

# Findings of Fact | Site Plan Review

## City of Portsmouth Planning Board

Date: June 18, 2025

Property Address: 400 Spaulding Tpke

Application #: LU-25-50

Decision: ☐ Approve ☐ Deny ☐ Approve with Conditions

### Findings of Fact:

Per RSA 676:3, I: The local land use board shall issue a final written decision which either approves or disapproves an application for a local permit and make a copy of the decision available to the applicant. **The decision shall include specific written findings of fact that support the decision. Failure of the board to make specific written findings of fact supporting a disapproval shall be grounds for automatic reversal and remand by the superior court upon appeal, in accordance with the time periods set forth in RSA 677:5 or RSA 677:15, unless the court determines that there are other factors warranting the disapproval.** If the application is not approved, the board shall provide the applicant with written reasons for the disapproval. If the application is approved with conditions, the board shall include in the written decision a detailed description of the all conditions necessary to obtain final approval.

Site Plan Regulations Section 2.9 Evaluation Criteria - in order to grant site plan review approval, the TAC and the Planning Board shall find that the application satisfies evaluation criteria pursuant to NH State Law and listed herein. In making a finding, the TAC and the Planning Board shall consider all standards provided in Articles 3 through 11 of these regulations.

	Site Plan Review Regulations Section 2.9 Evaluation Criteria	Finding (Meets Standard/Criteria)	Supporting Information
1	Compliance with all City Ordinances and Codes and these regulations. <u>Applicable standards:</u>	Meets  Does Not Meet	<u>Applicable standards:</u>
2	Provision for the safe development, change or expansion of use of the site.	Meets  Does Not Meet	
3	Adequate erosion control and stormwater management practices and other mitigative measures, if needed, to prevent adverse effects on downstream water quality and flooding of the property or that of another.	Meets  Does Not Meet	
4	Adequate protection for the		

	<b>Site Plan Review Regulations Section 2.9 Evaluation Criteria</b>	<b>Finding (Meets Standard/Criteria)</b>	<b>Supporting Information</b>
	quality of groundwater.	Meets  Does Not Meet	
<b>5</b>	Adequate and reliable water supply sources.	Meets  Does Not Meet	
<b>6</b>	Adequate and reliable sewage disposal facilities, lines, and connections.	Meets  Does Not Meet	
<b>7</b>	Absence of undesirable and preventable elements of pollution such as smoke, soot, particulates, odor, wastewater, stormwater, sedimentation or any other discharge into the environment which might prove harmful to persons, structures, or adjacent properties.	Meets  Does Not Meet	
<b>8</b>	Adequate provision for fire safety, prevention and control.	Meets  Does Not Meet	
<b>9</b>	Adequate protection of natural features such as, but not limited to, wetlands.	Meets  Does Not Meet	
<b>10</b>	Adequate protection of historical features on the site.	Meets  Does Not Meet	
<b>11</b>	Adequate management of the volume and flow of traffic on the site and adequate traffic controls to protect public safety and prevent traffic congestion.	Meets  Does Not Meet	
<b>12</b>	Adequate traffic controls and traffic management measures to prevent an unacceptable increase in safety hazards and traffic congestion off-site.	Meets  Does Not Meet	
<b>13</b>	Adequate insulation from external noise sources.	Meets	

	<b>Site Plan Review Regulations Section 2.9 Evaluation Criteria</b>	<b>Finding (Meets Standard/Criteria)</b>	<b>Supporting Information</b>
		<b>Does Not Meet</b>	
<b>14</b>	Existing municipal solid waste disposal, police, emergency medical, and other municipal services and facilities adequate to handle any new demands on infrastructure or services created by the project.	<b>Meets</b>  <b>Does Not Meet</b>	
<b>15</b>	Provision of usable and functional open spaces of adequate proportions, including needed recreational facilities that can reasonably be provided on the site	<b>Meets</b>  <b>Does Not Meet</b>	
<b>16</b>	Adequate layout and coordination of on-site accessways and sidewalks in relationship to off-site existing or planned streets, accessways, bicycle paths, and sidewalks.	<b>Meets</b>  <b>Does Not Meet</b>	
<b>17</b>	Demonstration that the land indicated on plans submitted with the application shall be of such character that it can be used for building purposes without danger to health.	<b>Meets</b>  <b>Does Not Meet</b>	
<b>18</b>	Adequate quantities, type or arrangement of landscaping and open space for the provision of visual, noise and air pollution buffers.	<b>Meets</b>  <b>Does Not Meet</b>	
<b>19</b>	Compliance with applicable City approved design standards.	<b>Meets</b>  <b>Does Not Meet</b>	
	<b>Other Board Findings:</b>		

# Findings of Fact | Wetland Conditional Use Permit

## City of Portsmouth Planning Board

Date: June 18, 2025

Property Address: 400 Spaulding Tpke.

