

Juliet T.H. Walker

From: John Howard <JEHOWARD7@comcast.net>
Sent: Thursday, April 30, 2020 6:06 PM
To: Juliet T.H. Walker
Subject: 105 Bartlett Street

Dear Ms. Walker

My wife, Nancy, and I live directly across the North Mill Pond from the proposed development site. I am asking that strict attention be paid to light and noise pollution as this project moves forward. On the development plans there appears to be a sloped amphitheater with built in benches backed by buildings facing the pond. What could go wrong with that? We have been assaulted with no relief by the blazing new parking garage. Please do not allow this to happen in our backyard!

Some years ago when I endeavored to build a deck behind my house, the city's land use boards put me through more hoops than a circus pony! I would expect no less scrutiny of a project that dwarfs and is completely out of character with the neighborhoods that surround it.

Respectfully,

John & Nancy Howard
179 Burkitt Street

Attn: Juliet Walker, Planning Director
Re: 105 Bartlett St

To: TAC 5/5/20 Site Review Meeting
From: Nancy & Brian Johnson, 81 Clinton St, Portsmouth
Date Sent: May 3, 2020

We have the following thoughts and concerns:

- This particular parcel of land is unique in the City. It borders on the North Mill Pond, a tidal estuary, which has been described as “A Jewel in our Back Yard”. There is currently a well used (for decades) dirt path along that side of the pond which has been frequented regularly by dog walkers, residents walking or jogging, bicyclists, and avid bird watchers for over four decades. The vegetation along this side of the estuary supports a number of species of birds and other wildlife. It is not uncommon to spot night herons, the massive blue herons, snowy and great egrets, yellowlegs, sanderlings, loons, buffleheads, common and red-breasted mergansers, cormorants, and numerous song birds, just to mention a few, and even an occasional seal!! I shudder to think what will happen to all this amazing wildlife if the vegetated buffer is decimated as shown in the artist rendition.
- We are concerned about the location of the rain garden – we are not experts although we have attended and participated in a day long Rain Garden training at Great Bay Community College. We do know that a large number of calculations are involved with determining the size, depth and placement of the rain garden. We are wondering if the location, so close to the 25 foot buffer line, is a reasonable placement. Will this positioning be able to handle a severe rain event such as a hurricane during a lunar high tide? The soil within the roundhouse area and maintenance shed is likely contaminated. What procedures will be taken to be sure no contamination leaches into the Pond during and after construction?
- The following is copied from the latest plan, C-501

“VEGETATIVE PRACTICE: A. FOR PERMANENT MEASURES AND PLANTINGS:

- a. **LIMESTONE SHALL BE THOROUGHLY INCORPORATED INTO THE LOAM LAYER AT A RATE OF THREE (3) TONS PER ACRE IN ORDER TO PROVIDE A PH VALUE OF 5.5 TO 6.5;**
- b. **FERTILIZER SHALL BE SPREAD ON THE TOP LAYER OF LOAM AND WORKED INTO THE SURFACE. FERTILIZER APPLICATION RATE SHALL BE 800 POUNDS PER ACRE OF 10-20-20 FERTILIZER;**”

Since this work is being done within the 100 foot tidal buffer, in a currently vegetated shoreline, there is no need to pour lime and fertilizer onto the land which will eventually wash into the Mill Pond. As you well know there are major restrictions about using lime and fertilizer within tidal buffers. All that needs to happen is for a specialist, which the city has and contracts with, to help with removal of certain invasive plants such as bittersweet, multi-flora rose, autumn olive and buckthorn. More desirable, native species of shrubs and ground covers which tolerate the existing soil and are valuable food resources for small animals and native pollinators such as bees, butterflies, and hummingbirds.

- It is our opinion that if the developers were to design a tasteful development, being respectful of the environment, emphasizing the natural beauty of the shoreline and the Pond, fewer units could be rented and/or sold for a very competitive price providing the developers with a handsome return on their investment.

Written on 4/30/20

Dear Members of TAC,

I tried to organize this by the categories TAC reviews. Listed are requests for changes/adjustments to this development to protect the North Mill Pond and two abutting neighborhoods. I included a possible Site Design plan, a Neighborhood Connector Road plan and general SWQPA information.

Lot Lines:

The lots are listed incorrectly on some of the design plans, lot 164-4-2 is listed as 157-1 which has, as of yet, *not been approved by the Planning Board*. Existing lots lines do NOT have to move to meet dimensional requirements. *It seems storm water calculations are based on something that has not been approved.*

SWQPA Regulations:

Nothing should be allowed to be removed from these lots until a NHDES Wetlands and All Terrains permits have been secured or notification from NHDES as to what is allowed. **Any demolition, excavation or removal of trees, bushes or ground cover is protected under Shoreland Water Quality Protection Act from the reference line(HOTL) to 150'.**

Building C discrepancy:

The original building(C-101) scale is shown about 100' across and 150' in length (water to road-reader pg 38-NO exhibit number). The proposed building(C-102.2) is shown as 120' across and 185' in length. **There seems to be a new addition of about 60 X 40'** to the original footprint. On the water side a **triangle is shown as "wall TBR"** which doesn't seem to exist on the original building footprint. Building C seems to be new building with a new footprint.

