

I am submitting this letter and its attachments regarding the Amended Site Plan for 304 Maplewood Avenue for the record. I would appreciate confirmation of receipt to ensure it is included in the materials for consideration at the March 3, 2026 Technical Advisory Committee meeting.

Dear Members of the Technical Advisory Committee,

I am writing as an abutter to the property at 304 Maplewood Avenue (owned by 304 Maplewood Avenue LLC) regarding the Amended Site Plan application submitted on February 13, 2026. My property at 276 Maplewood Avenue shares a common boundary with this site.

While I do not object to the proposed building addition, I would like to address the note added to the amended site plan stating that the “existing chain link fence will be replaced with a wooden stockade fence.”

The existing fence line has been in place for decades, with documentation of a chain link fence on my property dating back to 1982.

In 2024, we replaced the chain link mesh and added extenders to the existing posts, raising the height to 5 feet. This work was completed under a City-issued permit and with Historic District Commission approval to ensure safe containment of our dogs. The amended site plan now indicates an intention to remove and replace our fence.

The survey submitted with the application states:

“THE EASTERLY BOUNDARY OF THE SURVEYED PROPERTY WAS DETERMINED USING THE IRON PIPE FOUND ALONG MAPLEWOOD AVENUE. EXISTING FENCES FOR LOTS 5 AND 6 CROSS THIS LINE. TITLE TO LANDS BEYOND THE FENCES IS UNCLEAR.”

This language reflects documented uncertainty regarding the precise location of the easterly line.

Additionally, the frontage shown on the submitted site plan (125.97’) differs from the frontage described in the 2007 Warranty Deed (approximately 123’), which more closely aligns with current tax map measurements. Given these discrepancies, preservation of the existing fence alignment is important, and any change should occur only with mutual agreement.

Given prior incidents involving unsafe or aggressive behavior by contractors near the existing fence, I respectfully request that no alterations to the fence occur without my prior written agreement and proper notice. Maintaining clear communication and preserving the existing fence is important for safety and continuity.

If fence work is to proceed, I respectfully request that the following conditions be required:

1. The replacement fence must be installed in the exact same location and alignment as the existing fence, without altering or redefining the long-standing fence line as it currently exists.
2. Existing wooden fence sections must remain undisturbed unless mutually agreed upon in writing.
3. The replacement fence must be equal to or greater than the current 5-foot height to maintain secure pet containment.
4. Continuous enclosure must be maintained during construction, through temporary secure fencing or same-day removal and installation.
5. At least two weeks' written notice must be provided prior to commencement of work.
6. Replacement must be completed promptly to minimize disruption.
7. Upon completion of replacement, the fence must be fully enclosed without gaps and maintain the same secure perimeter currently in place.

If these conditions cannot be met, I request that the existing fence remain in place. The applicant may install new fencing entirely on their own property, provided it does not disturb or replace the current fence line.

Historical documentation, including a 1982 photograph depicting the chain link fence enclosing my property and extending toward the area in question, demonstrates that this fence line has defined the physical enclosure of my property for decades. Any modifications should preserve this established location and alignment.

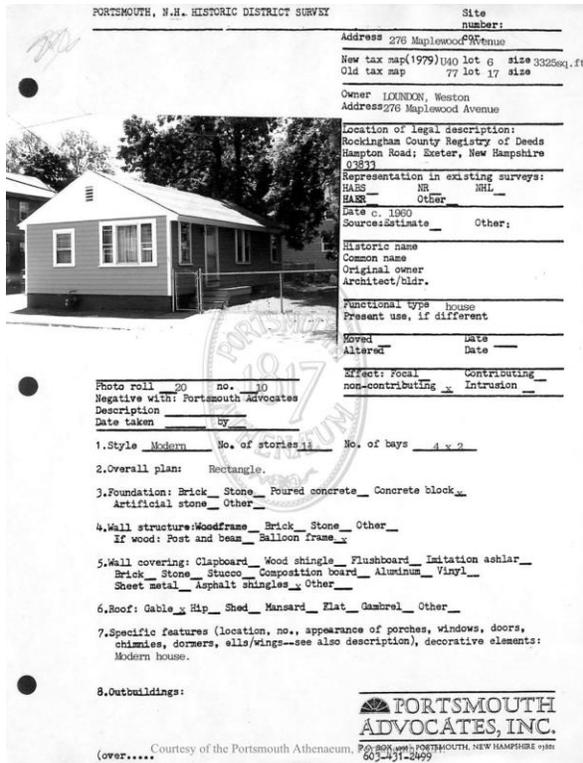
Attachments included in PDF:

- 1982 Portsmouth Historic District Survey, including photo of my house showing the chain link fence in place (Courtesy of the Portsmouth Athenaeum)
- 2015 Google Maps screenshot showing the fence location consistent with the 1982 photo and a large maple tree near the fence line
- 2024 photographs showing improvements and retained fence posts

Thank you for your time and attention.