Application #: LU-25-50

Decision: ☐ Approve ☐ Deny ☐ Approve with Conditions

### Findings of Fact:

Per RSA 676:3, I: The local land use board shall issue a final written decision which either approves or disapproves an application for a local permit and make a copy of the decision available to the applicant. **The decision shall include specific written findings of fact that support the decision. Failure of the board to make specific written findings of fact supporting a disapproval shall be grounds for automatic reversal and remand by the superior court upon appeal, in accordance with the time periods set forth in RSA 677:5 or RSA 677:15, unless the court determines that there are other factors warranting the disapproval.** If the application is not approved, the board shall provide the applicant with written reasons for the disapproval. If the application is approved with conditions, the board shall include in the written decision a detailed description of all conditions necessary to obtain final approval.

In order to grant Wetland Conditional Use permit approval the Planning Board shall find the application satisfies criteria set forth in the Section 10.1017.50 (Criteria for Approval) of the Zoning Ordinance.

	<b>Zoning Ordinance Sector 10.1017.50 Criteria for Approval</b>	<b>Finding (Meets Criteria for Approval)</b>	<b>Supporting Information</b>
<b>1</b>	<i>1. The land is reasonably suited to the use activity or alteration.</i>	<b>Meets</b>  <b>Does Not Meet</b>	This work was part of a previously approved project that had previously approved impact to the wetland for access to Eversource's Pole #19. The actual work that occurred eliminated the impact to the wetland resource and shifted impacts to the wetland buffer.
<b>2</b>	<i>2. There is no alternative location outside the wetland buffer that is feasible and reasonable for the proposed use, activity or alteration.</i>	<b>Meets</b>  <b>Does Not Meet</b>	The poles that had to be replaced are located directly within the wetland buffer behind the Ford Dealership. To access the poles, there is no way to bring in equipment without entering into the buffer.



	<b>Zoning Ordinance Sector 10.1017.50 Criteria for Approval</b>	<b>Finding (Meets Criteria for Approval)</b>	<b>Supporting Information</b>
<b>3</b>	<i>3. There will be no adverse impact on the wetland functional values of the site or surrounding properties.</i>	<b>Meets</b>  <b>Does Not Meet</b>	After work on replacing the poles finished, the work pad directly under the poles was naturally revegetated which is the area adjacent to the wetland to the north. The most adverse impact of this project is the permanence of the crushed gravel access road leading to the poles. This was left in place for future maintenance needs but a silt soxx buffers it from the wetland to the south, which should remain as a permanent installation with replacement over time as needed.
<b>4</b>	<i>4. Alteration of the natural vegetative state or managed woodland will occur only to the extent necessary to achieve construction goals.</i>	<b>Meets</b>  <b>Does Not Meet</b>	The temporary alteration to the buffer that occurred as part of this work included the work pad underneath the poles. This area has been allowed to naturally revegetate, which has since occurred. The access road has altered the natural vegetative state but it was noted during the site walk that vegetation is already growing through it and a silt soxx remains in place to protect the adjacent wetland. This seems sufficient for buffering the wetland from the permanent impacts of the accessway.
<b>5</b>	<i>5. The proposal is the alternative with the least adverse impact to areas and environments under the jurisdiction of this section.</i>	<b>Meets</b>  <b>Does Not Meet</b>	When this violation of the original permit was first noticed, the work pad had not yet revegetated, and the access road contained many layers of crushed gravel for accessing the poles and for parking Ford Dealership vehicles off lot. Since this occurred, an agreement has been made to prevent future parking of vehicles within this area, a silt soxx has been replaced south of the accessway to prevent impact to the wetland, the property owners have removed a large amount of gravel from the accessway, and the work pad has started to naturally revegetate.

	<b>Zoning Ordinance Sector 10.1017.50 Criteria for Approval</b>	<b>Finding (Meets Criteria for Approval)</b>	<b>Supporting Information</b>
<b>6</b>	<i>6. Any area within the vegetated buffer strip will be returned to a natural state to the extent feasible.</i>	<b>Meets</b>  <b>Does Not Meet</b>	The work pad area has been returned to a natural state and while it is not feasible to allow full revegetation of the accessway due to future needs for maintenance, most of the crushed gravel has been removed which created a much thinner layer of impact to the buffer, allowing vegetation to poke through in some areas.
<b>7</b>	<b><u>Other Board Findings:</u></b>		

E5034-200  
August 27, 2025

Rick Chellman, Chair  
City of Portsmouth Planning Board  
1 Junkins Avenue  
Portsmouth, New Hampshire 03801

Re: **Eversource E194 and U181 Structure Replacement Project  
After-the-Fact Wetland Conditional Use Permit and Amended Site Plan  
400 Spaulding Turnpike, Portsmouth, NH**

Dear Mr. Chellman and Members of the Planning Board:

Please find a written response to the Planning Board's June 18, 2025 requests and supporting documentation enclosed herein, pertaining to the subject property and requested After-the-Fact Wetland Conditional Use Permit and Amended Site Plan.

