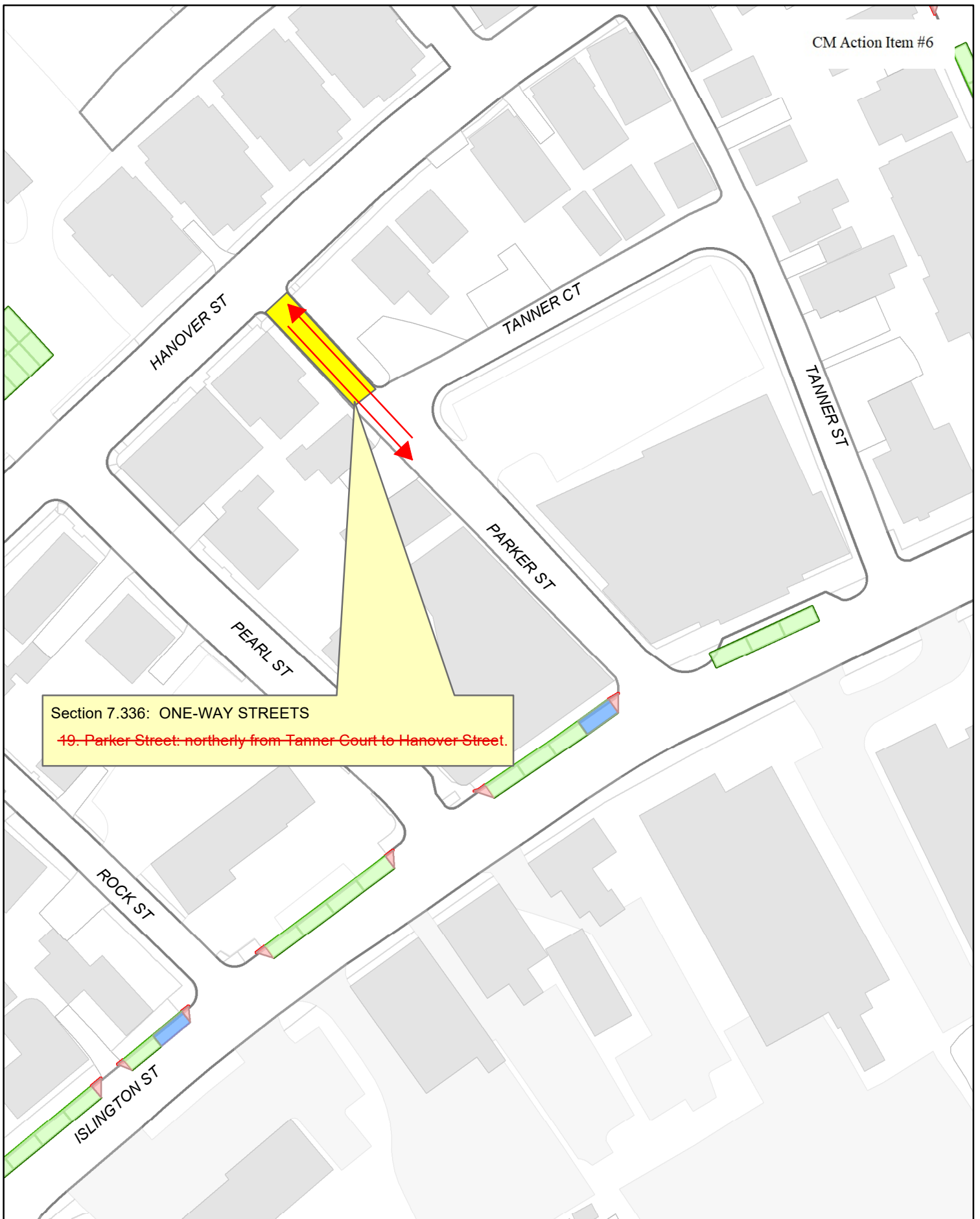
Section 7.330: NO PARKING

83.Middle Street:
**westerly side, beginning at the northerly curb line
of Aldrich Road, and running northerly for a distance of 76 feet.**



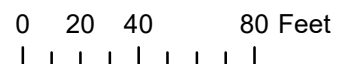
**No Parking
Portsmouth, New Hampshire**

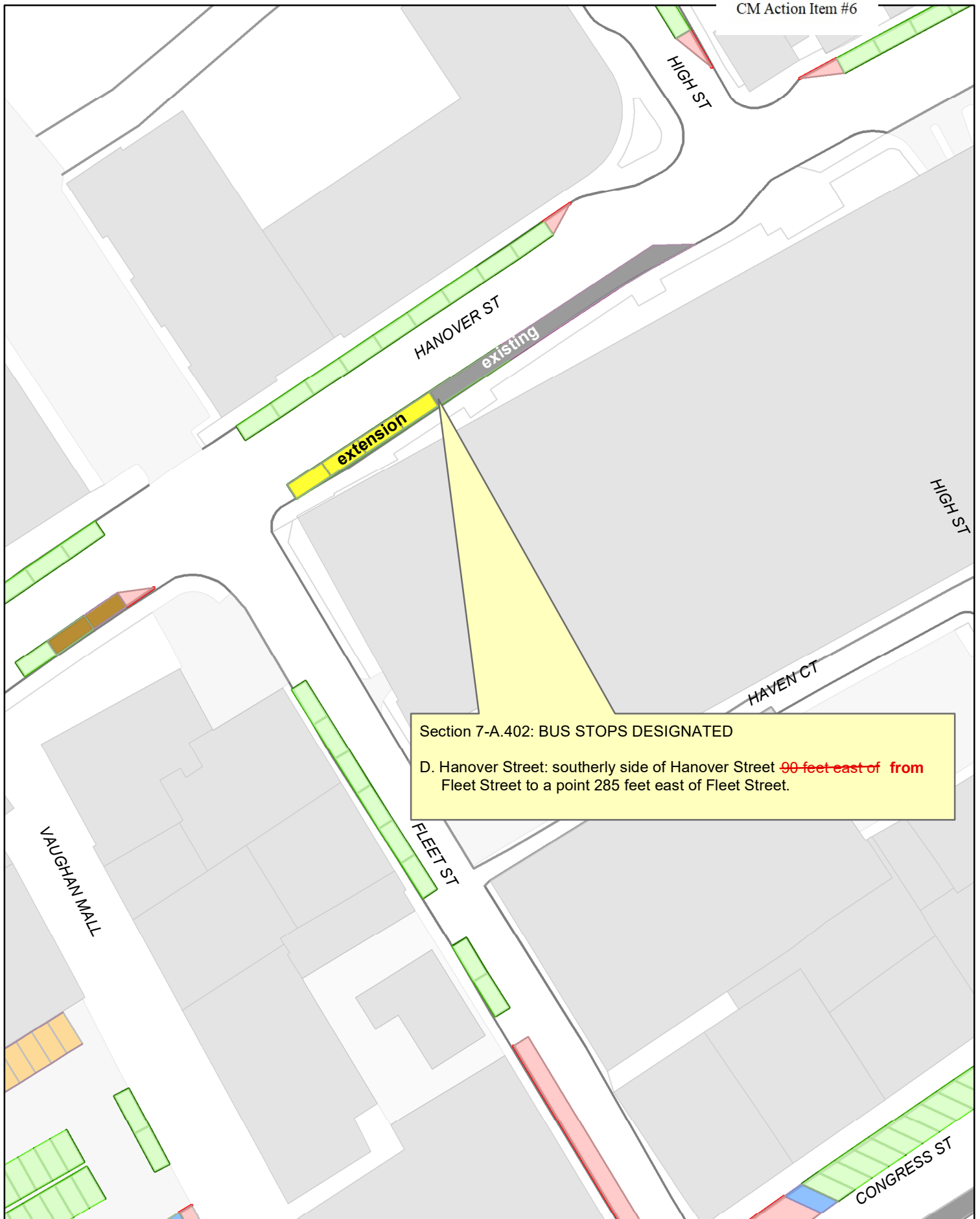




Section 7.336: ONE-WAY STREETS
19. Parker Street: northerly from Tanner Court to Hanover Street.

ONE-WAY STREETS
Portsmouth, New Hampshire

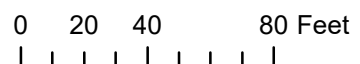


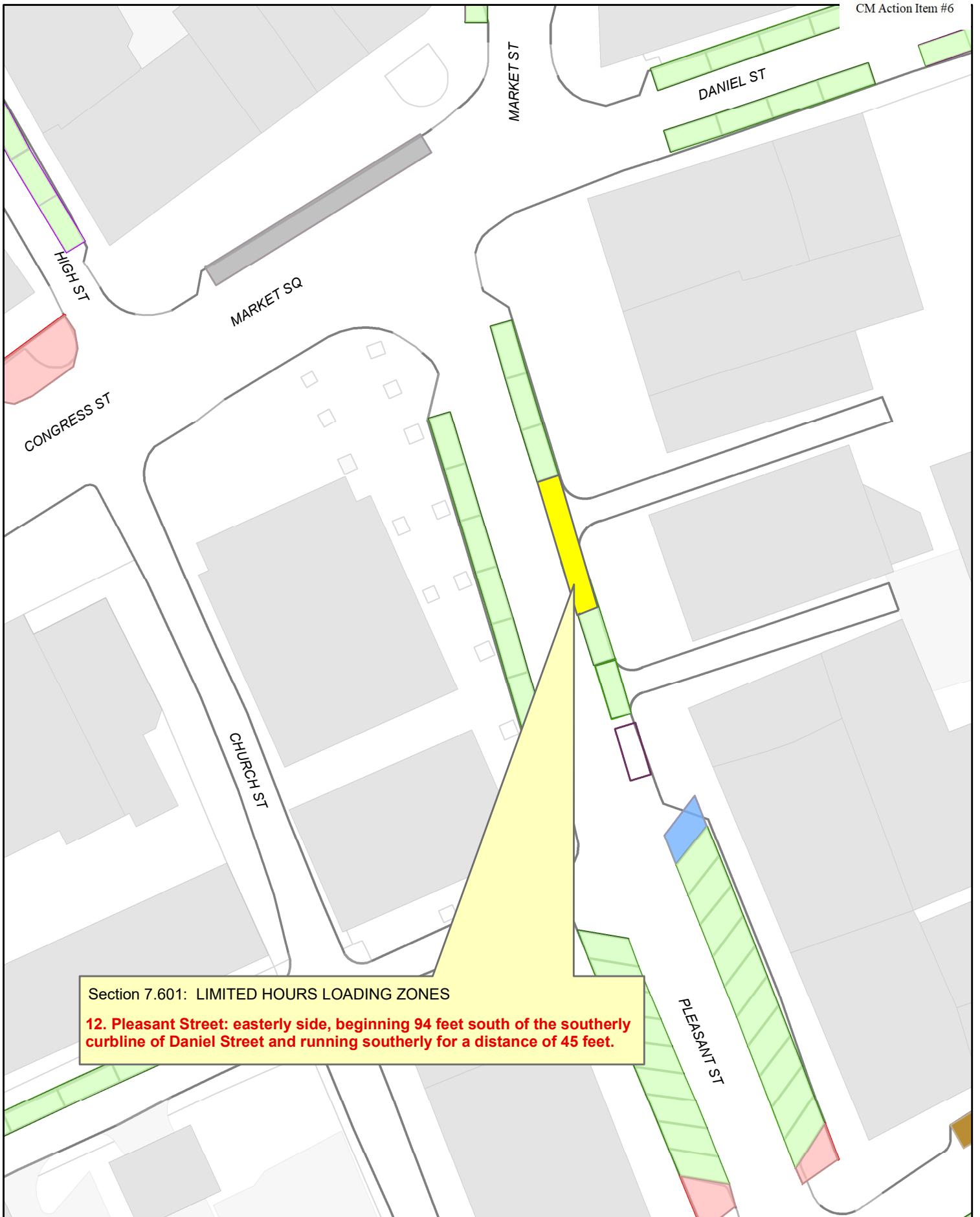


Section 7-A.402: BUS STOPS DESIGNATED

D. Hanover Street: southerly side of Hanover Street ~~90 feet east of~~ from Fleet Street to a point 285 feet east of Fleet Street.

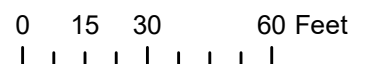
BUS STOPS DESIGNATED
Portsmouth, New Hampshire





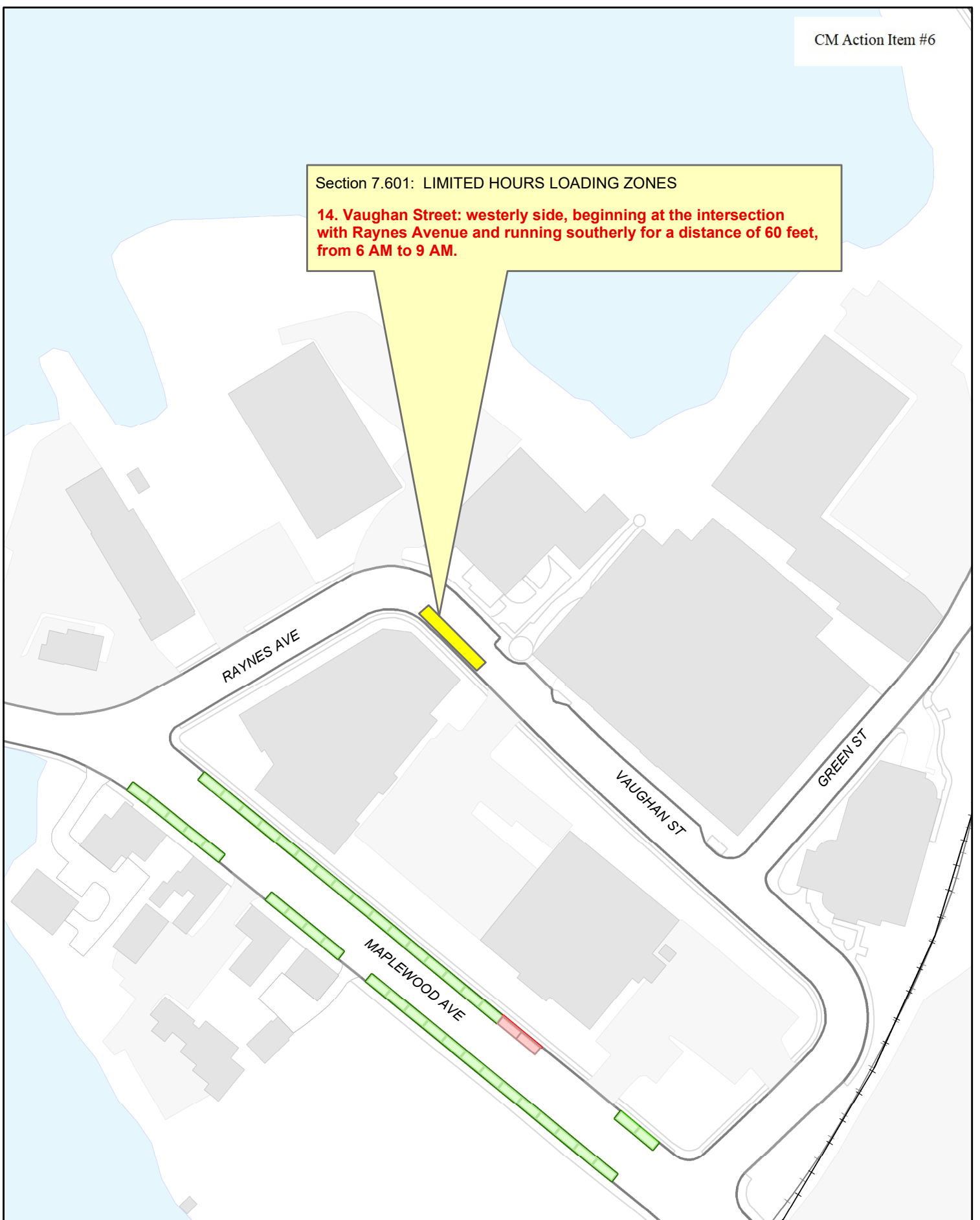
**LIMITED HOURS LOADING ZONES
 Portsmouth, New Hampshire**

Map prepared by Portsmouth Department of Public Works, 2 June 2020
 Map document: U:\Projects\0263 Parking Traffic & Safety\Traffic and Parking Ordinance Changes\2020



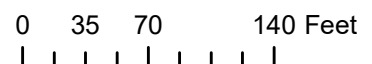
Section 7.601: LIMITED HOURS LOADING ZONES

14. Vaughan Street: westerly side, beginning at the intersection with Raynes Avenue and running southerly for a distance of 60 feet, from 6 AM to 9 AM.



**LIMITED HOURS LOADING ZONES
Portsmouth, New Hampshire**

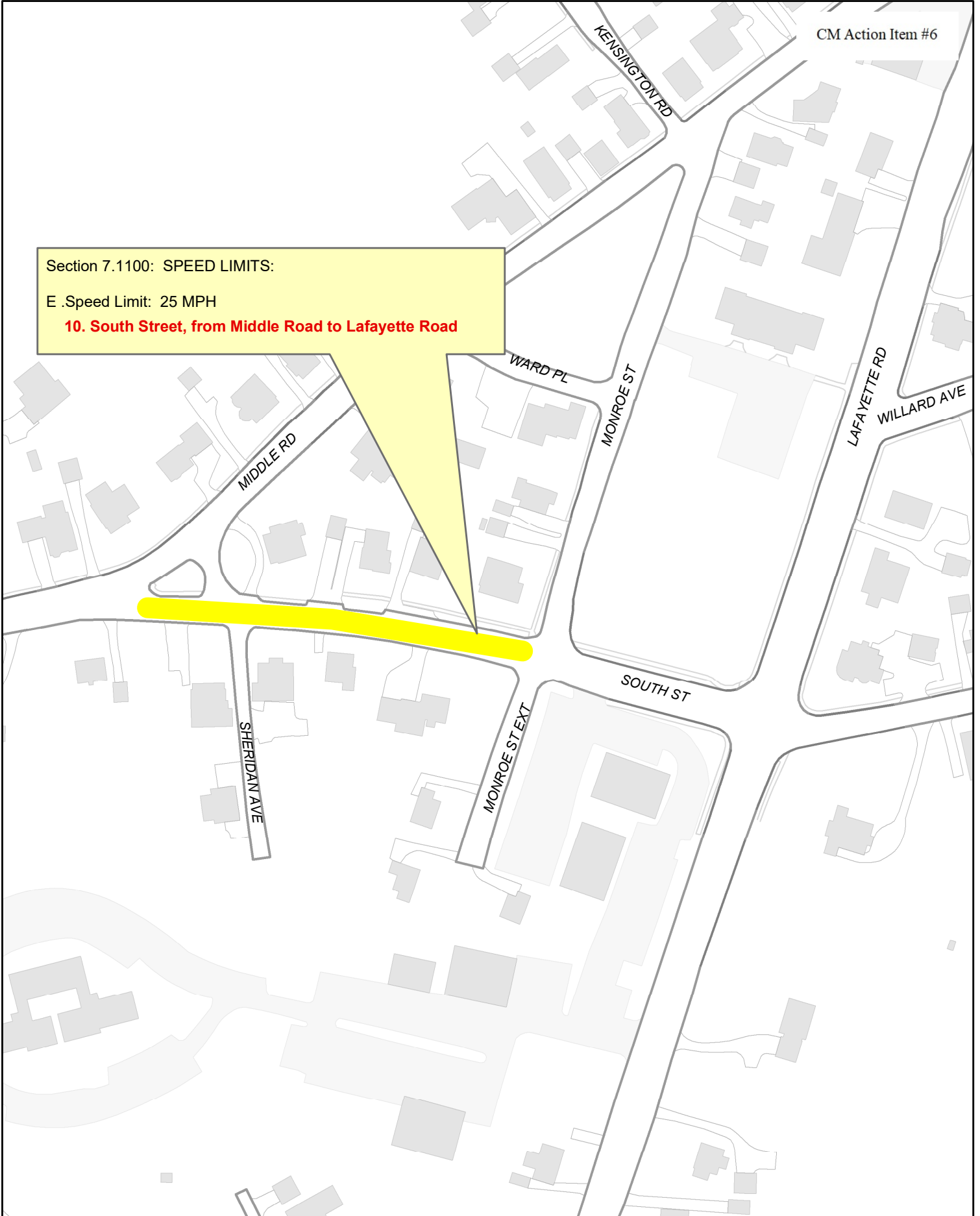
Map prepared by Portsmouth Department of Public Works, 2 June 2020
Map document: U:\Projects\0263 Parking Traffic & Safety\Traffic and Parking Ordinance Changes\2020



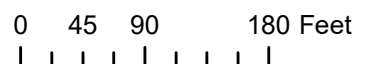
Section 7.1100: SPEED LIMITS:

E .Speed Limit: 25 MPH

10. South Street, from Middle Road to Lafayette Road



**SPEED LIMITS
Portsmouth, New Hampshire**



June 1, 2020

Phyllis Eldridge, President
Friends of Prescott Park
50 School Street
Portsmouth, NH 03801

This letter outlines the terms and conditions under which the City of Portsmouth would accept the sculpture by Richard Erdman, entitled "Odyssey," as a gift from Friends of Prescott Park (FoPP) to be placed in Prescott Park in honor of Michael Warhurst. Final approval will only become effective upon vote of the Portsmouth City Council.

My recommendation to the City Council will be to accept the gift of "Odyssey" from the Friends of Prescott Park after the completion of the following conditions precedent (and otherwise):

- (1) Demonstration by FoPP that it is in fact the owner of "Odyssey" and that the gift of the sculpture to the City has been properly authorized by FoPP.
- (2) The written agreement of FoPP to make a cash stewardship donation in the amount of \$2,500 into the Public Art Trust. The \$2,500 obligation shall be discharged as follows: one thousand (\$1,000) before approved installation of the sculpture in Prescott Park when ownership of the sculpture transfers to the City. The remaining \$1,500 in annual installments of three (3) \$500 payments in each of the three years immediately following the initial payment, or earlier at the option of FoPP.
- (3) The delivery of the artwork by FoPP to the center fountain of the Formal Garden in Prescott Park or such other site in the Park as selected by the City Manager.
- (4) FoPP will provide installation instructions from Richard Erdman and the City shall be responsible for the actual installation of the sculpture, including financial responsibility, with final installation approved by Richard Erdman or his designee.
- (5) The City will allow for the installation of a plaque to be approved by the City Manager, reading as follows: "Odyssey" [Made of Red Madura Granite, Created in Italy in 2020] by Richard Erdman, Gift of Friends of Prescott Park, to honor Michael Warhurst's 42 Years of Service to Prescott Park, Donated **[Insert Date]**.
- (6) The City accepts the maintenance plan from Richard Erdman Studios, dated August 14, 2019, and "Prescott Park Sculpture Project Planning Committee Recommendations", dated June 11, 2019.
- (7) All incidents of ownership to the sculpture shall shift from FoPP to the City on formal written acceptance of the same by the City Manager, subsequent to the approval by Richard Erdman or his designee per item #4 above.

(8) As the exact timetable for the renovation of Prescott Park is uncertain as of the date of the signing of this Letter of Agreement, this Letter of Agreement shall be in effect for a term of three (3) years from the date of its signing. In year two (2) of the term, the parties may mutually decide to extend the Letter of Agreement for a term to be decided at that time.

Until formal written acceptance by the City, the sculpture shall remain in every aspect the full responsibility of FoPP.

Subsequent to acceptance by the City of the sculpture, it will become the property of the City of Portsmouth and the City will bear all responsibilities related to it thereafter.

Sincerely,

Karen S. Conard
City Manager
Per vote of the City Council on
_____, 2020

Acknowledged and agreed for
Friends of Prescott Park (FoPP):

Signature

Name

Date



National
Multiple Sclerosis
Society
Greater
New England
Chapter

Mayor Becksted & City Council
Mayor's Office/City Council
1 Junkins Avenue
Portsmouth, NH 03801

May 28, 2020

Dear Mayor Becksted and the City Council:

On behalf of the National Multiple Sclerosis Society, Greater New England Market, I would like to extend our heartfelt gratitude for the continuous support and cooperation the City of Portsmouth has shown for our annual Bike MS event. The funds raised from this charity cycling event will continue to be used to advance our support of national research and to support local programming for the more than 25,000 people within Greater New England who are affected by multiple sclerosis.

The 2020 Bike MS: New Hampshire Seacoast Escape event is scheduled to take place on Saturday, August 22. This event that will once again start and finish at Stratham Hill Park in Stratham, NH. Our cyclists will be passing through Portsmouth on Saturday between 8:30 a.m. and 4 p.m. I have included written riding directions for your review, and we will thoroughly mark the route and make arrangements to have police details where appropriate.

Please note we will be adhering to all CDC and local guidelines related to Covid-19 including only having groups in compliance with the number of people allowed in a gathering. We are also implementing other various safety precautions.

Our routes feature safety stops every 10-15 miles, so that our cyclists remain hydrated and nourished. All cyclists agree to follow the rules of the road and are directed to ride single file as we do not require any road closures. We issue one warning to cyclists not following the rules of the road. On the next infraction, we pull them from the ride and require they ride to the finish in one of our safety vehicles.

We mark our route with small cardboard signs attached to utility poles or stakes. We will begin marking the route on August 20. A volunteer will follow the route on the day of the ride and remove all signs after the final cyclist has passed.

We operate a support team consisting of medical personnel, bicycle mechanics, and amateur (HAM) radio operators. Our lead HAM radio operator monitors all emergency radio frequencies, so that we can close or redirect our route should that become necessary.

We respectfully ask permission from the City of Portsmouth to use city roads for this event and to provide notice of the route through the city. We do not request or require any road closures. I look forward to receiving your approval. Please let me know if there are additional steps, permits or permissions I must take to assure approval for this event.

I thank you in advance for your support and please feel free to contact me with any questions or concerns.