Traffic and Safety:

It should be noted that both NH Fish and Game and NHDES allow a maximum width of 6' paths within 50' Wetland and Woodland Buffers. The rear of building B and A would *NOT* be accessible for the **Fire Department via the proposed Greenway**. According to the scale on C-103.2 the **Dover Street View Corridor** will be between 25 to 30' wide, easily meeting the 18' required for a **fire truck**, the 25' needed for a **staging area**, direct access to the rear of both buildings B and A **and a fire hydrant**. Parking spaces could be eliminated to accommodate emergency vehicles to access this area.

There are **conflicting traffic reports for this area** and a lack of current information for this development. The traffic report presented by West End Yards shows more *current* traffic coming from the "Existing Shared Driveway" on Bartlett St. The 105 Bartlett St traffic report *does NOT include* some key developments which will impact this already pinched area, **including but not limited to; West End Yards, the proposed Senior Center and New medical offices on Cottage St. A traffic report comparison from all the developments which will impact this area should be done.** The volume seems closer to 200 cars and trucks during peak hours. This area will *become bottle-necked* when trucks attempt to make left turns from the driveway/private road toward Cate St. New Development-New Traffic Report

The **Ricci Parking lot** should stay "in" away from the building and "out" near the building, old dog new trick principle.

The **proposed road** is within the 50' wetland buffer is NOT grandfathered. This road needs to be restructured to remove more of its pavement to create more greenspace along the water's edge and adjust its parking for safer travel of the over 200 cars and trucks. **Some side roads in Portsmouth are less traveled than this "driveway" and have more safety and environmental constraints.**

Trucks (Reader pg 117-no exhibit number): **How are they getting out of the lumber yard?**

The **cul-de-sac** invites pedestrians to cut across the roadway. It should be removed or redesigned, seem like a lot of sidewalk patterns (C-102.2). "KISS" should be applied here! Noticed **no sidewalk** coming out of the parking garage on either side a frequently area used by pedestrians.

Storm Water and Environmental:

The **Drainage** Analysis Report shows two points of analysis. **These do not accurately demonstrate the impact this development will have on the North Mill Pond and storm water management requirements.** One should be the road by itself with the all the existing Ricci Properties, including the Great Rhythm building. One should be the proposed new buildings **on all of the present Lot 164-4-2 only (Cabot to Cromwell included).** The report should adjust for the “abandoned” turnstile and round house as they are presently **overgrown including full grown trees, bushes and ground cover thereby exhibiting they are pervious areas.** (Picture B, pg 9 of the Greenway: http://files.cityofportsmouth.com/files/planning/190725_nmp_concept_final.pdf). **It seems the two points of analysis presented by development team could be skewing MS4 and NHDES requirements.** I find it odd that the dilapidated RR turnstile and round house are shown as “whole” on most of these site plans both have been fully overgrown and nonfunctional for at least 40 years.

The **rain garden** in the proposed “Park” seems like a disaster waiting to happen. It is rated for a 50 year storm, which includes *the ability to run off through an outlet structure.* It doesn’t take much to realize the first time it storms **and the tide is in,** this rain garden **will become a giant swimming pool due to inability to run-off.** Each step could be completely filled with native plants, shrubs, grasses and no lawn to aid in absorbing the water that will pour down the **20’ incline. The entire hill should be filled with plants and shrubs. A smaller raingarden may be useful in the “courtyard”.** *The granite from the roundhouse could be used as places to sit along the Greenway with interest placards; it would be just as memorable.*

The **proposed grade** for these buildings seems a bit much. The reasoning seems to be to create an underground parking lot and NOT have to use any of the building height to meet the new flood zone requirements. These grades will create water movements which could create issues not only with collected stormwater but *with stormwater run-off due to the inclines created by the grades.* **The least amount of grades should be recommended so close to the North Mill Pond.** It seems like a lot of water is being diverted from the sewer system to the North Mill Pond! The parking lot (next to RR) should be curbed the entire length on both sides to keep the water within the storm water systems provided. These new structures are providing very few areas where run off can naturally be addressed, **every inch is pavement,** cement or building, even the “public court yard” between building C and building B is shown as impervious surface – there is nothing in the Landscaping Plan for said area. Too much grade and too little pervious surfaces!

The proposed 30’ wide “**public courtyard**” between buildings B and C seems really odd. If you lived on the first floor of building B would you want the general public sitting in front of your windows? It is **unnecessary impervious surface** and **will create a tunnel of reflective noise** which neighbors will have to endure. It could become large native flower and shrub garden beds with a few native ornamental trees and small lawned areas *in the middle* for tenants to barbeque or picnic at.

The North Mill Pond and ALL its surrounding catch basins and outfalls presently work hard to maintain the present amount of water which flows into them. This development is proposing **a LOT of unnecessary impervious surfaces.** The massive buildings, the removal of hundreds of trees, bushes and ground covers and all the parking are a horrible addition to **an already difficult storm water area, less lawn and pavement, more trees, shrubs and plants would help.**

Both **Lot 157-1 and 164-4-2** are presently **nonconforming lots.** These lots cannot build within the 100’ buffer zone per Article 10 of the Zoning Ordinances. Lot 157-1’s building is presently nonconforming, sitting within the 50’ wetland buffer. This building will need to be structurally rebuilt to support 3 more stories; **it will need to meet today’s zoning requirements.** Lot 164-4-2 presently has one standing building(3600sf) on it, however that building is going to be removed, per Article 10 rules and regulations a new structure cannot be built within the 100’ wetlands buffer zone; only existing single family homes can be enlarged by 25%. **Neither of these two lots is in the SWQPA Urban Exception areas.** All of building A, B and C should be moved out of the 100’ wetland buffer zone and *could be asked to be moved out of the 150’ Shoreland and Woodland Buffer zones by NHDES.*

Noise and Light protections:

The **parking lot** does not show any **screening** of medium growth (under 5') bushes to protect neighbors from the constant movement of car headlights in the parking lot. Low evergreen shrubs would help to **screen some of the light** and some of the **fumes** from **car exhaust** as people warm up or cool off their cars. The parking lots should be equipped with low, downward facing lights, which are motion detected to reduce the amount of constant light shining in neighbor's yards and homes.