## **Project Background**

Work was completed by Eversource on the subject property in 2024 under a CUP which was granted by the City of Portsmouth on June 22, 2023 (LU-23-60). Under this CUP, Eversource replaced forty-five (45) wooden utility structures with steel structures on the E194 and U181 Lines in Portsmouth and Newington due to their overall age and condition.

Following City approval and the issuance of the CUP, Eversource obtained landowner authorization from the Portsmouth Ford auto dealership to access the right-of-way (ROW) directly from Echo Avenue. As such, construction deviated from what was permitted by the CUP in this area, and both structures were accessed by a more direct route on the subject property with no wetland impacts.

## **Conditional Use Permit (CUP)**

The as-built access route, located at 400 Spaulding Turnpike (City of Portsmouth Tax Map 238, Lot 2), eliminated direct wetland impacts; however, impacts within the wetland buffer increased from the permitted 1,644 SF to 3,685 SF. The Conservation Commission reviewed this After-the-Fact CUP at its meeting on May 14, 2025, and voted to recommend approval of this application to the Planning Board with the following conditions:

1. In accordance with Section 10.1018.40 of the Zoning Ordinance, applicant shall permanently install wetland boundary markers, which may be purchased through the City of Portsmouth Planning & Sustainability Department. The Commission recommends placing two markers on either side of the proposed gate at the bottom of the access road. These markers must be installed prior to the start of any work.
2. Applicant shall include a note on this plan set to indicate that parking and/or vehicle storage is prohibited in this accessway unless required for utility maintenance by Eversource.

Pursuant to Condition #1, wetland boundary markers will be installed on either side of the proposed gate prior to the start of work. Pursuant to Condition #2, the Site Plan has been updated to include the suggested note regarding parking and/or vehicle storage being prohibited. A copy of the updated Site Plan (dated January 7, 2025, revised through May 27, 2025) was filed with the City Planning Department and uploaded to the City's online permit system on May 28, 2025.

## **Site Plan Amendment**

Where permanent access through the wetland buffer at 400 Spaulding Turnpike (City of Portsmouth Tax Map 238, Lot 2) to Structures 19 is requested, the existing boulder barricade will be replaced with a steel gate, as shown on the amended Site Plan in Attachment A. This configuration results in a change to the Portsmouth Ford auto dealership's previously approved Site Plan for which Eversource, on behalf of Portsmouth Ford, hereby requests administrative approval of the proposed amendment.

During the June 18, 2025 hearing of the Portsmouth Planning Board, Tighe & Bond, on behalf of Eversource Energy d/b/a Public Service Company of New Hampshire (Eversource) requested approval to retain the permanent wetland buffer impacts and to amend Portsmouth Ford's Site Plan with the proposed steel gate and improved access route. During the hearing, the Planning Board decided that it did not have sufficient information to make a determination. Accordingly, the Planning Board voted to continue the hearing and requested more information on the following items:

- Easement Access
- Stormwater Flow Onsite Due to Grade Changes
- Wetland Information and Impacts Before and After Accessway Restoration
- Alternative Access Points
- Clarification of Lot Boundaries and Wetland Exhibits

A response to each of these items is included in the following section. Tighe & Bond has prepared an updated set of orthophoto site figures, provided with an updated Photographic Log in Attachment A. The Amended Site Plan for 400 Spaulding Turnpike, prepared by TFM (dated January 7, 2025, revised through May 27, 2025) is provided in Attachment B.

## **Easement Access**

During the Hearing, the Planning Board requested additional information on Eversource's existing easement access. The improved gravel access road is located within the bounds of Eversource's 300-foot-wide utility easement (Book 1350, Pages 0186-0206; Rockingham County Registry of Deeds). That easement grants Eversource broad rights to construct, maintain, and operate its transmission lines; and include all actions reasonably necessary to give effect to those rights. In this circumstance, that would include improvement of essential access with gravel to enable the safe mobilization and operation of equipment. As it does not unreasonably interfere with the underlying fee owner's rights (i.e., Portsmouth Ford), the improved gravel access road is deemed to be within the scope of the easement. A copy of Eversource's utility easement is provided in Attachment D.

The 2023 maintenance project performed on the E194 Line and U181 Line required improvements to the existing gravel road to facilitate safe access for construction equipment, maintenance crews, and emergency response teams. Since those improvements were reasonably necessary to accomplish the essential transmission line maintenance, which is a stated purpose of the easement, the improvements are within the scope of the easement. The regional transmission system could not be maintained without such routine access and work road improvements.

These rights are fundamental to ensuring the safe, reliable, and efficient delivery of electric service. Moreover, there are important public policy considerations which weigh in favor of leaving the gravel access road in place, including minimization of resource disturbance associated with future maintenance or repair work, and minimization of costs ultimately borne in part by New Hampshire rate-payers by not incurring expense of repeated installation and

removal of gravel. The use of gravel is consistent with industry best practices for low-impact access improvement. By proactively improving this route, Eversource is taking steps to mitigate environmental impacts, reduce long-term maintenance costs, and protect public safety.

