

Izak Gilbo

From: JAH <samjakemax@aol.com>
Sent: Sunday, April 4, 2021 10:17 PM
To: dexter.legg@gmail.com; clarkcj7@gmail.com; chellman@tndengineering.com; pharris_portsnhplan@icloud.com; pawhelan@comcast.net; Karen Conard; Planning Info
Subject: 105 Bartlett Street
Attachments: 2.22.2021 Dover St View Corridor.pdf; 2.22.2021 A B C 105 Bartlett elevation.pdf; 6.18.2020 105 Bartlett elevation .pdf

Dear Chairman Legg and Planning Board Members:

I understand on April 15, 2021, this site's developer will request the Planning Board to grant a lot line adjustment, a conditional use permit and site plan approval for the subject site. There are many unique elements to this project that I believe Planning Board members can only appreciate and understand by conducting a site walk. I therefore respectfully request that you direct the Planning Department to schedule a site walk for this project before the April 15, 2021 Planning Board meeting. I believe this site walk should focus on three project elements as follows:

- 1) Building Height
- 2) Dover Street View Corridor
- 3) View of Project from McEachern Park

Regarding building height, the height of these three buildings will be about 56 feet above existing grade or 66 feet above seal level. The tops of these buildings will be only 7 feet less than the height of the Foundry Garage. The attached two plan mark-ups show the relationship between this project and the Foundry Garage. I suggest a tethered balloon that rises to a height of 56 feet be provided to give an idea of the building height.

This project proposes to raise the site grade 7 to 8 feet above what is it now. These new grades will block the view corridor from Dover Street to the North Mill Pond. I suggest a similar method be used to approximately building elevations in the view corridor and views taken from Dover Street.

The top of the Foundry Garage is 73 feet above sea level and the garage is located approximately 300 ft back from the North Mill Pond. The top of the buildings for this project will be 66 feet above sea level and located only 50 ft back from the North Mill Pond. The relationship and appearance in building heights can best be appreciated by viewing this project from McEachern Park.

I hope you agree that the Planning Board can best understand the full impacts of this project by conducting a site walk that reviews these 3 elements as described above.

Regards,

Jim Hewitt

DOVER STREET VIEW CORRIDOR

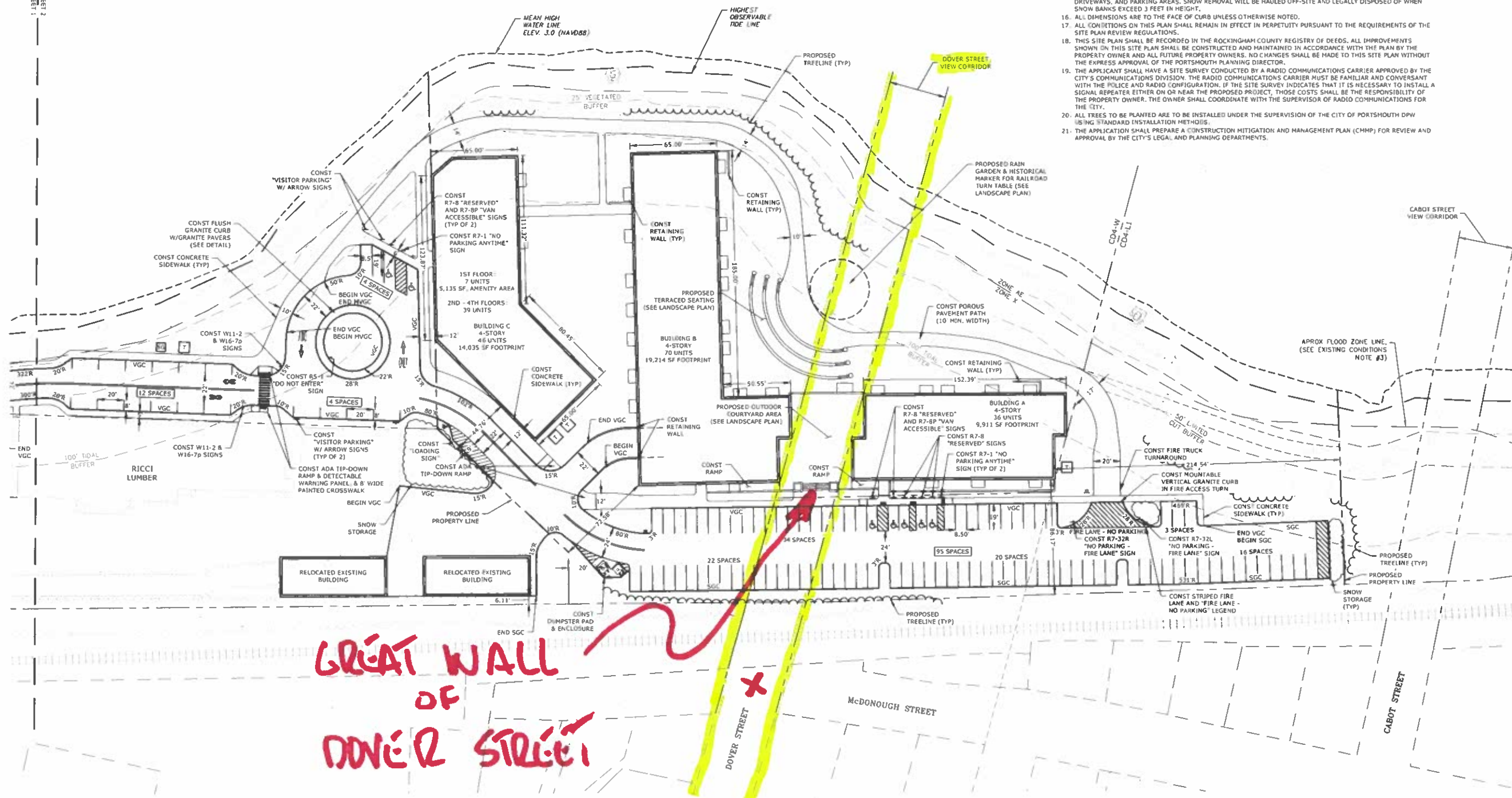
LEGEND

- PROPERTY LINE
- - - PROPOSED PROPERTY LINE
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB
- ▭ PROPOSED BUILDING
- ▭ PROPOSED PAVEMENT SECTION
- ▭ PROPOSED POROUS PAVEMENT SECTION
- ▭ PROPOSED CONCRETE SIDEWALK
- PROPOSED BOLLARD
- BLDG TYP BUILDING
- COORD COORDINATE
- 30'R CURB RADIUS
- VGC PROPOSED VERTICAL GRANITE CURB
- SGC PROPOSED SLOPED GRANITE CURB
- MVGC PROPOSED MOUNTABLE VERTICAL GRANITE CURB