Sincerely,

Maria Abruzese
276 Maplewood Avenue
Portsmouth, NH



1982-83 Portsmouth, NH Historic District Survey
 Courtesy of Portsmouth Athenaeum
 [Included for evidentiary purposes to document the longstanding existence of the chain link fence]

2015 Google Maps screenshot
 Longstanding fence and fence posts.
 Large maple tree once stood between sidewalk and fence.
 [Tree and stump are no longer present]



2024 Fence Improvements
 A wooden fence facing Maplewood was constructed where chain link fencing previously existed (documented in 1982). Chain link fence mesh replaced along northwesterly boundary. Existing fence posts were not removed, relocated or replaced.

Thomas A. Nies
419 Richards Avenue
Portsmouth, NH 03801

February 28, 2026

Mr. Peter Britz
Director, Planning and Sustainability
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

Re: Technical Advisory Committee (TAC) Meeting, March 3, 2026

Dear Mr. Britz:

Please share with the TAC the following comments concerning the proposed subdivision of 0 South Street, which will facilitate the construction of two single-family homes.

To begin, I ask that the TAC carefully consider the impact of construction on pedestrian safety. South Street is a main thoroughfare to Little Harbor Elementary School. There is only one narrow sidewalk on the north side of the street, adjacent to the proposed development. Many young students travel this route in the morning and afternoon. At the same time there is considerable vehicle traffic. The City should require or encourage the contractor to schedule deliveries outside of two brief time periods that match school opening and closing hours if construction occurs during the school year. This would reduce vehicle traffic crossing the sidewalk during busy times and enhance student safety, with minimal impact on the project.

My property is located three hundred feet north of the proposed lots, downhill on the eastern side of Richards Avenue. I am concerned about the impact of the development on water runoff. I have seen more frequent occurrences of flooding in my backyard over the last ten years, primarily in the spring and early summer. This occurs with as little as one inch of rain in a 24 hour period and takes at least a day to absorb into the ground. This is correlated with the development of two lots at 196 and 200 Sherburne Avenue but could also be due to changes in precipitation patterns.

I am pleased to see that the application acknowledges drainage concerns and includes a stormwater management and erosion control plan. I do think this report bears close examination and may need modification. As the plan notes, the eastern portion of the proposed subdivision drains to the north onto Sherburne Avenue lots and eventually my lot. The plan bases its analyses on the USDA soil survey of Rockingham County. No reference is made to any site-specific soil samples. The spatial resolution of this data source may not

be appropriate for evaluating this project. The figure on page 38 of the submission notes that "Soil map may not be valid at this scale." On the next page is a more detailed statement: "Warning: Soil Map may not be valid at this scale. Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale." I believe the data used are Order 2 or Order 3 data, and not the Order 1 data recommended for small site development.

There is considerable evidence in the neighborhood that drainage is more complex than presented in the submitted stormwater plan. My lot, for example, has extensive clay located below the surface, discovered while excavating the foundations for two construction projects. Many properties on this end of Richards Avenue have experienced basement flooding, while a few others are nearly bone dry under all conditions. I believe when the sewers were replaced on Richards Avenue there was extensive ledge noticed. These observations suggest the subsurface is not homogenous as presented by the applicant and runoff and absorption in this specific location may not be as modelled.

Because of these concerns I ask that the TAC request site-specific data for this development. This is a practice recommended for intensive land use in small areas by the Society of Soil Scientists of Northern New England (Special Publication No. 3). Such an Order 1 data survey will either confirm the proposed mitigation measures are adequate or will suggest more extensive measures.