Sincerely,
Samantha Boland
Senior Specialist, Event Production
978.987.7509

Bike MS: New Hampshire Seacoast Escape 60M Route				
Miles from Start	Direction	Description	Town	Police Detail
0	Start	Start - Stratham Hill Park (turn right out of parking lot)	Stratham	
0.03	Left	Turn left onto Portsmouth Ave/NH-33	Stratham	X (8am - 12pm)
0.57	Right	Turn right onto Squamscott Rd	Stratham	
1.67	Right	Slight right onto College Rd/NH-108	Stratham/Newfields (mi 2)/Newmarket (mi 2.5)	
2.65	Right	Turn right onto New Rd	Newmarket	
5.03	Right	Turn right onto Exeter Rd/NH-108	Newmarket	
5.25	Straight	Continue onto Main St/NH-108 (will become N Main St)	Newmarket	
5.63	Right	Turn right onto Bay Rd	Newmarket/Durham (mi 8)	
9.4	Straight	Continue onto Durham Point Rd	Durham	
13.26	Right	Slight right onto Newmarket Rd/NH-108 N	Durham	
13.64	Left	Rest Stop #1 - Durham Town Hall (turn left into rest stop)	Durham	X (8:30am - 12:30 pm)
13.65	Left	Turn left out of rest stop onto Newmarket Rd/NH-108 - 25/60mi Route Split	Durham	X (8:30am - 12:30 pm)
13.71	Right	Turn right onto Dover Rd/NH-108 (will become Durham Rd)	Durham/Madbury (mi 15.5)/Dover (mi 16)	
17.72	Straight	Continue onto Central Ave/NH-108	Dover	
18.88	Right	Turn right onto Washington St	Dover	
19.02	Left	Turn left onto Main St	Dover	
19.07	Right	Slight right onto Portland Ave	Dover	
19.18	Right	Slight right onto Cochecho St	Dover	
19.88	Right	Turn right onto Gulf Rd	Dover	
21.33	Straight	Continue onto Dover Rd/Eliot Bridge/NH-101	Dover/South Berwick, ME (mi 21)/Eliot, ME (mi 22.5)	
22.99	Right	Slight right onto Dow Hwy/ME-236	Eliot, ME	
23.39	Right	Turn right onto State Rd/ME-103	Eliot, ME	
24.97	Right	Turn right onto River Rd	Eliot, ME	
27.91	Right	Turn right onto Old Rd	Eliot, ME	
28.58	Right	Slight right onto State Rd	Eliot, ME	
28.74	Right	Rest Stop #2 - First Congregational Church of Eliot UCC (turn right into rest stop)	Eliot, ME	
28.75	Right	Turn right out of rest stop onto State Rd	Eliot, ME	
30.49	Straight	Continue onto Dennett Rd	Kittery, ME	
31.96	Straight	Continue onto Old Post Rd	Kittery, ME	
32.07	Straight	Continue onto Cook St	Kittery, ME	
32.25	Left	Turn left onto Government St	Kittery, ME	
32.38	Right	Slight right to stay on Government St	Kittery, ME	
32.55	Right	Turn right onto Newmarch St (will become Rt 1 when crossing over Memorial Bridge)	Kittery, ME/Portsmouth (mi 33)	
33.11	Straight	Memorial Bridge	Portsmouth	
33.19	Right	Sharp right onto Daniel St	Portsmouth	
33.25	Straight	Daniel St becomes State Street	Portsmouth	
33.29	Left	Turn left onto Marcy St/Rt 1B	Portsmouth	
33.63	Left	Turn left to stay on Marcy St/Rt 1B	Portsmouth	
33.85	Straight	Continue onto New Castle Ave/Rt 1B (will become Portsmouth Ave, Cranfield St, Main St and then Wentworth Rd)	Portsmouth/New Castle (mi 35)	
36.68	Right	Rest Stop #3 - Wentworth by the Sea (turn right into rest stop)	New Castle	
36.68	Right	Turn right out of rest stop onto Wentworth Rd/Rt 1B	New Castle	
36.96	Straight	Caution - Wentworth Bridge (walk bike over bridge on wooden walkway)	New Castle/Rye (mi 37)	
38.06	Left	Turn left onto Sagamore Ave/Rt 1A	Rye	
38.53	Straight	At the traffic circle, take the 3rd exit onto Pioneer Rd/Rt 1A (will become Ocean Blvd)	Rye/North Hampton (mi 47)	
48.12	Right	Turn right onto Atlantic Ave/NH-111	North Hampton	
50.75	Right	Rest Stop #4 (water stop only) - North Hampton Elementary School (turn right into rest stop)	North Hampton	
50.83	Right	Turn right out of rest stop onto Atlantic Ave/NH-111	North Hampton	
52.01	Left	Slight left to stay on NH-111	North Hampton	
52.13	Right	Turn right onto Post Rd/NH-151	North Hampton	
52.28	Left	Turn left onto Walnut Ave	North Hampton	
54	Right	Turn right onto Lovering Rd	North Hampton	
55.39	Left	Turn left onto Post Rd/NH-151	North Hampton	X (11am - 3pm)
55.48	Left	Turn left onto Winnicut Rd	North Hampton	X (11am - 3pm)
59.41	Right	Turn right onto Portsmouth Ave/NH-33	North Hampton/Stratham (mi 57)	
60.99	End	Finish - Stratham Hill Park (turn right into parking lot)	Stratham	



RECEIVED
JUN 1 2020
CITY MANAGER
PORTSMOUTH, NH

BLACK HERITAGE TRAIL OF NEW HAMPSHIRE

received Celebrating Resilience, Versatility and Courage
6/1/20

Saturday, May 30, 2020

Honorable Mayor Beckstead
1 Junkins Avenue
Portsmouth, NH 03801

Dear Mayor Beckstead,

On June 18-20 The Black Heritage Trail of New Hampshire will present a series of events for our annual Juneteenth Celebration. Our theme is Food for the Body, Food for the Soul. Unlike previous years, this year's events will all be held virtually with several also presented on Face Book with live streaming. The events include a Soul Food Cooking Show (on 6/18), drumming and dance by the Akwaaba Ensemble at the African Burying Ground (on 6/19), Songs That Feed the Soul: a Concert by the Negro Ensemble Company (on 6/19) and a panel presentation on zoom, The Diet of Our Ancestors: What History and Science Reveal (on 6/20.) The observance of June 19th as the African American Emancipation Day is the oldest known nationally celebrated event commemorating the ending of slavery in the United States.

I am writing to seek your permission for an event that would take place on Saturday, June 19, at 1:00 at the African Burying Ground Memorial. We plan to have performers from the Akwaaba Ensemble drumming, dancing and singing—and also a singer who will perform traditional spirituals. We will videotape their performance and post it on our website as part of our program, and also stream it live on Face Book. We plan to have no more than 10 people from the Black Heritage Trail of New Hampshire present to produce this event. We are not inviting people who are following our Juneteenth Celebration Program virtually to come to the Burying Ground

The drummers would perform in front of the Circle of Watchers adjacent to Court Street. If casual passersby stop to listen they will be able spread back to the State Street entrance to the Memorial and keep appropriate social distance. We would not encourage an audience. If a too-large group gathers, one of our representatives can ask the listeners to please space themselves according to social distancing guidelines. Additionally, would the city want a security officer or police to be present?

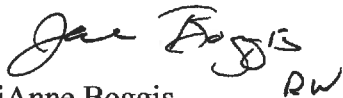
One of our BHTNH volunteers, Rita Weathersby, has been consulting with the Portsmouth city manager, Karen Conard, about our plans and what will be allowable under the appropriate social distancing guidelines on June 19. These two people have a telephone appointment on Tuesday, June 2, at 11:00 am to discuss these guidelines so that we can know as much as possible about what might be required.

I regret that we are slower than usual in sending you this letter. It has taken time for us to construct our plans for all of these events. Of course, we would like to hear from you soon. You can contact me directly to confirm or provide you with further information (603-318-5120; jaeboggis@blackheritagetrailnh.org). We are happy also to work through Karen Conard and Rita Weathersby (603-502-2726; rita.weathersby@unh.edu.)

We are proud to be able to offer a full virtual program for Juneteenth. We invite you and all members of the City Council to attend! Please consult our website for program times and details: www.blackheritagetrailnh.org.

We look forward to this year's Juneteenth Celebration and very much appreciate the City's cooperation in this programming.

Sincerely,



JerriAnne Boggis,
Executive Director,
Black Heritage Trail of New Hampshire

222 Court Street, Portsmouth, NH 03801/603-570-8469/www.blackheritagetrailnh.org

ACCESS EASEMENT FOR WATER SERVICES

KNOW ALL PERSONS BY THESE PRESENTS, that **PUBLIC LAND HOLDINGS, INC.**, a New Hampshire corporation, with an address of 149 Epping Road, Unit 2A, Exeter, New Hampshire 03833, for consideration received, grants to the **CITY OF PORTSMOUTH**, a municipal body politic having a mailing address of 1 Junkins Avenue, Portsmouth, County of Rockingham and State of New Hampshire 03801, with **QUITCLAIM COVENANTS** an perpetual, uninterrupted easement across the premises described herein, located at 3110 Lafayette Road, City of Portsmouth, County of Rockingham, State of New Hampshire, (Tax Assessor's Map No. 292, Lot 151-1), being a portion of the premises conveyed to the within grantor by deeds of Chad Carter dated December 19, 2019 and recorded at Book 6068, Page 1782 and Kaley Weeks, Trustee of the Weeks Family Trust dated March 24, 2020 and recorded at Book 6097, Page 1358, for the limited purpose of enabling the City of Portsmouth to access private water infrastructure including mains, water shutoffs, and valves for the limited purpose of leak detection and similar infrastructure inspection services and for access to valves for purposes of turning on and shutting off municipal water service. Grantee shall have no responsibility for installation, maintenance, operation, or replacement of the water infrastructure.

Retained Rights: Grantor retains the right to freely use and enjoy its interest in the easement area including construction and development thereof insofar as the exercise thereof does not interfere with the purpose of this instrument.

Easement To Run With Land: All rights and privileges, obligations and liabilities created by this instrument shall inure to the benefit of, and be binding upon, the heirs, devisees, administrators, executor, successors and assignees of the Grantee and of the Grantor, the parties hereto and all subsequent owners of the Premises and shall run with the land.

This is an exempt transfer per R.S.A. 78-B:2(I).

IN WITNESS WHEREOF, the parties have executed this document on the ____ day of _____, 2020.

PUBLIC LAND HOLDINGS, INC.

Witness: _____

By: _____
W. Turner Porter, Jr., President

STATE OF _____
COUNTY OF _____

Personally appeared the above-named W. Turner Porter, Jr., in his capacity as President of Public Land Holdings, Inc. and acknowledged the foregoing instrument to be his free act and deed executed for the purposes contained therein.

Notary Public/Justice of the Peace
My commission expires: _____



June 8, 2020

Portsmouth City Council
1 Junkins Ave.
Portsmouth, NH 03801

Members of the City Council,

The Music Hall respectfully submits this request to The City of Portsmouth to grant approval for the closure of Chestnut Street on Saturday, July 11, 2020 for an outdoor dining and concert event in the evening. The event itself would begin at 6:30PM and end no later than 10PM in accordance with noise ordinances. This timing allows for two separate performances, one beginning at 6:30 and the second beginning at 8:30. There is hope that after deliberation with city officials following the July 11th event, we can continue these concerts as a weekly series this summer on Saturday evenings. A debriefing session would be held with Music Hall representatives and city officials to incorporate feedback and make any necessary adjustments to ensure a successful event series.

In addition to the closure of Chestnut Street, we request the approval for alcohol to be served on Chestnut Street under The Music Hall's liquor license. Alcohol service would be served only by The Music Hall's professional, Servsafe and T.E.A.M. certified staff and service would be monitored by Portsmouth police officers on duty. With the event ending no later than 10PM, alcohol service will cease by 9:30PM at the latest.

The expected attendance for this event would be no greater than 108 guests seated at 24 tables. These tables will be placed at least 6 feet apart, allowing safe passage for servers and guests on sidewalks as well as a clear path down the middle of Chestnut Street. Servers will follow all universal and restaurant guidelines published by the Governor's Economic Reopening Task Force. Food will not be ordered by guests at the table; instead, all meals will need to be pre-ordered and paid for in advance of the event.

Additionally, order-ahead service will be encouraged for drink service, though drinks will be available for ordering at the table or walk-up bar service, all following social distancing guidelines and precautions. The bar itself will not be out on Chestnut Street; instead, we will utilize our existing bar in the lower lobby of The Music Hall. This event will allow us to practice and master our new social distancing and safety protocols so that we can safely

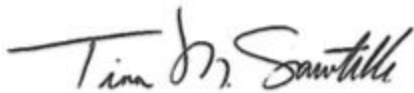
scale up for the fall and winter seasons.

In terms of entertainment at this event, we will be featuring local and regional talent on a small 12'x16' stage and following all performing arts guidelines published by the Governor's task force. The performers on stage will be small in number, possibly even solo artists, which will greatly mitigate any risks to the artists and staff around them. The stage will be small enough in size that in the event of an emergency, it can be moved to the side of the street to allow safe and speedy access for any emergency vehicle and personnel to Chestnut Street. With the aid of police presence at this event, emergency vehicles would also be able to access buildings on Chestnut Street via Porter Street.

As you are aware, The Music Hall has hosted many events out on Chestnut Street, including those with outdoor dining and entertainment. While this event expands a bit on these aspects, it is very much in our wheelhouse and we are extremely confident in our ability to execute safely and successfully. An event such as this will have a great economic impact, not only for The Music Hall and its corporate sponsors but also for local restaurants and musicians, and will help to stimulate the economic engine for other local retailers and the city itself.

We are so grateful to the City of Portsmouth officials, council people, and citizens for their continued support of our institution.

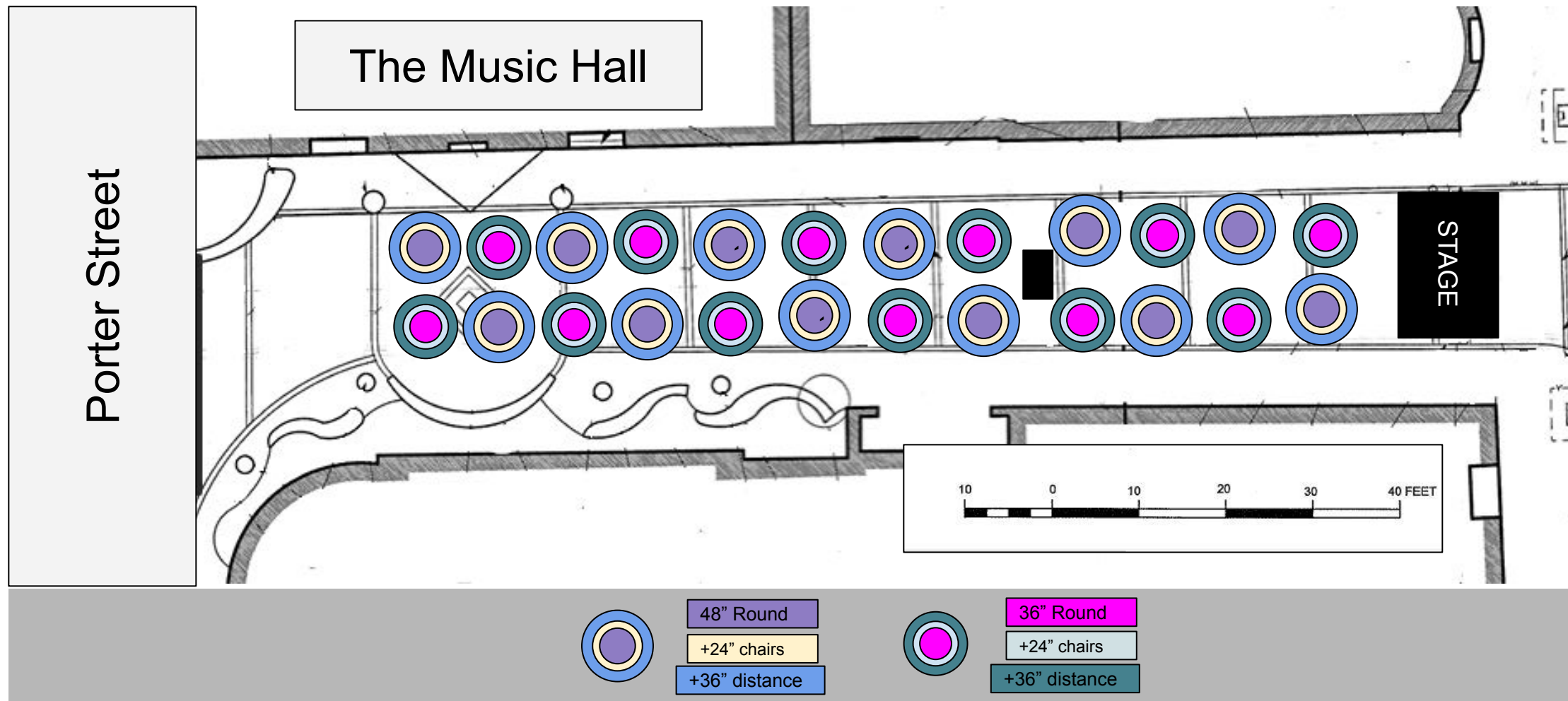
Sincerely,

A handwritten signature in black ink that reads "Tina M. Sawtelle". The signature is fluid and cursive, with the first name "Tina" and last name "Sawtelle" clearly legible, and a middle initial "M." in between.

Tina Sawtelle
Executive Director, The Music Hall
28 Chestnut St.
Portsmouth, NH 03801
tsawtelle@themusichall.org

The Music Hall

Edited: 6/8/20



Capacity:

Up to 108 guests at 24 tables
 12 tables for parties of 1 to 3
 12 tables for parties of 4 to 6

- = Party of 1-3 at 36" table
- = Party of 4-6 at 48" table

CITY COUNCIL E-MAILS

June 1, 2020 (after 4:00 p.m. – June 11, 2020 (9:00 a.m.)

June 15, 2020 Council Meeting

Below is the result of your feedback form. It was submitted by Dianne Woelke MSN (DMWoelke@gmail.com) on Monday, June 1, 2020 at 15:03:55

address: Oceanside, CA

comments: For the Public Record
1 June 2020

Mayor and City Council Members:

I am writing to ask that you take a strong stance against synthetic turf in your city. To date, there has not been a single sample tested that has not tested positive for total fluorine, the correct method for testing for PFAS in both conventional and petrochemical synthetic grass carpets. In fact, both products begin with the same plastic resin pellet and are differentiated by texturing.

PFAS are a class of approximately 5000 (primarily) synthetic chemicals. The plastics and synthetic turf industries like to tout testing by ASTM D7968-17a m and EPA 537, which includes 30 PFAS. This is wholly inadequate and cannot be extrapolated to the remaining 4770+ PFAS chemicals.

PFAS containing plastic grass carpets present all of the same toxicological traits and adverse impacts to sub populations and the environment t as conventional carpets.

The California Department of Toxic Substance Control has determined:

“There is evidence that exposure to PFASs can lead to adverse health outcomes in humans. If humans are exposed to PFASs through diet, drinking water or inhalation, these chemicals remain in the body for a long time. As people continue to be exposed to PFASs the levels in their bodies may increase to the point where they suffer from adverse health effects. Studies indicate that some PFASs can cause reproductive and developmental, liver and kidney, and immunological effects, as well as tumors in laboratory animals. The most consistent findings from human epidemiology studies are a small increase in serum cholesterol levels among exposed populations, with more limited findings related to infant birth weights, effects on the immune system, cancer, and thyroid hormone disruption. Some PFASs have also been linked to phytotoxicity, aquatic toxicity, and terrestrial ecotoxicity.”

<https://dtsc.ca.gov/scp/treatments-with-pfass/>

The US EPA, in it’s statement on PFAS notes:

“The most consistent findings are increased cholesterol levels among exposed populations, with more limited findings related to:

low infant birth weights,
effects on the immune system,
cancer (for PFOA), and
thyroid hormone disruption (for PFOS).”

<https://www.epa.gov/pfas/basic-information-pfas#health>

The Toxic Use Reduction Institute (TURI) at Univ. Of Massachusetts, Lowell, states that PFAS present a danger to all respirable organisms: humans, plants and animals. They further state:

“Researchers have emphasized the need to address PFAS as a group rather than one by one. Health effects documented for some PFAS include effects on the endocrine system, including liver and thyroid, as well as metabolic effects, developmental effects, neurotoxicity, and immunotoxicity.”

<https://www.turi.org/content/download/12963/201149/file/TURI%20fact%20sheet%20-%20PFAS%20in%20artificial%20turf.pdf>

The countries leading PFAS researcher, Dr. Graham Peaslee agrees.

<https://fightingfor.nd.edu/2019/fighting-to-protect-the-brave/>

<https://theintercept.com/2019/10/08/pfas-chemicals-artificial-turf-soccer/>

Confirmation of PFAS in synthetic turf has been documented in several recent studies (partial list):
Sept. 2019- Public Employees for Environmental Responsibility (PEER), Silver Spring, MD & The Ecology Center, Ann Arbor, MI:

<https://www.ecocenter.org/toxic-forever-chemicals-infest-artificial-turf>

<https://www.peer.org/toxic-forever-chemicals-infest-artificial-turf/>

- i) Oliver Ames High School, Easton, MA: “300 ppt of 6:2-Fluorotelomersulfonic acid (6:2 FTSA), a short-chain GenX PFAS, in the backing.” Levels found were 20 times the state’s proposed limit of 15 parts per trillion (ppt).
- ii) c. 2004 discarded turf backing, Franklin, MA: 190 ppt of PFOS.
- iii) 100% of plastic grass fibers from 5 different fields, including leading manufacturers Shaw and TurfFactory Direct brands, revealed 44-255 ppm total fluorine
- iv) 18 Oct 2019- results of SprintTurf testing done by RTI Laboratories, Inc., Livonia, MI
 - * SprintTurf Synthetic Grass Fibers, revealed the presence of PFAS
<https://nontoxicovernh.files.wordpress.com/2020/03/turf-fiber-test-results-sprint-turf-1.pdf>
 - * SprintTurf Synthetic Grass Backing, revealed the presence of PFAS
<https://nontoxicovernh.files.wordpress.com/2020/03/turf-backing-test-results-sprint-turf.pdf>

Email communications with Susan Farris, Vice President of Sustainability & Corporate Communications at Shaw Industries and an anonymous inquirer confirmed Shaw Industries use of PFAS in their manufacturing of synthetic grass carpet:

OnWed, Oct 9, 2019 at 11:50 AM (name, contact info removed)

“Thanks, Susan. Will you guys be eliminating PFAS in the artificial turf you manufacture as well? Can you say a bit more about what PFAS chemicals are used in producing your turf?”

Susan Farris, Vice President of Sustainability & Corporate Communications at Shaw Industries stated (contact info removed)

Forwarded message -----From: Susan Farris
Date: Wed, Oct 9, 2019, 6:32 PM
Subject: Re: Shaw Inquiry regarding Turf

“As new formulations are available to perform the same or similar functions as PFAS chemicals have historically, Shaw has shifted to new ingredients. We are exploring alternatives with our technical teams and suppliers but have not yet identified a substitute that provides the non-stick properties required for manufacturing synthetic turf.

(Anonymous (9 Oct 2020). Email communication with Susan Farris, Vice President of Sustainability & Corporate Communications, Shaw Industries (Dalton, Georgia)).

This admission was published two hours later in The Boston Globe.

<https://www.bostonglobe.com/metro/2019/10/09/toxic-chemicals-found-blades-artificial-turf/1mlVxXjzCAqRahwgXtfy6K/story.html>

Again, there is no synthetic turf tested to date that has been negative for PFAS when correctly tested using total fluorine. Claiming to be BioPreferred, Sustainable, Organic (refers to carbon based only), and Recyclable are all GREENWASHING tactics liberally used by the plastics and synthetic turf industry to woo those who do not inform themselves fully- don't be fooled!!

Your obligation as elected officials is the ethical and fiduciary responsibility to your constituents: their health and their environment, not to the plastics or synthetic turf industry or contractors hired to sell and promote their products. You already have a large pediatric cancer cluster within your community. It would be unconscionable to subject the children, adolescents or adults to the damaging effects of PFAS and other toxic and carcinogen chemicals found in petrochemical grass and synthetic or plant based infills. It is likewise unethical to burden others to clean up the environment in the future based on poor decisions made today.

I am available should you wish further information regarding testing sites, something I highly recommend you do INDEPENDENTLY of any synthetic turf company, contractor or anyone who has a vested interest in making a profit at the expense of the health of your families, children and grandchildren.

Respectfully,
Dianne Woelke MSN
Ret. Advanced Practice Nurse & Public Health Nurse.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Jeff Gearhart, Research Director (jeffg@ecocenter.org) on Monday, June 1, 2020 at 15:11:27

address: 339 E. Liberty, Suite 300, Ann Arbor, Michigan

comments:
June 1, 2020

Portsmouth City Council Members

Judie Belanger
Director of Finance and Administration
City of Portsmouth Finance Department
1 Junkins Ave
Portsmouth, NH 03801

Dear Council Members and Ms. Belanger,

I have been made aware of the City's pending contract bid and specification for artificial turf. Our organization has been conducting research on PFAS content in commercial and residential indoor carpet, as well as synthetic artificial turf, for the last two years. This work, carried out with external contract labs and university-based scientists, includes testing carpet and synthetic turf fiber for PFAS and for total fluorine, an indicator of PFAS. My understanding is that the bid, Bid 37-20 Multi-purpose Recreation Fields & Regional Stormwater Treatment Projects, requested companies provide evidence of PFAS-free artificial turf.

The turf industry should conduct elemental fluorine testing for all products. Of the nine synthetic turf fibers we have tested, fluorine was detected in 100%. Fluorine levels ranged from 44 to 255 parts per million. Additional tests not detailed here on two of the samples found evidence of organic fluorine, supporting the likelihood that PFAS is present. These turf samples included both new product and installed product. This sampling is limited and does not represent the entire market. However, it highlights the need for companies to provide clear test results if they are claiming PFAS-free.