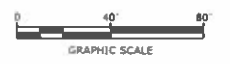
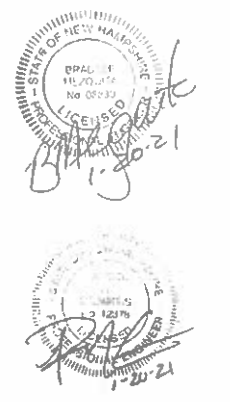
SITE NOTES:

1. STRIPE MARKING 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 LOCAL CODES & SPECIFICATIONS.
9. COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAY WITH THE CITY OF PORTSMOUTH.
10. CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) 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. THE PROPERTY MANAGER WILL BE RESPONSIBLE FOR TIMELY SNOW REMOVAL FROM ALL PRIVATE SIDEWALKS, DRIVEWAYS, AND PARKING AREAS. SNOW REMOVAL WILL BE HAULED OFF-SITE AND LEGALLY DISPOSED OF WHEN SNOW BANKS EXCEED 3 FEET IN HEIGHT.
16. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
17. ALL CONDITIONS ON THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS.
18. THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS. 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.
19. 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 THAT 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.
20. ALL TREES TO BE PLANTED ARE TO BE INSTALLED UNDER THE SUPERVISION OF THE CITY OF PORTSMOUTH DPW USING STANDARD INSTALLATION METHODS.
21. THE APPLICANT SHALL PREPARE A CONSTRUCTION MITIGATION AND MANAGEMENT PLAN (CHMP) FOR REVIEW AND APPROVAL BY THE CITY'S LEGAL AND PLANNING DEPARTMENTS.

NORTH MILL POND
(TIDAL)



GREAT WALL
OF
DOVER STREET



**Proposed
Multi-Family
Development**

Iron Horse
Properties, LLC

105 Bartlett Street
Portsmouth,
New Hampshire

MARK	DATE	DESCRIPTION
H	1/20/2021	TAC Resubmission
G	11/18/2020	TAC Resubmission
F	10/18/2020	Wetland CUP Resubmission
E	5/20/2020	TAC Resubmission
D	4/29/2020	Wetland CUP Submission
C	4/20/2020	TAC Submission
B	2/6/2020	Design Review Submission
A	1/22/2020	ZBA Submission

PROJECT NO:	C-0960-006
DATE:	April 20, 2020
FILE:	C-0960-006_C-SITE.DWG
DRAWN BY:	NAH
CHECKED:	PMC
APPROVED:	BHL

SITE PLAN

SCALE: AS SHOWN

C-102.2

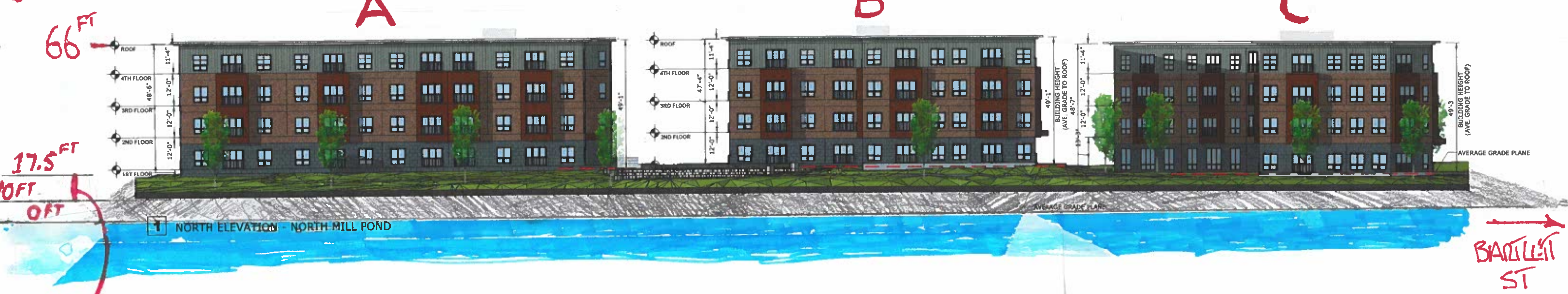
MATCH LINE SHEET 2
 MATCH LINE SHEET 1
 LAST REVISED: 1/19/2021
 PLOTTED ON: Jan 19, 2021 5:06pm By: N. Hansen
 Tighe & Bond, L.L.C. 030960_Catarares/C-0960-006_105_Bartlett_Street/Drawings_Figures/Ausp/CAD/Sheet/C-0960-006_C-SITE.dwg