The amount of noise that will be emitted from these buildings needs to be addressed. The proposed " **step down**" of 10-15' on the **about 256' long and about 65' wide building B(C-102.2)** seems like nothing more than an outdoor deck which will allow **noise to flow** directly over the North Mill Pond to the surrounding homes. **A true step down** would be a minimum of one-fourth of the building length. This would allow for **a recessed and sheltered deck** with perhaps **Plexiglas to aid in reducing noise** across the pond and **prevent items from accidentally blowing or falling off the deck.**
Please remember the tunnel effect of noise from proposed public courtyard.

Parking:

The WHOLE 20,000 sf of building C's first floor should be included as part of the parking requirement. It seems an amenities area could become anything. Hotels include restaurants, bars, shops, gyms and spas as amenities.

Is it a cul-de-sac or not? Adding the 4 spaces to the roadway makes it a road with a part of a circle, a lot impervious surfaces which seems to add confusion and not aid in traffic patterns.

Finally Snow Storage:

Snow storage near the entrance to the lumber yard will block view line of exiting traffic. The amount of area devoted to snow storage for 134 spaces near building A is not even close to realistic. There is no snow storage noticed for the 61 + spaces between Bartlett and Lot 157-1.

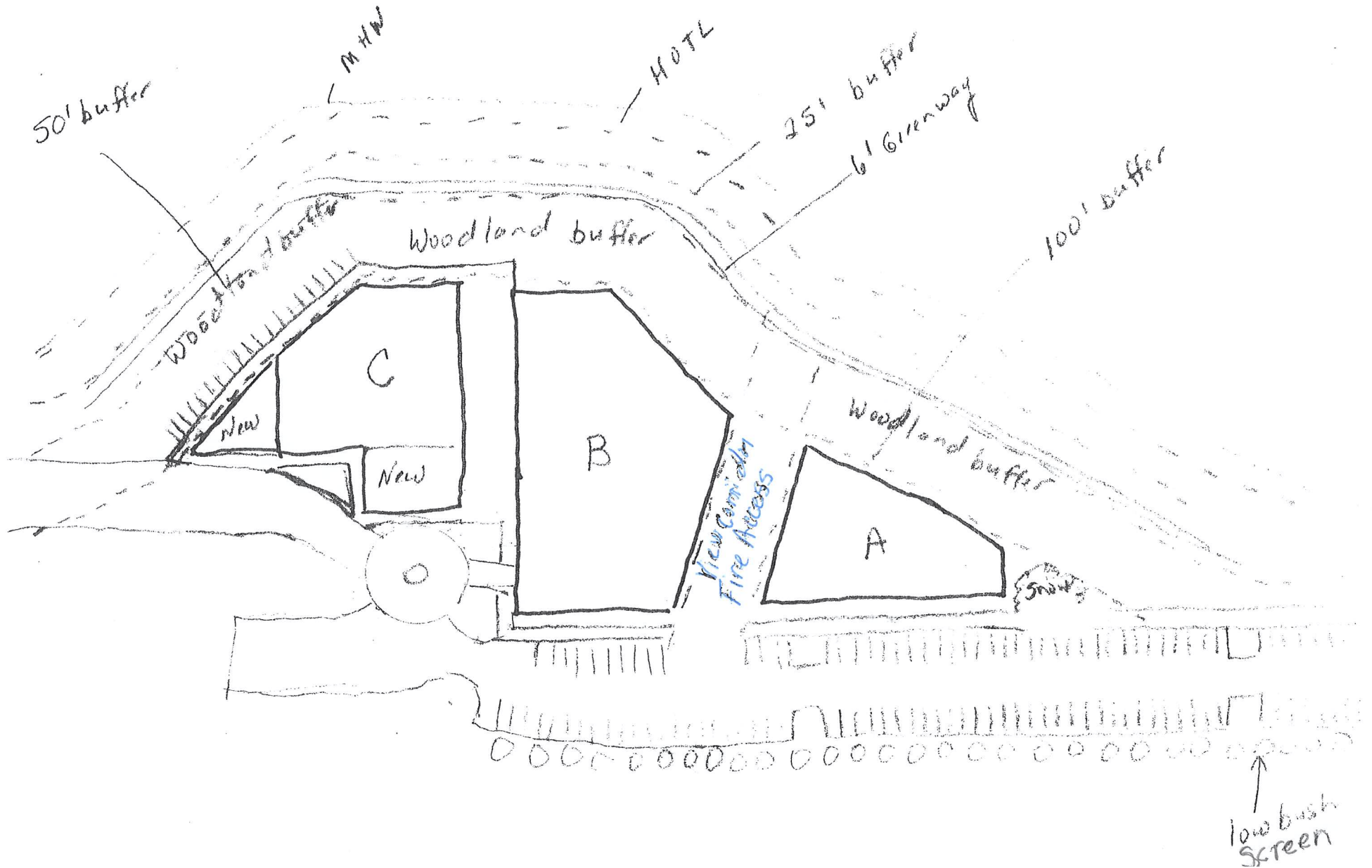
Thank you for your time in this matter. I apologize for it being so long. This team covers a LOT of important information!!