Other easements in the vicinity of Structures 19 and 19 (Lines E194 and U181), as depicted on Portsmouth Ford's Site Plan (prepared by TFMoran, Inc., dated January 7, 2025), pertain to municipal sewer easements owned by the City. These easements are not relevant or available to Eversource's utility maintenance needs or for access to the utility ROW. Portsmouth Ford's Site Plan and Figure 2, Property Boundaries and Easements are attached to this submittal.

Furthermore, access to Structures 19 and 19 from the vicinity of these municipally owned easements would significantly disrupt Portsmouth Ford's normal business operations and vehicle inventory space and restrict access to the ROW in the event of an emergency. Given that Portsmouth Ford has a limited lot space, and construction of a new access road would impact previously undisturbed portions of the wetland buffer, this option was determined to be less desirable than maintaining the existing access.

Retaining the current access as-is and installing a steel gate to prevent unauthorized (non-compliant) use of the ROW was determined to be the least impacting, and most practicable, option. This alternative establishes safe and stable access to the ROW for future maintenance and emergency repairs, while avoiding disruptions to Portsmouth Ford's normal business operations. The steel gate will prevent unauthorized (non-compliant) use of the ROW, limit access to Eversource personnel only, and prevent additional encroachment into the wetland buffer from Portsmouth Ford storing overflow inventory on the ROW.

## **Stormwater Flow Onsite Due to Grade Changes**

During the Hearing, Planning Board members requested information on whether construction of the access road has resulted in increased stormwater run-off. Site topography within the vicinity of Structures 19 and 19 consists of a gently sloping hill that rises to the southeast from the wetland located north of Structures 19 and 19 (Wetland 1) for approximately 180 feet before cresting at the work pad location then sloping down towards the southeast for approximately 70 feet to the wetland located to the south of the gravel access road (Wetland 2). The crest of this hill rises approximately 6-8 feet above the adjacent wetlands (Wetlands 1 and 2) and consists of woody shrubs and herbaceous upland vegetation.

Post-construction (i.e., current condition), the slope and stormwater flow path are unaffected. The access road improvements were constructed on a pre-existing gravel access way in the buffer of Wetland 2, resulting in minimal net increase in gravel surface area. There was no pavement or new structures constructed. The gravel access road also follows the contours of the existing topography to the extent practicable, thus is unlikely to result in increased stormwater velocities. The increase in gravel surface area within the wetland buffer caused by the access road improvements is ±635 square feet (SF) compared to pre-2024 conditions.

This ±635 SF increase in gravel surface has resulted in a negligible increase in peak stormwater flow and volume to the adjacent Wetland 2. We have analyzed the 1-Year, 10-Year, and 100-Year storms to quantify this negligible increase. These storms represent the anticipated rainfall to occur in a 24-hour period once every year, once every 10 years, and once every 100 years. These storm events anticipate 3.05 inches, 5.58 inches, and 10.13 inches respectively, of rain within the same 24-hour window based on data published by the Northeast Regional Climate Center (NRCC) extreme precipitation tables. The analysis summarized above was completed utilizing the HydroCAD Stormwater Modeling Software.

The current conditions of stormwater flows have been compared to the pre-construction stormwater flows and are summarized in Tables 1.1 and 1.2 for the watershed boundary of the wetland on the subject parcel.

**Table 1.1 – Stormwater Peak Flow Comparison Table (cubic feet per second, cfs; gallons per minute, gpm)**

Storm Event	Pre-Construction		Post-Construction		Net Peak Flow	
	cfs	gpm	cfs	gpm	cfs	gpm
1-Yr	0.61	274	0.64	287	0.03	13
10-Yr	6.51	2,922	6.55	2,940	0.04	18
100-Yr	22.03	9,887	22.07	9,905	0.04	18

**Table 1.2 – Stormwater Volume Comparison Table (cubic feet, cf; gallons, gal)**

Storm Event	Pre-Construction		Post-Construction		Net Volume	
	cf	gal	cf	gal	cf	gal
1-Yr	4,550	34,034	4,635	34,670	85	636
10-Yr	22,479	168,143	22,603	169,070	124	928
100-Yr	69,900	522,852	70,056	524,019	156	1,167

As depicted, the flows for all storm events result in a negligible increase in both peak stormwater flow and volume.

We have additionally analyzed a 1-inch rainfall event to occur over a 24-hour period, which is a more common storm event for seacoast New Hampshire. This storm event resulted in a net increase in peak stormwater flow of 0.01 cfs or 4.5 gpm. The net volume of this storm event is increased slightly by 23 cubic feet or 172 gallons in the same 24-hour period.

The analysis conservatively assumes a runoff curve number of 85, which is consistent with gravel roads in Hydric Soil Group B without vegetation regrowth. Vigorous herbaceous vegetation regrowth over the improved access way would demonstrate a greater degree of porosity, resulting in less stormwater runoff volume than calculated for all storm events. See photos 3, 4, and 5 of the Photographic Log (attached). Figure 3, Grading & Site Drainage, depicts the existing topography and primary stormwater flow patterns in the vicinity of project area.