MAPLEWOOD ←

A

B

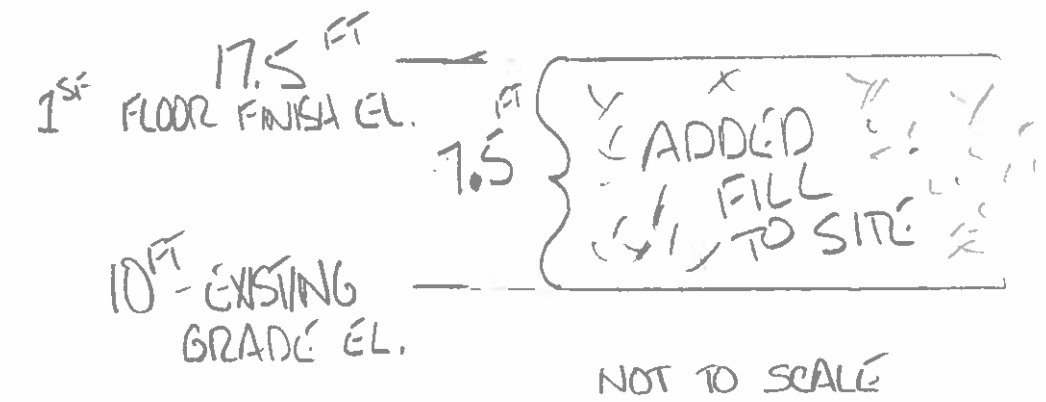
C



17.5 FT
10 FT
0 FT

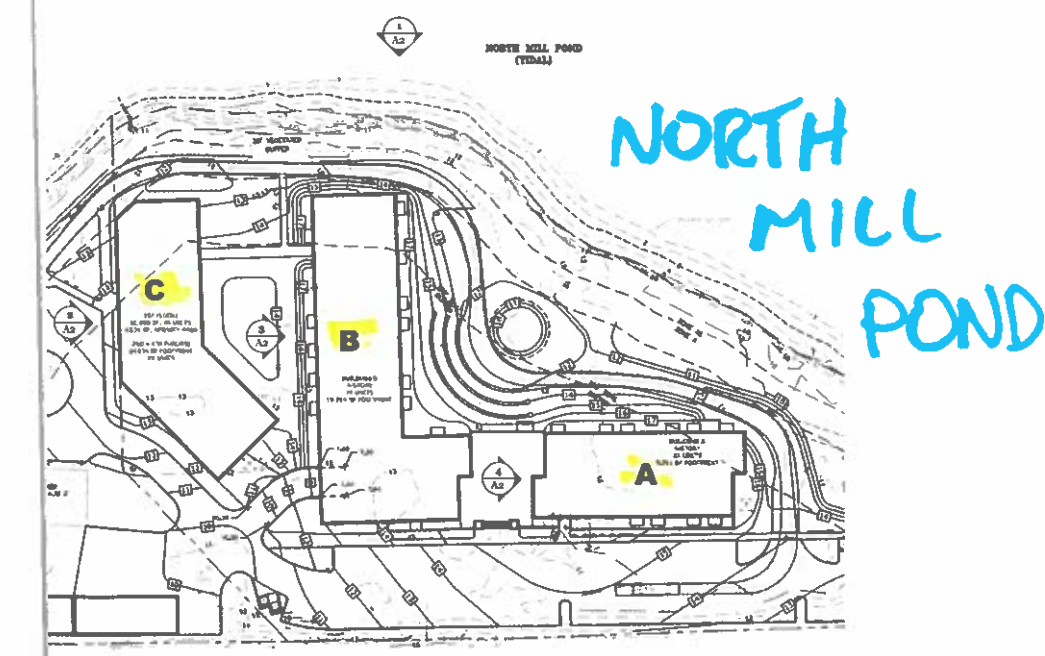
7.5 FT
ADDED FILL

0 FT = SEA LEVEL
 10 FT = EXISTING GRADE
 17.5 FT = 1ST FLOOR FINISH ELEVATION
 66 FT = TOP OF BUILDING ELEVATION



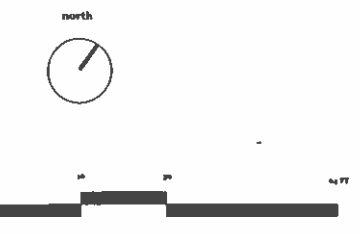
1" = 36 FT
SCALE

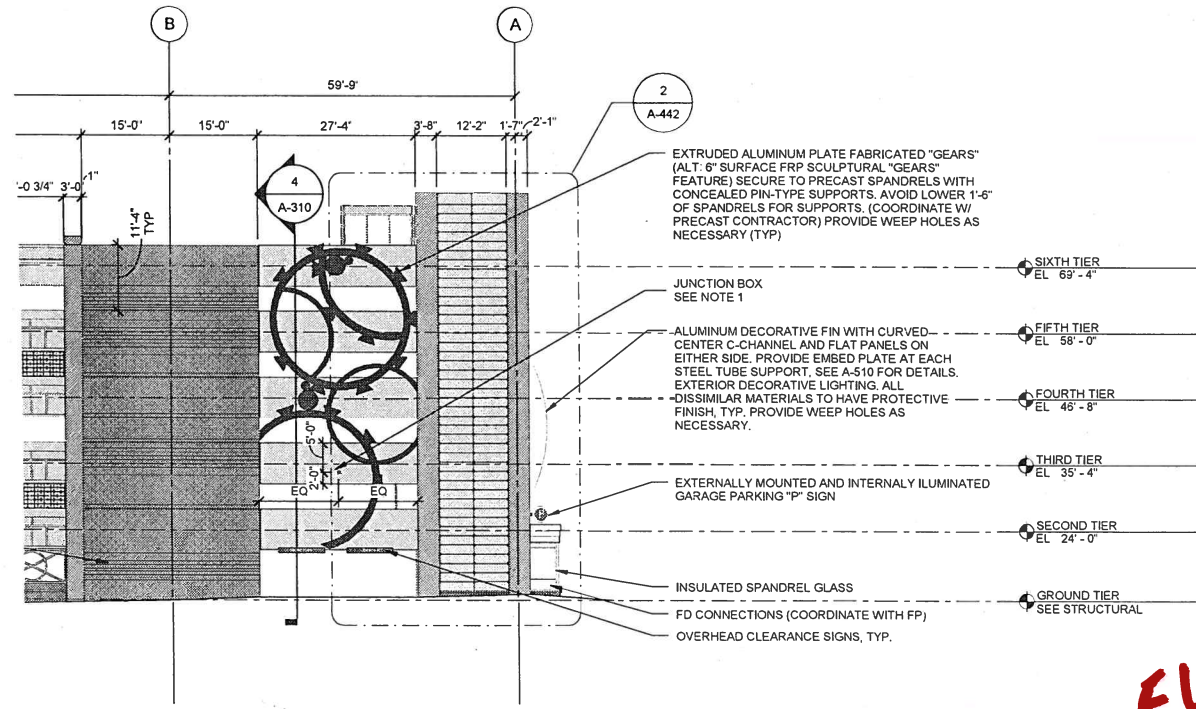
11" x 17" SHT



KEY PLAN

MCDONOUGH STREET





LEVATION - WEST
6" = 1'-0"

GENERAL SHEET NOTES

1. ALL EXTERIOR COLUMNS, WALL PANELS, AND SPANDRELS (INCLUDING GRADE SPANDRELS) ARE TO HAVE AN ARCHITECTURAL CONCRETE MIX DESIGN. THE "ARCHITECTURAL PRECAST" MIX IS TO MATCH ARCHITECTS SAMPLE.
2. SEE SHEET A-501 AND 502 FOR FINISH OF EXTERIOR PRECAST ELEMENTS.
3. CURTAINWALL MULLIONS ALIGNED TO PRECAST REVEALS SHALL BE FIELD MEASURED FOR COORDINATION.
4. SEE CIVIL DRAWING FOR SITE GRADES AT PERIMETER OF STRUCTURE.
5. RECESSED JUNCTION BOXES IN FACE OF EXTERIOR PANELS TO BE CAST-IN AT PREFABRICATION PLANT. SEE ELEC. DRAWINGS.
6. RECESSED JUNCTION BOX FOR DECORATIVE LIGHTING 3" FROM GRID LINE.
7. CURTAIN WALL AND STOREFRONT GLAZING AT STAIR TOWERS TO BE 1/4" CLEAR TEMPERED GLASS.
8. STOREFRONT GLAZING AT FLEX SPACE TO BE 1" TEMPERED INSULATED GLASS.