One sample of turf fiber we tested was from the Tom Daubney Field in Portsmouth, New Hampshire, which had 79 parts per million (ppm) fluorine (Sample ID 120355, page two on attached lab report). This sample was tested by Oxygen Flask Combustion with Ion-Selective Electrode. The level of fluorine detected indicates PFAS were present in or on the turf fibers.

Total fluorine tests do not tell us exactly which PFAS chemicals are present, but based on industry literature, we believe a likely source of the detected fluorine is processing aids used in the production of synthetic turf fibers. PFAS-based processing aids are not included in commonly used test methods and thus can be missed.

For this reason, it is critical for companies to conduct testing of fibers using an appropriate method. Most manufacturer-provided test results we have reviewed used a method designed for water testing. These tests can detect only a portion (as few as 30) of the hundreds of possible PFAS chemicals which may be present.

The testing method that has typically been used by companies attempting to demonstrate PFAS-free composition is EPA Method 537.1, "Determination of Selected Per- and Polyfluorinated Alkyl Substances in Drinking Water by Solid Phase Extraction and Liquid Chromatography/Tandem Mass Spectrometry." Due to the limited number of chemicals it can detect, this US EPA method is likely not sufficient to demonstrate a carpet or turf fiber is PFAS-free.

In addition to the two methods mentioned that measure total fluorine, other techniques can measure total organic fluorine, thus ensuring results are not skewed by the possible presence of inorganic fluorine (which is distinct from PFAS).

A company claiming PFAS-free turf fiber should thus be able to produce testing results showing less than 1 part per million of total organic fluorine or total fluorine. We recommend that companies be required to test products and provide these results. In addition to our academic collaborators, we have found a range of third-party labs capable of conducting this type of analysis. These include, but are not limited to: Eurofins Australia or Test America (Sacramento); Galbraith Labs; ALS Environmental; and SGS.

I have also included a fact sheet from University of Massachusetts Toxics Use Reduction Institute which discusses these issues.

Please feel free to contact me directly if you have further questions.

Sincerely,

Jeff Gearhart
Research Director

Ecology Center

339 E. Liberty, Suite 300
Ann Arbor, Michigan 48104

jeffg@ecocenter.org

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Dixie Tarbell (dixiemcleantarbell@gmail.com) on Monday, June 1, 2020 at 19:00:26

address: 25 Driftwood Lane

comments: Thank you to Deaglan McEachern for the knowledgeable, well reasoned, clarifying letter in this morning's paper! Although I have hoped to keep my taxes from going up yet again, being a retired person on a limited income, I have to say I'd rather pay more taxes than have job cuts to staff at schools and other city services. I am a retired teacher and believe the more helping hands we have, the better for our community's quality of life. It isn't right to make job cuts and foist the cut staff's workload onto the remaining staff. Creative ways to increase revenue are the way to go. Job cutting hurts the cut persons, their families, the remaining staff, and the whole community. Until other revenue is effected, each of us paying a little more in taxes can go a long way, making small sacrifices worthwhile. Thank you for consideration.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Nancy Pearson (votencypearson@gmail.com) on Tuesday, June 2, 2020 at 16:43:42

address: 104 Lincoln Ave

comments: Dear Councilors Whelen, Kennedy, Huda, Trace and Mayor Beckstead,

Your vote to deny a downtown business permission to operate their business the only way they can in the time of the Coronavirus was short-sighted and disappointing.

Your personal opinion on the "character" of Portsmouth is irrelevant in the face of an economic disaster and the new rules of business dictated by the pandemic and the state's Covid response rules.

The owner of Tuscan Market put considerable capital and investment in Portsmouth. He renovated the building inside and out, ensuring it would be a beautiful historic property for another century at least. He gives to community organizations like the Chase House, and employs seacoast workers.

Making it more difficult for his business to succeed is unconscionable.

I urge you to rescind your vote and allow, at least temporarily, their plans for outdoor seating. As a last resort, simply allow Tuscan Market to serve outdoors in front of the old RiRa which will sit empty for the foreseeable future.

You are responsible for doing the right thing for the city, not remain inflexible and dogmatic in your own personal views.

Time is of the essence and our downtown business deserve so much better.

Nancy Pearson

includeInRecords: on

Below is the result of your feedback form. It was submitted by Ronda Caron (Njoy1269@aol.com) on Tuesday, June 2, 2020 at 18:13:51

address: 325 Thaxter Rd

comments: Please let her local restaurants serve alcohol outside. You know they're already struggling and alcohol and desserts are a great way to boost Revenue. If you take that away from them they're working on

very small margins. If you've ever been to Europe or any other big American city almost every one of them serves alcohol outside at a restaurant. I don't understand why it's a problem. Any you already have limits on how long a person can be at a restaurant? Please don't totally destroy our downtown and local businesses.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Louis Lange (lou.lange@yahoo.com) on Tuesday, June 2, 2020 at 18:22:02

address: 5 Freedom Circle, #13 Portsmouth, NH 03801

comments: In these difficult days of COVID-19, restaurants need to be able to make money to survive. Tuscan Market is merely, like other restaurants in the city, trying to survive.

Discriminating against Tuscan is unfair.

I respectfully ask that you allow Tuscan to be able to be treated like any other restaurant.

Thank you.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Laurel DiMatteo (laurel26@msn.com) on Tuesday, June 2, 2020 at 18:41:52

address: 579 Sagamore Ave

comments: Thank you for voting against giving Tuscan Market a license for serving liquor outside. I don't want the public area fenced off and turned into exclusive use for the restaurant. I would be fine with them using the former RiRa area however. Thank you.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Maureen Conley (Maureen.conley@myfairpoint.net) on Tuesday, June 2, 2020 at 19:50:28

address: 80 Fleet ST #49, Portsmouth

comments: As a 20-year property owner and resident of downtown Portsmouth, I was extremely disappointed that our city council did not approve Tuscan Market's well-thought out request for a temporary, fenced-in outdoor seating area that would allow them to serve alcohol. I understand that the council is looking out for the overall best interests of the city and its residents, but I contend that it is in all of our best interests to come out on the other side of the COVID-19 crisis with as many of our local business as possible intact and operational.

Alcohol sales provide a high profit margin for restaurants, and allowing Tuscan Market to serve outside when the pandemic makes inside service impractical may give them the revenue boost they need to make it through the crisis.

I therefore respectfully request that the council reconsider and rescind the June 1 vote that denied Tuscan Market's request and give this local business a fighting chance to increase sales and make it through the crisis.

As a downtown resident, I appreciate the ambiance of the current open seating in the space, but I am more than willing to give up that ambiance for the short term in order to avoid the long term pain of empty storefronts.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Laura Stoll (lauralstoll@gmail.com) on Tuesday, June 2, 2020 at 19:59:23

address: 55 Lovell St Portsmouth

comments: Please please please revisit this issue and allow Tuscan Kitchen to have outdoor seating and the ability to serve alcohol. Currently outdoor seating is the only way to have customers and this is going to make or break restaurants. They get a lot of their profit margins from the sale of alcohol. I understand it's a public space and always has been, but let this be a temporary condition. It doesn't have to be permanent. Now is the time to act and we have to act quickly. I don't want to see another Portsmouth business go under.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Eric Mart, Ph.D. (emart@comcast.net) on Tuesday, June 2, 2020 at 20:06:48

address: 230 Lafayette Rd., Building D, Suite 7

comments: Guys,

We are in extremis here. You can walk out of any pub in the UK and drink your pint in peace. This is no time to clutch your pearls, half the restaurants in Portsmouth are going to go bust. Help them anyway you can, give them licenses.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Andrew Bagley (Acbagley@yahoo.com) on Tuesday, June 2, 2020 at 21:15:38

address: 40 Chauncey

comments: 2020 is not like 2019 or any other year for that matter. We are in danger of losing a great deal of businesses downtown. Please consider reversing the decision on Tuscan Market.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Michael Power (Michaelbpower@gmail.com) on Tuesday, June 2, 2020 at 22:30:11

address: 105 Saratoga Way

comments: Please revisit your vote regarding the Tuscan Market request and support our economy and people.

includeInRecords: on

Below is the result of your feedback form. It was submitted by Iiro Lehtinen (iiro.lehtinen@gmail.com) on Wednesday, June 3, 2020 at 08:34:09

address: 740 Woodbury Avenue, Portsmouth, NH

comments: Honorable Mayor and City Council,

I urge you to re-think and rescind your NO vote on June 1.

- Tuscan Market and its employees are part of the Portsmouth community
- During the COVID-19 lockdown, our restaurants need us to remove barriers for them to stay in business. More outdoor seating should be encouraged.
- Any delay and inaction will result in more restaurant closures.
- Clipper Strong does not discriminate
- Rescind the Tuscan Market vote June 15

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Maggie and Gary Hatch (Garymaggiehatch@gmail.com) on Wednesday, June 3, 2020 at 09:45:19

address: 19 Ball Street

comments: Good Morning,
Thank you for all the hard work you do!

We would like to voice our opinion on the tax situation. We voted for this new council in an effort to curb our city spending. We bought our home in 1997 and had no idea that this city would change so much and our property values would so greatly increase...which is good. However the taxes have dramatically increased which gives us pause every year. I have talked to some councilors in the past and they say that the citizens do not want to "cut services". Why not? Every department will fight that they can't make work with less, but they can. Also, we see so much development and wonder when our taxes will go down since we keep adding to the base.

Please help keep Portsmouth affordable for people like us.

On the Tuscan Market request for serving alcohol in the sacred public area of our square...please no! We have so many bars people can go elsewhere. I don't think 9 tables will make or break Tuscan Market and this area belongs to the people. The regulars, the artists, musicians and motorcycles. Please don't change it. Any other place is fine, just not the square where people have gathered and created community for decades.

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Joanna (jo@cupofjoenh.com) on Wednesday, June 3, 2020 at 12:11:15

address: 103 Raleigh Way

comments: Hello Councilors,
I am writing to invite you to partake in a powerful movement that is sweeping our nation currently. The movement calling for UNITY and JUSTICE.

I am organizing an event this Sunday June 7th at 12pm in Market Square and Pleasant Street and I would love to formally invite all of you to join us, if you'd like. I am also invite the Police Commission, Police and Fire departments and City Manager.

We have a very unique chance to engage our community and it's not one that I take lightly.

I am working very closely with the Police department and City Managers office to make sure our rally is peaceful and safe. We will be providing mask and gloves to all those who do not have them. We are working on spacing the event out to maximize social distancing. I do understanding that with COVID-19; some may be hesitate to join us. If you would like to support via a donation, please reach out to me.

If you would like to attend and speak, you are more than welcomed. Please just let me know.

I hope to see you all at the event.

Respectfully,
Joanna Kelley
jo@cupofjoenh.com
6037671565

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Cheri Bach (cheribach@comcast.net) on Wednesday, June 3, 2020 at 14:10:14

address: 15 Wibird Street

comments: Thank you for all your hard work. I love the electronic sign in the square - 'The Mask is all we Ask'. I feel that your recent vote 'respectfully advise' is a weaker message rather than a stronger message. As an ongoing public health measure - I believe we cannot poop or pee in public. I don't know about spitting or clearing nose snot in public. But those are all public health related. We are in a health crisis, perhaps it takes a mandate of mask wearing appealing to people to "Live free-r, Stay safe-r, when we all wear masks". For myself - I feel most strongly about the grocery stores as that is the one place we need to go and it isn't always possible to distance there. I am working directly with the stores on this count - and hoping they will at least accept my donation of masks and offer them to their shoppers. Thanks for listening - thanks for all your work. Stay well.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kathleen Cavalaro (kathleencavalaro@gmail.com) on Wednesday, June 3, 2020 at 16:13:50

address: 32 Broad St. Rochester NH

comments: Hello,
I am writing to Mayor Becksted, Councilor Huda, Councilor Whelan, Councilor Trace, and Councilor Kennedy, in hopes you will reconsider your vote on Tuscan Market's thoughtful application for outdoor alcohol sales.

As someone who is running a Portsmouth business, I can attest to how hard COVID-19 is hurting us. Even with limited revenues we are receiving through our livestreams, it's just not close to what we need to bring our theater back to full operations.

Restaurants are no different. Without the ability to have customers inside of their restaurants, and even at a limited indoor capacity, they are on a ticking time clock. I am in communication with many restaurant owners and they're scared. They are uncertain they can last even a few more weeks.

It is imperative you are creative, adaptive, and responsive to any business that comes in with a request that will help increase their revenues. Even if it means you have to make room for temporary changes and put people and their ability to make a living, in front of views. The staff at Tuscan Kitchen will also benefit from your ability to be flexible and allow them to open up an additional revenue stream.

I hope you are actively working on a project to close down streets to allow restaurants who don't have sidewalk access the ability to re-open safely in some capacity now. I also hope you're actively working on allowing retail businesses the ability to have sidewalk sales.

Please reconsider your decision and allow the Tuscan Market to serve alcohol outside. We need you to be bold, compassionate leaders right now.

I am including a link to a petition that has over 100 Portsmouth residents who are in support of Tuscan Market's application.

https://docs.google.com/document/d/1wo_eDPzrTSruwxyW_DFyM2zyFWh7SWYRgukPYGiyAdQ/edit?usp=sharing

Thank you for your time and consideration - Kathleen

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Joe Mulqueen (njmulqueen@msn.com) on Wednesday, June 3, 2020 at 17:50:22

address: 38 Fells Road

comments: When looking at the city budget, taxpayers want to know the full cost of the services the city offers. When it comes to the school budget, this includes not only the general fund tax appropriation but also the related capital projects fund, non-operating expenditures, and services supplied by another department, such as the School Resource Officers. The full cost of the school department budget request should include the General Fund (\$52,188,548), Capital Projects Fund (\$6,865,100), the School Resource Officers, the school department's share of Rolling Stock, IT Equipment, Litigation, and everything that a private school would have to pay for that is provided from other departments through taxpayer funds. My estimate is that the total would be in the neighborhood of \$62 million.

The 2021 student total is 2,632, which includes 422 SAU50 tuition-in students. The Portsmouth resident students are: PK-5 = 991, 6-8 = 498 and 9-12 = 721, for a total of 2,210. This means that the Portsmouth taxpayers are being asked to pay an average of \$28,054 per Portsmouth student.

Imagine that Portsmouth could send PK-8 students to St. Patrick's Academy and 9-12 to St. Thomas Aquinas High School. The cost would be PK-8 = \$11,614,200 and 9-12 = \$10,353,560, for a total of about \$22 million. That is an average cost per student of \$9,940 per year. And it is \$40 million less than the school budget request. Think about that - \$40 million for the same number of students receiving an equivalent education! How does the Superintendent justify spending an extra \$40 million?

There are about 3,000 school age children (PK – 12) in Portsmouth. If we were to treat all children equally by moving to a voucher program to fund academic activities, the program could allow these amounts each year:

PK: \$5,000

K: \$6,000

1-5: \$8,000
6-8: \$10,000
9-12: \$12,000

Plus program administration, under the direction of the school board

Total per year would be about \$30 million This would reduce the school budget by about \$30 million per year.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Joe Mulqueen (njmulqueen@msn.com) on Wednesday, June 3, 2020 at 18:08:02

address: 38 Fells Road

comments: The market for recycled material has changed in the last few years. Many items are no longer actually recycled and are incinerated or go to landfills. Public Works Director Peter Rice said his proposed fiscal year 2021 budget shows the \$130,000 increase over this year's budget to continue the recycling program. He said the total cost for processing recyclables next year is projected to be \$314,000, up from \$210,000 this year and \$140,000 the prior year. These costs, he said, do not include affiliated staff and vehicles. If all the costs are included, it is likely costing Portsmouth taxpayers \$1 million a year.

Instead of pretending that all this stuff is being recycled, find out which things are truly being recycled, what conditions apply and what the costs are. Have a few collection points throughout the city for the real recyclables and stop spending money on recycle bins, trucks, crews and tipping fees.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Paul Young (pyoung@novuspublicaffairs.com) on Wednesday, June 3, 2020 at 18:33:38

address: 33 Deer Street #512

comments: Time to get creative in the new reality. The city's restaurants are hurting and need our support. Outdoor dining would be a great help to many. Thank you.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kirsten Howard (Kirstenbhoward@gmail.com) on Wednesday, June 3, 2020 at 19:02:29

address: 142 Cabot St, Unit 4

comments: Hello Council,
I would like to voice my support for closing the streets in Market Square for the duration of the summer. We tried it last fall, so we know how it will work. If there is ever a time to do it, that is this year when businesses are feeling the impacts of the pandemic compounded by no Prescott Park Arts Festival. Bold leadership from you is critical at this time. Everyone thinks you've been slow to act, but you still have a chance to recover your reputations if you listen and act now.

Sincerely,
Kirsten Howard

includeInRecords: on

Below is the result of your feedback form. It was submitted by Philippe Favet (philfavet@yahoo.com) on Thursday, June 4, 2020 at 05:43:57

address: 152c dennett st

comments: No i don't support a liquor licence for Tuscan Market. This is an area open to everyone to be able to seat and interact freely .No need for another wall to divide the populace. Liquor is trouble we all know it. NO!

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Andrew Bagley (Acbagley@yahoo.com) on Thursday, June 4, 2020 at 09:00:51

address: 40 Chauncey st

comments: Please do not call meetings without public comment.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Austin Lochtefeld (alochtefeld603@gmail.com) on Thursday, June 4, 2020 at 10:05:25

address: 137 High Street Portsmouth, NH 03801

comments: Dear City Council Please do not allow Tuscan Market to take over this public space in Market Square for the sale of alcohol. This is a public space and needs to stay that way.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kristie Jorgensen (knejorg@gmail.com) on Thursday, June 4, 2020 at 10:10:48

address: 774 Middle Street, Unit 1, Portsmouth

comments: June 4, 2020
Dear City Council Members,

Below I have attached a copy of my letter dated June 1, 2020, that was forwarded to members of the PTS committee by Councilor Whelan. I also attached a copy of a photo of my view at the end of my driveway onto Middle St to address sight line issues but please refer to Councilor Whelan for a copy of this photo since I cannot attach it to this contact platform.

I ask that all council members please read the letter as it is a reiteration of my concerns and many residents concerns that were addressed at the March 2020 public meeting. In this letter I have also shared my concerns regarding the staff responses made to the public's comments from the (very well attended) March public meeting. The majority of the residents addressed serious concerns regarding safety, utilization, significant reduced parking spaces.

I participated in the June 4th, Parking and Traffic Safety Committee meeting this morning via Zoom regarding the Middle Street bike lane. Again, as I sit here banging my head against my desk with frustration with this

committee that completely disregards the safety of ALL residents of this community and only the minority group of cyclists as they vote in their own recommendations for Spring and Summer of 2020 along with long term changes and ongoing collection data.

These meetings are held 8 am in the morning when many people are working (including myself) so the public input was completely biased. I strongly urge the city council to plan another public input session when things open up and we can safely meet especially considering the major disruption of the pandemic. Also, a public input session in the evening when most people can participate. The public input at the June 4th PTS meeting was not a strong representation of the local resident sentiment. I also ask that a public notice be mailed to all residents for a future public input meeting.

A few points that I would like to add regarding the project. Why did it have to take 8-10 years to implement? Why was the issue of returning the funding not shared with the public until now? I and many residents first heard of this at the March 2020 public meeting.

I was reviewing the Safe Routes to School Action Plan, published Feb 2010 (10 years old). It addresses surveys done with the schools 2007 (13 years ago) with one of the private schools no longer in this area of Portsmouth and PHS was not included in the safe routes action plan. The action plan process was implemented in the schools 2009 (11 years ago).

My point is that demographics change dramatically and if the committee is still following this data, it is significantly outdated. I also question the performance data and the metrics that are being used and if they are being used or measured appropriately. Why is this data not made available to the public? The state requires that this information be available on an annual basis per the action plan in order to be funded. My question to the committee - Is it? I requested data on the bicycle counts but I have not seen anything. Only unremarkable pre and post crash data presented at the December 5, 2019 PTS meeting. The state requires updates on the metrics and I wonder if any of this has actually been recorded?

Another concern is in referencing the City of Portsmouth, City Council Policy No 2013-01, Complete Streets Policy. It addresses safe accessible streets for ALL transportation users and lists performance measures. I feel like the metrics that the committee is using is very minimal and limited. I don't think the committee is complying with this policy. If you refer to the performance measures in this policy, only crash data was presented.

Again, I hope we can find a way to abandon this failed project yet still maintain safety for all. I feel very confident that we can by keeping the process, safe, simple, and realistic by utilizing our current resources.

As I shared in the PTS public input this morning, I am not opposed to cycling, in fact, I find it to be a healthy form of exercise and I feel the city has done an amazing job to making this a pedestrian friendly community. We can do more for both but I feel that this project was misguided and poorly executed from the very beginning and needs some serious changes regarding safety (for ALL) and utilization.

Below is my letter to the PTS committee:

June 1, 2020

Dear Councilor Whelan,

Please share this letter and attached photo with the members of the Parking and Traffic Safety Committee. I am addressing the entire committee regarding the staff responses to the March 2020 public comments about the Middle St. bikes lanes.

The staff responses blatantly and completely disregard the concerns of the citizens of this community who live on this street. I find the responses of the staff to be arrogant, self-serving, disingenuous, and completely in denial that this project is an utter failure. The reason for the failure is that this committee put the cart before the horse by allowing this project to move forward without verifying metrics and re-assessing quantitative measures to see if they are even the correct metrics along with monitoring the budget throughout the entire process. Most importantly, from the beginning you left out the public " tax paying

residents, who you serve, and members of this community who utilize this street every day. You failed to determine the need in this community for this safe routes project by poor lack of communication with the public. Please do not even think or consider the so-called "tactical urbanism" (referenced by committee member, Mr. Sandberg, in his

recent editorial). We are already horrified by the messy confusing lanes and bollards sticking up everywhere, never mind cars parked in the street. Duct tape, painted tires, and orange cones will not go over very well in this town.

My comments below are my own and my families own experiences living on Middle Street with this bike lane issue. We are real people dealing with real world issues on this street. This is not made up or a false reports but actual facts and experiences that I share below:

Sight Line Issues:

Public streets are designed for traffic whether it is vehicle, bicycle, horse, or cart so all traffic should be centralized without obstruction of vehicles parked in the line of traffic. I have attached a photo of my view to the left while in my car at the end of my driveway. You can barely see the windshield of the car behind the last of 3 vehicles parked in the street. This is why I have had almost 3 close calls from getting t-boned in front of my drive-way due to the line of cars or as I call them, "visual obstacles", parked in the street and obstructing my view. Removing parking spaces as suggested by staff will create even more problems and is already a major contentious issue with the residents with the reduced parking.

Again, as I mentioned in the March 2020 public meeting and to the city council, If you refer to the City of Portsmouth, DPW, Driveway Rules and Procedures, section 3.8, and the Notes in section 5.0, Portsmouth has violated its own Driveway Policy with current bike lane design by placing visual obstructions in existing driveway sight lines.

The city references The American Association of State Highway and Transportation Officials publication, "A Policy on Geometric Designs of Streets and Highways". It sets sight line parameters as a point 14.5 ft back from the white line of the major street and the driver's eye height of 3.5 ft (335 ft in some jurisdictions) for approaching vehicles moving 30 mph in order to avoid getting T-boned. The intersection sight lines on the west side of Middle St. at Aldrich, Cass, Madison and Union didn't meet nationally accepted traffic engineering standards before the bike lane project (Ref. AASHTO Green Book). Shoving parked cars further away from the curb and into drivers sight line made these intersections more dangerous. I have been forced to park in front of my home on this street. It is not safe. I stepped out of my car into the line of traffic. Attempting to get my large leashed dog out of the back of my vehicle created another problem when trying to avoid having the dog wander towards the traffic as I try to contain her is another hazard and danger. My door on the passenger side was almost hit by a cyclist when my daughter opened her door to exit the vehicle. The one time when we rarely see bikes and this cyclist came flying by just inches from hitting the passenger door. That was scary.

Liability:

As I have mentioned in the email that I referenced to all city council members and which I sent to Ms. Walker, this is a major liability. I have a teenager ready to get her driver's permit this year and there are two more teens that live in our condo association that are right behind my child. Three young new inexperienced drivers just learning about defensive driving, will be pulling out of this same driveway in less than a month. If my child or any member of my family including myself have an accident due to this same issue, I will promise you that I will be in contact and consulting with my attorney's law firm.

Utility:

I recall in a past meeting that there was a report of 6-7 cyclists per hour using the Middle Street bike lanes. This is utterly and completely false reporting. I live on this street and even with the pandemic, it's a good day if I see 1-2 bikes on this street. The staff commented that they plan to survey students and families at the Middle School and High School regarding usage of bike lanes. Yes, please do this but also include the residents on this street and the neighboring streets.

As for encouraging high school students to ride a bike. Good luck with that. PHS students are focused on getting their driving permits or license. They walk or get a parent to drive if they are not driving yet. Hauling a heavy backpack of books on a bike is unsafe and also uncool. Students are looking forward to driving and getting a car.

The residents have suffered with this mess for two years and the staff comments that "these lanes have not been in place for very long and changes in commuting patterns and behaviors can take time." Seriously? If anything, you are allowing frustration to fester and people getting even more aggravated with the traffic.

Aesthetics:

I find the staff comments so remotely removed from the fact that these bollards and lines are overkill and unnecessary because this entire project is unnecessary. It has created not only an unsightly mess of our street with the lines and bollards, it has de-valued our home on the housing market. This section of Middle St. is in the historical district which again, amazes me that the historic district commission allowed this to even happen. As residents, we have to go through the commission to obtain approval to make a change yet this committee plows through without the blink of an eye and turns our neighborhood into a street defaced with lines drawn everywhere.

Noise and Pollution:

Because the bollards have narrowed the streets, traffic has slowed to a stop thus increasing the noise level and congestion during morning and evening rush hour along with smelly exhaust fumes. This is environmentally friendly? The noise level has increased significantly it is aggravating and a nuisance along with another factor that de-values the properties on this street. Many people that I have talked to avoid this street or avoid going in town due to the congestion.