Downslope erosion and sedimentation controls were installed adjacent to Wetland 2 during construction, and the gravel access way is currently stable. There is no evidence of erosion or sedimentation on or adjacent to the existing gravel access road; and the road surface has been largely revegetated since the 2023 CUP project was completed.

## Wetland Information and Impacts Before and After Accessway Restoration

The Planning Board also requested information on potential impacts to wetland hydrology caused by the improved gravel access road. Notably, abutters raised concern regarding whether construction of the gravel access road has disrupted connectivity between the delineated wetlands in the vicinity of Structures 19 and 19.

Two delineated wetlands are present within the vicinity of Structures 19 and 19. Wetland 1 is located to the north of Structures 19 and 19. Wetland 2 is located to the south of the existing gravel access road and to the east of Echo Avenue. A pre-construction delineation and characterization of these wetlands conducted on March 22, 2023 classified them as a mixture of palustrine emergent and palustrine scrub-shrub systems located directly adjacent to commercial (i.e., Portsmouth Ford) and residential development. Wetland 1 consists of a monoculture of common reed (*Phragmites australis*) and Wetland 2 contains purple loosestrife (*Lythrum salicaria*). Due to the abundance of invasive species within these wetlands, they were considered unlikely to provide a principal wildlife habitat function. However, areas dominated by invasive species may provide refuge and food sources for small mammals and birds, and the vegetated ROW may also provide a corridor for wildlife migration in an area that is otherwise highly disturbed by human activity. Wildlife may have been deterred during construction under the 2023 CUP, though the gravel work pad and gravel access road have since revegetated and provide a similar degree of refuge and food sources as the pre-existing condition.

The topographic divide between Wetlands 1 and 2 existed prior to start of construction, persists today, and isolates each wetland unit from the other. The project did not entail significant site grading beyond the improved gravel access road and work pad and had no impact on the connectivity of these two distinct wetland units. During a follow-up site visit on August 8, 2025, a Tighe & Bond wetland scientist verified that the gravel work pad and access had substantially revegetated through the improved gravel surfaces. Observed vegetation growing within the gravel work pad and access included, but was not limited, to Canada goldenrod (*Solidago canadensis*, FACU), curly dock (*Rumex crispus*, FAC), birds-foot-trefoil (*Lotus corniculatus*, FACU), common burdock (*Arctium minus*, FACU), and common yarrow (*Achillea millefolium*, FACU).

As part of its ongoing commitment to system reliability and public safety, Eversource performs scheduled vegetation maintenance on a four-year cycle. This work is conducted to ensure that woody shrubs and trees do not encroach into overhead electrical line clearances, which could pose risks of outages, equipment damage, or fire. In the event of an emergency Eversource may require immediate access to the ROW to conduct repairs. In such cases, crews may drive over herbaceous vegetation on the existing access route, or mow woody growth as needed to ensure safe and timely access. These emergency procedures are conducted in a manner that minimizes environmental disturbance to the extent possible under the circumstances.

During the August 8, 2025 site visit, vegetation in Wetland 1 was observed to consist of a common reed (FACW) monoculture. Vegetation in Wetland 2 included, but was not limited to narrow-leaved cattail (*Typha angustifolia*, OBL), purple loosestrife (OBL), willow (*Salix spp.*), arrowwood (*Viburnum dentatum*, FAC), red-osier dogwood (*Swida sericea*, FACW), sensitive fern (*Onoclea sensibilis*, FACW), Joe-Pye weed (*Eutochium purpureum*, FAC), silky dogwood (*Swida amomum*, FACW), creeping buttercup (*Ranunculus repens*, FAC), flat top goldenrod (*Euthamia graminifolia*, FAC), jewelweed (*Impatiens capensis*, FACW), and poison ivy (*Toxicodendron radicans*, FAC). Wetland vegetation communities observed during this site visit were comparable to those present pre-construction, and no impacts to wetland ecological function were observed.



The two wetlands were hydrologically distinct from each other prior to the access road improvements and based on the minimal impact and negligible change in developed/impervious surface area, there was no observed changes in site hydrology or wetland vegetation caused by the gravel access road improvements or work completed in 2024. Elevation contours and limits of completed work are shown on Figure 3.

## **Alternative Access Points**

In response to the Planning Board's request, an alternatives analysis was undertaken to determine if a less impactful, practicable access route to Structures 19 and 19 was available. During the Hearing, abutters raised concerns regarding the length of the access route within the wetland buffer, encroachment onto an abutter's property, and alteration of a stonewall.