LEGEND

- ARCH P/C COLOR 1 (MATCH SW 7037)
- ARCH P/C COLOR 2 (MATCH SW 7040)
- ARCH P/C COLOR 3 (MATCH SW 7039)
- ARCH P/C COLOR 4 (MATCH INDIANA LIMESTONE)

WALKER
PARKING CONSULTANTS



20 Park Plaza, Suite 1202
Boston MA 02116
Tel: 617.550.5048
Fax: 617.550.5048
www.walkerparking.com

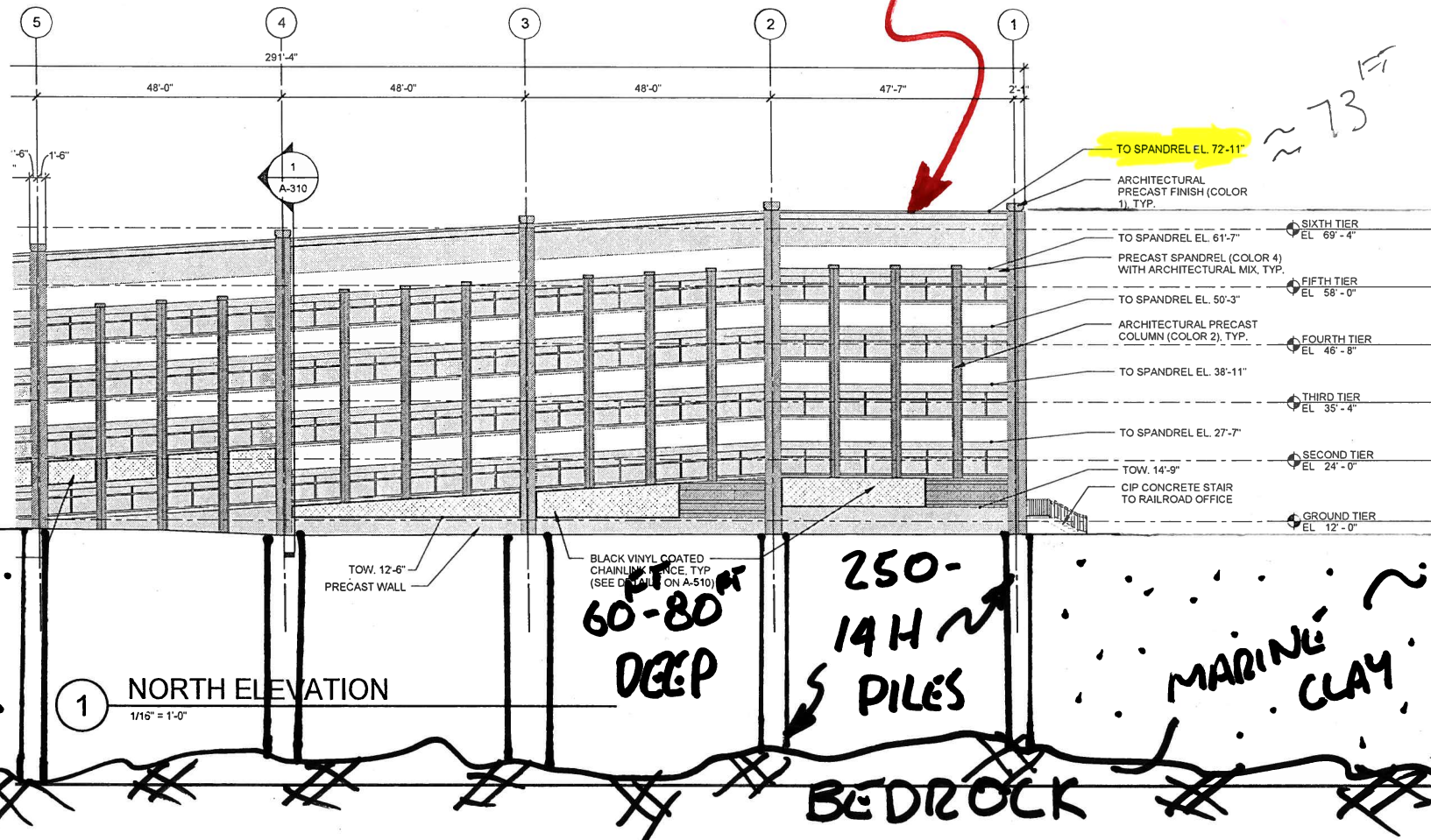
Walker Parking Consultants / Engineers, Inc.

FOUNDRY PLACE
PARKING GARAGE
PORTSMOUTH, NEW HAMPSHIRE

MARK	DATE	DESCRIPTION	ISSUE
07/28/2017	CONSTRUCTION DOCUMENTS		
05/05/2017	DESIGN DEVELOPMENT		

PROJECT NO: 15-2683.01
DRAWN BY: LEL
CHECKED BY: SAMM
COPYRIGHT © 2017. ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT MAY BE REPRODUCED IN ANY FORM OR BY ANY MEANS WITHOUT PERMISSION FROM WALKER PARKING CONSULTANTS / ENGINEERS, INC.
SHEET TITLE: BUILDING ELEVATIONS

A-202



NORTH ELEVATION
1/16" = 1'-0"