Parking Spaces:

Parking has been severely limited and is impacting many of the condos and multifamily homes in this area. We already struggle with parking issues downtown and now you have extended that up Middle Street. You mention removing more parking spaces to correct sight lines. Wrong. That is absolutely not an acceptable solution. It just creates even more problems with parking which is already an issue.

Solution to the Multiple Problems with the bike lanes:

1. Return the funds back to the state and return the street back to original state. Remove all bollards. Re-paint over the lines with black paint and shift the center line back where it was originally. Install speed tables on the crosswalks (they work!) and add several more crosswalks at Middle and Lincoln intersection and at Aldrich. Move parked vehicles back to curbside and open parking on both sides of street.
2. Another option is to paint double solid middle lines in the middle of street, then one solid line to designate for a bike lane and then a solid line for parking to the curbside. NO bollards. I have driven on streets using this approach out west and it works well. Keep it simple and do not paint lines for parking spaces and deface the street any more than is needed. This is unnecessary, limiting, and confusing. Add the speed tables with extra cross walks as mentioned above.

This committee failed in communicating and connecting with the residents of this town along with poor use of metrics or lack thereof as I found out with the reporting of the number of cyclists per day. I suggest mailing out notices for future meetings as it was done in February or provide a newsletter with updates and references of the city PTS committee meetings and website links to reference. Staying connected with the community from the very beginning of this project and utilizing the public input in making decisions is critical with this type of project. After attending the March 2020 public meeting and hearing back from many residents, many expressed that they were ill-informed of this project. When I saw the large number of residents who attended that have serious concerns about this project, I realized that I was not alone. The behavior and attitudes of members of this committee need to get a reality check on what is reasonable, safe, practical and works for everyone in this city and not a minority self-serving group. Keep it simple. Keep it safe and stop wasting taxpayer money. Because even if this project was funded by the state or even federal govt., think about where this money originally comes from. Now the city is mired in a project that needs an over-haul and will cost more money and it is not needed. It is wasteful. I am surprised at the lack of foresight. Please take the feedback of the residents seriously and listen to us. That is your job.

Respectfully,
Kristie Jorgensen
774 Middle Street
Portsmouth, NH

includeInRecords: on

Below is the result of your feedback form. It was submitted by Barbara Grazier (Barbaragrazier@comcast.net) on Thursday, June 4, 2020 at 12:17:24

address: 504 Middle Street

comments: I am in favor of closing Pleasant street for the summer and early fall, weather permitting, for outside dining. I think several restaurants could use the space and it would be very attractive to tourists and Portsmouth citizens. We could also have some live music.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Joe Mulqueen (njmulqueen@msn.com) on Thursday, June 4, 2020 at 13:59:04

address: 38 Fells Road

comments: Please consider the following suggestion regarding water fluoridation. I have made this as brief as possible:

The city council is well aware of the problems with perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA), two widely used perfluorinated compounds, and there are warnings and limits on the maximum level of water fluoride exposure. The Water Department has posted this warning:

“According to the CDC, if your child under the age of six months is exclusively consuming infant formula reconstituted with fluoridated water, there may be an increased chance of dental fluorosis. ...Dental fluorosis, in moderate or severe forms, may result in brown staining and/or pitting of the permanent teeth before they erupt from the gums.”

Since we know that not all fluoride compounds are safe, there are only two possibilities. Either no fluoride is safe or some compounds may be safe at some level. If no fluoride is safe the city should stop fluoridation immediately. If some compounds may be safe at some level, each compound needs to be evaluated for its level of safe use. So, how many trials have been done on the safety and effectiveness of hydrofluorosilicic acid for dental health in water supplies? None, that is, zero point zero. It has never been tested and should not be used until an actual trial shows it to be safe and effective.

You should ask the Water Department to provide the evidence showing that hydrofluorosilicic acid is both safe and effective for dental health in a public water supply. Since water fluoridation has been touted as such a great thing, it should be easy for them to provide the evidence in a few days. When they tell you that they do not have any evidence that hydrofluorosilicic acid has been shown to be both safe and effective, you should tell them to stop fluoridation until they have such evidence.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Iiro Lehtinen (iiro.lehtinen@gmail.com) on Thursday, June 4, 2020 at 15:14:16

address: 740 Woodbury Avenue, Address 2

comments: Honorable Mayor and City Council,

Our character is tested during trying times. You are in the position to do something very real and concrete that will directly impact our community, but timing is critical.

Do you want to be remembered as the one who rose to the challenge, and removed all possible barriers so that our business community could come up with creative and innovative solutions to serve their customers and remain solvent during the pandemic? Or will you take the back seat, and watch as businesses continue to fail and close, leaving behind not only empty storefronts, but extinguished dreams, exhausted life savings, and unemployed staff.

Please do the right thing and fast-track any plans for street closures to allow outdoor space for stores, businesses, and restaurants to re-open and operate safely during the COVID-19 restrictions. Our restaurant owners are asking for this, urgently!

Small business loans for lockdown impact are running out shortly. If you do not act NOW, it will be too late.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Aubrey Gewehr (agewehr@gmail.com) on Thursday, June 4, 2020 at 15:27:11

address: 255 Cass St

comments: Hello Councilors,

I am writing to give my strong support in favor of granting the Tuscan Market location in Market Square a permit to have outdoor seating with alcohol served. As I am sure you know this is a critically stressful moment for our local restaurants with all of them struggling to survive and several having already forced to close. The restaurant culture in Portsmouth is a key part of the culture and desirability of our city and consists of dozens of business owners and hundreds of employees. As such I think that the Council should be doing everything in their power to help these businesses survive these tough times. Similar permits have been given to other restaurants on city sidewalks with far less sidewalk width and I don't like seeing The Tuscan Market denied permits granted to others.

Furthermore, I would like to see the City granting similar permits to every restaurant that requests one to the limits that our city services (fire, health, police etc) deem safe. Alcohol sales are extremely important to any restaurant's success and the City Council should help restaurants retain the ability to do this with needed outdoor seating in every way possible. The Council should also seek opportunities to close streets or portions of streets to add further to restaurant's ability to set up larger outdoor spaces.

This is an unprecedented time that requires unprecedented measures to insure the survival of Portsmouth businesses and culture.

Thank you,

Aubrey Gewehr

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Karina N Quintans (kquintans@comcast.net) on Thursday, June 4, 2020 at 15:43:45

address: 51 McDonough Street

comments: Dear Councilors,

I am writing to urge you to approve the proposed plan for outdoor dining in downtown Portsmouth as proposed by "Portsmouth Outside".

This is absolutely the perfect time to test a more pedestrian experience in our downtown.

This is the absolutely the perfect time to test ideas and innovation.

This is absolutely the time to step up and help our downtown businesses survive.

If you're nervous, try it out for three months and then tweek it where you encountered issues.

I am familiar with the work of Ross Engineering who did the design. Alex Ross is not only well known in the community, he knows this community REALLY WELL both personally and as a professional engineer. I am confident that what he designed in collaboration with the Portsmouth Outside team is well thought out and do-able.

PLEASE BE BOLD. We have nothing MORE to lose by giving this a try. We only have much to gain.

Respectfully,
Karina Quintans

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Lindsay Beardsley (Saylindsay@gmail.com) on Thursday, June 4, 2020 at 16:04:49

address: 1220 Islington

comments: Dear Councilors:

I hope that you will quickly consider and fully support the proposal by Jo Kelley, Joe Kelley and Al Fleury to close some downtown streets to allow additional restaurants to have outdoor seating areas. Our town relies on tourism and if our downtown businesses, especially restaurants, can't survive the pandemic then the tourists who drive our economy will stop coming here. We have plenty of parking spots between the two garages, we don't need those parking spots right now, what we need is to be flexible and creative in helping our businesses make enough money to survive. Other local towns, including Kittery, Rochester and Hampton Beach, have already closed streets to give their restaurants room to spread out and if Portsmouth doesn't follow suit then we'll see more and more restaurants closing their doors for good.

Lindsay Beardsley

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Joe Mulqueen (njmulqueen@msn.com) on Thursday, June 4, 2020 at 16:23:33

address: 38 Fells Road

comments: According to the City online database, the City of Portsmouth owns property with a total assessed value of \$373,284,800. Included in this are Telephone Buildings valued at \$7.14 million. Find out what a Telephone Building is and why the City owns \$7.14 million worth. Then consider selling these buildings. Next look at Vacant Land, Commercial, and Residential properties. With an assessed value of about \$111 million there must be some properties that the city could sell.

One low cost approach would be to let it be known that the city was interested in selling some of the city owned properties and then see what interest there is in specific properties "no reasonable offer refused. By selling all city properties that are not being actively used by necessary government functions the proceeds could be used to pay off outstanding city debt. This will reduce future principal and interest expenses. It will also reduce the need to care for and oversee these properties and, at the same time, add to the tax base.

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Jennifer Stencel (Jennstenblu@gmail.com) on Thursday, June 4, 2020 at 16:34:14

address: 1275 Maplewood Ave Unit 11

comments: I implore council to be open-minded and creative in doing what is needed to lift up the downtown businesses. Portsmouth is nothing NOTHING without them. Close the streets and remove barriers to outside dining!

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Nicholas Scuderi (Nickscuds@yahoo.com) on Thursday, June 4, 2020 at 19:30:16

address: 311 Spinney riad

comments: If we truly care about our business owners and the face of the downtown area we need make this happen. Nashua already did it and it is great.

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by ROLAND J GOODBODY (roland.goodbody@gmail.com) on Friday, June 5, 2020 at 08:24:47

address: 85 Austin Street, Apt 6

comments: I support this idea 100%. I've long thought Portsmouth would be an even more attractive place if it closed its downtown to traffic and made it pedestrian-only. Look at other cities that have done it - Burlington, VT, e.g. Merchants may not like the idea at first, but their businesses flourish. This idea is actually being proposed by businesses! What an opportunity! Just try it for a month and see how it works. Use your imagination on how to handle traffic in the meantime. It's nonsense to say that bridge traffic will back up. Plenty of outlets - State Street stays open going to Maine, under the bridge to Marcy and down Bow Street for traffic coming from Maine. Try it, even for a weekend!

includeInRecords: on

Below is the result of your feedback form. It was submitted by Mary (megc03290@yahoo.com) on Friday, June 5, 2020 at 10:07:41

address: 5 Tremblay Dr Nottingham

comments: Please consider closing the streets leading into market square. There are plenty of ways to circle downtown and let these restaurants open up and have a chance to get through this devastating time. Burlington has a thriving area, most of Europe does this. Please, at least for the summer, give it a try. I have lived here for over 30 years and Portsmouth has always been my "go to". Market Square Day and Prescott Park have been part of my life, and the fabulous restaurants. Lets make a change for tge better!

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Adam Kaplan (mobiltune@gmail.com) on Friday, June 5, 2020 at 10:14:21

address: 100 Islington St., Apt. 2

comments: Hello,

I wanted to send a quick message in support of closing some downtown streets to enable more restaurants to resume operation.

Please consider closing Pleasant St for our downtown restaurants!

After the protest last night, I noticed a lot of empty store fronts downtown. It's time to act.

-Adam Kaplan

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Beth S. Margeson (bmargeson@myfairpoint.net) on Friday, June 5, 2020 at 14:22:47

address: 24 Marcy Street

comments: This week patrons of the indoor pool received an e-mail that said that due to COVID-19's requirements for social distancing and budgetary pressures, the indoor pool would not be opening any time soon. It is not clear what the budgetary pressures are, as except for something like a \$150,000 transfer from the General Fund, I believe the pool is supported by user fees. During the shutdown, the city has suspended those user fees. I was willing to continue to pay them to support the pool, but the city to not charge users fees when the pool was not available to use. I think that was the right decision, but one that may have deprived it of revenue to start up again.

Last week, the Recreation board held a meeting in which it is pretty clear that the outdoor pool will not be open at all this summer.

I am not a COVID denier - at all. I recognize the need for social distancing and I wear a mask everywhere. However, I am also aware that the CDC has indicated that swimming in pools – albeit in a much more limited and restricted fashion than we currently have – is considered safe.

It has been more than a little frustrating to see all that the city is doing to help restaurants – giving up parking revenue, taking up parking spaces, waiving fees (despite the budgetary impact, which is admittedly minimal),

and, most importantly, the devotion of a lot of city staff resources to this issue – all in the name of being creative, as Assistant Mayor Splaine keeps saying.

Meanwhile, city children have no place to swim this summer. Is there any kind of creative thinking that the city can apply to this issue? A lot of frustrated parents want to know.

Thank you for your time.

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Joe Mulqueen (njmulqueen@msn.com) on Friday, June 5, 2020 at 18:33:19

address: 38 Fells Road

comments: There are many lessons that can be learned from the Middle Street bike lanes issue. The project was implemented using a federal Safe Route to School grant of \$223,764 and municipal taxpayer funds of \$86,902.

The first lesson is that this was not really about safe school routes. How many Middle School students live where these lanes would be their best route to school? School is not in session in the summer and the lanes would only be used for about six weeks in the Spring and 10 weeks in the Fall. Weather, construction, etc. would limit use during those weeks.

Second, this project was really about feel-good virtue signaling. It was expected that the lanes would also be used to reduce traffic to the downtown. But the lanes do not start or end at any destination or safe bicycle location. According to the data collected by the City, and my observation, bike use did not increase and remains at a very low level. None of the absurd claims made for the installation of the bike lanes came true. Third, grant money is not 'free' money. It cost the taxpayers money to implement the grant and continues to use resources, time, and money. Once a government project starts it is notoriously difficult to end. Once you separate cost and consequences, all the incentives are to expand the project so that it requires more city employee time and resources. It is human nature for the city employees to think that, if they only had more time and resources, they can make it work. Where is their incentive to declare the project a failure and recommend it be ended?

Fourth, the new recommendations acknowledge that the lanes make it difficult to see the traffic when pulling out of side streets and it is only the very low level of bike traffic that has kept a tragic bike accident from happening so far. I have had several close calls from cars entering Middle Street because they could not see the on-coming traffic until they pulled way out. Eliminating some parking spaces might help, unless the parked vehicles are difficult to see past, but it just continues the trend of removing parking spaces on Middle Street.

Fifth, the bike lanes may be of some benefit to a few residents but they are a danger, an eyesore, and a burden on all residents and taxpayers. This is just one example of the many narrow and little utilized programs that should be ended.

Sixth, the current situation, with a new city manager, a council elected to turn around the runaway spending of recent years, and the COVID-19 lock-down damage to the economy as an on-going problem, is an opportunity to make changes. You inherited a number of problems. The longer you let them fester the more they become your problems. The voters want real change.

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Leah Woods (leahkwoods@hotmail.com) on Saturday, June 6, 2020 at 09:24:57

address: 41 Clinton Street

comments: I am completely supportive of closing streets in Portsmouth to allow restaurants to set up tables outside. We need to help restaurants, and restaurant employees in our community.

thank you,
Leah

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Louisa (Louisasking@gmail.com) on Saturday, June 6, 2020 at 16:49:18

address: 580 Greenland rd

comments: Please do your jobs as our representatives and help the Portsmouth restaurant industry survive these uncertain times and close down congress street to traffic. You have been presented with a well thought out plan and it is not "asking too much" to shut down roads.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Joseph Gay (J.f.gay92@gmail.com) on Saturday, June 6, 2020 at 17:58:25

address: 580 Greenland Rd Apt 3

comments: I am strongly in favor of closing Congress street and other downtown streets to allow for restaurants and other businesses to open under the current covid-19 social distancing guidelines. Portsmouth is a wonderful city, but downtown spaces have extremely high rent and can't survive without being open. Congress street has been closed for many events in the past including market square day, the Halloween parade, and the Summer in the Street events. Although the downtown bridge to Badger Island / Kittery would pose a small issue, this has been dealt with in the past and Congress street is rarely backed up when the bridge is up as it is a one way street heading 'out' of downtown. Additionally this was dealt with for years during the bridge construction. Living in Portsmouth is wonderful, but not giving restaurants and other businesses a chance to survive in the current climate is inexcusable.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Louise Cameron (louisebcameron@gmail.com) on Saturday, June 6, 2020 at 19:07:55

address: 25 Hampshire Rd.

comments: To the city council members,
Since I have lived in Portsmouth, I always thought it would be great if market Square was closed to vehicular traffic. I have seen in numerous other communities an open market area that allows for vibrant socialization and good times. The traffic going through market Square can be crazy. It's not fun to drive through the area and it's less fun to be a pedestrian trying to cross the street in that area. Now that we are

faced with a crisis due to the pandemic, wouldn't this be just the time to see if this could work in Portsmouth? I urge you to consider changing the traffic pattern in market Square to pedestrian only traffic. This would allow our beloved restaurants and businesses to open up into the sidewalks and in good weather bring more business to the restaurants as they could expand into the sidewalks and offer outdoor dining. There's nothing wrong with giving things a try. If it doesn't work well then we can change it back. Please consider this as you move forward and planning on Portsmouth's response to COVID-19 restrictions. It's not unusual for challenging times like ours to force people to think outside the box and offer innovative solutions temporarily. Sometimes these changes are so valuable that they become permanent. Portsmouth is navigating in unknown waters now. Let's give our downtown businesses a chance to thrive once more. Thank you.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Anne Hooper (arhooper@comcast.net) on Sunday, June 7, 2020 at 06:11:53

address: 1102 Maplewood Ave, Portsmouth

comments: What a great idea! Let's keep our treasured small businesses (and ultimately Portsmouth!) alive!! We need this and we need it now if we want Portsmouth to continue to be the amazing city it is.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Mark Vangel (Mvan52@gmail.com) on Sunday, June 7, 2020 at 07:33:14

address: 70 Constitution Ave 226

comments: I am in favor of closing downtown streets to car traffic for the summer so restaurants will have more space for diners. These businesses are the city's lifeblood and they are struggling through no fault of their own.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by steven detrolio (steve.cityofports@gmail.com) on Sunday, June 7, 2020 at 13:27:55

address: 54 taft rd

comments: Dear Councilors,

On Monday June 8, DPW Director Peter Rice is scheduled to make a detailed presentation to the Council regarding the municipal recycling program and its impact on the FY2021 budget. I wanted to take this opportunity to give the Council some things to keep in mind when considering the future of recycling in Portsmouth.

When China stopped accepting most recycling in 2018, it exposed the great lie of U.S. recycling, namely that we actually have a recycling industry. While we were sending our trash to Asia, our own recycling programs languished. The U.S. is recycling only 10% of its plastic waste and the petrochemical industry continues to produce increasing amounts of plastic. The problem is compounded by our unsustainable patterns of

consumption, a disregard for the resource stocks of the natural world, and a willingness to externalize the costs of our lifestyles.

And the current dysfunctional U.S. recycling "system" puts the burden on local municipalities to subsidize the handling, recycling, and disposal of all of this material.

In a strictly economic sense this is a concerning situation, but recycling is not strictly an economic issue. We want recycling to be cost effective, but ultimately, we do it because it's the right thing to do. It would be high irony to talk about, for instance, the dangers of a synthetic athletic field, and then decide to send our plastic to a landfill because it will shave a percent of a percent off of the annual budget. As you are well aware, things we put into landfills tend to find their way back into our soil, our water, and our bodies.

Next, I bring to the council's attention the following legislation:

On February 11, 2020 the Udall/Lowenthal Bill was introduced into the United States Congress and referred to committee. The bill is known as "The Break Free from Plastic Pollution Act" (S.3263). It will provide desperately needed leadership at the national level by creating a cohesive, standardized, and nationwide solution for recycling.

Specifically, it will shift the burden to the manufacturers to be responsible for the entire life-cycle of their product, including the take-back, recycling and final disposal. This is commonly known as Extended Producer Responsibility. It is already practiced in many countries, including the U.S. where it is applied to some specific industries, and several states are independently beginning to enact this type of legislation.

Background information and summary of the legislation can be found here:

<https://www.tomudall.senate.gov/download/bffpp-press-packet>

This bill is currently recommended to the Senate Finance Committee, (of which Maggie Hassan is a member), the House Energy and Commerce Committee (of which Anne Kuster is a member), and the House Committee on Transportation and Infrastructure: Subcommittee on Water Resources and Environment (of which Chris Pappas is a member.) I will be writing a letter to each, urging them to support this legislation.

For the Council my call-to-action is twofold:

I call upon the council to hold fast to the principles of our eco-municipality which mandates recycling for all residents and businesses.

Additionally, I urge the council adopt a resolution in support of "The Break Free from Plastic Pollution Act" and deliver it to our representatives, petitioning them to support this bill and help see it through their respective committees.

Thank you for your time.

Steven De Trolio
54 Taft Rd.
Portsmouth

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Donna Westbrook (dmwestbrook@comcast.net) on Sunday, June 7, 2020 at 14:16:52

address: 76D Manor Drive

comments: Hello,

I am writing today to call on all of the city councilors to consider revisiting the issue of mandating the wearing of masks in public in the city of Portsmouth, and vote on it.

The World Health Organization has updated its guidance/ recommendation on wearing masks. A study funded by the WHO says that wearing masks along with other precautions decreases the risk of covid transmission. For the WHO to change their recommendation is a big thing. I think this is a very good reason for Portsmouth to revisit the mask mandate. This is about our safety, not our personal opinions on masks. I would like to cite the following video and a reference for you.

<https://abcnews.go.com/GMA/News/video/world-health-organization-guidance-wearing-masks-71106677>

I think it could work without penalty or punishment, unlike the state of MA which has penalties for those who do not comply. Just the other day I watched a neighbor try to board a COAST bus without a mask. She was denied. There was some discussion going on so I don't know if they offered her one or not, but she was denied entrance to the trolley. I am sure this is happening in many businesses and will be happening in schools and colleges as well when fall arrives. There will never be a way to get 100% of the people to wear a mask. But if there is a mandate, than you have sent a CLEAR message, not a mixed one like we have now, that this is what Portsmouth expects from its residents as well as its visitors. Are all mandates the same? I don't know the answer to that but they probably are not, so this would be your opportunity to come up with rules for a mandate that would be a good fit for the City of Portsmouth.

We are clearly going to get a second and possibly a third wave so preparing now would be the safest way to open up.

I know that President Trump and Gov. Sununu both say that we don't need a mandate but neither the President nor the Governor tie your hands. You are still able to make your own choice for your own.. our own city. I think at this point we must look at all the evidence based science and that would point towards a mask mandate. We are in close proximity to Manchester, Nashua and Boston. Actually, we are considered part of the Greater Boston Area. Since the virus knows no state or city lines, and we are coming into the tourist season, we need a mandate. Not just for the elderly, not just for the compromised, but for those that are asymptomatic and are carrying and spreading covid as we speak. Do you imagine it getting any better when summer arrives and more of our state opens up? I do not.

For those who say "Live Free or Die" I say, really? That is a motto not a law and does not apply to much of our lives in New Hampshire. We pay taxes, we have laws, we have other types of mandates as we must have for a civil society to exist. Let's be realistic about this motto. It is not an excuse.

As I said, because you will be making the rules that would be a good fit for Portsmouth, I ask that you take a vote on this but before you do, think about the lives you will be saving. I also ask you to put the safety of our residents above what might be the popular opinion. There are many times that leaders have had to do this. I hope you decide safety comes first.

Thank you for reading my letter.

Sincerely,
Donna M. Westbrook
76D Manor Drive
Portsmouth, NH 03801
603-957-9054

includeInRecords: on

Below is the result of your feedback form. It was submitted by William M. Lyons (wm.lyons@comcast.net) on Sunday, June 7, 2020 at 15:45:32

address: 62 Mendum Avenue, Portsmouth

comments: June 7, 2020 (please include for meeting on Middle Street Bike Lanes)

Dear Mayor and City Council members,

I request that the Council approve the Parking & Traffic Safety Committee and staff recommendation to scale back and preserve the Middle Street bike lanes. I am a 39 year Portsmouth resident, transportation planner, and frequent bike rider. I was a member both of the Mayor's Blue Ribbon Transportation Policy Committee, which recommended walk and bike improvements for a sustainable transportation system, and the Citizens Advisory Committee for the Portsmouth Bike and Pedestrian Plan, which identified Middle Street as a key component of a walk and bike friendly future.

Current health and economic challenges have a silver lining – neighborhoods full of children and adults walking and biking, exercising, reducing traffic and parking demand, improving air quality, and enjoying our beautiful city. Long waiting lists to buy bikes confirms this scale and enthusiasm. The Bike Plan, based on extensive public engagement and solid professional analysis, provides a comprehensive bike and walk-friendly vision that will expand on this growth. Funded thru federal Safe Routes to Schools, Middle Street is the future central spine for a connected network linking neighborhoods to public transit, schools, the downtown, and other major destinations. The project should not be approached in isolation, but as a major investment in our connected future, for example, anticipating growth in the West End and Lafayette Road corridors. The PSTC responded to safety and other concerns with flexibility -- please support their recommendation so we can move ahead with the Plan's vision thru connecting designated streets, school safety training, signage, and maps. We can then proudly claim to be a walkable and bikeable city.

Thank you for your consideration.

Sincerely,
William M. Lyons
62 Mendum Avenue
Portsmouth

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Mark Dorley (Markdorley@hotmail.com) on Sunday, June 7, 2020 at 18:19:38

address: 777 Middle Rd.

comments: Please do not approve the modifications to the Middle St bike lanes that were approved by the PTSC last week. The modification still leaves cars parked out in the road creating a hazard. The cars must go back against the curb. I know it's a tough pill to swallow for those folks who put effort into this project, but this design does not work and is unnecessary. As a father of a 12 year old that attends PMS I can attest to the fact that Lincoln Ave is the preferred route to PMS and Little Harbour. Not Middle St.!

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Scott Fales (sfales@hotmail.com) on Sunday, June 7, 2020 at 18:36:29

address: 151 Aldrich Road

comments: The Parking and Traffic Safety Committee, and the City staff involved with the Middle Street bike lanes, are not hearing what the majority of Portsmouth residents are saying about the bike lanes and bollards on Middle Street. On Thursday, the PTSC voted to recommend reducing the number of bollards, reducing the speed limit to 25 mph and remove on-street parking at intersections. At the meeting I attended in March, and in a few letters to the Editor, people were very vocal about eliminating all the bollards and a return to curbside parking. The non-elected members of the PTSC don't appear to be listening.