One final comment regarding construction impacts on the neighborhood. There are only a few parking spaces on South Steet, all unpaved, across the street from the development and adjacent to the cemetery. I anticipate that construction and contractor vehicles will park on Richards Avenue. At present there are not any signs prohibiting parking close to the intersection. If this occurs, it will block sight lines for vehicles exiting Richards Avenue to South Street. The TAC should request public works place signs to prohibit parking that will block sight lines from Richards Avenue. There is a city ordinance that prohibits parking within a specific distance from an intersection. I have seen this prohibition routinely violated by construction vehicles at intersections that do not have a sign, most recently at the corner of Richards and Lincoln during an 18-month project at that corner.

Thank you for considering my comments.

Sincerely,

A handwritten signature in cursive script that reads "Thomas A. Nies".

Thomas A. Nies

From: [Kristina Campbell](#)
To: [Planning - Info - Shr](#)
Subject: Brora LLC Site Review 150 Portsmouth Blvd.
Date: Thursday, September 25, 2025 1:19:20 PM

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Dear Planning Board Members:

The residents of Dunlin Way and the 329 Osprey Landing Apartment residents on Osprey Drive and Blue Heron Drive are extremely concerned regarding the potential for the vehicle traffic resulting from the construction of 3 six story buildings with over 270 units that will endanger the safety of our neighborhood. We have presented our concerns before this Board previously and remain very united in making sure that a breakaway gate is installed Portsmouth Blvd and Dunlin Way meet. The traffic from this new development must be directed to use Portsmouth Blvd. and Commerce Way as their means of entry and exit from this complex.

Installing breakaway gates have been used in other areas in the City, and there is no justifiable reason for not installing one in this instance. There are breakaway gates at the end of Dunlin Way where it meets Spinnaker Way. There is also one at the end of Shearwater Dr. There are other such gates around the City to protect the safety of congested neighborhoods. In the event of a rare emergency, fire, police and ambulances can easily access the needed area by opening or breaking through the gate.

The safety of many residents, especially children, is at stake here. Between the 18 private homes on Dunlin Way and Blue heron Dr. and the 329 apartments on Osprey Dr. and Blue Heron Dr. there are over a thousand residents, including many children who ride bikes, scooters, skate board, walk, run, and play on these streets. Having the potential of many cars going through this neighborhood is a recipe for disaster. The speed limit in this neighborhood is 15 mph. which indicates the safety concerns and the density of the population.

For the sake of our children the Planning Board and other City regulatory boards must require the installation of a breakaway gate at the end of Portsmouth Blvd. and Dunlin Way. There is no other alternative to insure the neighborhoods safety.

Thank you for your consideration.

Kristina & Bill Campbell
4 Dunlin Way
Portsmouth, NH 03801

From: [Richard DiPentima](#)
To: [Planning - Info - Shr](#)
Cc: [Kristina Campbell](#); [Abdallah Mohammad](#); [Dragan Vidacic](#); [Matthew Nania](#); [Carla Rogers](#); [HELEN LEE](#); [Art Nicholson](#); graeme_thom@hotmail.com
Subject: Broara LLC Site Review 150 Portsmouth Blvd.
Date: Thursday, September 25, 2025 1:02:07 PM

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Dear Planning Board Members:

The residents of Dunlin Way and the 329 Osprey Landing Apartment residents on Osprey Drive and Blue Heron Drive are extremely concerned regarding the potential for the vehicle traffic resulting from the construction of 3 six story buildings with over 270 units that will endanger the safety of our neighborhood. We have presented our concerns before this Board previously and remain very united in making sure that a breakaway gate is installed Portsmouth Blvd and Dunlin Way meet. The traffic from this new development must be directed to use Portsmouth Blvd. and Commerce Way as their means of entry and exit from this complex.

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The safety of many residents, especially children, is at stake here. Between the 18 private homes on Dunlin Way and Blue heron Dr. and the 329 apartments on Osprey Dr. and Blue Heron Dr. there are over a thousand residents, including many children who ride bikes, scooters, skate board, walk, run, and play on these streets. Having the potential of many cars going through this neighborhood is a recipe for disaster. The speed limit in this neighborhood is 15 mph. which indicates the safety concerns and the density of the population.

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Thank you for your consideration.