Respectfully,

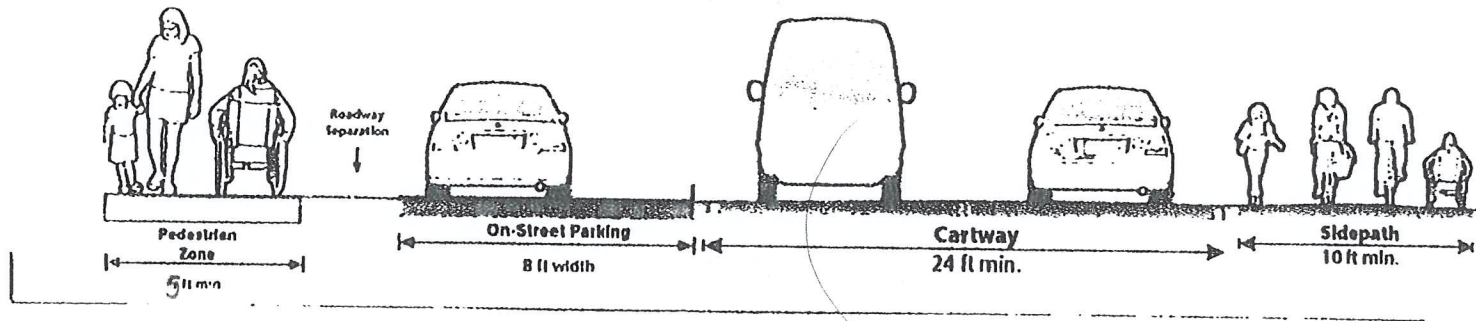
Elizabeth Bratter

A Different Way to Meet the Goals

This is a possible site plan which could move the buildings out of the 100' Shoreland Buffer by moving them back by 50'. It would certainly preserve some of the Woodland Buffer and still allow much of the volume of units this developer is trying to achieve. This is NOT to scale. Site Plan C-102.2 from the March 19, 2020 Planning Board meeting submission by Tighe and Bond was traced to create this plan. It should be noted a fire access to the rear of buildings B and A is created using the View Corridor. The parking requirement could likely be met with this design. It would open up better view areas to the North Mill Pond on both buildings B and C. The snow removal area is where the originally proposed Salem St View Corridor was, keeping the snow and its contaminants out of the North Mill Pond. Moving the circle back to its original position allows for more organized movement of trucks and cars. The new shapes would visually add a little character to the design.



Neighborhood Connector Road



Using a Neighborhood Connector Road would allow for safe movement of cars, trucks, bicycles and pedestrians on this highly traveled roadway. The 5' Pedestrian and 3' roadway separation would have to line up against the first building, after vehicles have moved past the 50' safety area at the intersection of Bartlett and this new road. The 8' wide off-street parking could easily accommodate a large amount of cars along the Windows and Doors business. The 24' Cartway would create a better flow between cars and trucks and the 10' wide curbed sidpath along the North Mill Pond will allow for bicycle and pedestrian travel in either direction for safer exiting and entering of this property. **Starting from the entrance at Bartlett St to about Lot 157-1** as a Neighborhood Connector Road would free up sections of the wetlands buffer zone to have large amounts of pavement removed and be environmentally restored.

There should be **NO parking allowed** in the proposed cul-de-sac, especially not on the outer edge next to Ricci's Lumber Yard. The cul-de-sac just seems oddly placed with regards to flow of traffic. **Most people will take the path of least resistance and drive straight.** Parallel parking on a circle seems like something most people avoid. Its location seems more confusing then helpful in regards to traffic flow, access to the building and generally speaking. I would suggest moving it back to where it started *or remove it completely* and allow head in parking at the entrance of building C for ease of use for future residents. This parking area should be kept small and specific to avoid future parking issues. Doing this would free up some more unnecessary impervious surfaces.



Shoreland Water Quality Protection Act (SWQPA)

A Summary of the *Minimum Standards*

The Protected Shoreland:

All lands within 250 feet of the following waterbodies are subject to the SWQPA:

- All Lakes and ponds greater than 10 acres in size.
- All 4th Order and greater streams and rivers – see the [Protected Rivers and Streams interactive web map](#).
- Most designated rivers, including sections less than 4th Order – see the [Designated Rivers interactive web map](#).
- All waterbodies subject to the ebb and flow of the tide.

Setbacks*:

- **Primary Structures:** Primary structures are typically the residential dwelling and include all attached decks and porches. The primary structure setback is 50 feet from the [reference line](#).
- **Accessory Structures:** Accessory structures include parking areas, patios, sheds, gazebos and retaining walls. Accessory structures must be setback at least 20 feet from the [reference line](#). When planning to construct a new accessory structure, always refer to the [Accessory Structure fact sheet](#).
- **Septic Systems:** Septic system setbacks are based on soil types. At a minimum, all new septic systems must achieve at least a 75 foot setback from the [reference line](#). Replacement septic systems must meet the septic system setback requirements to the greatest extent practicable. For more information, review the specific [septic system setbacks](#) or contact the NHDES Subsurface Systems Bureau at (603) 271-3501.
- **Fertilizer / Chemicals:** Only low phosphorous, slow release nitrogen fertilizers can be applied beyond 25 feet from the reference line. Pesticide and herbicides can be applied greater than 50 feet from the [reference line](#) by a licensed applicator only.

