

From: CHARLES TURNER [<mailto:turner4ckml@comcast.net>]

Sent: Thursday, December 17, 2020 12:04 PM

To: Juliet T.H. Walker <jthwalker@cityofportsmouth.com>

Subject: Re: Dec. 17 hearing for Richard Boutin 200 Sherburne Rd.

Good afternoon,

I wanted to let you know that I spoke with Mr. Boutin in regards to the outdoor wood boiler and the lot line adjustment he is requesting . He explained the wood boiler is the current heat source for the house at 200 Sherburne Road, but that the new owners at 200 Sherburne will be installing a new residential heating system in that property. Mr. Boutin will then be disconnecting 200 Sherburne from the outdoor wood boiler. At that point it will no longer be active and he will be removing it completely from the property at 278 Sherburne Rd. After hearing this my wife and I wanted to let you know we are not opposed to Mr. Boutin's lot line adjustment. Thank you very much for your time.

Sincerely,

Charles Turner
Kelly Date Turner
368 Greenside Ave.
Portsmouth
603-396-2355

To: City of Portsmouth Planning Board

Dear Planning Board Members,

Please approve the revisions to the storm water drainage plan for 3003 Lafayette Rd. (New Business B on tonight's Planning Board Agenda). This revised plan will substantially improve the safety for motorists both traveling south at the intersection of Lang Road and Rte 1 as well as those traveling south on Rte 1 who want to enter Lang Road.

As a Rockingham Planning Commission (RPC), Commissioner and Town of Rye Selectman, I have worked over the past six years in finally placing this project on the RPC Transportation Improvement Program (TIP) which was then accepted by the State of New Hampshire and placed on their Ten Year Transportation Plan. State funding of \$966,489 has been approved for this project.

I urge you to move forward this evening and approve the revised storm water drainage plan for this site as this will allow for construction in 2021. Lang Road is a critical and highly travelled route for motorists traveling from the coast to Rte 1 and into Portsmouth or south/west to North Hampton, Greenland, Hampton, and Seabrook. Many motorists have chosen not to use Lang Rd due to the safety issues at the intersection of Lang and US1. The access to Rte1, via the extension of Lang Rd via Longmeadow, will substantially improve the safe access to Rte 1 and save lives.

Sincerely,
Phil Winslow
Chair, Rye Select Board
Rockingham Planning Board Commissioner

Harry and Juliet McKinnon
34 Boss Avenue
Portsmouth, NH. 03801
mkm927@aol.com

Dear Sir/Madam:

This letter is in regard to the request of Karen and Rick Romania for property located at 32 Boss Avenue. The request is for a wetland conditional use permit in accordance with Article 10 Section 10.1017.

We are Harry and Juliet McKinnon, the owners of the adjacent property at 34 Boss Avenue. We share a portion of this wetlands area with 32 Boss Avenue and have significant concern with any proposal to disturb the wetland buffer area. We fear it will have a subsequent negative impact on the small yet vital wetlands area shared by us and enjoyed by several other surrounding properties. This wetlands area is home to many small animals and birds and is a vital part of our lot. We fear that removal of trees and decreasing the overall size will change the existing habitat for the wildlife, such as the mallard ducks that move into the small pond and nest every year. The proposed increase in the footprint of the physical structure will in and of itself change this small ecosystem. Removing trees and encroaching on the wetlands area will have further deleterious effects.

We would respectfully ask that prior to the conservation board members or their representatives granting approval, they visit the area and determine for themselves what the impact will be. We would also request that no trees be removed unless they are actually "diseased" or damaged to a point where alternative options are not reasonable. Certainly from a layman's perspective, these trees appear to be healthy and thriving.

Sincerely,



Harry D. McKinnon Jr., MD



Juliet McKinnon

From: [Private General](#)
To: [Planning Info](#)
Subject: PB 12-17-20 Raynes Ave
Date: Tuesday, December 15, 2020 7:20:59 PM

Dear Planning Department,

Please forward this quick note to the members of the Planning Board regarding 31 Raynes Ave for the December 17, 2020 Meeting.

Dear Chairperson Legg and Members of the Planning Board,

I am writing in regards to the complex being presented this evening consisting of: 203 Maplewood Ave, 1 and 31 Raynes Ave, which is before this board for *Preliminary Conceptual Consultation* and *Design Review Phase*. I realize this is the "kicking the tires" stage of the game and the engine hasn't been started as of yet. I would like to point out the obvious.

According to design plans, these three lots are 0.15, 0.90 and 1.63 acres respectively. The design plan of EXISTING does not seem to include: the footprint of the existing buildings, the number of parking spaces, the existing grade for all lots, the wetland buffers or the level of existing impervious surfaces. The proposed use of the lots, shows a Community Space with a path-parts of which cross into the 25' wetland buffer, where no paths of any kind-much less pavement are allowed. There is also parking shown in what are now grassy areas and within the 50' wetland buffer. The proposed buildings have a very odd 1 story step down next to a 5 story step up on Maplewood Ave. The two very large buildings seem to spread out like a seat cover on a bad seat, over portions of the lot when the buildings hit 12' in height (dotted lines).

There seems to be excessive detail offered for Preliminary Conceptual Consultation but the necessities seem to be missing, maybe its time to open the hood. This looks like the classic bate and switch, take smaller non-conforming lots and turn them into one 2.68 acre lot and make it even more non-conforming, provide community space where no structures are allowed (50' buffer) anyway, make the buildings as wide and high as possible and ask for variances and CUPs to fit it all in. The lot constraints and the zoning no longer determine what can be built.

When the engine is started one can hear the clicking sound of no oil because what is proposed is already starting 10 spaces shy of the required parking and that is AFTER receiving parking reductions from incentive districts as well as stacking cars under some of the buildings. Ironically, it was stated at TAC recently, that the surface area parking lots in the Deer St/ Maplewood Ave area are already at maximum, per a study done by/for the city prior to Covid.

As you review these 17 pages with a lot of details, please tell this development team you want this car repaired prior to considering providing a down payment much less being stuck financing this over developed lemon for 20 years.

Respectfully,

Elizabeth Bratter

Portsmouth Property Owner
159 McDonough St