EL. = 73 FT

TO SPANDREL EL. 72'-11" ≈ 73 FT

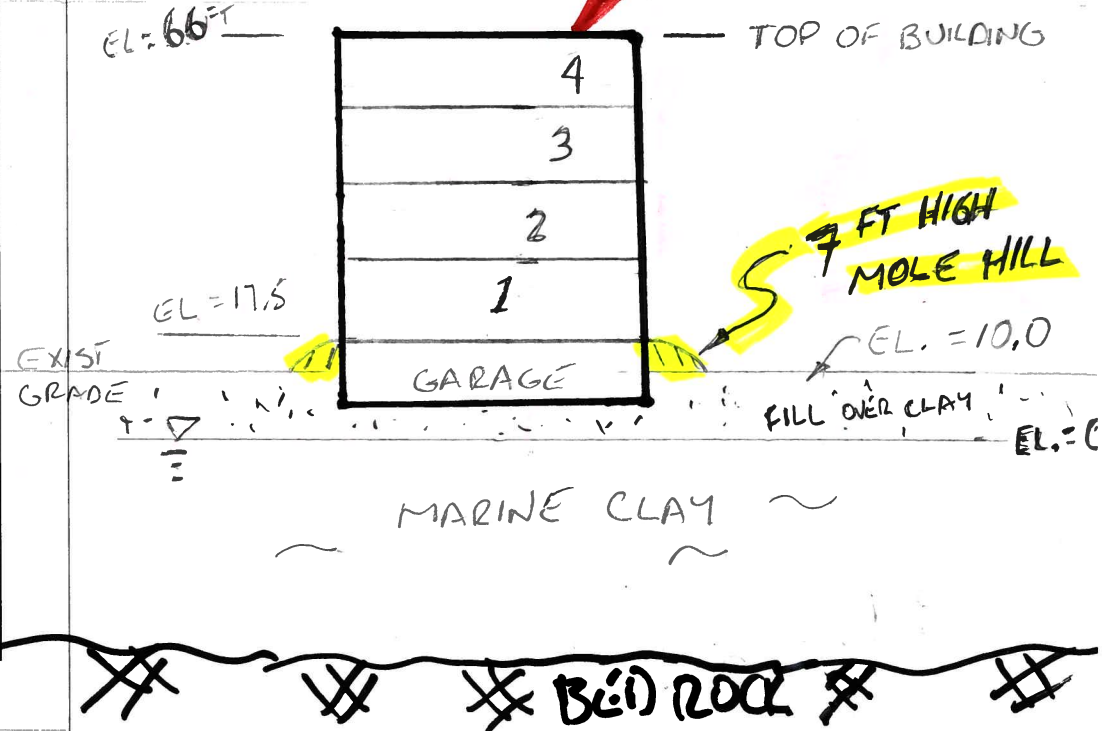
105 BARTLETT ELEVATION

6-7 FT SHORTER THAN GARAGE

7 FT HIGHER BECAUSE OF
ADDED FILL

EL. = 66 FT

EL. ≈ 73 FT = TOP OF GARAGE



Juliet T.H. Walker

From: cynthia smith <cyncysmith@gmail.com>
Sent: Sunday, April 11, 2021 7:32 PM
To: Planning Info
Subject: 105 Bartlett st development

Good day members,

I have lived in Portsmouth for 30 + years. In that time I have watched and participated in the restoration of the North Mill Pond, from planting grasses, to helping the school children educate the public. The 100' buffer is there for a reason. It's there to protect the tidal estuary, the ocean, and ultimately us. Granting this project a conditional permit to decrease this buffer by 75' appalls me. Why bother restoring lost habitats if we as a city will not stand together to protect them when the forces of "Progress" try to change good policy to suit their needs. Once this buffer is gone there will be no getting it back.

In the best interest of our North Mill Pond, our River, Our ocean, and All of Us, I ask you to deny the reduction of the buffer zone from 100' to 25'. It's a mistake, please don't make it!

Thank you,
Cynthia Smith
466 Dennett St

Sent from my iPad

Juliet T.H. Walker

From: Philippe Favet <philfavet@yahoo.com>
Sent: Sunday, April 11, 2021 6:30 PM
To: Planning Info
Subject: 105 Bartlett project

Hello Members of the board, my name is Philippe Favet ,i live at 152c Dennett st ,over the last few years i have a lot of construction in my neighborhood on the edge of the pond ,but they have been mostly done with some respect to the environment ... In contrast the 105 project by his gigantism is a environmental disaster ,by giving the permission to work in the 25' buffer zone.The North Mill Pond is a living ecosystem and should not be rework as parking lot ,not it should be filled with a story hight of rocks and dirt to achieve their goals of building . I urge the board to keep the limit of 100' buffer zone or more . Philippe Favet

Juliet T.H. Walker

From: Nancy Johnson <n_johnson81@comcast.net>
Sent: Sunday, April 11, 2021 2:15 PM
To: Planning Info
Subject: Fwd: Re: Planning Board Meeting 4/15/21; 105 Bartlett

Third attempt to send this letter - two tries came back with a Permanent Error.

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

From: Nancy Johnson <n_johnson81@comcast.net>
To: "planning@cityofportsmouth.com" <planning@cityofportsmouth.com>
Date: 04/11/2021 11:22 AM
Subject: Re: Planning Board Meeting 4/15/21; 105 Bartlett

On 04/11/2021 11:20 AM Nancy Johnson <n_johnson81@comcast.net> wrote:

To: Planning Board Members; Juliet Walker, City Planner
Re: Planning Board Meeting 4/15/21; Re: 105 Bartlett St
From: Nancy & Brian Johnson, 81 Clinton St, Portsmouth (residents since 1975), 4/11/2021

Regarding the Criterion for Approval 10.1017.50 of the Zoning Ordinance

(1) The land is reasonably suited to the use, activity or alteration:

The size of the parcels of land are sufficient that there is room for attractive housing units that fit into the shape and constraints of the land, especially the City 100 foot buffer, and are enhanced by the presence of the tidal estuary. We do not believe anyone is trying to prohibit development in this location. We are hoping for a beautiful development that will be lucrative to the builders and sought after by prospective renters/buyers.

(2) There is no alternative location outside the wetland buffer that is feasible and reasonable for the proposed use, activity or alteration:

Portsmouth prides itself on being an Eco-municipality. Developers are watching closely to see if Portsmouth really believes in its own 100 foot tidal buffer set-back. That buffer exists to protect marine estuary habitats and their very narrow vegetated upland shore-land. Building a less massive development that is right-sized for the property could still be very profitable for the developers while protecting and maintaining the 100 foot buffer. The resulting development could actually be beautiful and meet all the developers needs.

(3) There will be no adverse impact on the wetland functional values of the site or surrounding properties.

We are concerned about the weight of the planned buildings with their contents and parking. Remember the implosion of the Granite State Minerals salt pile (“Salt Pile Collapse: How it Happened”, Seacoastonline.com, 9/25/08). “Ray Cook, associate professor of civil engineering at UNH said the weight of the salt was enough to drive soil out from underneath it, sending asphalt and other material used to contain the pile into the water.”

We recall that the Foundry Parking Garage needed many more, and much longer, pilings than originally anticipated. Similarly this project is located entirely on filled land which is very fragile.