As previously detailed within the Easement Access section above, the current gravel access to Structures 19 and 19 was determined to be the least impactful and most practicable route. The current access route minimizes impact to Portsmouth Ford's normal business operations and consists of improvements to a pre-existing roadway. This route also follows the existing site topography to the extent practicable. Although a more direct access route is conceivable between Portsmouth Ford's car lot and Structures 19 and 19, reconfiguring access to this location would reduce Portsmouth Ford's ability to store vehicles on their lot, which is already congested and has minimal available space. Construction of new access would also result in additional impacts to wetland buffer vegetation and would likely cause additional stone wall alterations. Additionally, this alternative access would be located directly across from Portsmouth Ford's vehicle service center. If access was installed in this location, its use would infringe upon Portsmouth Ford's ability to move vehicles in and out of its service center bays and potentially impede access to the ROW in the event of a utility emergency. Therefore, maintaining the current gravel access was determined to be the least impactful and most practicable alternative overall. Installation of a steel gate will prevent future encroachment within the wetland buffer and limit use of the gravel access and work pad to future utility maintenance and emergency repairs within the ROW.

## **Clarification of Lot Boundaries**

The Planning Board requested further clarification on lot lines, specifically as they relate to the placement of the proposed steel gate and location of the gravel access road and gravel work pad. The proposed steel gate is located on Portsmouth Ford's property (400 Spaulding Turnpike; City of Portsmouth Tax Map 238, Lot 2), within the limits of Eversource's ROW.

We trust this information addresses the Planning Board's concerns and is sufficient for the Planning Board to make a decision regarding the CUP application and site plan approval. If you have any questions or require any additional information, please feel free to contact me at (603) 231-9918 or at [STetreault@tighebond.com](mailto:STetreault@tighebond.com).

Respectfully,

**TIGHE & BOND, INC.**

Stefanie M. Tetreault, CWS, PWS  
Project Manager



Enclosures:

Attachment A – Revised Orthophoto Site Figures

Figure 1: Site Overview

Figure 2: Easement and Property Boundary Clarification

Figure 3: Site Grading and Drainage

Attachment B – Updated Photographic Log

Attachment C – Amended Site Plan, prepared by TFM (revised through May 27, 2025)

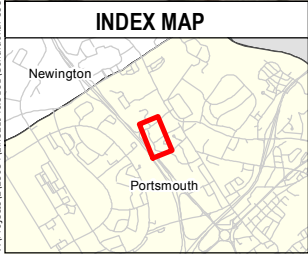
Attachment D – Eversource's utility easement; Book 1350, Pages 0186-0206;  
Rockingham County Registry of Deeds

Copy: Conservation Commission, City of Portsmouth  
Ashley Friend, Licensing and Permitting, Eversource Energy





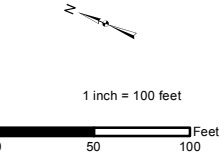




**Legend**

- Gate
- Proposed Structure
- Existing Structure to be Removed
- Existing Structure
- Proposed Access
- 2023 CUP Access
- Fence
- Overhead Eversource Line
- Stonewall
- 100' Buffer Zone (Portsmouth)
- Delineated Wetland Boundary Outline
- Field Delineated Wetland\*
- Work Pad
- Temporary Construction Matting
- Municipal Boundary

*Map Notes:*  
Data valid as of August 2025  
Data source: New Hampshire Geographically Referenced Analysis and Information Transfer System (GRANIT) and USFWS. Orthophotography courtesy of ESRI.  
Contours downloaded from New Hampshire GRANIT  
Parcels provided by New Hampshire GRANIT  
Figure intended to be printed on 11x17  
\*Indicates datasets with a transparency setting of 30-70%  
This mapping product has been created to comply with submittal requirements to obtain certain regulatory approvals and, as such, there is no reliance on the information contained herein for any other purpose.

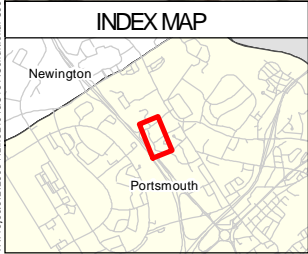


NO.	DATE	REVISIONS

**EVERSOURCE**  
**Line E194 and U181**  
**Structure Replacement Project**  
**Overview**  
Portsmouth, New Hampshire  
Date: August 20, 2025  
Map Sheet 1 of 3

**Tighe&Bond**





**Legend**

Gate

Proposed Structure

Existing Structure to be Removed

Existing Structure

Proposed Access

2023 CUP Access

Fence

Overhead Eversource LineStonewall100' Buffer Zone (Portsmouth)Delineated Wetland Boundary OutlineField Delineated Wetland\*Work PadTemporary Construction MattingEasement BoundaryMunicipal Boundary

Map Notes:  
Data valid as of August 2025.  
Data source: New Hampshire Geographically  
Referenced Analysis and Information Transfer System (GRANIT)  
and USFWS. Orthophotography courtesy of ESRI.  
  
Contours downloaded from New Hampshire GRANIT  
  
Parcels provided by New Hampshire GRANIT  
  
Easements digitized from As-Built Plan 47111-20 for Tax Map 238 Lot 2.  
  