Richard and Catherine DiPentima
16 Dunlin Way
Portsmouth, Nh 03801

From: davidsrogers@comcast.net
To: [Planning - Info - Shr](#)
Subject: Osprey Landing Dunlin Way Breakaway Gate
Date: Friday, September 26, 2025 3:57:37 PM

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Dear Planning Board Members:

The residents of Dunlin Way and the 329 Osprey Landing Apartment residents on Osprey Drive and Blue Heron Drive are extremely concerned regarding the potential for the vehicle traffic resulting from the construction of 3 six story buildings with over 270 units that will endanger the safety of our neighborhood. We have presented our concerns before this Board previously and remain very united in making sure that a breakaway gate is installed Portsmouth Blvd and Dunlin Way meet. The traffic from this new development must be directed to use Portsmouth Blvd. and Commerce Way as their means of entry and exit from this complex.

Installing breakaway gates have been used in other areas in the City, and there is no justifiable reason for not installing one in this instance. There are breakaway gates at the end of Dunlin Way where it meets Spinnaker Way. There is also one at the end of Shearwater Dr. There are other such gates around the City to protect the safety of congested neighborhoods. In the event of a rare emergency, fire, police and ambulances can easily access the needed area by opening or breaking through the gate.

The safety of many residents, especially children, is at stake here. Between the 18 private homes on Dunlin Way and Blue heron Dr. and the 329 apartments on Osprey Dr. and Blue Heron Dr. there are over a thousand residents, including many children who ride bikes, scooters, skate board, walk, run, and play on these streets. Having the potential of many cars going through this neighborhood is a recipe for disaster. The speed limit in this neighborhood is 15 mph. which indicates the safety concerns and the density of the population.

For the sake of our children the Planning Board and other City regulatory boards must require the installation of a breakaway gate at the end of Portsmouth Blvd. and Dunlin Way. There is no other alternative to insure the neighborhoods safety.

Thank you for your consideration.

David S. Rogers

15 Dunlin Way
Portsmouth, NH 03801
603-479-0390 (Mobile)

From: [Graeme Thom](#)
To: [Planning - Info - Shr](#)
Subject: Broara LLC Site Review 150 Portsmouth Blvd.
Date: Thursday, September 25, 2025 2:05:43 PM

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Dear Planning Board Members:

The residents of Dunlin Way and the 329 Osprey Landing Apartment residents on Osprey Drive and Blue Heron Drive are extremely concerned regarding the potential for the vehicle traffic resulting from the construction of 3 six story buildings with over 270 units that will endanger the safety of our neighborhood. We have presented our concerns before this Board previously and remain very united in making sure that a breakaway gate is installed Portsmouth Blvd and Dunlin Way meet. The traffic from this new development must be directed to use Portsmouth Blvd. and Commerce Way as their means of entry and exit from this complex.

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For the sake of our children the Planning Board and other City regulatory boards must require the installation of a breakaway gate at the end of Portsmouth Blvd. and Dunlin Way. There is no other alternative to insure the neighborhoods safety.

Thank you for your consideration.

Graeme Thom
17 Dunlin Way
Portsmouth, Nh 03801

From: [Richard DiPentima](#)
To: [Planning - Info - Shr](#)
Subject: Comments
Date: Wednesday, October 8, 2025 4:15:58 PM

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Dear Site Review Committee:

My name is Catherine DiPentima and I live at 16 Dunlin Way in Portsmouth.

I write today to share some concerns regarding the proposed project by Brora LLC at 150 Portsmouth Boulevard.

While I am not opposed to this project which abuts my neighborhood, there are some critical improvements that I believe warrant careful consideration.

1. The scale of the project must be carefully reviewed and considered. Scale, as we all know, involves constructing buildings that respond to aesthetic, cultural and social needs of not only occupants but also surrounding communities. Looking at surrounding structures, I see our small neighborhood and Osprey Landing and these commercial buildings- 100 Portsmouth Boulevard Homewood Suites with mostly 3 stories, 75 Portsmouth boulevard Office Building with 3 stories and several commercial buildings on Commerce Way at 3 stories. This proposed project calls for SIX stories and is completely out of scale with the rest of the neighborhood's commercial and residential buildings!!