4. *Alteration of the natural vegetative state will occur only to the extent necessary to achieve construction goals.*

It would appear from the plans that the entire 100 foot buffer will be cleared and not replaced in kind, but instead with grasses and wildflower mix, and leaving or replacing a scattering of shrubs and trees. Certainly where the outfalls are planned, particularly the very long one from the amphitheater/rain garden hill, will totally remove all existing vegetation.

6. *Any area within the vegetated buffer strip will be returned to a natural state to the extent feasible.*

Looking at the plans we see a plethora of non-native plants and of purely decorative plantings such as wildflowers which are to be maintained by mowing. Certainly the existing plant growth in the 0 – 25 foot buffer should remain untouched except for the narrowest channels possible for the planned outfalls.

Nancy & Brian Johnson

Juliet T.H. Walker

From: Jonathan Sandberg <jfsandberg@yahoo.com>
Sent: Saturday, April 10, 2021 2:42 PM
To: Juliet T.H. Walker
Subject: Letter For Planning Board

Dear Planning Board,

I live at 160 Bartlett Street and I am writing in support of granting a conditional use permit for the construction of the proposed development at 105 Bartlett Street. I have lived at my current address since 2007 and when I first arrived in the neighborhood it was a fairly rundown area. At the time, the Altex Laundry facility on Morning Street and the Sea Trade frozen fish factory were still in use which gave an industrial feel and the drug activity at the decrepit neighboring properties as well as the homeless camps along the Pond required numerous visits from the police. As I have lived here, the neighborhood has steadily improved, the surrounding properties have been fixed up and I see the development across the street from me as a continuation of that trajectory.

I regularly participate in Portsmouth Listens study circles. The 2017 session focusing on housing made me acutely aware of how desperately Portsmouth needs more places to live of all varieties. This project will go a long way in meeting that need. It will also allow Portsmouth to attract and retain the young talented people who make Portsmouth a vibrant community. I also participated in the 2015 session about rezoning the West End to make it the best place to live, work, and play. This project is very much what we envisioned when we made our recommendations to the Planning Board.

Opponents to the project complain about environmental impacts as well as potential traffic congestion as a result of new residents. However, the location which is within easy walking distance of downtown as well as all of the West End amenities make it ideal for encouraging residents to leave the car at home. That's one of its main selling points. Afterall, why would someone who wants to drive everywhere want to move there? Personally, I walk and bike virtually everywhere and my wife and I have only one car. From an environmental perspective the reduction in car use is pretty important as is the multi use path that will provide a critical connection for cyclists from Bartlett Street to Maplewood which will encourage many others to leave their cars at home. This will also reduce traffic and parking congestion. Density is far greener than sprawl. Also important environmentally is the restoration of the badly eroded shoreline of the North Mill Pond, as well as the replacement of invasive species with native plantings.

Finally, nationally recognized land use expert Joe Minicozzi said in his presentation on Seacoast property valuations last October (if you haven't watched it, you should <https://youtu.be/hxUxcLFOjiA>) that Portsmouth will increase valuation and tax base by allowing the development of land closest to downtown. Density makes economic sense. This kind of infill is also much less expensive for the city to service since all the major infrastructure already exists. For example, this project will not require new city sewer lines or roads to be built and maintained. Therefore, approval makes economic sense for Portsmouth.

So please vote to approve this project. It has been thoroughly vetted and approved by all other land use boards over the past three years. It will provide much needed housing, will encourage more walking and cycling thus reducing congestion and air pollution, it will vastly improve the safety and quality of life in the neighborhood, restore an environmentally sensitive area, bring more vibrancy to the West End, increase our tax base, and generally improve our city.

Thank you,

Jonathan Sandberg
160 Bartlett Street

Juliet T.H. Walker

From: Brian Gibb <bkgibb@gmail.com>
Sent: Sunday, April 11, 2021 11:11 AM
To: Planning Info
Subject: North Mill Pond Development

I live very close to this area and I am writing to ask you to deny the proposed development requiring a Wetlands Conditional Use Permit. I am asking you to at minimum, uphold the 100' Wetland Buffer and not allow buildings in that zone. We must continue to balance development with the natural areas in our city. Please do not allow this one to be destroyed forever.

Thank you,
Brian Gibb
Portsmouth Resident

Dear Planning Board members,

I'm writing to address the *Criteria for Approval* (listed below in bold) for the 105 Bartlett St proposal.

“The land is reasonably suited to the use, activity or alteration.”

There isn't a single way in which this project is suited for this property. This proposal needs one bending or ignoring of laws and zoning regulations after another. Here is my list for why this proposal is NOT suited to this land:

- It disregards the North Mill Pond buffer zone. Buffer zones are about viable ecosystems and proper soil and water processes. If they are too narrow, they cannot be effective; there has to be a critical mass. New research shows buffer zones should be much wider which is why many states are expanding theirs. The last thing Portsmouth should be doing is shrinking them.
- It damages and destroys, in the short and long term, the North Mill Pond buffer zone. It erases a valuable and scarce natural habitat in the City of Portsmouth. Between the completely altered grade, the suburban-style landscaping, the 24-hr light and noise pollution, the greatly increased human activity, and the higher vehicle volume, the ecosystem will be strangled.
- There should be no excavation on this property because of ground water levels and the release of man-made toxins stored in the soil. The presence of toxins has been well established over the decades; excavating this soil is knowingly putting the health of residents, wildlife, and water quality at risk.
- The staggeringly high increase in grade they need for their parking garage (and to keep their buildings above sea-level rise in 10 years) will permanently alter the geography of Portsmouth in an unnatural, visually overwhelming, and unpredictable way.
- The McDonough neighborhood and Pond itself will both suffer from the project's extensive increase of impervious materials and, therefore, displaced water run-off. Newly disturbed toxin run-off will most likely be a consequence as well. Drainage proposals rarely address the long-term and widespread deleterious effects of such aggressive topographical changes.
- The population density increase of this project does not adhere to the “comparable architecture” of any surrounding area, whether it be the McDonough neighborhood or the rest of the Mill Pond shoreline. This project adds 170+ dwellings. The equivalent landmass on the opposite shore of the Pond has 14 homes. And that ratio doesn't include the extra hardscaping involved in this proposal.

“There is no alternative location outside the wetland buffer that is feasible and reasonable for the proposed use, activity or alteration.”

Yes, there are alternatives, and several people have made drawings of those options. However, this issue should not be applicable since the recent purchaser would have known full well this land was not appropriate for this project and would have to override laws and zoning regulations to get it approved.