*Many municipalities have more stringent setback requirements. Always determine the local regulations as well.

Trees / Vegetation Removal*:

- **Waterfront Buffer Area:** Within 50 feet from the [reference line](#), except for a 6 foot wide walkway to the water, all natural ground covers must remain intact. Shrubs can be trimmed and pruned to a minimum height of 3 feet. With limitations, trees and saplings can be removed based on a 25 foot x 50 grid segment tree and sapling point score.
- **Woodland Buffer Area:** Between 50 feet and 150 feet from the [reference line](#), 25% of this area must be maintained as natural woodland. Natural woodland means an area consisting of various species of trees, saplings, shrubs and ground covers in any combination and at any stage of growth.

*Before removing vegetation, always refer to the [Vegetation Management for Water Quality fact sheet](#).

Impervious Surfaces:

- **Impervious surfaces** are modified surfaces that cannot effectively absorb or infiltrate water. Impervious surface include, but are not limited to: the roofs of structures, decks, patios and paved, gravel or crushed stone driveway and parking areas. Because impervious surfaces have the tendency to concentrate stormwater flows to waterbodies, when a project proposal exceeds certain impervious area thresholds, installing stormwater management systems is required.
- **20-30% Impervious Area:** When a project proposes a net increase in impervious area that results in the area of the lot being composed of between 20-30% impervious area, a stormwater management plan is required to infiltrate the increase stormwater from the development.
- **>30% Impervious Area:** When a project proposes a net increase in impervious area that results in the area of lot being composed of greater than 30% impervious area, a stormwater management system must be designed and certified licensed engineer; **and**
- Any waterfront buffer grid segment that does not meet the minimum required tree and sapling point score must be planted with additional vegetation so that it, at least, meets the minimum required point score. Points are awarded for planting ground covers, shrubs and saplings.

Shoreland Permit Required:

- Most new construction¹, excavation² and filling³ within the protected shoreland requires a Shoreland Permit. Smaller scale projects that propose no greater than 1,500 square feet of impact area and no greater than a 900 square foot increase in impervious area *may* qualify for the streamlined [Shoreland Permit by Notification](#) Process.
- Many low-impact projects are exempt from the permitting process and they're identified within the Frequently Asked Questions (FAQs).

Definitions:

¹**CONSTRUCTION**"- Erecting, reconstructing or altering any structure(s) that result in an increase in impervious area.

²**EXCAVATION**" - To dig, remove, or form a cavity or hole within the ground with mechanized equipment.

³**FILL**" - To place or deposit materials such as rocks, soil, gravel, sand or other such materials.

Juliet T.H. Walker

From: wrightski0122@aol.com
Sent: Monday, April 27, 2020 3:33 PM
To: Planning Info
Subject: R.W. Wright

Regarding application of Clipper Traders LLC.....

As I professed from the very onset of this project and as I do now: These are entirely TOO MANY UNITS for the proposed spot and will cause a density problem, not to mention parking problem that is totally unnecessary. TOO MANY!!

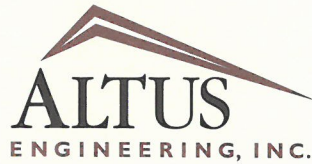
I OPPOSE this application.

Thank you,

R.W. Wright

Sudbury St.

R. W. WrightSent from my iPhone



Civil
Site Planning
Environmental
Engineering

133 Court Street
Portsmouth, NH
03801-4413

May 5, 2020

Juliet T. H. Walker, AICP, Planning Director
City of Portsmouth Municipal Complex
Planning Department
1 Junkins Avenue
Portsmouth, New Hampshire 03801

Re: **Moxy Hotel**
XSS Hotel, LLC
53 Green Street

TRANSMITTED VIA EMAIL TO: jthwalker@cityofportsmouth.com

Dear Juliet:

In February on behalf of a City Resident, Altus Engineering, Inc. (Altus) reviewed the Site Plan for the proposed Moxy Hotel development on Green Street. At that time, we identified numerous design deficiencies. Altus is now in receipt of a revised set of plans dated April 20, 2020. Although the applicant has made revisions to address some of our concerns as well as the City's, we believe that they have made the site design more non-conforming to the City Zoning Ordinances.

It is our understanding the City Technical Advisory Committee cannot act on an application that requires Zoning Relief. We respectfully request that the Committee not hear the application until they clear this threshold.

The proposed parking aisle width for one-way travel varies between twelve and 13-feet. The minimum width allowed by Zoning is 14-feet.

The Site Plan depicts several parking stalls that are completely non-functional. There is no way for a vehicle to access these parking stalls if any of the adjacent stalls are in use. Thus, it is our opinion that the site needs to be redesigned to provide compliant functional parking spaces. Attached is a photocopy of the site plan depicting the unusable spaces. The Designer indicates in their Shared Parking Calculation that 180 parking spaces are required during weekend evenings. They indicate that there are 180 spaces provided. As identified above, several of these spaces are not functional and thus they do not meet the parking requirements.

The applicant is proposing to expand the parking lot into the 50-foot tidal wetland buffer. This work will require both a Conditional Use Permit from the Planning Board as well as a Wetlands Permit from NHDES Wetlands Bureau. It is our understanding that expanding the parking lot in the State primary wetlands setback is not allowed.