I am all in favor of reducing the speed limit to 25 mph on Middle Street. Quite frankly, I believe the speed limit should be 25 mph throughout the entire city. However, you have to enforce this! People believe that 30 mph means they can drive 40 mph, and that 20 mph means 30 mph before they are stopped by the police. I think the police believe that as well. As a resident of Aldrich Road, I see this every day. Or just ask residents on South Street. The speed "limit" is just that - a point or level beyond which something does not or may not extend or pass. A committee or a council can set all the speed limits they want, but this doesn't mean people will conform. Ask the Police Chief what he needs to enforce the traffic laws. I'd rather give him the tax dollars then waste it on bollards and studies and such.

The fix is easy - eliminate the bollards, park the cars against the curbs, paint a bike lane on the traffic side of the parking spaces, and most importantly - ENFORCE THE SPEED LIMITS!

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kate Beland (katembeland9@gmail.com) on Sunday, June 7, 2020 at 19:07:08

address: 373 Union Street

comments: After all our children have lost these past 3 months, NOW is NOT the time to make cuts especially what is listed!! If anything they are going to need MORE! I'm sorry but making these cuts will further put these kids behind. Don't do this. These kids are our kids...your kids...vote for your kids NOT against them.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Jake Weinstein (jakeweinstein77@gmail.com) on Sunday, June 7, 2020 at 19:52:29

address: 373 Lincoln Ave

comments: Now is not the time to cut the school budget by any amount. Students, teachers and staff have been massively impacted by Covid. Taking anything else away from them right now will be devastating and an extremely unpopular move to the residents of this city. Please make sure you speak to a few parents of school children to understand the current situation before you make any decision.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Lindsay Meade (lindsaymeade25@gmail.com) on Sunday, June 7, 2020 at 19:53:38

address: 71 Mason Ave

comments: Please reconsider making cuts to the school budget. The proposed cuts will have a profound impact on the students, families and staff of our community. This, especially, is a time schools need support.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Lisa Boudrieau (lboudrieau@yahoo.com) on Sunday, June 7, 2020 at 19:54:35

address: 72 Willard Ave

comments: Dear City Counselors,
I have a 5th grader at LHS. Please do not make the budget cuts that have been proposed. I want him to have the learning experiences that environmental camp, field trips and sports participation offer. Also, it would be a hardship to working parents if transportation to these events was cancelled. Teachers do not get paid enough as it is, so cutting stipends for coaches and subs is unacceptable. They need the extra money those stipends provide. School is not just about 4 core subjects. Please do not make these cuts to the school budget. Thank you,

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Megan Parker (megparker@comcast.net) on Sunday, June 7, 2020 at 20:09:39

address: 31 Sherburne Ave

comments: As a parent of children at the elementary, middle school and high school levels this budget cut would impact our family tremendously. This year has been difficult for everyone in our community but I would argue that it was the kids that lost the most. The next few years will be vital in getting kids back on track academically as well as socially and emotionally. Special education, school resource officers, sports and extra curricular activities are all imperative pieces in a successful public school that helps develop healthy and well rounded students. Our kids deserve more not less in the years to come. To cut the budget now after they've had would be cruel and create many more long term and costly problems for the city.

includeInRecords: on

Below is the result of your feedback form. It was submitted by Corey McAweeney (coreymcaweeney@gmail.com) on Sunday, June 7, 2020 at 20:15:05

address: 282 Rockland Street

comments: Dear City Council,

It's no secret that Portsmouth is an extremely desirable and fortunate place to live. A bustling downtown with local shops and restaurants, real estate that steadily appreciates, a tight knit community, a dazzling waterfront, top public schools in the state, I could go on all day.

The beauty of such a special place rests largely on how a community supports the children growing up here. It is by no small chance that my family decided to move here just a year ago from a big city to raise our young

children. Education was our top priority and we felt relieved we wouldn't have to worry that the city of Portsmouth wouldn't have kids' best interests in mind. Seeing the list of items now subject to possible budget cuts has me very concerned about our schools, not to mention the real estate market.

I came of age in a small town not far from here, with a very different attitude. Much of the town's afflictions could easily be traced to the town selectmen's failure to recognize the value of supporting children through a crisis and meeting their educational needs.

We are going to emerge from this current crisis changed in many ways. Wouldn't it be nice if everyone in Portsmouth had confidence in the City Council to use their power to secure the future stability of our children? Your actions will be reflected in all facets of our economic, environmental, cultural, mental, and physical health for years to come.

Removing items that may feel like a burden to those not needing or using those services (whether we're talking special education paraprofessionals, environmental ed, or extracurriculars) is ignoring the impact these essential elements have on a city that offers a top notch education. Stripping away what sets our very special place apart from other places that are unable to offer such a broad and comprehensive experience for students will soon reveal a place of neglect.

If anything, our kids will need more emotional and academic support to help them process everything that's happening in our world, our country, our city, and at home. It's going to be messy. As parents, we could really use all hands on deck and not have to lose sleep thinking about how to cope with our kids not getting what they need at school. At some point, families will look back and remember this time as excruciating but we can make a tangible difference. We can choose to be proactive and support our kids. Let's give them what they need as we navigate the coming months together.

Save us from the evening news. Put Portsmouth's children first!

Sincerely,
Corey McAweeney
282 Rockland Street

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Jonathan Parker (Jon@seacoastportsclubs.com) on Sunday, June 7, 2020 at 20:15:09

address: 31 Sherburne Ave

comments: The students of Portsmouth have lost out on so much this year. The next few years are critical in restoring their education

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Katherine McCool (DeSilva.k@gmail.com) on Sunday, June 7, 2020 at 21:15:40

address: 345 Leslie Dr

comments: Hello,

I am writing to you all as a mother of future students in the Portsmouth school district, a speech-language pathologist, and member of this community. I was recently made aware of a budget shortfall for this coming

school year, which I believe will have a terrible effect on our city's children. I have witnessed the stress put on children and educators during the Covid19 pandemic, and their social-emotional development is at risk. Not only are the children facing gaps in curriculum learning, but in the fundamental support that being in a classroom community provides. We should be giving more to schools at this time to support all involved, not less.

Please consider passing the budget needed to avoid cuts to our education system this year, so that our children can make it through this crisis with the least negative impact on their future.

Thank you,
Katherine McCool MS CCC-SLP

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Carlos Michael Chavez (mc13chavez@gmail.com) on Sunday, June 7, 2020 at 21:28:18

address: 25 Columbia Street

comments: Portsmouth is known for its quality education and its investment in the future. Please take this in consideration before funds get diverted which will be close to impossible to return. We are parents of two children. The teachers are doing all they can with what they have but we're still contributing donations, time and other resources as is. These drastic cuts will put even more pressure on top of hard work we are already doing as a compassionate community.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Robert J. Kozman (kozman@comcast.net) on Monday, June 8, 2020 at 06:51:59

address: 81 Park St.

comments: Dear City Council,

I ride a bicycle and even with bike lanes on Middle Street, I prefer to ride Lincoln Ave. from where I live on Park Street to Prescott Park. Bollards on Middle Street won't force people to use it because that's not an organic development of preference. Painted bike lanes is acceptable and certainly preferable over bollards. I agree that you should collect data on where bicyclists ride and make that a bike zone.

It's a bad idea for cars to park far away from the curb. Notice that the cars who park on Middle Street where the bike lane is next to the curb, have the sense to park as far into the bike lane as they can to avoid parking in the middle of the street. Let's move parked cars to the curb.

The City Planning Director keeps bringing up the fact that, if we return Middle Street to its original condition we will have to pay the grant money back. The expense we paid for the mistake of the former City Council is a sunk cost. Let's not force everyone to live with a bad idea. Let it go and restore the Middle Street boulevard to its original glory.

Thank you for listening to me.
Sincerely,
Robert Kozman

includeInRecords: on

Below is the result of your feedback form. It was submitted by Cayleigh (Caydalrymple@gmail.com) on Monday, June 8, 2020 at 07:09:14

address: Portsmouth, NH

comments: City Councilors,

Please do not cut our schools budget, especially during this time. With all of the progress that we have made to provide every child with equal opportunities to be successful learners, cutting the funding to our schools would be taking a giant step backwards and putting our most vulnerable students at a deficit. Our teachers and other staff members in all departments work to provide a holistic approach to educating our city's children and we need to continue supporting this mission. Having been to every school in the district and working closely with the staff, I have seen first hand how amazing our educators are at engaging the students here in our community. The amount of heart that our city has is certainly seen in our education department. As a parent of a child with special needs, I can't fathom the changes that we would see and feel if these budget cuts were approved. One of the best feelings is knowing that your child is getting what they need to be successful and!

I am proud to live in a city that extends this action to every child.

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Jessica Harris (Jesseharris451@yahoo.com) on Monday, June 8, 2020 at 07:11:02

address: 2 Monroe Street, Portsmouth

comments: Portsmouth City Council,

As a mother and lifelong seacoast resident, I am writing to ask that you reconsider your proposed budget cuts to our schools. While the cuts would save residents money in the short term, you are mortgaging our city's future.

Our schools will need all the resources and support possible when students return to school. This is not the time to cut funding.

I have two children who will be the product of the Portsmouth school system and they deserve the best education possible. Portsmouth has consistently ranked among the best schools in the state. I urge you to keep it that way.

Thank you for taking the time to listen.

Jessica Harris

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Stephen Lichtenstein (sjlich@gmail.com) on Monday, June 8, 2020 at 07:17:59

address: 35 Wibird Street

comments: I am writing in support of the School Budget.

I know that this is a difficult time and that we must examine potential budget savings, however, I believe that the cuts proposed would negatively impact our children, and therefore our City. Please support the School Budget and our children.

includeInRecords: on

Below is the result of your feedback form. It was submitted by Molly Shaw Wilson (mollyshawwilson@gmail.com) on Monday, June 8, 2020 at 07:20:38

address: 1360 south st

comments: I am a parent at dondero. I am a pediatric occupational therapist who works both in the schools and is a business owner in town. I am writing because i am concerned about the school budget cuts that are being proposed. We moved to Portsmouth for its incredible schools, before even starting a family. I am deeply disappointed to think of what will become of our great city schools if so much is taken from its future. In a time where we know that children will be so deeply impacted by what is happening in our country, we will need the resources of the schools even more to begin to recover. Their future was not supposed to begin like this. Please don't make it worse by ruining a safe place for them.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kim Hasty (kimberlyhasty@gmail.com) on Monday, June 8, 2020 at 07:54:08

address: 634 State St Portsmouth

comments: Good morning. I am writing in response to the looming issue of cutting the school budget for next year. It is deeply concerning to think City Council would choose to cut funding to such important areas for the children in our community. I understand the pandemic has caused for every inch of business to be considered in being fiscally responsible and manageable but education CANNOT be one of them after the last 3 months our teachers and students have had. To think students will begin next school year at the same level they ended the previous is ignorant and shortsighted. The "summer slide" is a real thing when we aren't in the middle of a pandemic and will be compounded come fall. I am concerned my 4 boys (2 to be at PMS and 2 at Little Harbour) will not have the resources they need to catch up after remote learning and continue to strive forward in their individual educations. For example, my 5th grader this year missed environmental camp and I cannot imagine future students not being able to attend due to a lack of funding. PLEASE consider keeping the budget with 0% change! Our students need and deserve it!

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Bryan Marble (bryan.marble@gmail.com) on Monday, June 8, 2020 at 07:54:35

address: 226 Marcy St, Portsmouth, NH 03801

comments: We are facing unprecedented uncertainty with respect to how our schools will be run next year. Our schools are the beating heart of our community and will be the front lines facing any cover flareup. Cutting they're funding at this time is unconscionable.

We are all watching this vote.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Jennifer Chapnick
(jennifer.chapnick@gmail.com) on Monday, June 8, 2020 at 08:04:43

address: 97 Meredith Way

comments: Hi (again!),

I am writing one more time to request that we do not cut the school budget! The schools, sadly and shockingly, for a privileged area such as Portsmouth, have been making due with less than they deserve already and should not be asked to lose anything else. It also could be argued that school expenses are going to increase in the fall, based on Covid restrictions and a potentially different learning environment " please do not allow the school district to do with less money. I realize ALL city departments need to be fully funded, and am very thankful for them, and I appreciate all the need, but there has to be a better way to handle this unfortunate situation in a more creative manner. Please put our littlest citizens first AND figure out a way to make sure all city departments are funded. I am disappointed to live in a city that is undervaluing education at this point. Our teachers and schools are BEYOND amazing and we need to support them!

Thank you for your consideration,

Jenny

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Lisa Rapaport (lisarapa@icloud.com) on Monday, June 8, 2020 at 08:12:54

address: 139 A South Street

comments: Dear City Council,

I'm writing you as a parent, homeowner, and business owner to implore you not to force Portsmouth Schools to eliminate any positions, programs, or extracurricular activities next year.

These are unprecedented and challenging times for everyone. I've been following the budget debate and would hate to be in your shoes - I can see that there are vital needs to maintain police and fire in addition to schools and no easy answers or quick fixes.

I can speak personally to the toll this Covid-19 epidemic has taken on my own family and my kids. I'm a freelancer and I've lost work that won't be easy to replace as so many clients are cutting back. At the same time, I have a third grader with an IEP who has fallen behind academically and socially due to remote learning. And, I have a sixth grader who missed weeks of school over the first half of the year after sustaining a concussion, who had only recently resumed full-time school when remote learning started - and I have no idea what the toll of this will be on her. And I've struggled along with my husband to wake before dawn to work before the kids wake up, then try to do some version of school with our kids, then work some more after they go to bed.

My kids both need so many services that you might not think of as essential. My daughter's IEP case manager has been a life line for our family during remote learning, recommending resources and helping us to work with my child's teacher to adapt materials so she can keep working even with online learning doesn't work for her - she doesn't have the fine motor skills to use a mouse or track pad. And having access to mental health care through school was vital for my sixth grader, who was already working through a lot from her concussion before remote learning hit. My sixth grader also felt so proud and excited to be able to maintain some version of extracurricular activities during remote learning - she was heartbroken to have the school play and the state chorus competition canceled and so thrilled to be able to keep publishing the PMS Post.

I know you don't just want a bunch of parents to complain without offering solutions. I would like you to consider some version of additional taxes only on people over a certain income thresholds or certain property value thresholds, or to consider keeping taxes at the same rate or limiting increases for everyone but then giving Covid waivers to any homeowners who can demonstrate financial hardship due to this epidemic. In my mind, connecting property tax increases to income as well as property values might also help ease the burden for retirees on a fixed income or people who have lost some work due to Covid, while also recognizing that not every family who has seen home values increases from a tax assessment standpoint is wealthy. These taxes could very well hit my family hard. But my husband and I have already sacrificed a lot to give our kids a better life and a better education - moving to Portsmouth even though his job is in Manchester because we wanted to have our kids in Portsmouth schools. And we would be devastated to see the challenges of remote learning that our kids and all of the other students have suffered be compounded by lower quality schools in the fall.

Thank you very much for your time.

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Melissa Vetter (Mvetter79@gmail.com) on Monday, June 8, 2020 at 08:19:18

address: 55 Buckminster Way Portsmouth NH

comments: The 19-20 school year has presented crazy, unplanned and unknown territory to teachers, school staff, parents and students. Of course I know this has happened across the world, however, I am concerned mostly with my children and my community. This Fall, we as parents, students, school administration and teachers, need to have any and all resources available for our young residents. Many students have fallen behind just as many students have excelled; however, they are all one, a school community...this is not the time to be trying to save money by experimenting with the services the students in our community have access to. This is the time to be giving extra to ensure the physical, mental and social health of our young residents are being completely covered and addressed.

Only speculating here, but coming out of quarantine I have to imagine that all students will be having some form of behavior changes/challenges when school resumes ... pretty sure reducing staff and resources will not help that transition.

I beg you to not cut any budgets at this time, but instead find another way to make this upcoming school year be a positive one for our returning students, staff and parents.

A cut in staff or services is a mistake at this time. Let's help our youth by allowing them to see friendly faces that were there last year, by giving them extra staff to help them succeed and give the children a chance to regain any sense of normalcy.

This, to me as a parent of a 7th and 5th grader, is the most important concern...being able to regain the children's trust and help them regain their comfort in the system.

Portsmouth is a resilient City...we can come up with another way to replace the budget funds needed. I have faith that most residents agree.

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Jana Goldstein (janakgoldstein@gmail.com) on Monday, June 8, 2020 at 08:26:57

address: 170 F W Hartford Dr

comments: I write you as a long-time Portsmouth resident, PHS alum, parent of two children within the Portsmouth school system, professional educator, and concerned community member.

I reviewed the items listed as potential cuts and I have some great concerns: Elementary Teachers was listed as a potential cut -- it is vital to keep numbers within elementary classes low. This year my daughter was in a K class of 18. There were four sections of K at Dondero. If we cut a elementary position, it may result in a situation where that same grouping could be split into only three first grade classrooms, putting that student number at 24. As an elementary educator, I can assure you that 24 students in a first grade classroom is far too many for quality education.

Lunch Monitor positions were also on the chopping block. I challenge city council members to go sit in the cafeterias of their local elementary schools during lunch time. I assure you those positions are vital in order to maintain a "calm" dining environment, assist children with eating their lunch in the time given, help with clean-up, and keep eating as hygienic as possible (key in these Corona times). I know this from sitting in and visiting my daughter at lunch time. The monitor has a good ten student hands raised for her to help almost the entirety of the lunch period.

A Security Position at Portsmouth High School is also under review. School shootings are on the increase, one of my biggest fears as a parent and educator. Over the past decade there were at least 180 shootings at K-12 schools across the US. No type of community is spared from these occurrences, Portsmouth cannot afford to reduce security at any of it's schools especially after a very challenging time in our nation.

Field Trip Transportation is another item up for consideration. I can assure you the number of field trips students take is minimal. Maybe one or two field trips per grade. These trips bring real life experiences to their classroom learning and enrich what they do in the classroom. I think one-two field trips per year is a very conservative number (I remember far more as a kid). These days it is not an option to have parents drive students to these trips. Therefore it is important that we make field trip transportation a priority. I know at Dondero, the PTA already pays for 50% of the field trip bus costs. Without the other 50% being covered these trips would never be able to happen.

There are many other positions that I feel make our schools rich, vibrant and engaging that are also mentioned as possible cuts. The performing arts being one. It breaks my heart to think that Performing Arts, Music, and Art are becoming class-based options. It seems more and more we are cutting these programs and then it is left to those who can afford it as an extracurricular . What about all of those talented students that might not have that as an option. If we aim to educate the WHOLE child, art and music is part of that! Please City Council, our schools are not asking for too much. Make our children and their education a priority so that our community does not experience the consequences of over looking these VITAL positions later. Thank You.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Elizabeth George (eciesluk@yahoo.com) on Monday, June 8, 2020 at 08:38:40

address: 134 Lincoln Ave Portsmouth 03801

comments: Hello,

I wanted to voice my support of preserving our current school programs and positions, including field trips and extracurricular activities, clubs and performing arts, during these budget cuts discussions. My children are just starting elementary school but I know they would benefit greatly from these types of activities as I did growing up. These activities foster lasting friendships, instill creativity and confidence and offer safe after-school activities to children that might not be interested or able to participate in sports.

Please keep the long-term interests of our children in mind when reviewing the budget as they have already gone through stress from school closures and miss their school community, teachers and activities so much. I appreciate you looking for any other alternatives to cutting the important resources vital to our schools and the healthy development of our children.

Kind Regards, Elizabeth George

includeInRecords: on

Below is the result of your feedback form. It was submitted by Mathew Timms (mattimms17@gmail.com) on Monday, June 8, 2020 at 08:38:40

address: 186 Madison St, Apartment 9

comments: Please consider going forward with the Portsmouth Outside initiative! As a member of the community and an active participant in the food service industry, my livelihood has been at risk since the Coronavirus pandemic was declared. Help save our restaurants and help the heart and soul of our city!

includeInRecords: on

Below is the result of your feedback form. It was submitted by Emily Doe (Ecmo15@hotmail.com) on Monday, June 8, 2020 at 08:38:46

address: 127 Willard Ave

comments: I chose to move to Portsmouth mainly because of the school system, and the stellar reputation the Portsmouth school district has. I am willing to pay the outstanding tax rate because of the phenomenal teachers and staff the Portsmouth schools maintain. I am 100% percent opposed to the \$1.8 million budget cut, it would create such severe damage to our schools, we would not be able to maintain the level of education our children not only need, but deserve! We need to do better for our children, cutting the educational program is not an option.

Thank you,
Emily Doe

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Reagan B. Ruedig (rbaydoun@gmail.com) on Monday, June 8, 2020 at 08:42:23

address: 70 Highland St

comments: Dear Councilors,
I would like to again send my support of sustaining the school budget. Our schools are the best in the state, and full support for our children is essential. So many have already fallen behind with remote schooling, and any further cuts to their education would have a greater impact in the coming year. Many other areas of our budget can rebound fairly easily after a one-year cut, but our children cannot. Yes, children are resilient but a dent in their formative years can have lasting impacts. It is important to support them as much as possible during this period of imbalance and uncertainty.

These are all hard decisions, but please support our young community and ensure they have the resources they need to thrive. Thank you.

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Kathleen Larney (Kathleen.larney@gmail.com) on Monday, June 8, 2020 at 08:44:24

address: 313 Aldrich Rd

comments:

My name is Kathleen Larney I live at 313 Aldrich Road in Portsmouth. I am writing to you regarding funding for our schools. I watched the last meeting where the school budget was discussed with great interest as I

have two school aged children. I understand that the discussions at last meeting were part of an exercise and done out of a desire to to be responsible and responsive to the economic realities the city is facing.

However, after hearing the impact of the reductions I hope you came to the same conclusion that I did- that now is not the time to reduce staffing or services at our schools. Doing so would be detrimental to our kids and the very opposite of "responsible". If anything our school may need more money to deal with the challenges of the COVID pandemic. I encourage you to provide the schools the funding that they requested to maintain a consistent level of services and staffing. You are not going to be able to trim the budget enough to make up for Portsmouth citizens losing jobs or business or revenue but these reductions ARE enough to harm our kids and the quality of our schools. Thank you.

includeInRecords: on

Below is the result of your feedback form. It was submitted by Jessica Peelman (jessicapeelman@gmail.com) on Monday, June 8, 2020 at 08:48:40

address: 99 Broad Street, Portsmouth, NH

comments: Hi all,

I wanted to reiterate my concerns with the proposed school budget cuts. This has been a difficult time for many families and our kids. I am really concerned about the potential impact on school budget cuts to our children who have been through so much this year. Remote learning and lack of socialization has been very difficult for our children. Our schools and children are going to need MORE support not LESS after this difficult time. I personally am very concerned about the cuts to extracurricular activities and clubs. Many of us have children that are not as athletically inclined and find support and peer connections through other clubs and activities. For my son, his passion is art and that is the space that he feels like he fits in. Every kid needs support and space to connect with peers and mentors outside of the formal classroom. Cutting the funding for these activities could be very detrimental to the well being of our children. Portsmouth public schools have a great reputation and are one of the reasons people want to move to Portsmouth. We pay a lot in taxes but feel it's worth it for our outstanding schools. However, if the quality of our schools declines families may move out of Portsmouth or switch to private schools.

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Adrienne Harrison (adeharrison@gmail.com) on Monday, June 8, 2020 at 08:50:17

address: 238 Highland St

comments: Good morning,

I am writing to voice support for the school budgets to stay as proposed and NOT be cut.

This year is a crazy year to say the least and I understand fully the impacts of COVID to our City. Because of COVID, the schools are going to need more resources to maintain the high quality of education we have come to expect and the children deserve. It is not just about the quality of education - it is about losing teachers and support staff (adding to the unemployment), it is about not meeting the need for emotional support for students (who have been really impacted by not seeing friends, extended family and the school community that shape their development), it is about meeting the requirements that will be in place to open school in the fall with more bussing, longer hours, more computer resources, and more cleaning supplies.

This is not the year to ask for school budget cuts. There are other programs and services of the City that can adapt more easily to the COVID restrictions or potential to look at hiring and salary freezes over the next few years until we get a handle on the overall budget shortfalls.

The parents already self fund many extracurricular and experiential opportunities (an added tax I gladly pay for our children and to give other children without means a chance at field trips). I have said before, but the primary reason we live in Portsmouth and pay such high taxes (\$14,000+ per year) is for the outstanding school system and experience for our young children (1st and 3rd grades).

Thank you for your consideration of opposing the budget cuts, for at least this year.

Respectfully,

Adrienne

includeInRecords: on

Below is the result of your feedback form. It was submitted by Jessica Fagan (alexandrajessicafagan@gmail.com) on Monday, June 8, 2020 at 08:50:51

address: 726 Colonial Drive

comments: To Whom It May Concern,

As you prepare for tonight's budget meeting, I implore you to again consider the major impact cutting \$1.8 million from the school budget would have on our city's schools, families, students, and community. The entirety of the budget cut is disheartening and worrisome, but as a second grade teacher at Dondero School, I am filled with immense unease imagining our school having one less special ed case manager. This cut would drastically impact services available to our students who are identified. Because our school culture is one of collaboration, it would also enormously hinder the work we have done to provide equitable learning opportunities to all learners within the walls of our school, whether identified or not. It is also worth noting the stress this would create and place on our existing special ed teachers, who already go above and beyond each and every day to provide what is necessary and what is right for our learners.Â

It is also unnerving to imagine losing our district family outreach specialist for preschool equity. Our district has worked very hard over the past few years to create more equity within our schools, starting at the preschool level. By providing this family support, our district is providing more early intervention, which in turn provides more opportunities for families. Cutting this position would be moving backwards when we really all need to be moving forward.

All positions, especially the supports mentioned above, are vital to our schools and our community. I urge you to take the points I've shared into consideration during tonight's meeting.Â

Sincerely,

Jessica Fagan

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Ryan Proulx (ryan.proulx07@hotmail.com) on Monday, June 8, 2020 at 08:56:29

address: 99 Marne Ave

comments: Dear City Councilors:

I am writing to express my concern over the discussion surrounding the \$1.8 million cut from the proposed school budget. Cutting funding of education and support of our community families would be detrimental to our future as a city. I am sending this as record of my strong opposition to this proposed cut.