“There will be no adverse impact on the wetland functional values of the site or surrounding properties.”

Of course there will be extensive impact. As mentioned in other criteria items, the construction itself, change in water runoff, extensive grade alterations, increased light and noise pollution, inappropriate vegetation, and excessive and constant human presence will be destructive to the proper wetland life and functioning for the whole area around and near the Pond.

“Alteration of the natural vegetative state or managed woodland will occur only to the extent necessary to achieve construction goals.”

The whole project goes so far into the buffer zone, it will be impossible to not destroy the shoreline during commercial construction. If you don't believe this, go see a commercial construction site to see the reality and expanse of destruction.

“The proposal is the alternative with the least adverse impact to areas and environments under the jurisdiction of this Section.”

As pointed out previously, there are at least two other alternatives that could be adopted, but this should be designated as unbuildable land.

“Any area within the vegetated buffer strip will be returned to a natural state to the extent feasible.”

- The proposed landscape design is too manicured for a buffer zone. A majority of the proposed perennials and shrubs are not native, and of those that are native, many are poor ecological choices such as being over-hybridized varieties, needing irrigation, are bad pollinators, or just inappropriate for a shoreline ecosystem. Of the tree species proposed, a greater number are technically native, but some trendy hybrids were chosen over the better natural varieties.
- The proposed annual (or worse, semi annual) mowing of the perennials negates much of the purpose of a protected buffer zone. The act of mowing kills living things, destroys habitat, reduces necessary bulk of vegetation, leads to compacted soil, and takes away winter food and protection from birds and other animals.
- Lawn grass is not native; it is an inferior choice in preventing water run-off; mowing and irrigating it regularly disrupts the surrounding ecosystem.
- There should be no irrigation necessary except to establish plants.
- The number of well chosen plant species in the proposal is very low.
- The whole landscaping proposal shows an ignorance of shoreline habitat and dynamics.

Obviously, my emphasis is on the environment, but from a tax payer perspective, a healthy Pond is just as important. Add in the surge of traffic congestion that will come with West End Yards. This is already an unbelievably high rate of new densification for this area and the current residents.

Thank you. A concerned Portsmouth resident,
Abigail Gindele
229 Clinton St.

Perennials, groundcovers, vines, and annuals:

			Native?	Extra comment
	False Blue Indigo	<i>Baptisia australis</i>	Not NE	
	Feather Reed Grass	<i>Calamagrostis acutifolia</i> 'Karl Foerster'	No	not even this continent
	Big Time Happy Daylily	<i>Hemerocallis</i> 'Big Time Happy'	No	not even this continent
	Blue Flag Iris	<i>Iris versicolor</i>		park plant
*	Heavy Metal Switch Grass	<i>Panicum virgatum</i> 'heavy metal'	yes	
	Black-eyed Susan	<i>Rudbeckia fulgida</i> 'goldsturm'	yes	hydration issues
	Bowles Periwinkle	<i>vinca minor</i> 'bowles'	No	good options: Asters, Goldenrod

Shrubs:

	Tide Hill Boxwood	<i>Buxus</i> 'tide hill'	No	
	Lo and Behold Butterflybush	<i>Buddleia</i> 'lo and behold'	No	can become invasive
	Winter Gem Boxwood	<i>buxus</i> 'winter gem'	No	
	Hummingbird Summersweet	<i>clethra alnifolia</i> 'hummingbird'	yes	
	Gold Tide Forsythia	<i>forsythia</i> 'gold tide'		poor option
	Dwarf Fothergilla	<i>Fothergilla gardenia</i>		OK, not great
	Bobo Hydrangea	<i>Hydrangea paniculata</i> 'bobo'	No	needs irrigation
	Endless Summer Hydrangea	<i>Hydrangea macrophylla</i>	No	needs irrigation
	Incrediball Hydrangea	<i>Hydrangea arboreocens</i> 'Incrediball'		over hybridized, bad pollinators,
	Little Lime Hydrangea	<i>Hydrangea paniculata</i> 'Little lime'	No	needs irrigation
	Shamrock Inkberry	<i>Ilex glabra</i> 'Shamrock'	yes	
*	Red Sprite Winterberry	<i>Ilex verticillata</i> 'Red Sprite'	yes	
	Sargent Juniper	<i>Jumiperus chinensis</i> 'Sargenti'	No	
*	Emerald Sentinel Red Cedar	<i>juniperus virginiana</i> 'Emerald Sentinel'	yes	
*	Northern Bayberry	<i>myrica pensylvanica</i>	yes	
	Gowdy Oriental Spruce	<i>picea orientalis</i> 'Gowdy'	No	not even this continent
*	Grow Low Sumac	<i>rhus aromatica</i> 'Grow-low'	yes	
	Blush Knockout Rose	<i>rosa</i> 'blush knock out'	No	poor option
	Dwarf Korean Lilac	<i>syringe meyeri</i> 'palibin'	No	not even this continent
	Ever-low Yew	<i>taxus media</i> 'ever-low'	No	
	Emerald Green Arborvitae	<i>thuja occidentalis</i> 'smaragd'	yes	

Trees:

*	Shadblow Serviceberry	<i>Amelanchier canadensis</i>	yes	
	October Glory Red Maple	<i>Acer rubrum</i> 'October Glory'	yes	go with non-specific variety
	Green Mountain Sugar Maple	<i>Acer saccharum</i> 'Green Mountain'	yes	go with non-specific variety
	Heritage River Birch	<i>Betula nigra</i> 'Heritage'	yes	go with non-specific variety
	American Hornbeam	<i>Carpinus carolineanum</i>	yes	
	Autumn Gold Ginko	<i>Ginko biloba</i> 'Autumn Gold'	No	
	Halka Thornless Honeylocust	<i>Glenitsia triancanthos inermis</i> 'Halk a'	yes	
	Arnold Promise Witchhazel	<i>Hamamelis x intermedia</i> 'Arnold...'	No	not even this continent
	American Sweetgum	<i>Liquidambar styraciflua</i>	yes	
	Tuliptree	<i>Liriodendron tulipifera</i>	yes	
	Sugartyme White Crabapple	<i>Malus</i> 'Sugar Tyme'		not, but supports as if it is
	Black Tupelo	<i>Nyssa Sylvatica</i>	yes	
	Green Pillar Pin Oak	<i>Quercus palustris</i> 'Green Pillar'	yes	go with non-specific variety
	Green Giant Arborvitae	<i>Thuja plicata</i> 'Green Giant'	No	Oxidentalis is native alternative
	Princeton American Elm	<i>Ulmus Americana</i> 'Princeton'	yes	

***Indicates very good option!**

Better options for shoreline buffer zone: low-bush blueberries, huckleberry, beach plum, black chokeberry, bayberry, white oak

Planning Board
meeting April 15,2021
Re: 105 Bartlett St Proposal
Letter in contrary to proposal

April 12, 2021

Dear Chairman and Members of the board

I am writing in response to the current proposal of 105 Bartlett for approval of the project of 152 units within the 100' wetlands buffer.