Juliet T. H. Walker, AICP, Planning Director
May 5, 2020
Page 2

The applicant is depicting snow storage in the 100-foot wetlands buffer. They are not proposing any form of treatment for the contaminants associated with the storage of snow. Altus further understands by definition of Section 10.1016.20, that snow storage is not a permissible activity in the wetland buffer without a Conditional Use Permit.

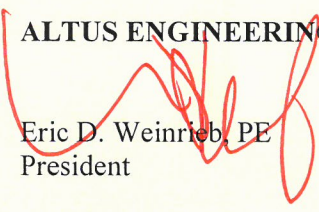
The Designer needs to provide turning templates to demonstrate how service vehicles will use the site. These vehicles need to include passenger vehicles as well as larger vehicles like trash removal, limousines and small buses that may be used by hotel clientele.

Our comments do not reflect any additional concerns that may be raised upon review of the stormwater management or utility service designs.

Please call or email me should you have any questions or need any additional information.

Sincerely,

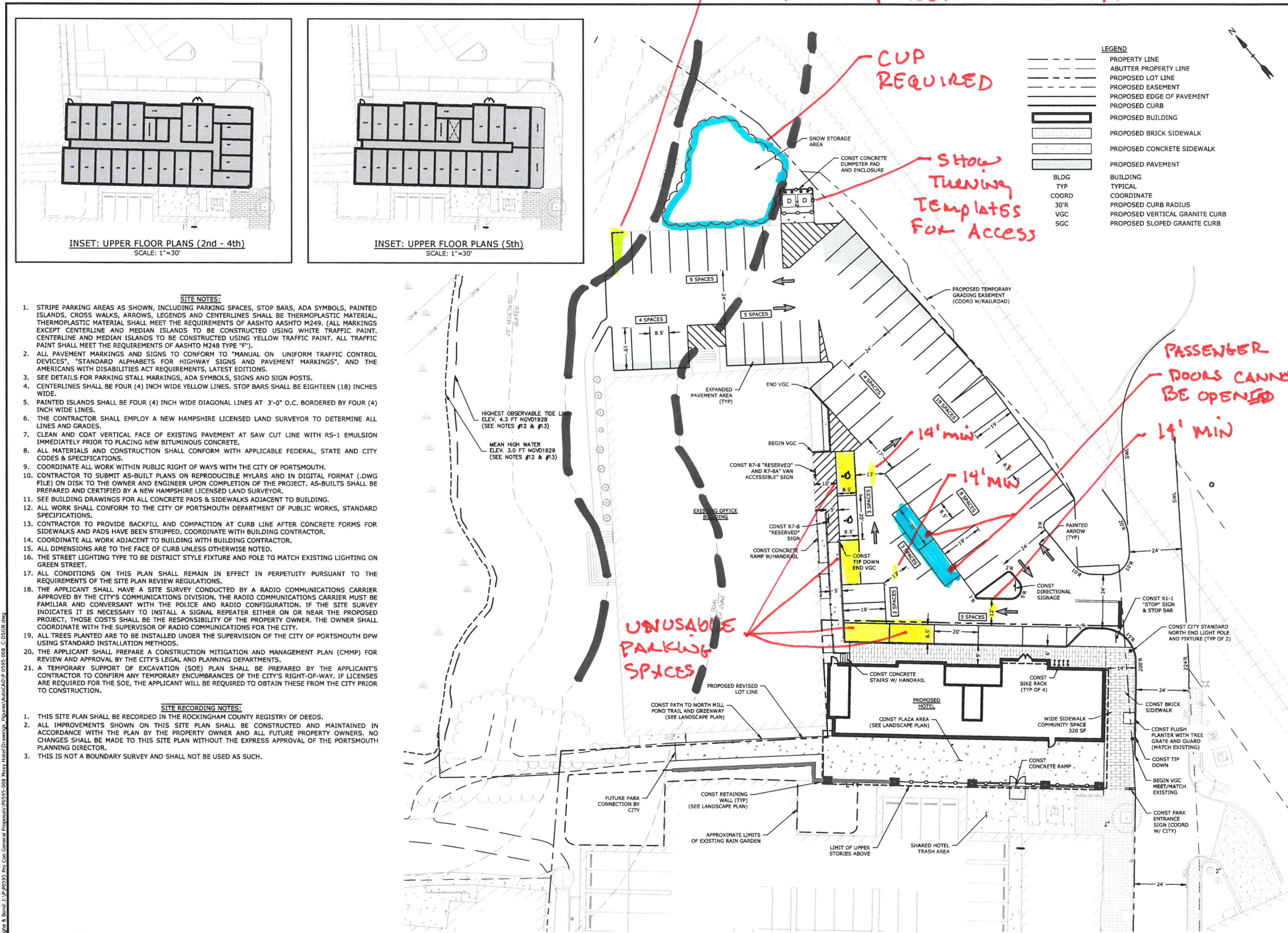
ALTUS ENGINEERING, INC.