Respectfully,

Ryan Proulx

includeInRecords: on

Below is the result of your feedback form. It was submitted by Erin L Proulx (erin@proulxrealestate.com) on Monday, June 8, 2020 at 09:06:31

address: 99 Marne Ave

comments: Dear Portsmouth City Councilors:

I have watched your careful deliberation over the proposed budget cuts. I thank you for the time and energy that you are dedicating to our city. Today I am writing to express my very strong opposition to any consideration given to cutting our proposed school budget. Our city's emphasis on education has never been as important as it is today, with all that we face during uncertain times. Our administration, teachers and staff have been going above and beyond to continue to provide for our community, and we need to ensure that the school department has all funds necessary moving forward.

Thank you again for your time and careful consideration, Erin Proulx

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Ryan Stevens (stevens.rp@gmail.com) on Monday, June 8, 2020 at 09:11:53

address: 115 Concord Way

comments: Dear Council,

As a long time resident, homeowner, and former restaurant employee I demand you do more to help our restaurants be viable at this time. I do not blame you in any way for the closure, the impact this pandemic has had on our community is unexpected, unfair, and completely outside of any normal expectation that you signed up for. I do expect you to react in a timely and effective manner.

The restaurants and the arts are the backbone of our economy. Your refusal to move swiftly to close streets and reduce on street parking to make space for them to operate is unacceptable. Other cities across the country have been creative and decisive in their support of small business. Our response is embarrassing. The formation of a committee defers responsibility and slows down a process that should already be complete. We are not asking for perfect solutions, just swift action that stops wasting valuable time. Without the means to take advantage of these summer months our restaurants and shops will not last through the winter (and the forecasted resurgence of COVID-19).

Close Market Square to vehicles. Reduce on-street parking. Every summer day that our restaurants cannot take advantage of sidewalk seating brings us one day closer to a barren city in 2021. Without the driving force of our restaurants all of our new hotels will remain empty. This issue cannot wait for a task force that has not even met yet. This must be resolved NOW.

Please act in the best interests of our entire town, not just those who live in the South End. Portsmouth is more than a collection of wealthy residents in historical homes and a museum. Please do what is right, and what is within your power, to keep Portsmouth vibrant, viable, and successful.

Thank you,
-Ryan Stevens

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Matthew Craig (matthewcraig@runbox.com) on Monday, June 8, 2020 at 09:15:21

address: 28 Mark Street

comments: I am writing in support of the outdoor dining plan mentioned in the Seacoast Online article, entitled "Close streets for outdoor dining." As a downtown resident, I am walking the sidewalks daily, where it is already difficult to maintain the recommended six-foot distance from other pedestrians. There are even places on Congress where a three-foot distance is not possible, due to trees and other fixtures. With restaurants wanting to provide outdoor seating, the council should consider closing many of the downtown streets to motorized vehicles, to provide mixed-use of the roadways. Look how other cities have created "Living Streets" to provide a public space and improved the downtown experience, while slowing, reducing, or eliminating motorized traffic.

https://www.washingtonpost.com/local/trafficandcommuting/cities-are-closing-streets-to-make-way-for-restaurants-and-pedestrians/2020/05/25/1f1af634-9b73-11ea-ad09-8da7ec214672_story.html

https://en.wikipedia.org/wiki/Living_street

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Krista Chisholm (kristachisholm78@gmail.com) on Monday, June 8, 2020 at 09:18:42

address: 347 meadow rd

comments: I am shocked and saddened to hear of proposed budget cuts to the Portsmouth school budget for next year. There is never a time to cut a school budget but this is quite possibly the worst time ever to even remotely consider this!!!!!! Our student population has suffered an immense devastating loss over the past few months with remote learning and Iâ€™m certain the majority of children will have far reaching long term effects in their academic and social emotional well being. If anything we should be considering how to increase the school budget to make up for the losses to the children of a Portsmouth. How to help them recover from the loss of in person contact and reaching from ALL the professionals within our incredible Portsmouth School district.

Please do NOT vote to cut the school budget!!!

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Erica Wygonik (ericaforportsmouth@gmail.com) on Monday, June 8, 2020 at 09:22:45

address: 319 Lincoln Avenue

comments: Thank you all so much for all your efforts during this time.

I am writing to request that you accept the school board's budget without the additional cuts. Covid has devastated learning and created significant trauma for many kids. The schools will need the excellent teachers they have to do their best to educate our community's children and rectify losses from this past year. They will also need support staff, to address individual student needs. Extracurricular activities are critical supports to meet kids in an environment that feels safe to them. Please protect the budget.

A recent article in the New York Times ([link](#), highlights below) describes recent research indicating the impacts this time has had on students. The findings are clear that Covid-related closures are causing greater gaps, and it is the students with the greatest need that are impacted the most. By cutting the school budget

you would be harming our most vulnerable students. I hope you will reconsider, and will maintain the school budget without the additional cuts.

Best,
Erica

<https://www.nytimes.com/2020/06/05/us/coronavirus-education-lost-learning.html>

Research Shows Students Falling Months Behind During Virus Disruptions

The abrupt switch to remote learning wiped out academic gains for many students in America, and widened racial and economic gaps. Catching up in the fall won't be easy.

A few highlights:

"When all of the impacts are taken into account, the average student could fall seven months behind academically, while black and Hispanic students could experience even greater learning losses, equivalent to 10 months for black children and nine months for Latinos, according to an analysis from McKinsey & Company, the consulting group."

"Students are also expected to need a greatly increased level of social and emotional support from counselors and therapists, in part because of the impact of spending months in social isolation, often while families experienced job loss, economic hardship and health distress."

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Jessica Michaud (jessdmichaud@gmail.com) on Monday, June 8, 2020 at 09:30:00

address: 292 Austin St

comments: Please do not cut the school budget. We need those funds and the students need to keep programs in place for enrichment and overall education.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Audrey LaBarre (alabarrelisw@gmail.com) on Monday, June 8, 2020 at 09:39:06

address: 55 Kent st

comments: As a parent and as a mental health practitioner I am scared for our children... they have put up with so many changes this spring and I'm sure will have to endure more this next school year. The proposed budget cuts look to negatively impact them when they need school and extracurricular programs even more.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by ASHLEY BLACKINGTON (ashley.blackington@gmail.com) on Monday, June 8, 2020 at 09:49:52

address: 65 MENDUM AVENUE

comments: Dear Councilors,

I'd like to start by thanking Councilor Lazenby for his reply to my last letter of support to not cut the FY2021 budget.

Prior to the last meeting I was unaware of ALL the proposed areas to cut funding in order to have a zero percent increase. As I stated previously, I believe that all the teachers and support staff are incredible and our community is fortunate to have three great elementary schools and middle and high school. As graduates of PHS my husband and I were involved in the athletic programs- me in soccer, hockey, softball and my husband in swimming and lacrosse.

It's difficult to imagine my high school experience not including athletics. I also cannot understand why, if the city voted to spend more money on PFAS free fields (which I fully support) are you considering cutting athletic stipends? Who is going to use these fields? Is the goal to drive all athletics out of schools? So kids that are able to afford to play on private and travel teams are the only ones able to learn and grow with sports? The PTA at Little Harbour raises funds so that all students may access field trips and activities. There is no PTA for students unable to participate in sports outside of school due to financial constraints.

Similarly- if students are not interested in participating in sports, cutting clubs and performing arts would be another devastating loss for the school community. What will kids be left with? No sports, arts or clubs? What sense of community will these students have? Going to school and coming home isn't a well rounded education. Outsourcing sports and activities for only people that are able to pay privately is short sighted. I know- I played on the hockey team that didn't win a single game all season because there were no development programs so kids were learning to play in high school. Whereas my husband played on the lacrosse team that went to state the first year, benefiting from integrating community lacrosse as a feeder program for the high school.

There are a few other positions I am concerned about losing- media tech and school security. With COVID-19 still in full swing and stay at home orders still current- what does the next year at school look like? If there is no vaccine developed by fall (likely case) or there is a spike in cases forcing our schools to continue with partial or total distance learning, who is going to help with the increased and continued reliance on technology to teach kids? And when kids do go back to school, who will be there to help keep them safe? There were no school shootings for the first time in 18 years in March 2020- why? Because schools were closed.

No support staff for teachers, no athletics, no clubs and arts, no security. What's left? A zero percent increase to the city budget at the expense of our children.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by John Thompson (Deweybrew@gmail.com) on Monday, June 8, 2020 at 10:03:14

address: 35 Woodbury Ave

comments: As a childless homeowner in Portsmouth, I'm writing to implore you to move budget cuts to other parts of the city budget and keep the schools budget intact.

I believe it's vitally important to keep educational opportunities strong for our children and this our community. Schools are attractants for young families we need to keep Portsmouth vital. Educational careers are good jobs that are already under stress...let's not hit them any harder!

It's true, they're not necessarily cheap but that money is much better spent investing in our youth than on police, which as you know is a popular topic these days.

It saddens me that schools and arts are so frequently the first cuts to make while we continue to pay large amounts for police/military. We task our educators and the school system with so many extra social service tasks, lets make sure that we as a community provide them with as many resources to meet those needs as we can instead of continuing to try to squeeze water from a rock.

Sincerely,
John Thompson.

includeInRecords: on

Below is the result of your feedback form. It was submitted by Brendan Cooney (br_cooney@me.com) on Monday, June 8, 2020 at 10:06:28

address: 57 Mount Vernon St, Portsmouth

comments: Dear Mayor and Councillors,
I appreciate the difficult budget decisions before you, and I thank you for your thoughtful consideration and hard work especially given the challenges we are all struggling with these days. I hope that when making your decisions about the City budgets this evening, you will remember that we must be sure to invest in our City's future, and that so much of that future rests on providing outstanding education for our City's children. I strongly encourage you to support the proposed \$1.8 Million School budget increase to keep our Portsmouth Schools strong and maintain the level of excellence that continues to attract growing families to Portsmouth. Our future depends on it. Thank you.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Katherine M Hatem (katemph@gmail.com) on Monday, June 8, 2020 at 10:08:51

address: 1 Ash St

comments: Dear Councilors,

I am, again, writing to you to implore you not to cut the school budget by 1.8 mil for the upcoming school year.

I have a son who is going to enter second grade in the Fall. I see all that he has lost during this past year due to the pandemic. Schools will need to have more resources to help our children socially, emotionally, physically, and academically. The school teacher's, administrator's, and staff's jobs just grew exponentially and the challenges they all will face became more complex given all of issues caused by the pandemic. This community needs your financial support.

There are still so many unknowns about what to expect for the coming school year. This is not the time to withhold funds from our cities children and families. The burden of a budget cut will be felt most acutely by our children. Please don't burden them with that. They need more, not less.
Thank you for your time and thoughtfulness when making these hard decisions.

includeInRecords: on

Below is the result of your feedback form. It was submitted by Stephen Collins (steve.collinsnh@gmail.com) on Monday, June 8, 2020 at 10:09:35

address: 230 Park Street

comments: Please do not cut the school budgets.

Many Thanks,
Stephen Collins
603 557 7177

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Donna Westbrook (dmwestbrook@comcast.net) on Monday, June 8, 2020 at 10:18:51

address: 76D Manor Drive

comments: Dear City Council Members,

I am writing this letter to ask you to not cut the school budget. If kids could speak up I bet they would all be asking you this, themselves. But, since they have no voice in city hall, I would like to ask instead.

I have a story. When my son went to school he attended Rye Elementary, Little Harbor, York Middle School and Portsmouth High School. He had anxiety issues and missed over a year of school, about 6 months in middle school and about 6 months when he started high school. When he finally found with hard work that he was able to overcome his anxiety enough to attend school it was probably February of his freshman year. But there was the clipper health center, a bunch of great teachers except for one, and some great afterschool activities, science fiction club, math club, latin club, Granite State Challenge for two years, and more. He was an AP student but one who worked hard for it, sometimes until 3am. His love was computers. All through high school he thought about college. He told me if he were able to go to college that he would like to work in computer science. (he had been on a computer since he was 3 or 4, trying to understand BASIC. I said, not if Toni, when. We will find a way to get you there. In this wonderful high school his teachers were always happy to work with him whether is be when he got sick with anxiety, or allowing him space after school to work with computers. When he reached his senior year, they ran out of computer classes to offer him. He had taken them all and still needed some credits. They allowed him to go before the school board to ask permission to get funding so that he could attend a computer class at UNH. They approved it. While he attended college he worked for the high school in the tech department. The rest is history.

<https://hcg.unh.edu/people/anthony-westbrook>

His dream came true because of hard work, not giving up, and the school resources were there for him. He ended up with a presidential scholarship for UNH after he placed 3rd in his graduating class. I know as his mom that he could have done alot on his own, but not sure if he would be working as a scientist at a research university. Yes I credit him and education. Whether one is an AP student, and average student, or a student with special needs, they all deserve the very best education we can give them. They need the best teachers, who are happy when they come to work, and are happy to teach their students. Every child has a dream and you need to find a way to give them their full dream, not a half dream because you cut the education budget. These kids are the future of our country, and of the world. Don't take that away from them. They also need safety and security in school along with healthy food. Do not lower the standards set by the Portsmouth School Department!

Sincerely,
Donna Westbrook
76D Manor Drive 603-957-9054
includeInRecords: on

Below is the result of your feedback form. It was submitted by Karen Rabidoux (karen.rabidoux@gmail.com) on Monday, June 8, 2020 at 10:22:32

address: 330 FW Hartford Drive

comments: Dear Mayor Becksted and Members of the City Council, I empathize with your review of the city budget given the hardship that many members of our community are facing. I do believe that we need to be socially responsible and help our fellow neighbors. But the proposed school budget cuts, on a per tax bill basis, will not make a difference to Portsmouth residents who have lost jobs or had work hours reduced. I think we should be finding other ways to make a real impact to those affected without reducing the school budget.

I am the parent of a rising kindergartener at Dondero. This school year, schools will be faced with increasing costs as they implement distance learning and capacity restrictions at schools because of COVID-19. There are many children at increased risk if school is not an option to them every day. If your concern is really with those impacted by the current environment, now is the time to fully fund schools so that children who do not have a parent at home, or those who do not have equal access to distance learning opportunities are given the support that they need.

We need to make sure we are taking care of our children at this time, by funding schools, and find more effective economic ways to help our community.

Thank you,
Karen Rabidoux

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Linda Briolat (Lbriolat@comcast.net) on Monday, June 8, 2020 at 10:23:23

address: 260 Thornton St Portsmouth

comments: Thank you for the opportunity to write in. I'm writing to support Steve Zdravec and the school budget as proposed. I spent 40 years as a teacher in this district and I feel as though this year in particular we as tax payers should stand behind the schools. They have just finished the most challenging year to date. It remains to be seen how the children will do once they return to school. I feel that taking away anything at this point would be a bad decision. The kids will need our love and support and perhaps more services than we know. They spent the last couple of months remote learning and I heard from lots of parents that the kids were missing friends, teachers, recess and lunch. They need to be able to be social again and reestablish themselves as learners at school. We need to support Mr Zdravec's budget and his expertise. He has had to lead the district through this tricky time. I am in complete support of the school budget being funded as requested for the upcoming year. Thank you for your time.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Leah Campbell (Lcsylvain@gmail.com) on Monday, June 8, 2020 at 10:34:38

address: 287 middle road Portsmouth NH

comments: I am writing on behalf of my two toddler children, who are not in the Portsmouth school districts as of yet. My husband and I have been living in Portsmouth for over a decade. I fear that these proposed

budget cuts will never return once taken off . Our children, the future of our community, need to be spoken for! When my husband and I were deciding where we would like to build our home, Portsmouth was our choice not only because of the wonderful community but because of the incredible school districts. We could've lived in a less expensive town and sent our children to private school. We choose to stay and build our home here! We have never considered living anywhere else because Portsmouth public schools are top notch. It's very disheartening to me that we're spending as much as we are in Taxes and still don't have enough to fund our public school education. These should be the last things to go! New city projects seem to keep rolling, yet our school budget is now being cut? Cutting media tech seems like a horrible idea with the probability of more distance learning in our future. Teachers and educators are going to be up against a tremendous struggle in the coming years, the last thing they need is for more resources to be cut, making their job even harder. These cuts are substantial and I believe it will be devastating to the Portsmouth Public school community. I know that I speak for myself and every other parent that lives in this town. School budget cuts are non negotiable!

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Katinka de Ruiter (kjideruiter@yahoo.com) on Monday, June 8, 2020 at 10:41:35

address: 420 Lincoln Avenue, Portsmouth, NH 03801

comments: I am disappointed that, after hearing from so many people at the May 28th meeting, school budget cuts are still on the table. It is my understanding that the School Board did not ask for more resources or programs—they just want to keep the ones they currently have. The current school system provides so much more than just academics to its students. It teaches them to be good citizens. This is reiterated in its mission statement: "The purpose of the Portsmouth schools is to educate all students by challenging them to become thinking, responsible, contributing citizens who continue to learn throughout their lives." Cuts to athletics, clubs, performing arts and other extracurricular activities takes away opportunities for children who may not excel in academics to excel at something else. Cuts to field trip transportation negatively impacts economically disadvantaged youth. Removing the Farm-to-School program directly impacts nutrition as well as science and environmental studies. Speaking of environmental studies, in this era of climate change, why would you consider cutting the Fifth Grade Environmental School?! These kids are facing an environment in crisis due to OUR actions and decisions in the past. Removing resources such as a district wide media tech, in an environment where we may have to return to remote learning, also does not seem prudent. The special education coordinator and paras are needed now more than ever—remote learning has been especially difficult for those with special needs and these students will need extra support when they return to school. The PMS family & consumer science class should be considered a STEM program. They are teaching life skills. Currently, during the COVID-19 crisis, these life skills are falling disproportionately on women, with the potential of undoing years of gains in the workforce. Do we want this to be our future? Or do we want to teach ALL students the life skills they need to become equal partners in the home? For the children's sake, and for YOUR sake as citizens of Portsmouth, please allow the school budget to proceed as originally proposed.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by James Dinulos (Jdinulos@gmail.com) on Monday, June 8, 2020 at 10:50:10

address: 3 Hancock st Portsmouth

comments: I am writing regarding the proposed \$1.8M budget cut for the Portsmouth School district.

I hope that you will reconsider making cuts in light of the challenges many children have endured to date with this pandemic.

I believe now is the time to invest more, not less in our school system. Healthy and vibrant towns must maintain 'healthy' schools. The items at risk in this budget cut are the precise items that differentiate the Portsmouth district from others locally and nationally. Our schools have rightly recognized that ensuring academic success includes the need to provide a safe and tailored learning environment for our diverse student population. Many of the items listed will do just that by providing critical special education support, early literacy support, enhanced social opportunities and enrichment opportunities for advanced learning. These are some of the building blocks necessary to ensure our students become positive contributors to our community in the future.

I understand that this is a difficult year all around. Nevertheless, I hope that you will consider this as you finalize the budget plan for next year.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Peyton LaFollette (peytonlafollette@icloud.com) on Monday, June 8, 2020 at 10:52:26

address: 3 Robert Ave Apt 4

comments: Our children need to be able to have the funds to have the proper teachers and activities to have a well rounded education.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kristin Wilson (Heathnkristin@comcast.net) on Monday, June 8, 2020 at 10:55:05

address: 53 Harding Road

comments: Dear City Council,
Please preserve the school budget as it is to keep things and people in place for our hard working students and teachers. They all deserve to be rewarded not punished for all of their hard work, extra time, creativity, resourcefulness and grit that they displayed during this unprecedented time. Taking away school programming, staff positions, extra curricular funding, UA and transportation will be a slap in the face to all public school staff and students.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Zachary James (zachary.n.james@gmail.com) on Monday, June 8, 2020 at 10:59:01

address: 39A Albacore Way, Portsmouth, NH 03801

comments: Portsmouth's kids are going to have a lot of catching up to do in the wake of COVID-19, and are not going to be able to effectively do it with a reduced budget. Now is not the time.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Judith Clark (judith@theatregirl.com) on Monday, June 8, 2020 at 11:02:06

address: 33 Hunters Hill Ave.

comments: Dear Councilors,

It is unconscionable to the point of being inhumane to cut \$1.8 million from the school budget. The programs proposed for cutting are the places of biggest joy for many students. Athletics and clubs and drama, and all of the other activities on the chopping block are the activities in which not only do they learn valuable life skills, but they are also healthy places for students to start recovering from the trauma that the quarantine created.

It is well documented how much extra-curricular activities help students become successful in their academics (music helps with math, etc...). I will not beat that drum again. However, it is important for you to know that for some students it can be literally life-saving. Some students' lives are such that they will be stuck in a cycle of poverty, except for the possibility of an athletic scholarship. The Council and the School Board purport to place a high priority on making sure that every student, not matter their economic background, is equally successful in school and beyond. By cutting these activities, you are eliminating programs that can give students opportunities they never dreamed of.

Students whose parents have the financial means will play club sports or do outside music and theater programs. But they do not come close to replicating the school spirit surrounding a pep rally or a play or a concert.

Student engagement has been one of the biggest challenges during remote learning. If you cut the programs that fulfill our students desires to compete and perform, you will cut their desire to engage academically. You will be forever damaging an entire generation of students. And that is unacceptable.

As a parent, and as a tax payer, once again, I implore you to rethink this budget cut, and find a way to save these programs and our children's future.

Sincerely,
Judith Clark

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Amber Buttermore (amberpeacock@hotmail.com) on Monday, June 8, 2020 at 11:02:48

address: 545 FW Hartford Drive

comments: Dear City Council, Manager and Mayor, I'm writing for the third time to implore you once again to not make these huge budget cuts that are being reviewed tonight. I am a parent of two Dondero children. I love my city, the people in it and my family works hard to support our school with our volunteerism but also monetarily. My daughter who will be entering first grade next year was diagnosed with Dyslexia this past spring with the help of Dr Laura Rubin and her services. My family took it upon ourselves to get her tested and the Dondero school accepted the needs we had with open arms. She now receives special education services and has an IEP but I know that's not even enough for her if we really want to close the gap for her. So we will be paying for private tutoring over the summer with someone that specializes in sensory based reading instruction. My family this past spring took it upon ourselves to redo, weed, and mulch at our school and pay for it ourselves as a gift to our school. Our family works tirelessly during the school year to fundraise for our school. To raise money for ALL the children at our school. I have personally spent countless hours to

help plan and meet with community members to fundraise for the Dondero Playground. This past winter a lunch monitor named Paula fell and hurt herself. She was the woman who watched over my struggling kindergartener years ago during lunch times. Every lunch my kinder would cry with anxiety and Paula always checked in on her. Little by little because of Paula the lunch monitor my daughter felt settled and at home at her new school. Little did Paula know my daughter had struggled with a diagnosis of PANDAS at the time. She had been dealing with anxiety from being sick with strep months before. When I heard Paula had fallen this past Christmas time my family sent her a basket and flowers as a get well but also as a thank you for all she has done for our family. I don't share these things with you for recognition or for bragging rights but what I do want you to know is I'm not the exception. I am just like all the other parents in this city who already go above and beyond paying our property taxes to support the schools. If you take away the things proposed you will be putting MORE on us. We will be struggling more to give our kids what they need. Taking away paras and special education case managers, teachers, lunch monitors is disgraceful. And to take away any extra curricular or any of the Arts at a time when our children need that exact type of healing is even more disgraceful. Please think long and hard about your decisions. What you perceive as saving money may not actually be saving anyone anything.

Amber Buttermore

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Dalia Ahmed (dalia_ahmed.2014@yahoo.com) on Monday, June 8, 2020 at 11:06:51

address: 78 Blue heron Drive

comments: We moved to Portsmouth eventhough the rents too high for our income because of the school and if you decided to cut the budget I will not feel comfortable to send my kids to the school anymore

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Catherine Peebles (catherine.peebles@unh.edu) on Monday, June 8, 2020 at 11:16:26

address: 393 Union Street

comments: Dear City Council,

I urge you to prioritize funding our schools this year, despite the hardships involved. Our children have already missed out on a great deal thanks to the pandemic, and despite the school staffs' efforts. We need more public funds for our schools, not less. Portsmouth residents, those with children and those without, value an educated citizenry. Our children desperately need the performing arts, languages, special education services, librarians, and a host of other educational resources. Please do not allow the schools budget to be cut.

Sincerely,

Catherine Peebles

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Gina Sheldon (Ginasheldon7@gmail.com) on Monday, June 8, 2020 at 11:50:01

address: 613 Union street

comments: Heartbreaking that you are considering making so many cuts to the school budget on so many levels. These are not "extras" for our children but rather needed services. Personally, one of the reasons, I moved to Portsmouth 5 years ago was for the well-rounded and balanced education. These cuts will not only have a direct impact on our kids, but on the community as a whole. Cutting school budgets and reducing or eliminating these types school services impacts long term value proposition of Portsmouth to families and will adversely impact economic recovery of Portsmouth as a whole. It will "de-value" our community as families will look elsewhere to grow roots - in my humble opinion! Please consider the long term impact of what you are proposing on both our kids and our community.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Charles Pesik (chuckpesik@comcast.net) on Monday, June 8, 2020 at 12:10:08

address: 699 Middle St

comments: June 8, 2020

Honorable Members of the Portsmouth NH City Council

On May 25th we thanked you for referring the Middle Street Bike Lanes revisions proposed by the Planning Department to the PTSC for review and recommendation.

After listening to last week's PTSC discussion regarding these bike lanes, we are dismayed they accepted the Planning Department proposals with no changes. Most anyone who listened to the meeting would say there was little discussion and an overall acceptance that they were not going to do anything. The detailed proposal developed by Mr. Gruen and supported by the residents who live along the bike lane corridor was met with a thank you and then on to the next speaker.

At the end of the PTSC meeting there was an attempt to table the Planning Department proposals and/or leave out the bollards through the summer. However, the proposal did not pass.