This project does not meet the full 6 criteria of Section 10.1017.50 of the zoning ordinance.

Criteria 1).

Per Portsmouth Master Plan 2025 pg 52-53

- Authentic new development would be **sensitive to scale, massing and volume of its surrounding context.**
- Goal 2.1
“Ensure that new **development complements and ENHANCES its surroundings.**”

This projects does not enhance but ENCROACHES on its surrounding.

- This project does not implement standards & guidelines to protect community character and assets, including factors such as mass, scale & resilience, as stated in the CD4 guidelines.

Criteria 2).

Though the developer states that site has unique site conditions, proximity to North Mill Pond, 15 yard railroad setback, 25 foot city sewer easement, **these factors were known prior to the purchase of the property.** The view corridor constraints were added due to the fact that the developer attempted to increase project from the original proposed 120 townhouse character based buildings to 3 over massed buildings.

Criteria 3).

Wetland functional value will be dimensed due to high density impact of humans on the area. **No asphalt, previous or not should be allowed in the 50' buffer zone.**

The project does not fully calculate the known increased coastal flood heights, nor near future higher tides due to climate change. The change due to

increased grade raise will highly impact all aspects of the wetlands leading into the pond.

Criteria 4).

The mere fact that the elevation grade will be raised to protect against future costal flooding, will completely impact the full 4 + acres of land. This does not follow the master plan 2025 to “ENHANCE” its surroundings.

Criteria 5).

The proposal with the least adverse impact

Per the history of ownership of this land, the evidence of work done on the shoreside of Great Rhythm Brewery destroying the habitat and vegetation, even though the city provided required care shows the human impact of working within the 50 ft wetlands buffer. This scale will be multiplied 1,000 fold due to the current proposal.

The scale, massing and close proximity to this unique natural resource, ie the north mill pond **should be built with a 100 year goal in mind**, not the short term of providing profit to a few individuals. The **impact of parking** in the McDonough neighborhood **will be severely impacted and cause impacts to surrounding property values..**

This project can be built while still maintaining a 100 ft wetlands buffer. This buffer will be reduced in the coming years due to increased sea levels.

I ask that the board deny the current application as shown.

Sincerely;
James Beal
286 Cabot St.
Portsmouth, NH
22 year resident

Juliet T.H. Walker

From: Private General <qatoday@yahoo.com>
Sent: Monday, April 12, 2021 11:13 AM
To: Planning Info
Subject: 105 Bartlett 4-15-21 PB
Attachments: portsmouth-105 Bart-10.1017.24.docx

Dear Planning Dept,

Please include the attached (2 pages) pictures way at the bottom for review by the Planning Board. I would appreciate it IF the first page would be able to be brought up when I speak at the meeting. I will be presenting about them when asked for second time speakers. (FYI-name/address at end) Thank you, Liz

Sorry, hopefully they are there now!!





Juliet T.H. Walker

From: Seth D. Levine <sdl@sethdlevine.com>
Sent: Monday, April 12, 2021 11:14 AM
To: Planning Info
Subject: Re: 105 Bartlett Plan - "There Ain't No Strawberries No More, and There Ain't No Dock, Neither"

Hello Juliet,

Thank you.

I respectfully ask that you share my further objections to the Bartlett plan with the Board for consideration at the meeting on April 15, 2021:

I oppose the plan because it threatens the wildlife living in and around the pond, including fish, water creatures, all sorts of birds, and scurrying animals. This development *should not be built, at all*, except that the developers, who will *never* yield, keep at it, year after year, expecting that the Board will, one day, compromise and capitulate. DON'T DO IT!!!

Proposing that it be built just a few yards from the water invites the Board to make the "inevitable" compromise (the developers will say, "we'll just move it back to 75 feet, we'll just knock off 20 units, okay?"). None of these compromises are acceptable.

The proposed plan is too large, most obviously its insane *height*.

Generally, I am *alarmed* by unrestrained development. While a developer can surely figure out how to make money from every square inch of land in Portsmouth ("let's knock down the Ladd house and build another Portwalk"), the Planning Board should be tasked with putting on the brakes!!! Our town (no, "City") became so crowded that when we walk through town it's like traveling through caverns of concrete (with only a view of not-so, so-called "historic" new buildings). I watched the Hill (and its history) absolutely disappear, watched the North End disappear, watched when the Parade Mall and Sheraton started the progression of development, and all with no control except to green light unrestricted development.

Of course, this happens as the population increases and people move to nice places within a tight radius around cities-- everyone wants a nice hotel to visit, the citizens want a new food store, and the people want a place to get their brakes fixed. But this leads to calamity.

This is nothing new. We started filling in the Dock and never stopped. As my long-deceased friend said, "there ain't no strawberries No More, and there ain't no dock, neither."

Well, if the Planning Board approves this development, "there won't be no foxes or seals, and there won't be no wildflowers, neither."

We can put a new sign up, "Welcome to New Jersey! Bienvenue au New Jersey!!!"

Thank you very much.

Seth Levine
569 Middle Street
Portsmouth

On 4/12/2021 8:32 AM, Planning Info wrote:

Received, this will be shared with the Planning Board for their April 15th meeting.

Juliet T. H. Walker, AICP
Planning Director
Planning Department
City Hall
1 Junkins Ave
Portsmouth, NH 03801
(603) 610-7296
www.cityofportsmouth.com/planportsmouth
Twitter: @PlanPortsmouth
Facebook: @plan.portsmouth
Office Hours: M 8-6, T-Th 8-4:30, F 8-1

From: sdl@sethlevine.com [<mailto:sdl@sethlevine.com>]
Sent: Saturday, April 10, 2021 9:16 PM
To: Planning Info <Planning@cityofportsmouth.com>
Subject: 105 Bartlett plan

Hello,

Please note my opposition to the Bartlett plan-- too many apartments, WAY too close to water, too much traffic, turns our city into an overdeveloped New Jersey slum.

Seth D. Levine
569 Middle Street
Portsmouth

Sent From My Mobile Phone