2. Parking spaces allotted for this project do not seem to be adequate for 274 proposed units for working families.

3. Lastly and the most critical concern deals with safety. Immediately abutting this proposed project is Osprey Landing. There are 329 apartments ranging from 1-4 bedrooms. There are a lot of children in Osprey Landing, Osprey Drive and Blue Heron Drive are both within the neighborhood, and the kids cross those streets, play in them, ride their bikes in them, and wait for their school buses next to them with their families. Heavily increasing traffic through this neighborhood would significantly impact their safety. A group of abutters from Dunlin Way have requested that a breakaway gate be constructed where Portsmouth blvd. meets Dunlin Way blocking traffic from entering our neighborhood and Osprey Landing sending it through the commercial buildings on Portsmouth Blvd. and Commerce Way.

4. Each of these recommended improvements are critical to our quality of Life and the safety of our neighborhood.

Thank you.

Catherine DiPentima

From: [John Lachapelle](#)
To: [Planning - Info - Shr](#)
Subject: Site plan review for 3 buildings on Portsmouth Blvd
Date: Wednesday, October 8, 2025 3:21:41 PM

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Dear Members of the Technical Advisory Committee of the Planning Board,

My name is John Lachapelle, and I have been a resident of Dunlin Way for the past 25 years.

I'm writing to express my concerns about the proposed development on Portsmouth Boulevard by Boars LLC. While I understand the need for growth, I want to emphasize how important it is to consider the safety and quality of life for those of us who have lived in this neighborhood for decades.

One issue I want to highlight is the barricade at the end of Portsmouth Boulevard where it meets Dunlin Way. Over the years, this barrier has made a significant difference in reducing cut-through traffic and maintaining a safe, quiet environment for families—especially for the many children who walk, bike, and play in our neighborhood. Preserving that barrier, or replacing it with a removable or breakaway gate, is essential to keeping our streets safe.

In fact, even with the current traffic restrictions, we occasionally experience vehicles—often from Osprey Landing—driving at excessive speeds along Dunlin Way, particularly between Osprey Drive and Blue Heron Drive. Opening up additional access from Portsmouth Boulevard would likely worsen this problem and further compromise safety for residents.

Additionally, I share my neighbors' concerns about parking. If the new development lacks sufficient parking, it could lead to overflow onto our residential streets, creating congestion and disrupting our daily lives.

Thank you for taking the time to consider the perspective of long-term residents. I trust that safety and quality of life for existing neighborhoods will remain a top priority in your evaluation.

Sincerely,

John Lachapelle
Dunlin Way Resident

From: [Abdallah Mohammad](#)
To: [Planning - Info - Shr](#)
Subject: Site plan Review for the 3 buildings on Portsmouth Blvd
Date: Tuesday, October 7, 2025 10:16:34 PM

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Abdallah & Gihan Alhamdan
8 Dunlin Way
Portsmouth, NH 03801

Technical Advisory Committee of the Planning Board
City of Portsmouth, NH

Dear members of the Technical Advisory Committee of the Planning Board,

We are the residents of Portsmouth neighborhood located next to the location of planned three buildings on Portsmouth Boulevard proposed by the developer Boars LLC.

We are very concerned about the increase in traffic impact of this project to the safety of our community. There are many children playing in the neighborhood. We would like the Planning Board to consider installing a removable or breakaway gate at the end of Portsmouth Blvd. where it meets Dunlin Way. This is a must do....

Please make sure that the planned parking capacity must be adequate in order not to disrupt the traffic and everyday life of the surrounding neighborhoods.

Thank you for your consideration and implementation

Abdallah & Gihan

From: [Dragan Vidacic](#)
To: [Planning - Info - Shr](#)
Subject: Site plan Review for the 3 buildings on Portsmouth Blvd
Date: Tuesday, October 7, 2025 8:51:25 AM

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Anka and Dragan Vidacic
8 Dunlin Way
Portsmouth, NH 03801

Technical Advisory Committee of the Planning Board
City of Portsmouth, NH

Dear members of the Technical Advisory Committee of the Planning Board,

We are the residents of the city neighborhood located next to the location of planned three buildings on Portsmouth Boulevard proposed by the developer Boars LLC.

As previously mentioned on multiple occasions, we are very concerned about the traffic impact of this project to the safety of our community. There are many children playing in the neighborhood. We would like the Planning Board to consider installing a removable or breakaway gate at the end of Portsmouth Blvd. where it meets Dunlin Way.

Also, we hope you take into consideration that the planned parking capacity needs to be adequate in order not to disrupt the traffic and everyday life of the surrounding neighborhoods.

Thank you for your consideration.

Sincerely,
Anka and Dragan Vidacic