We are not sure when The Council will next discuss the bike lanes but respectfully ask that you do not accept the proposed Planning Department revisions at this time. We and others have presented proposals that would which appear to be minimal changes and they still are not being fully vetted. The PTSC and others appear to be waiting for more hard data on usage, safety, costs of revisions, need to refund DOT/Federal monies and other items before holding another public hearing when things return to some form of normal.

In these challenging times with the fiscal issues before all of us, please do not support the existing interim proposals. This would be throwing more money at a poor infrastructure which does not address the needs many of you know are missing from the current implementation and revision proposals. We believe there is no need to incur any further costs for the current bike lanes mess. Better not to spend anything more and have a bollard free route, existing lines and painting until the Planners can answer what the future could hold for getting it right and those costs. Perhaps rejection of the revisions would force people to get on with a clean slate plan with actual numbers to back things up.

We look forward to your support. Good luck as you continue to establish a reasonable budget and deal with the reopening issues.

Charles and Deborah Pesik
699 Middle Street

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Brooke Sokolnicki (brookesokolnicki@gmail.com) on Monday, June 8, 2020 at 12:21:44

address: 25 Harrison Ave Portsmouth

comments: This is the first time I have ever written to the City Councilors. When I saw the messages the past few days about the proposed budget cuts for the FY21 and the impacts to Portsmouth education, I was floored to see the large of items listed. The school district is one of the main reasons why we moved to Portsmouth 7 years ago. We have 2 children, one who will be in 4th grade at Dondero next year and the other entering 7th grade next year. Our oldest's fondest memory of Dondero was 5th grade e-school. While I realize this year's 5th graders did not have the joy of participating due to Covid-19, it was planned and I wouldn't want others to miss out in the future due to school budget cuts. The local PTAs already supplement funding for several of the items proposed for cut backs through extensive fundraising and community support for items such as e-school and field trip transportation to minimize costs back to families. PTAs also provide several other enrichment opportunities, but can't possibly fund the extensive list proposed for reduction. I understand the need for cutbacks, but we need to be more creative as a community to look for savings elsewhere and not impact our educational system! The children of Portsmouth need our support and more importantly, we need to show our educators we appreciate them by providing the funding they need to be successful. Thank you for your consideration.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Sam Carlisle (Sammcarlisle@gmail.com) on Monday, June 8, 2020 at 12:30:06

address: 168 Highland Street

comments: Please reconsider the proposed cuts to our schools. The top-notch school system was a major reason for our move to Portsmouth three years ago. It's also completely unacceptable in the world we live in to propose cuts to security personnel. Our kids need to feel safe in their learning environments in order to thrive. Athletics and arts are also integral to the growth of our kids and community.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Meaghan McNeal (essential.meaghan@gmail.com) on Monday, June 8, 2020 at 13:23:31

address: 11 Fern Ct

comments: Hello,
I am a current resident of Dover, NH but I grew up in Portsmouth. One of the things that is so magical about this town is the restaurants. They are all struggling right now due to covid-19. We all want to keep the community safe, and we want these businesses to survive. Please close down the streets in town so that they can operate safely while still being able to pay their bills. Even if not for the whole day, a 4-8pm street closure for restaurants downtown to be able to accommodate the dinner rush would be a great compromise. It is your responsibility to the people and business owners to make good choices.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Marc Chisholm (marcchisholm@gmail.com) on Monday, June 8, 2020 at 13:33:57

address: 347 Meadow Rd

comments: I'm concerned that the proposed budget cuts will have profound and lasting impact on our student population. Particularly disturbing is the number of special education positions at risk which further disadvantages and marginalizes our most vulnerable student population, a truly untenable position. I encourage the council to consider a 0% increase budget and reject the proposed cuts - it's the right thing to do now, and it's the right thing to do for the future of all Portsmouth students.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Olivia (oannunziatablaisdell2025@sau52.org) on Monday, June 8, 2020 at 13:48:03

address: 444 Richards Ave

comments: Dear City Council,

I am concerned about any possible budget cuts to our schools for next year. The consideration of a 1.8 million dollar reduction, with the largest cuts being in athletics and positions at the school, makes me worried about the teachers, as well as the students who rely on school sports for exercise and team building. Also, our academics will suffer from losing teachers due to the salary cuts. I understand that these are difficult times, but that does not mean that so much should be taken away from our school. In fact, after these hard times of students missing out on sports, theater, music, art, and other after school enrichment activities, the last thing we should be doing is taking money away. We Portsmouth students deserve more, not less.

Thank you for making sure that our city has the interests of its future leaders and adult citizens at heart.

Sincerely Yours,
Olivia Annunziata Blaisdell
Portsmouth Middle School
Graduating 7th grader

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Erin L Bakkom (erinbakkom@gmail.com) on Monday, June 8, 2020 at 14:26:51

address: 1275 Maplewood Ave. #12

comments: Greetings Mayor Becksted and Portsmouth City Councilors,

Tonight as you consider the Portsmouth School Department Budget, I urge you to consider what we currently provide to the students and families of Portsmouth in terms of education and all of the supports to educate each and every student, and to fund the school department budget without 1.8 million dollar cuts that will devastate our school community.

With the COVID pandemic, Governor Sununu in NH gave one week for public schools to close to prepare for remote learning; Portsmouth teachers were online in two days. Each teacher that had a child at home due to school daycare closures was provided under the CARES ACT the option of leaving work to care for students with salary protections; not one teacher chose to do this, even though it was a federal protection provided to

them. Together we are a team, both as educators, and with each parent and student who enters our doors. During the shutdown, teachers routinely worked 10-12 hours days to shift all instruction to remote learning. This is frankly the hardest thing we have ever done, and to watch teachers struggle to be a parent to small children at home while providing quality instruction to our students and maintain connection was heart wrenching. To have endured this and THEN to face a list of cuts to positions and programming through a 0% budget increase that directly impacts our students is simply unfathomable. Several of you have current or former students in our district, and know the level of education and services that we pride ourselves in providing to each and every student in our community. Cuts of teaching positions increase class sizes in a district who has committed ourselves to reasonable classroom sizes to maximize learning. The potential impact on our athletics and extracurricular offerings from proposed cuts would decimate the opportunities we offer students to enrich them as a whole person. As a classroom teacher, the additional supports that we provide through a wide array of programs and personnel is what allows us to continue to offer resources to our community of learners that few others locally can compete with.

This is a hard financial world for each and every one of us today in our city. I don't envy the difficult decisions that sitting as a Portsmouth City Councilor calls for you to make. Given that we have an option that provides for a 0% tax impact with actually a slight reduction, I implore you make the choice that allows us to continue to offer the quality level of education that we do to each student in the City of Portsmouth.

We owe this to the children of Portsmouth.

Sincerely,
Erin Bakkom
Association of Portsmouth Teachers President

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Laura Stoll (lauralstoll@gmail.com) on Monday, June 8, 2020 at 14:35:57

address: 55 Lovell St

comments: Please don't cut the school budget. Our excellent school system is part of what makes Portsmouth such an attractive city to live in. Take that away and you'll deter families from coming to the city and I would imagine many leaving. If you're invested in this community, than you're invested in it's school system.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Christine Burke (cburke@sau52.org) on Monday, June 8, 2020 at 15:03:23

address: 155 Parrott Ave

comments: To: Portsmouth City Council
From: Christine Burke ,MEd, MCHES
Wellness Coordinator

I write to you this afternoon to express my great concern regarding the potential elimination of the Family Outreach Coordinator and Farm to School Coordinator positions. I have worked in the educational system from Pre-K through higher education; I have taught Health and Wellness related courses on each level. Part of my vast experience is a result of twice being in a position that had been cut due to budget issues. I know how easily positions like these are viewed as dispensable; after all, many districts in the past have viewed "health" and "wellness" related positions as not critical. I put forth the argument that they are as critical as

any other position in the district. The establishment of the school board's goal focused on the need to ensure student wellness as a top priority, is a solid indicator that Portsmouth School District feels otherwise. It is in times like this, when everything is in turmoil that our students are at their greatest risks. The work that these two positions contribute to reaching our high risk community members is critical to bridging the gap that will exist when students return to the classroom. The alternative learning opportunities that the Farm to School Coordinator presents through the gardening, maple syrup production and soon to be garlic initiative ground, students in a way that traditional learning cannot. The Community Outreach Specialist, although only in her second year, has made tremendous strides in identifying families who are not connected to preschool and working to remove their barriers to access; attending preschool is one of the greatest indicators of student success. She has joined the team effort at New Franklin in implementing the MTSS-B program, another evidenced based initiative that provides a framework ensuring the district wide response to students social and emotional needs. During this pandemic, they have both worked collaboratively in the development of the district wide wellness website. I invite you to view this resource before it is determined that the value of salaries saved exceeds the contribution these positions have made in closing the inequity of opportunities offered to all PSD students.

Thank you for the opportunity to share my thoughts with you.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Heather and John-Michael Jenkins (heathervelte@hotmail.com) on Monday, June 8, 2020 at 15:58:09

address: 33 Kent Street

comments: Hello Council Members -

We are writing to let you know that we are extremely concerned about the potential cuts in school budget for next year. While we understand not wanting to put additional burden on taxpayers, we are not in favor of cutting teachers, programs, and/or sports for our schools.

In the wake of COVID-19 we should be investing more in our schools and not threatening to take jobs and programs away. It is extremely disheartening that the Portsmouth City Council would propose cutting school funding at all. We are appalled that you are suggesting a cut in extra-curricular activities and sports. These are the outlets that enable students to engage and stay connected outside of school. We have already seen the impact of students' mental health and well-being by not having those activities this spring. We cannot take these programs away and should not be forced to privately fund raise to have them.

For our children, school personnel, and coaches, we ask that you consider other ways of cutting the town budget.

Thank you -
Heather and John-Michael Jenkins

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kim L Lovely (Kimlynnlovely@gmail.com) on Monday, June 8, 2020 at 16:12:21

address: 450 islington st

comments: I guess my opinion emails are just getting started! I just recieved an email from some highly respected coaches regarding possible cuts Is that a real email? Are what you people proposing people to cut

what really needs to be cut? How are you people not ashamed of yourselves as it is? The lack of services already available in schools is disappointing. All teachers are needed all camps are needed let's cut the pay of some of the higher paid unnecessary positions? With everything going on how could or should a budget cut even be brought up? Bring the kids back to school let the kids be kids! Get rid of technology, where does the 150\$ for parking tickets at Portsmouth high go? Where does all the money that is raised throughout the year go? Cut your pays instead of funds for our children

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by JoAnn Hodgdon (joann@pcgit.com) on Monday, June 8, 2020 at 16:15:03

address: 63 Cable Road, Rye NH

comments: Dear Councilors,

PLEASE do not cut athletics from ours schools. The benefits that students receive from athletics AND extra-curricular activities far outweigh the savings in the budget.

Further, for many students, athletics are a saving grace, a reason to do well in school in order to participate and a means to be involved and to matter to others at school and within their Community.

Additionally, athletics and extra-curricular activities are often a door to higher education for many.

Thank you for considering my comment.

JoAnn Page Hodgdon, Vice President
Portsmouth Computer Group (PCGiT)

Class of '80 PHS
Parent '06 & '22
Taxpayer Town of Rye & City of Portsmouth

63 Cable Road
Rye, NH 03870

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Katherine Biddle (kate.biddle@comcast.net) on Monday, June 8, 2020 at 16:23:50

address: 1152 Washington Road

comments: It has recently come to my attention that the City Council is considering cutting athletics in an effort to cut the budget by the necessary amount - seriously!? That is one of the most ridiculous things I have heard - haven't the kids lost enough already? And sports / athletics is a HUGE component of securing a spot in a decent college / university upon graduation. With all the increases in taxes in Portsmouth, I am having a difficult time understanding why a tax cut is needed and why sports is even being considered. Its actually pretty gross. Please reconsider. You have a team of extremely dedicated and inspiring coaches on your athletic department - don't risk losing that!!!

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Jonathan Wyckoff (Jon9wyckoff@gmail.com) on Monday, June 8, 2020 at 17:09:41

address: 135 Sparhawk st

comments: Knowing how budgets are crafted in this city with the school board, police commission, etc., I hope you can get the feeling from the community of shared sacrifice. Parking revenues are down, some taxes will remain unpaid, we are all in this together. It always comes up every 10 years when citizens are fed up with the steady creep of salaries and benefits. When 1 salaried employee is added to help take the load off another at a bargain rate of 65 g to start, think in terms of 100 with benefits, then 15/20 years later it's 2 million, for what? All the depts, including the schools, will list that teachers, etc (cops, firemen) will have to be laid off! Not true, there are so many middle management employees that were hired years ago, and with dubious purpose, I would contend that a competent administrator could find the cuts to share the burden. I might suggest whomever "negotiates" city contracts. Look across the nation, this is not our problem exclusively, but one shared by all.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Laurie Ellison (ellison_laurie@hotmail.com) on Monday, June 8, 2020 at 17:16:21

address: 51-D Holiday Drive

comments: Good evening, I am disappointed with the city council for even suggesting that we make such drastic cuts to our great school district. In such uncertain times we should be investing more in our youth! Arts are as important to children as any math class. The athletic department is a place where kids who may struggle a bit academically may shine for a season. These programs serve as a source of scholarships for economically challenged families. I support no cuts to Portsmouth schools and hope our city council see there way to making sure our beautiful town stays alive, and well funded.

Respectfully,
Laurie Ellison

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Breegan Johnson (Bjohnson0705@outlook.com) on Monday, June 8, 2020 at 17:16:52

address: 92 Coakley Rd, Portsmouth

comments: Dear Council Members,

I do not envy the job you are currently faced with. Budgeting is no easy task in a "normal" year, let alone in the midst of a pandemic. I understand that there are economic challenges, we all feel them, but I implore you to not force our kids to suffer for it. We asked nearly the impossible of them and of their teachers and they gave it everything they had and more. Our kids were suddenly, and without much warning, grounded for 3 weeks, which then turned into 12 and served their "punishment" with grace. They gave up play dates, birthday parties, sports and other activities. They did as they were asked. Our teachers donned their super hero capes and went to work as both teacher and (often) remote teacher to their own children. They didn't just "get to be home with their kids." They had to parent, help their own children with school work, teach new concepts on Zoom, grade work and council students in private sessions. They learned new computer programs and became their own and their students' tech support. Our teacher and our kids did all of this under the stress of a pandemic, possibly worrying about parents losing jobs and any other stresses they might have had.

They should not be asked to give up more and to give more of their time and energy. Our kids and our teachers have given MORE THAN ENOUGH!

More and more students need some form of support throughout the day. Taking paras away will cause irreparable setbacks for MANY students. It will create additional chaos in classrooms, causing setbacks and delays for all students.

We often overlook unified arts as less important studies, but we cannot expect our children to compete in higher education and in life if we cannot equip them with arts and athletics now. An unintended consequence of this remote learning/isolation has been an increase in mental health issues like depression and anxiety. Athletics and arts can and do help relieve tensions and improves academics, physical health and mental health. By asking our kids to isolate for months on end AND take away their unified arts, is asking for an increase in mental and physical health issues as well as declining test scores.

Our kids and our teacher have given all they have to make this remote learning experience successful. Please do not take away what they so desperately need.

Thank you,
Bregan Johnson

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Celeste Ledoux (ledouxcc@comcast.net) on Monday, June 8, 2020 at 17:27:44

address: 100 Dennett Street

comments: I respectfully request that you delay any cuts to school budgets until future years. While I understand the city's revenues have been hit due to COVID-19, making widespread, last minute cuts during a crisis is not the way to go. I encourage you to look toward reserve funds to get the city through this crisis. At a future time, if reductions are still needed, they can be done thoughtfully and over a period of time when more parts of the budget are in your control. Please don't let COVID-19 be an excuse to hurt the poorest of our community members.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Paolo Maldari (Pfmaldari@gmail.com) on Monday, June 8, 2020 at 17:33:32

address: 39 Buckminster Way

comments: Athletics is an integral part of a young person's development. While yes, the student title comes first in "student/athlete", athletics helps to round out the individual and contributes to the development of, at a minimum, a healthier, more focused individual. It also helps teach interpersonal and leadership skills. Both of which are invaluable later on in life. Portsmouth would suffer greatly if athletics is removed as individuals and families looking to use high school studies and athletics as a springboard to remaining student/athletes in college would seek to leave Portsmouth and move to a city that has a high school that offers both.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Richard Weeks (weeks@comcast.net) on Monday, June 8, 2020 at 18:14:59

address: 30 F.W. Hartford Drive

comments: To the Portsmouth City Council,

I have heard that the city is considering cost cutting measures at the schools that would curtail or do away with extra curricular programs like sports and the arts for our students. Considering our students and staff have already made considerable sacrifices this past Spring due to the COVID virus shutdown. Our students and staff should NOT have any additional cuts made to their after school programs. One of the main reasons our city is highly regarded as a place to live is that we have and maintain outstanding school activities (sports, field trip and arts programs). To view these as areas to cut or curtail hurts not only our student's lives but makes our city a less vibrant place for everyone who lives here. I sincerely hope the city council will look elsewhere to make cuts!

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Jodi Labonte (jodilabonte213@gmail.com) on Monday, June 8, 2020 at 18:41:58

address: 213 Melbourne Street, Portsmouth

comments: Dear City Councilors:

We are writing to express our great concern over the possible cuts to the school budget. As a community, we have always stood beside our children to ensure that they succeed, flourish, and find their voices both inside and outside the classroom. This is no time to let them down. It is our responsibility to find the means to help them succeed on the athletic field, in their unified arts classes, and in all the extracurricular activities that have provided them with countless opportunities to discover and celebrate their great potential. The past several months have been unsettling and disruptive to all of us, but especially to our children. We have asked a great deal from them--and our wonderful educators--and we ask now that you think very carefully before taking anything away that may jeopardize the well being of their futures.

Respectfully,
--Jodi Labonte and Ariel Schmitt

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kelly Cioe (kelly@whalenpr.com) on Tuesday, June 9, 2020 at 09:04:13

address: 44 Melbourne Street

comments: I am writing again to voice my concern over the "exercise" to zero out the school budget, resulting in a \$1.8 million reduction. We cannot afford to reduce our school budget and in fact, should be looking at how we can increase funding to support our kids in the fall. I would like to make two very important points.

1. If Portsmouth's economy is going to recover from the pandemic, we need our children in school. Parents cannot get back to work unless they have a safe place for their kids. This is school, afterschool care, and extracurricular sports, clubs, and organizations.

2. To consider cutting staff, non-contractual, at a time when we will need to support more kids in their academic, social, and emotional needs come fall is beyond imagination. And to completely get rid of sports, clubs, and other activities for students is absurd. Extracurricular activities provide an outlet for students to express themselves, learn important social skills, be active and healthy, AND allows parents to work a full day knowing their kids are safe in after school activities.

It is hard not to get emotional over this, but kids need school. This is a good article as to why school is actually the safest place our kids can be right now, https://thehill.com/opinion/education/500349-science-says-open-the-schools?fbclid=IwAR0G5DAdczAs89bw_FLnRIJixwasu5f7VBehN-NvdYcPYIZnO6OTaX7-jVs.

Remote learning does not work for our youngest students (K-2), they need people. Grades 3-12 can get by with remote learning, but will not get the same education as generations before them. We will leave behind a whole generation of students if we don't open our schools AND if we take \$1.8 million from the school budget.

I will be the first taxpayer to write a check in support of our schools and I know there are others out there as well. I also firmly believe we need to look at other one-time tax resources like corporations and businesses that were provided tax relief to stay or relocate to Portsmouth.

Please do not devastate our schools and our children's future. I know we are an unprecedented time, but we cannot sacrifice our children's' future. Thank you.

Kelly Cioe
NFS Mom

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Laura Corlin-Haugh (lauracorlin@gmail.com) on Tuesday, June 9, 2020 at 10:05:21

address: 736 Middle Street

comments: Good morning, as a Portsmouth resident I would like to share my support for the closure of streets around market square and elsewhere in the city to allow for outdoor dining. I am a restaurant manager in Kittery, ME and I understand the struggle these businesses face without proper seating due to social distancing requirements. If they can't make money they will be forced to close. Allowing expanded seating in the streets is the only reasonable, quick option. Thank you and I hope the city council will make the right choice.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Peter Ruel (pruel@sau52.org) on Tuesday, June 9, 2020 at 17:45:08

address: Non-resident Portsmouth native

comments: The shift to remote learning has hit two groups particularly disproportionately, the students with IEP's and those from lower socioeconomic-economic groups (often students are in both categories) The need for paraprofessional to assist them, especially in a remote learning mode is vital. Thinking of cutting a SPED teacher or paras is not a plan for the future.

Additionally, I'd like to invite you all to reflect on the activities that helped you survive the quarantine times. I suspect the UA teachers would make a connection to what kept you sane.

includeInRecords: on

Below is the result of your feedback form. It was submitted by John Murtha (murthalandscap@comcast.net) on Tuesday, June 9, 2020 at 18:29:06

address: 545 Ocean road Portsmouth N.H.

comments: Please I beg the council to not waste any time debating our police practices or budgets. Our police in Portsmouth are of the highest quality the men and women are friendly kind considerate to all people. I've witnessed it time and time again and have been moved many times by our police officers actions. They are true role models I don't think they deserve all this silliness on the actions of a bad individual. No one is debating the fact that George Floyd was murdered no one. But it would be wrong to cut our departments budget it would also be wrong to dismantle their operation in any manner. Bottomline the protesters do not understand what their asking for police are the protectors of the weakness human being in our society. Battered women, abused children ,rape victims, trafficked women the exploited gain power protection and brought to a point of safety when a trained professional police officer responds. I've witnessed compassion to the homeless from our police more then once. Total respect shown to the most suffering. To make our officers feel we don't trust them or think we believe their racist in nature would be a sin to say the least!! I saw state troopers staged this weekend in Pease. Their faces told this story they became police to protect people being victimized now their being portrayed over and over as being bad it's got to hurt and I feel their pain. Please don't perpetuate this foolishness we have serious business to attend to getting back to normal. Our cities bars restaurants and all businesses need that not this god bless John P Murtha

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Eva Boice (evaretiree@comcast.net) on Tuesday, June 9, 2020 at 19:17:51

address: 98 Court St. Portsmouth NH

comments: I am a retired teacher who wishes to convey strongly that cuts to our schools would be deleterious to the emotional health of our students, not to mention an impediment to their education. The children are fragile right now; even those who are not parents surely know that the mental health of children is in a compromised state. They need to return to loving faces and programs with which they are familiar and confident. I have heard that many Americans feel our nation is spiraling out of control. It seems obvious that we need not trifle with the security of children, both now and in the future. To that end, maintaining current staff and programs is paramount.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Sarah Natt (sarah.natt@libertymutual.com) on Tuesday, June 9, 2020 at 20:14:02

address: 76 Brackett Lane

comments: I am asking the Council to adopt the budget as proposed in May by the school district and the city manager without making any changes or line item cuts. Our kids, our community and our families need the outreach, support and ongoing funding for our school. Please make this a priority.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Becca Kammerer (Beccakammerer@gmail.com) on Wednesday, June 10, 2020 at 06:47:59

address: 35 alehson st rye

comments: Now is the time to support our local restaurants. There has been proven science that outdoor surfaces can not hold the virus and if we aren't able to hold the capacity of more than 25% capacity currently then there should be plenty of parking throughout the rest of Portsmouth that the four streets leading to market square can be pedestrian and emergency vehicles only. Look towards cities like New Orleans, Paris, Madrid, etc. they have a successful action plan for streets that are pedestrian only. This is beneficial in many ways. Hopefully once we do this it can remain this way for years to come. Let's bring Portsmouth back!

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Jan Kaiser (Jlmaniatty@yahoo.com) on Wednesday, June 10, 2020 at 11:58:17

address: 35 Merrimac St. Portsmouth

comments: I am writing to request that you seriously reconsider the proposed Portsmouth School system budget cuts. Eliminating any of the line items that are in this "to be cut" proposal will severely impact the quality of a well rounded education that is critical to the future of the children and parents who rely on the city to provide the tools necessary for future success and growth - both intellectually, emotionally and socially. I am a Portsmouth resident with grandchildren in the school system. I agree that our taxes are high, however, the benefits of good educational experiences depends on more than just baseline services. The recent pandemic has made this more important as so many children will already start the next year playing catch-up which will be difficult for kids, stressful for parents and frustrating for educators. I urge you to please reconsider these cuts. The effects on children will be long lasting. We want to give them every opportunity to become strong, educated, responsible citizens. The services that schools provide are essential. Cutting these line items will impact their opportunities and future success. They are our future. Thank you.
Jan Kaiser

includeInRecords: on

Engage: Submit

Below is the result of your feedback form. It was submitted by Erika magner (Erikamagner@gmail.com) on Wednesday, June 10, 2020 at 13:37:43

address: 58 summer st Portsmouth nh

comments: My name is Erika Lisa Magner and I am a resident here in Portsmouth NH . I am writing to demand that the City Council adopt a People's Budget that prioritizes community wellbeing and redirects funding away from the police and towards social services that actually keep our community safe.

We are in the midst of a pandemic that has had severe consequences on our city. As of April 2020, the unemployment rate in Merrimack County has skyrocketed to 15.8% of the labor force. According to Concord Coalition to End Homelessness we are "bracing for a new wave of homelessness." The responsibility of solving this rising crisis cannot fall on outside organizations and private donors.

Supporting communities in need is necessary now, more than ever. Yet the FY 2021 Budget would increase the Concord Police's budget by nearly a million dollars. Research shows that a living wage, access to holistic health services and treatment, educational opportunity, and stable housing are far more successful promoting community safety than police or prisons. As such, I demand more aggressive financial support be directed to those areas, particularly in response to the economic impact of COVID-19. I insist as a taxpayer of

the city of Concord that funds be reallocated from the Concord Police to Human Services to ensure that the basic needs of all Concord citizens are met.