Eric D. Weinrieb, PE
President

Enclosure

wde/5063 review-2.doc



- SITE NOTES:**
1. STRIPE PARKING AREAS AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, ADA SYMBOLS, PAINTED ISLANDS, CROSS WALKS, ARROWS, LEGENDS AND CENTERLINES SHALL BE THERMOPLASTIC MATERIAL. THERMOPLASTIC MATERIAL SHALL MEET THE REQUIREMENTS OF AASHTO M249. (ALL MARKINGS EXCEPT CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING WHITE TRAFFIC PAINT. CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING YELLOW TRAFFIC PAINT. ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F").
 2. ALL PAVEMENT MARKINGS AND SIGNS TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS, LATEST EDITIONS.
 3. SEE DETAILS FOR PARKING STALL MARKINGS, ADA SYMBOLS, SIGNS AND SIGN POSTS.
 4. CENTERLINES SHALL BE FOUR (4) INCH WIDE YELLOW LINES. STOP BARS SHALL BE EIGHTEEN (18) INCHES WIDE.
 5. PAINTED ISLANDS SHALL BE FOUR (4) INCH WIDE DIAGONAL LINES AT 3'-0" O.C. BORDERED BY FOUR (4) INCH WIDE LINES.
 6. THE CONTRACTOR SHALL EMPLOY A NEW HAMPSHIRE LICENSED LAND SURVEYOR TO DETERMINE ALL LINES AND GRADES.
 7. CLEAN AND COAT VERTICAL FACE OF EXISTING PAVEMENT AT SAW CUT LINE WITH RS-1 EMULSION IMMEDIATELY PRIOR TO PLACING NEW BITUMINOUS CONCRETE.
 8. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE AND CITY CODES & SPECIFICATIONS.
 9. COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAYS WITH THE CITY OF PORTSMOUTH.
 10. CONTRACTOR TO SUBMIT AS-BUILT PLANS ON REPRODUCIBLE MYLARS AND IN DIGITAL FORMAT (.DWG FILE) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT. AS-BUILTS SHALL BE PREPARED AND CERTIFIED BY A NEW HAMPSHIRE LICENSED LAND SURVEYOR.
 11. SEE BUILDING DRAWINGS FOR ALL CONCRETE PADS & SIDEWALKS ADJACENT TO BUILDING.
 12. ALL WORK SHALL CONFORM TO THE CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS, STANDARD SPECIFICATIONS.
 13. CONTRACTOR TO PROVIDE BACKFILL AND COMPACTION AT CURB LINE AFTER CONCRETE FORMS FOR SIDEWALKS AND PADS HAVE BEEN STRIPPED. COORDINATE WITH BUILDING CONTRACTOR.
 14. COORDINATE ALL WORK ADJACENT TO BUILDING WITH BUILDING CONTRACTOR.
 15. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 16. THE STREET LIGHTING TYPE TO BE DISTRICT STYLE FIXTURE AND POLE TO MATCH EXISTING LIGHTING ON GREEN STREET.
 17. ALL CONDITIONS ON THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS.
 18. THE APPLICANT SHALL HAVE A SITE SURVEY CONDUCTED BY A RADIO COMMUNICATIONS CARRIER APPROVED BY THE CITY'S COMMUNICATIONS DIVISION. THE RADIO COMMUNICATIONS CARRIER MUST BE FAMILIAR AND CONVERSANT WITH THE POLICE AND RADIO CONFIGURATION. IF THE SITE SURVEY INDICATES IT IS NECESSARY TO INSTALL A SIGNAL REPEATER EITHER ON OR NEAR THE PROPOSED PROJECT, THOSE COSTS SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER. THE OWNER SHALL COORDINATE WITH THE SUPERVISOR OF RADIO COMMUNICATIONS FOR THE CITY.
 19. ALL TREES PLANTED ARE TO BE INSTALLED UNDER THE SUPERVISION OF THE CITY OF PORTSMOUTH DPW USING STANDARD INSTALLATION METHODS.
 20. THE APPLICANT SHALL PREPARE A CONSTRUCTION MITIGATION AND MANAGEMENT PLAN (CMMP) FOR REVIEW AND APPROVAL BY THE CITY'S LEGAL AND PLANNING DEPARTMENTS.
 21. A TEMPORARY SUPPORT OF EXCAVATION (SOE) PLAN SHALL BE PREPARED BY THE APPLICANT'S CONTRACTOR TO CONFIRM ANY TEMPORARY ENCUMBRANCES OF THE CITY'S RIGHT-OF-WAY. IF LICENSES ARE REQUIRED FOR THE SOE, THE APPLICANT WILL BE REQUIRED TO OBTAIN THESE FROM THE CITY PRIOR TO CONSTRUCTION.
- SITE RECORDING NOTES:**
1. THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.
 2. ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.
 3. THIS IS NOT A BOUNDARY SURVEY AND SHALL NOT BE USED AS SUCH.

Tighe & Bond
Engineers | Environmental Specialists

STATE OF NEW HAMPSHIRE
SEAL OF THE ENGINEER
No. 0595-008
DATE: 4-20-20

STATE OF NEW HAMPSHIRE
SEAL OF THE PLANNING DIRECTOR
No. 0595-008
DATE: 4-20-20

GRAPHIC SCALE
0 20' 40'

Proposed Moxy Hotel

XSS Hotels LLC

Portsmouth, NH

MARK	DATE	DESCRIPTION
C	4/20/2020	TAC Submission
B	3/4/2020	TAC Work Session
A	1/2/2020	Design Review Submission

PROJECT NO: P-0595-008
DATE: January 2, 2020
FILE: P-0595-008_C-DSGN.DWG
DRAWN BY: BKC
CHECKED BY: NAF/PHC
APPROVED BY: BLM

SITE PLAN

SCALE: AS SHOWN

C-102.1

Mark Saved: 4/19/2020 10:05:09 AM
Tighe & Bond, Inc. 11/19/2019 10:05:09 AM
C:\Users\matt\Documents\Projects\0595-008_Moxy_Hotel\Drawings\Figure\AS-BUILT\0595-008_C-DSGN.dwg