Figure intended to be printed on 11x17  
  
\*Indicates datasets with a transparency setting of 30-70%  
  
This mapping product has been created to comply with  
submittal requirements to obtain certain regulatory  
approvals and, as such, there is no reliance on the  
information contained herein for any other purpose.

3

1 inch = 100 feet

0

50

100

Feet

NO.	DATE	REVISIONS

**EVERSOURCE**

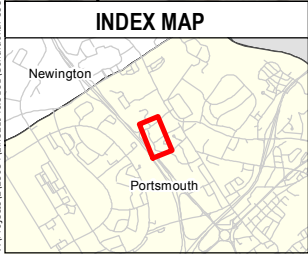
Line E194 and U181  
Structure Replacement Project  
Property Boundaries & Easements  
Portsmouth, New Hampshire

Date: August 20, 2025

Map Sheet 2 of 3

**Tighe&Bond**





**Legend**

Gate

Proposed Structure

Existing Structure to be Removed

Existing Structure

Proposed Access

Fence

Overhead Eversource Line

Contour Line (2 Ft.)

Stonewall

100' Buffer Zone (Portsmouth)

Delineated Wetland Boundary Outline

Field Delineated Wetland\*

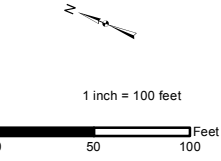
Work Pad

Temporary Construction Matting

Municipal Boundary

Primary Stormwater Flow Paths

*Map Notes:*  
Data valid as of August 2025  
Data source: New Hampshire Geographically Referenced Analysis and Information Transfer System (GRANIT) and USFWS. Orthophotography courtesy of ESRI.  
Contours downloaded from New Hampshire GRANIT  
Parcels provided by New Hampshire GRANIT  
Figure intended to be printed on 11x17  
\*Indicates datasets with a transparency setting of 30-70%  
This mapping product has been created to comply with submittal requirements to obtain certain regulatory approvals and, as such, there is no reliance on the information contained herein for any other purpose.