As our poor communities and communities of color are disproportionate targets of police violence and disproportionately affected by the COVID-19 pandemic, the current proposed budget for 2021 that would increase the budget of the Portsmouth Police is unacceptable. We must join the calls of those across the country to Defund The Police and demand a budget that adequately and ethically meets the needs of at-risk Concord residents during this trying and uncertain time, when livelihoods are on the line. I insist on a budget that supports community wellbeing, rather than empowers the police forces that tear them apart.

Thank you for your time,
Erika Lisa Magner

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Joe Mulqueen (njmulqueen@msn.com) on Wednesday, June 10, 2020 at 15:09:11

address: 38 Fells Road

comments: Recreation is not something that people should be forced to pay for, especially if it is for other people's recreation, many of whom are not even Portsmouth taxpayers. If there are a sufficient number of people who want a particular activity that the Recreation Department now provides, those people can organize and finance that activity.

Note that this includes the senior center. In my view, the senior services are immoral on several levels. First, there is the government's use of force to make some people pay for other peoples 'services.' Then there are the years of government forcing these seniors to fund programs that have negative results instead of letting the seniors keep their money. This is an example of what is seen and what is not seen. If the seniors could have invested that wasted money, they wouldn't need the 'services.' Also, very few seniors use the services while many seniors are forced to fund them. Eliminate this program with the rest of the Recreation Department and lower the property taxes so that seniors (and any voluntary support programs) have more money.

Also, a very important point is that the Recreation Department budget does not include all the costs the taxpayers are funding. Under the Public Works & Facilities budget are amounts for Doble Center, Spinnaker Point, and the Outdoor Pool. These total about \$90,000. Then there is the Rec. Dept. share for snow removal, mowing, gas and vehicles, admin., IT, etc.

When looking at the city budget, taxpayers want to know what services the city offers and how much do those services cost. All city expenditures should be the result of, and relate to, the services the city provides. Categories such as "non-operating" and "administration" are not services. The highest level presentation of the budget should list the services offered and apply all the expenditures across those services. The way the budget is done now spreads the costs over as many places as can possibly be done. The smaller each item can be made, the less it seems worth cutting. An example of this is the School Crossing Guards. The cost of \$99,000 is under the Parking Department, not part of the school budget.

Eliminating the Recreation Department, including senior services and all associated costs, would reduce the budget by about \$1.3 million per year.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Beth Norton (Beth.a.norton@gmail.com) on Wednesday, June 10, 2020 at 17:47:36

address: 15 Trescott St

comments: My family and I very much support the pop- up rooftop proposal presented by the Portsmouth arts community. It is only one of many ways you can support the arts organizations of Portsmouth that are all struggling greatly during this Pandemic. It is a creative and reasonable solution to help many small businesses. We hope you approve the proposal.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Kristen Luke (Kristenluke41@gmail.com) on Thursday, June 11, 2020 at 00:56:00

address: 73 Daniel St Portsmouth, NH 03801

comments: I ask the City that they open up the top two floors of the Foundry Place Garage for our local arts & culture organizations, restaurants that do not have open space, and retail shops that need additional capacity.

includeInRecords: on
Engage: Submit

Below is the result of your feedback form. It was submitted by Geoff Crosby (Crosby.geoff@gmail.com) on Thursday, June 11, 2020 at 06:42:44

address: 21 Cabot Street

comments: I would like to voice my support for open air, socially-distanced performing arts venues, however temporary, to bring back some life and energy to Portsmouth. Who knows how long it will be before weâ€™re comfortable playing to people inside, this seems like a great concept!

includeInRecords: on
Engage: Submit

144 Washington Street
P.O. Box 1222
Portsmouth, NH 03802
www.durbinlawoffices.com



Durbin Law Offices, P.L.L.C.

Derek R. Durbin, Esq.
603.287.4764
derek@durbinlawoffices.com
**Also admitted in MA*

May 28, 2020



City of Portsmouth
Attn: Karen Conard, City Manager
1 Junkins Avenue
Portsmouth, NH 03801

**RE: Request for Restoration of Involuntarily Merged Lots
246 Thornton Street, Portsmouth (Tax Map 161, Lot 7)
James Gould, Owner**

Dear Manager Conarad,

Our Office represents James Gould, owner of property at 246 Thornton Street, identified on Tax Map 161 as Lot 7. Mr. Gould is the owner of two lots that were involuntarily merged. Pursuant to RSA 674:33-aa, Mr. Gould seeks to restore the two involuntarily merged lots to their pre-merger status. Enclosed, please find the Application for Restoration of Involuntarily Merged Lots, a copy of Mr. Gould's Deed and a copy of the most recent survey of the Property. If the City could please copy me on any communications regarding this application and notice me of any meetings or hearings on it, that would be appreciated.

The two involuntarily merged lots were first shown on a Plan prepared by A.C. Hoyt in 1890. Exhibit A. The lots were identified on the Hoyt Plan as Lots 23 and 25. Presently, Lot 23 has a duplex on it that Mr. Gould lives in with his family. Lot 25 remains a vacant lot. The City assesses and shows the two lots as one property on its tax map. Exhibit B. The title and other research that I conducted on the lots, which included a review of the City's assessing, planning, zoning and inspection records, demonstrates that there was no express merger of the two lots. There is also no evidence to suggest that there was never an implicit merger of the two lots, as Lot 25 has historically remained a vacant lot. The Gould Property has been consistently referenced throughout the chain of title as two lots (Lots 23 and 25 as shown on the Plan of A.C. Hoyt of 1890). Exhibit C.

It is believed that the City may have involuntarily merged the two lots prior Gary J. Grant and Jane M. Grant purchasing them in 1977, although this is speculative based on the City's assessing records. Exhibit D. When the Grants jointly purchased the two lots in 1977, the City identified each lot separately in its assessing records but referenced them as one lot (Tax Map U60, Lot 7). There is no indication prior to this while the lots were owned by the Chartiers of the two parcels being referenced or identified as one.

144 Washington Street
P.O. Box 1222
Portsmouth, NH 03802
www.durbinlawoffices.com



Durbin Law Offices, P.L.L.C.

Derek R. Durbin, Esq.
603.287.4764
derek@durbinlawoffices.com
**Also admitted in MA*

For the foregoing reasons, Mr. Gould respectfully requests that the City Council restore his involuntarily merged lots. Please do not hesitate to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Derek R. Durbin", with a large, stylized flourish that loops back under the name.

Derek R. Durbin, Esq.

Sheet 1 of 2

00150




Section 1 Lot 23

Lot 25

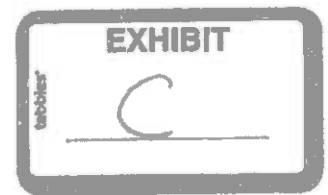




Property Information	
Property ID	0161-0007-0000
Location	246 THORNTON ST
Owner	GOULD JAMES E


MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT
 City of Portsmouth, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.
 Geometry updated 4/1/2019
 Data updated 7/17/2019

1" = 121 ft



TITLE REPORT
James Gould, Owner
246 Thornton Street
Portsmouth Tax Map 161, Lot 7

Warranty Deed (Lots 23 and 25)
Jane M. Grant and Gary J. Grant to James Gould
Book 5180, Page 0501
December 23, 2010

Notes: Identifies the Property as Lots 23 and 25 on Plan of A.C. Hoyt, dated June 21, 1890.

Quitclaim Deed (Lots 23 and 25)
Jane M. Grant to Jane M. Grant and Gary J. Grant
Book 4704, Page 1250
September 1, 2006

Notes: Identifies the Property as Lots 23 and 25 on Plan of A.C. Hoyt, dated June 21, 1890.

Quitclaim Deed (Lots 23 and 25)
Gary J. Grant and Jane M. Grant to Jane M. Grant
Book 2566, Page 0002
October 3, 1985

Notes: Identifies the Property as Lots 23 and 25 on Plan of A.C. Hoyt, dated June 21, 1890.

Quitclaim Deed (Lots 23 and 25)
Earnest Chartier and Helen M. Chartier to Gary J. Grant and Jane M. Grant
Book 2275, Page 0333
January 31, 1977

Notes: Identifies the Property as Lots 23 and 25 on Plan of A.C. Hoyt, dated June 21, 1890.

Warranty Deed (Lots 23 and 25)
Dorothy Parsons to Earnest Chartier and Helen M. Chartier
Book 1606, Page 101
October 30, 1961

Notes: Identifies the Property as Lots 23 and 25 on Plan of A.C. Hoyt, dated June 21, 1890.

Confirmatory Quitclaim Deed (Lot 25)
Lewis M. McNeil to Dorothy Parsons
Book 1538, Page 287
February 25, 1960

Notes: Lewis M. McNeil, as heir of Frederick W. McNeil, conveyed Lot 25 to Dorothy Parsons, as heir of William T. Parsons (purpose of deed was to confirm unrecorded, lost deed from Frederick W. McNeil to William T. Parsons in 1930).

Deed Lots 23 and 25)
Eric F. Parsons, William T. Parsons and Herbert D. Parsons to Dorothy Parsons
Book 1538, Page 285
February 25, 1960

Notes: Deed conveyed $\frac{3}{4}$ undivided interest to Dorothy Parsons in Lots 23 and 25)

Unrecorded Lost Deed* (Lot 25)
Frederick W. McNeil to William T. Parsons
1930

Notes: William T. Parsons now owns abutting Lots 23 and 25 together.

Deed (Lot 23)
Ansell B. Pettengill to William T. Parson
Book 744, Page 96
February 28, 1921

Notes: None

Deed (Lot 25)
Harry J. Freeman to Frederick W. McNeil
Book 733, Page 375
September 30, 1919

Notes: None

D

PROPERTY ASSESSMENT RECORD

24-48 HUNTON ST

LOT 117

RECORD OF OWNERSHIP

248 HUNTON STREET NH 02801

2566.00

2275.00

10/9/85

01/77

\$36,500

9700

70600

20000

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

9700

1. PRIMARY SITE

2. SECONDARY SITE

3. UNDEVELOPED

4. BILLING

5. PAVING

6. PAVED AND UNPAVED

7. WASTEWATER

8. WASTEWATER

9. WASTEWATER

10. WASTEWATER

11. WASTEWATER

12. WASTEWATER

13. WASTEWATER

14. WASTEWATER

15. WASTEWATER

16. WASTEWATER

17. WASTEWATER

18. WASTEWATER

19. WASTEWATER

20. WASTEWATER

CITY OF PORTSMOUTH, NEW HAMPSHIRE

OFFICE OF THE ASSESSOR

1000 MARKET STREET

PORTSMOUTH, NH 02801

PHONE 860-2200

DATE

1/1/77

1/1/77

1/1/77

1/1/77

SALES DATA

DATE

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

1/1/77

1/1/77

1/1/77

1/1/77

NO.

1

2

3

4

DATE

PROPERTY ASSESSMENT RECORD - CITY OF PORTSMOUTH, N. H.

84 32

Maple St



Student & Helen K. Chandler
Dorothy Parsons
WILSON T. PARSONS

MUNICIPAL PARCELS

1606/101
1536/285

11/6/51
3/7/60

Nov 23

600
1300

PROPERTY ADDRESS	APPLICANT	DATE	AMOUNT	REMARKS
1606/101	STUDENT & HELEN K. CHANDLER	11/6/51	600	
1536/285	DOROTHY PARSONS	3/7/60	1300	

LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
600	1300	1900

1606/101
1536/285

URBAN - HIGHWAY

TOTAL VALUE - EXCEPT FOR THE BURDEN

PROPERTY ADDRESS	APPLICANT	DATE	AMOUNT	REMARKS
1606/101	STUDENT & HELEN K. CHANDLER	11/6/51	300	
1536/285	DOROTHY PARSONS	3/7/60	300	

LAND VALUE	IMPROVEMENT VALUE	TOTAL VALUE
300	300	600

1606/101
1536/285

ASSESSMENT RECORD	DATE	AMOUNT
1606/101	11/6/51	600
1536/285	3/7/60	1300

PROPERTY ASSESSMENT RECORD - CITY OF PORTSMOUTH, N.H.

89 - **23**

Map No. 218-218
 Reference: D11-1-1-1



Special: A Helen K. Charlton
 Dorothy E. Proulx
 Mrs. J. P. Proulx

MUTUAL FIRE INS.

LAND VALUE COMPUTATIONS AND SURVEY

LAND VALUE COMPUTATIONS AND SURVEY	DATE	AMOUNT	TOTAL
LAND VALUE COMPUTATIONS AND SURVEY	1906/101	11/6/61	13.10-3
LAND VALUE COMPUTATIONS AND SURVEY	1930/285	3/7/60	

DATE	AMOUNT	TOTAL
1906/101	11/6/61	13.10-3
1930/285	3/7/60	

DATE	AMOUNT	TOTAL
1906/101	11/6/61	13.10-3
1930/285	3/7/60	

PROPERTY CLASSIFICATION	LAND VALUE COMPUTATIONS AND SURVEY
RESIDENTIAL	
COMMERCIAL	
INDUSTRIAL	
AGRICULTURAL	
UNIMPROVED LAND	
IMPROVED LAND	

LAND VALUE COMPUTATIONS AND SURVEY	DATE	AMOUNT	TOTAL
LAND VALUE COMPUTATIONS AND SURVEY	1906/101	11/6/61	13.10-3
LAND VALUE COMPUTATIONS AND SURVEY	1930/285	3/7/60	

DATE	AMOUNT	TOTAL
1906/101	11/6/61	13.10-3
1930/285	3/7/60	

300
~~300~~
 4110

CITY OF PORTSMOUTH, NH
APPLICATION FOR RESTORATION OF INVOLUNTARILY MERGED LOTS
PURSUANT TO RSA 674:39-aa

Name of Property Owner(s): James Gould

Mailing Address: 246 Thornton Street, Portsmouth, New Hampshire 03801

Telephone Number: 860-428-1384

Email Address: bjamesgould36@gmail.com

Street Location of Parcels Affected by the Requested Restoration:
246 Thornton Street, Portsmouth, New Hampshire 03801

Properties Requested to be Restored (attach additional sheet if needed):

Parcel 1

Current Deed Reference: Book 5180 Page 0501 Date Recorded 12/23/2010

Tax Map 161 Lot Number 7

Parcel 2

Current Deed Reference: Book 5180 Page 0501 Date Recorded 12/23/2010

Tax Map 161 Lot Number 7

Parcel 3

Current Deed Reference: Book _____ Page _____ Date Recorded _____

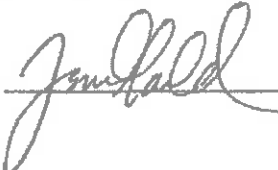
Tax Map _____ Lot Number _____

Please state when you believe the involuntary merger took place:

It is believed to have taken place prior to 1977.

Signature(s) of Property Owner(s):

See Title Chronology
and assessing cards enclosed herewith

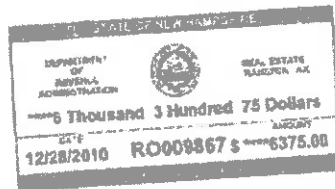
Signature:  Name: James Gould Date: 5/28/20

Signature: _____ Name: _____ Date: _____

Stewart

059616

Return to:
James E. Gould
246 Thornton Street
Portsmouth, New Hampshire 03801



WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS THAT We, **Jane M. Grant and Gary J. Grant**, wife and husband, of 27 Meaghan Way, Greenland, County of Rockingham, State of New Hampshire, for consideration paid, grant to **James E. Gould**, married, with an address of 151 Topstone Road, Redding, Connecticut 06986, with **WARRANTY COVENANTS**, the following described premises:

A certain lot or parcel of land, together with the buildings thereon, situate in Portsmouth, County of Rockingham, State of New Hampshire, bounded and described as follows:

Southerly by Thornton Street, one hundred twenty-two (122) feet; Westerly by land now or formerly of Lewis and Etta McNeil, one hundred twenty-two (122) feet, more or less; Northerly by land now or formerly of Alex McNeil and of Henry T. and Mildred G. Dubois, one hundred twenty-two (122) feet, more or less, and Easterly by land now or formerly of Nora Alsop, one hundred eighteen (118) feet, more or less.

Being Lots No. 23 and 25 on a certain plan of lots made by A.C. Hoyt, Surveyor, dated June 21, 1890, recorded in the Rockingham County Registry of Deeds.

Meaning and intending to describe and convey the same premises as conveyed to Jane M. Grant and Gary J. Grant by Deed of Jane M. Grant dated 9/1/2006 and recorded with the Rockingham County Registry of Deeds in Book 4704, Page 1250.

2010 DEC 28 AM 11:58

ROCKINGHAM COUNTY
REGISTRY OF DEEDS

EXECUTED this 23rd day of December, 2010

Jane M. Grant
Jane M. Grant

Gary J. Grant
Gary J. Grant

State of New Hampshire
County of Rockingham

On this 23rd day of December, 2010, personally appeared, before me, Jane M. Grant and Gary J. Grant, known to me or proven to be the persons whose names are subscribed to the foregoing instrument, and acknowledged that they executed the same as their free act and deed.



Steven Adams
Notary Public/Justice of the Peace
Print Name: _____
My Commission Expires: _____

STEVEN C. ADAMS
Commissioner of Deeds
My Commission Expires 12/17/13

June, 5, 2020

Dear Mayor and Council Members,

The City Council has made a commitment for PFAS free playing fields. Bid 37-20 written by W&S and CMA Engineers requires "certification from the turf manufacturer that lead or lead chromate, or PFAS/PFOS are not used in the manufacturing of the specified system."

The City just awarded a contract to Quirk Construction Corp. that specifies Sprinturf. Test results from Sprinturf shows the presence of one or more PFAS, violating these bid requirements. These lab tests by RTI were submitted to the City by consultants Weston & Sampson. (81 and 430ppm total fluorine) You have also received test results from the Ecology Center showing PFAS in our existing synthetic turf field at the High School. (79ppm total fluorine)

Before any new fields are installed, the City is obligated to be absolutely sure that any product installed is PFAS free as is required by the bid and committed to by the City. This can be done by commissioning independent testing for a total fluorine or total organic fluorine analysis. The testing method required in the bid, EPA Method 537.1, only tests for approximately 30 out of roughly 5000 different PFAS. This is inadequate to determine whether a product is free of PFAS.

In his letter to the City, the Research Director of the Ecology Center advised the Council:

"A company claiming PFAS-free turf fiber should thus be able to produce testing results showing less than 1 part per million of total organic fluorine or total fluorine. We recommend that companies be required to test products and provide these results. In addition to our academic collaborators, we have found a range of third-party labs capable of conducting this type of analysis. These include, but are not limited to: Eurofins Australia or Test America (Sacramento); Galbraith Labs; ALS Environmental; and SGS."

The City needs to request samples from the manufacturer of both the plastic carpet *and* shock pad to have them tested for total fluorine or total organic fluorine with the expectation that they be less than 1ppm to be declared free of PFAS chemicals. The bidder should be billed for the cost of testing, and this process should be initiated and conducted only by the City, not consultants, in order for it to be truly independent.

I respectfully ask the Council to take these necessary steps to protect Portsmouth residents and our environment from further PFAS exposure and contamination.

Sincerely,

Ted Jankowski
Non Toxic Portsmouth
207.650.6428



ECOLOGYCENTER

Healthy People, Healthy Planet

June 1, 2020

Portsmouth City Council Members

Judie Belanger
Director of Finance and Administration
City of Portsmouth Finance Department
1 Junkins Ave
Portsmouth, NH 03801

Dear Council Members and Ms. Belanger,

I have been made aware of the City's pending contract bid and specification for artificial turf. Our organization has been conducting research on PFAS content in commercial and residential indoor carpet, as well as synthetic artificial turf, for the last two years. This work, carried out with external contract labs and university-based scientists, includes testing carpet and synthetic turf fiber for PFAS and for total fluorine, an indicator of PFAS. My understanding is that the bid, [Bid 37-20 Multi-purpose Recreation Fields & Regional Stormwater Treatment Projects](#), requested companies provide evidence of PFAS-free artificial turf.

The turf industry should conduct elemental fluorine testing for all products. Of the nine synthetic turf fibers we have tested, fluorine was detected in 100%. Fluorine levels ranged from 44 to 255 parts per million. Additional tests not detailed here on two of the samples found evidence of organic fluorine, supporting the likelihood that PFAS is present. These turf samples included both new product and installed product. This sampling is limited and does not represent the entire market. However, it highlights the need for companies to provide clear test results if they are claiming PFAS-free.

One sample of turf fiber we tested was from the Tom Daubney Field in Portsmouth, New Hampshire, which had 79 parts per million (ppm) fluorine (Sample ID 120355, page two on attached lab report). This sample was tested by Oxygen Flask Combustion with Ion-Selective Electrode. The level of fluorine detected indicates PFAS were present in or on the turf fibers.

Total fluorine tests do not tell us exactly which PFAS chemicals are present, but based on industry literature, we believe a likely source of the detected fluorine is processing aids used in the production of synthetic turf fibers. *PFAS-based processing aids are not included in commonly used test methods and thus can be missed.*

For this reason, it is critical for companies to conduct testing of fibers using an appropriate method. Most manufacturer-provided test results we have reviewed used a method designed for water testing. These tests can detect only a portion (as few as 30) of the hundreds of possible PFAS chemicals which may be present.

The testing method that has typically been used by companies attempting to demonstrate PFAS-free composition is EPA Method 537.1, "Determination of Selected Per- and Polyfluorinated Alkyl Substances in Drinking Water by Solid Phase Extraction and Liquid Chromatography/Tandem Mass Spectrometry."

Due to the limited number of chemicals it can detect, this US EPA method is likely not sufficient to demonstrate a carpet or turf fiber is PFAS-free.

In addition to the two methods mentioned that measure total fluorine, other techniques can measure total *organic* fluorine, thus ensuring results are not skewed by the possible presence of inorganic fluorine (which is distinct from PFAS).

A company claiming PFAS-free turf fiber should thus be able to **produce testing results showing less than 1 part per million of total organic fluorine or total fluorine. We recommend that companies be required to test products and provide these results.** In addition to our academic collaborators, we have found a range of third-party labs capable of conducting this type of analysis. These include, but are not limited to: Eurofins Australia or Test America (Sacramento); Galbraith Labs; ALS Environmental; and SGS.

I have also included a fact sheet from University of Massachusetts Toxics Use Reduction Institute which discusses these issues.

Please feel free to contact me directly if you have further questions.

Sincerely,

A handwritten signature in black ink that reads "Jeff Gearhart". The signature is written in a cursive, flowing style.

Jeff Gearhart
Research Director

Ecology Center

339 E. Liberty, Suite 300
Ann Arbor, Michigan 48104

jeffg@ecocenter.org

Juliet T.H. Walker

From: Watson, Bill <Bill.Watson@dot.nh.gov>
Sent: Tuesday, June 9, 2020 8:06 AM
To: Juliet T.H. Walker; Hudson, Robert
Cc: Willeke, Charles
Subject: RE: Portsmouth #2857 SRTS project - request for modifications

Good Morning Juliet –

The Council could expect to have to pay back the costs invested in the improvements made.

Regards,
Bill

William Watson Jr., PE Administrator
P - 603-271-3344 F - 603-271-8093
Bill.Watson@dot.nh.gov

NH Department of Transportation
Bureau of Planning and Community Assistance
7 Hazen Drive
Concord NH 03301



From: Juliet T.H. Walker <jthwalker@cityofportsmouth.com>
Sent: Tuesday, June 09, 2020 8:03 AM
To: Hudson, Robert <Robert.Hudson@dot.nh.gov>
Cc: Willeke, Charles <Charles.Willeke@dot.nh.gov>; Watson, Bill <Bill.Watson@dot.nh.gov>
Subject: RE: Portsmouth #2857 SRTS project - request for modifications

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Bob,

Thank you. Are you able to provide any guidance on the implications for the previously awarded federal funds for this project should the Council request a change to the design as constructed?

Best,

*Juliet T. H. Walker, AICP
Planning Director
Planning Department
City Hall
1 Junkins Ave
Portsmouth, NH 03801*

(603) 610-7296

CM Info Item #1

www.cityofportsmouth.com/planportsmouth

Twitter: @PlanPortsmouth

Facebook: @plan.portsmouth

Office Hours: M 8-6, T-Th 8-4:30, F 8-1

From: Hudson, Robert [<mailto:Robert.Hudson@dot.nh.gov>]
Sent: Monday, June 8, 2020 5:00 PM
To: Juliet T.H. Walker <jthwalker@cityofportsmouth.com>
Cc: Willeke, Charles <Charles.Willeke@dot.nh.gov>; Watson, Bill <Bill.Watson@dot.nh.gov>
Subject: RE: Portsmouth #2857 SRTS project - request for modifications

Hi Juliet

Today we discussed your request from City Council to substantially change the design of the Portsmouth #28757 SRTS project that was completed in 2018. We understand that the request is move the parking lane against the curb and the bike lane next to the travel lane. In reviewing the attached plans that you provided, it appears that this would affect sheets 27 to 30. We understand that the reason for the change is based on input City Council has received from constituents related to inconvenience, confusion, and perceptions about safety for motor vehicle travelers.

We do not recommend that the City make this change. We are concerned from a safety standpoint. We had another municipality that constructed a design similar to the design you are proposing. There was a fatality when a car door was opened in front of a bicycle traveling in the bike lane.

I hope this answers your question. Please don't hesitate to contact me if you need any additional information on this matter

Thanks
Bob

From: Juliet T.H. Walker <jthwalker@cityofportsmouth.com>
Sent: Tuesday, May 19, 2020 9:55 AM
To: Hudson, Robert <Robert.Hudson@dot.nh.gov>
Subject: Question on Modification to Complete SRTS project

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Hello Bob,

I have been asked by our City Council to confirm whether modifications to substantially change the design of a project that was completed with Federal Safe Routes to School funds and accepted by a prior Council would require that the City forfeit (ie return) those previously awarded Federal funds. This is a question I have previously answered for them in the affirmative after discussing with John Corrigan, but they are asking for confirmation again. Can you answer this for me and/or direct me to someone else either at FHWA or NHDOT that can confirm this for me or perhaps direct me to any federal guidance on this question?

Thanks,

*Juliet T. H. Walker, AICP
Planning Director
Planning Department*