Juliet T.H. Walker

From: Alexander Choquette <alexbr1an1568@gmail.com>
Sent: Tuesday, May 5, 2020 12:26 PM
To: Planning Info
Cc: Alex Choquette; Craig Welch; John Bosen; Ken Murphy
Subject: SITE REVIEW TECHNICAL ADVISORY COMMITTEE MEETING - May 5, 2020 2:00 PM
ZOOM meeting
Attachments: 20200505_095227.jpg

From: Resident
Alexander Choquette
233 Vaughn St #302
Portsmouth NH 03801

Dear City of Portsmouth,

This letter outlines numerous concerns outlined in the application of Vaughan Street Hotel, LLC and Stone Creek Realty, LLC,

Owners, for properties located at 299 Vaughan Street and 53 Green Street requesting Site Plan Review approval for the construction of a 5-story hotel with community space, paving, lighting, utilities, landscaping and associated site improvements and a Conditional Use Permit according to Section 10.1112.62 of the Zoning Ordinance for shared parking on separate lots. Said properties are shown on Assessor Map 124 Lot 10 and Assessor Map 119 Lot 12 and lie within the Character District 5 (CD5) District.

I am writing to oppose the development of the project being presented & discussed today May 5th 2020 at 2pm known as "The application of Vaughan Street Hotel, LLC and Stone Creek Realty, LLC, Owners, for properties located at 299 Vaughan Street and 53 Green Street" until such time as there are additional studies & reality checks to the proposed additional parking & impact of additional traffic on both Green & Vaughn Sts.

My concerns are as follows:

Progress vs Overbuilding

Impact Studies vs the Realty

The traffic & parking studies may be accurate on the referenced Tighe & Bond submittal for this project but has the City of Portsmouth fully studied the immense impact of parking & traffic with all of the new development of buildings recently under construction Green & Vaughn Sts.

Please think about this:

The Sheraton recently expanded with 193 rooms & the AC Hotel just opened in the winter with 157 rooms. Doing the math that's 350 hotel rooms not including the Hampton Inn, Hilton Garden, Residence inn which totals over **500** hotel rooms here in Portsmouth.

Now along with the AC Marriott's roof top restaurant/bar traffic on Green & Vaughn sts have increased dramatically & its only been open during winter months.

The Tighe & Bond study looks like they've done extensive research but have they really?

There is a big difference between parking capacity & traffic.

The traffic in the winter was gridlocked on green & vaughn sts many nights after the new Envio rooftop bar opened.

The new parking deck is too far for most people to walk & the distance between the two are not well lit so the traffic & parking on Green Vaughn Sts. were over capacity.

And now The AC Hotel & developers are trying to make the matters worse.

Currently we dont know YET.... the full impact of what was just built or under construction in this area.

And adding another 77 room hotel might not be in the best interest of the City.

Why you ask?

How many hotel rooms do we need in Portsmouth?

Have we fully studied the Impact of foot & vehicle traffic?

Maybe the city of Portsmouth should futher evaluate the Dangerous Rail Road tracks going across Green st?

The tracks are unprotected & active. Theres no crossing gate across Green st. The train travels throughout the day& night blowing its horn but never stops on Green st.

By not fully analyzing the impact of whats been approved. Adding the Moxy Hotel now, along with the additional traffic & not protecting the Rail Road Crossing at Green st. could create a future & potentially deadly accident on Green st & potentially putting other people lives in danger.

This potential danger could further burden the city of Portsmouth with potential law suits for safety hazards not fully investigated could create an unecessary liabilty for the residents & tax payers in the city.

Has the city fully analyzed the impact of adding additional traffic on Green & Vaughn sts without a RR Safety gate?

Has the city fully analyzed the impact of the New AC Hotel, the soon to be completed Kane/ Hinneman Commercial project with another rooftop bar & potentially 2 restaurants on the corner of Vaughan & Raynes sts.

According to today's GPS mapping guest of the Moxy hotel would drive into the Portsmouth from I-95 thus greatly increase the traffic on Market, Russell & Green sts which could greatly affect & increase the # of vehicles on Green & Vaughan Sts as compared to the study presented from Tighe & Bond.

Maybe it would be prudent to study the reality of this summer's night traffic vs the theory of what is presented?

So I ask:

Are the 2 lots being combined & is the proposed shared parking on 1 lot or 2 & If 1, where is the parking agreement between both properties?

With respect to the shared parking is there is an agreement to make the parking on AC lot available permanently?

Side notes:

The new parking deck is approx 1,000 feet away from the AC & Moxy Hotels which could give relief to parking concerns however has the City of Portsmouth considered the **risk** of people walking the Railroad tracks towards the AC & Moxy hotels & increase the risk of someone getting hurt or killed?

So I conclude:

How much traffic can Vaughan st and *little* Green St support & is there enough parking in this AC/Moxy combined parking proposal to handle all of this growth?

I'm requesting the City of Portsmouth to fully analyze the traffic & parking impact of whats already been approved before we add another burden to these small streets in portsmouth.

Maybe the city should slow this progress down and study the Green st Rail Road crossing again after the current projects are completed & see what the summer brings for traffic & conduct a more thorough traffic impact study before moving forward.

Thank you for your consideration.

Alexander Choquette

Below is a GPS map for I-95 Northbound to 53 Green st aka: Duda Spa & the proposed Moxy Hotel