NO.	DATE	REVISIONS

**EVERSOURCE**

**Line E194 and U181  
Structure Replacement Project  
Grading & Site Drainage**

Portsmouth, New Hampshire

Date: August 20, 2025

Map Sheet 3 of 3





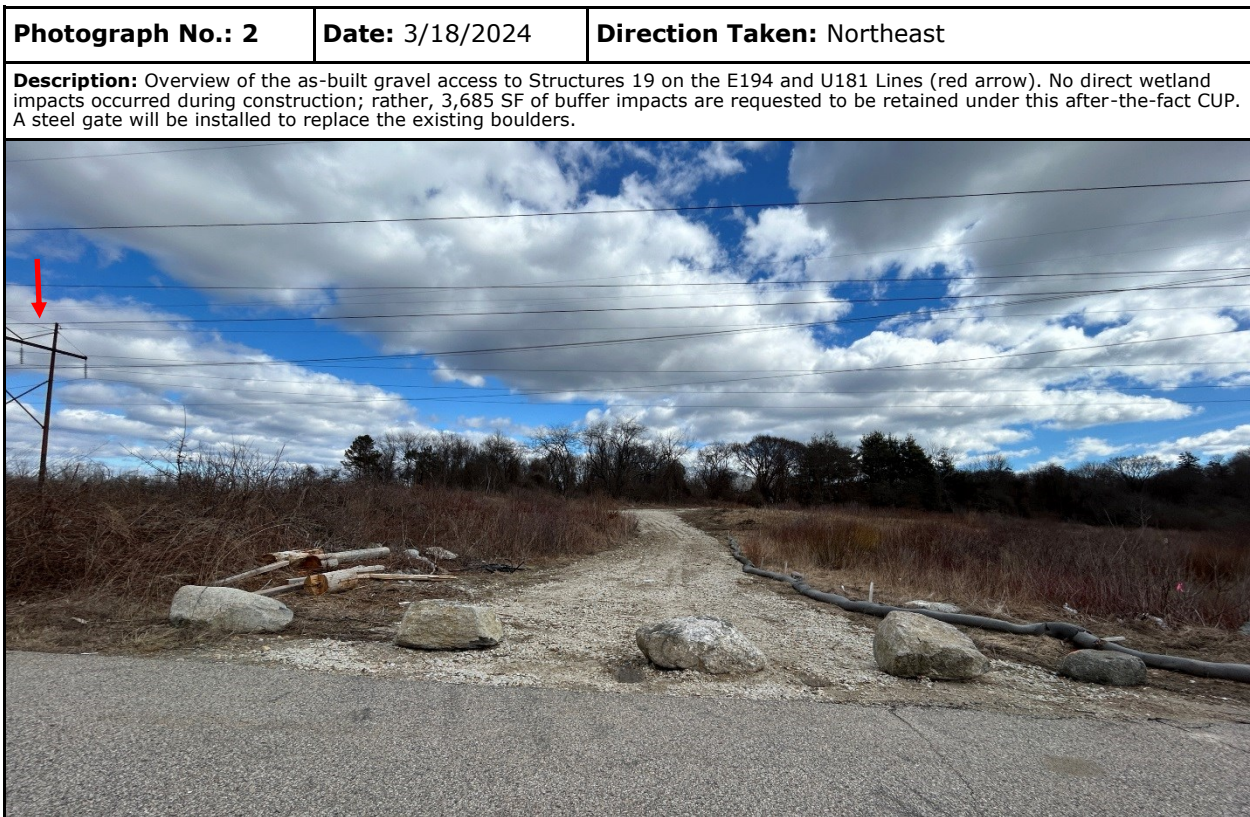
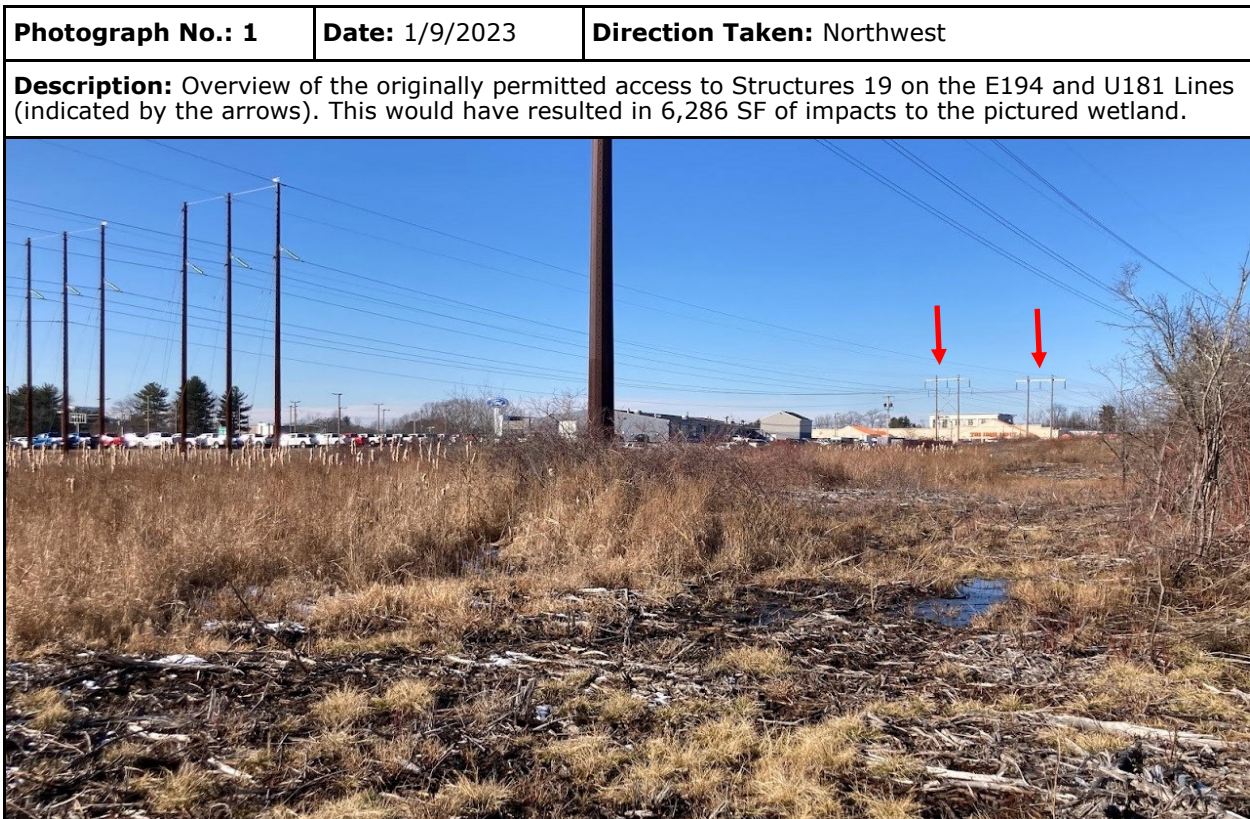
# Photographic Log — Draft

**Client:** Eversource Energy

**Job Number:** 14-5034-200

E194 & U181 Structure Replacement Project

**Site:** Portsmouth and Newington, NH





Client: Eversource Energy

Job Number: 14-5034-200

E194 & U181 Structure Replacement Project

Site: Portsmouth and Newington, NH

Photograph No.: 3	Date: 8/8/2025	Direction Taken: Northwest
Description: Overview of the improved access to Structures 19 and 19 on the E194 and U181 Lines.		
		

Photograph No.: 4	Date: 8/8/2025	Direction Taken: Southwest
Description: Overview of the improved gravel access road. The red and yellow arrows depict the locations Wetland 2 and the hill crest, respectively.		
		



**Client:** Eversource Energy  
E194 & U181 Structure Replacement Project  
**Site:** Portsmouth and Newington, NH

**Job Number:** 14-5034-200



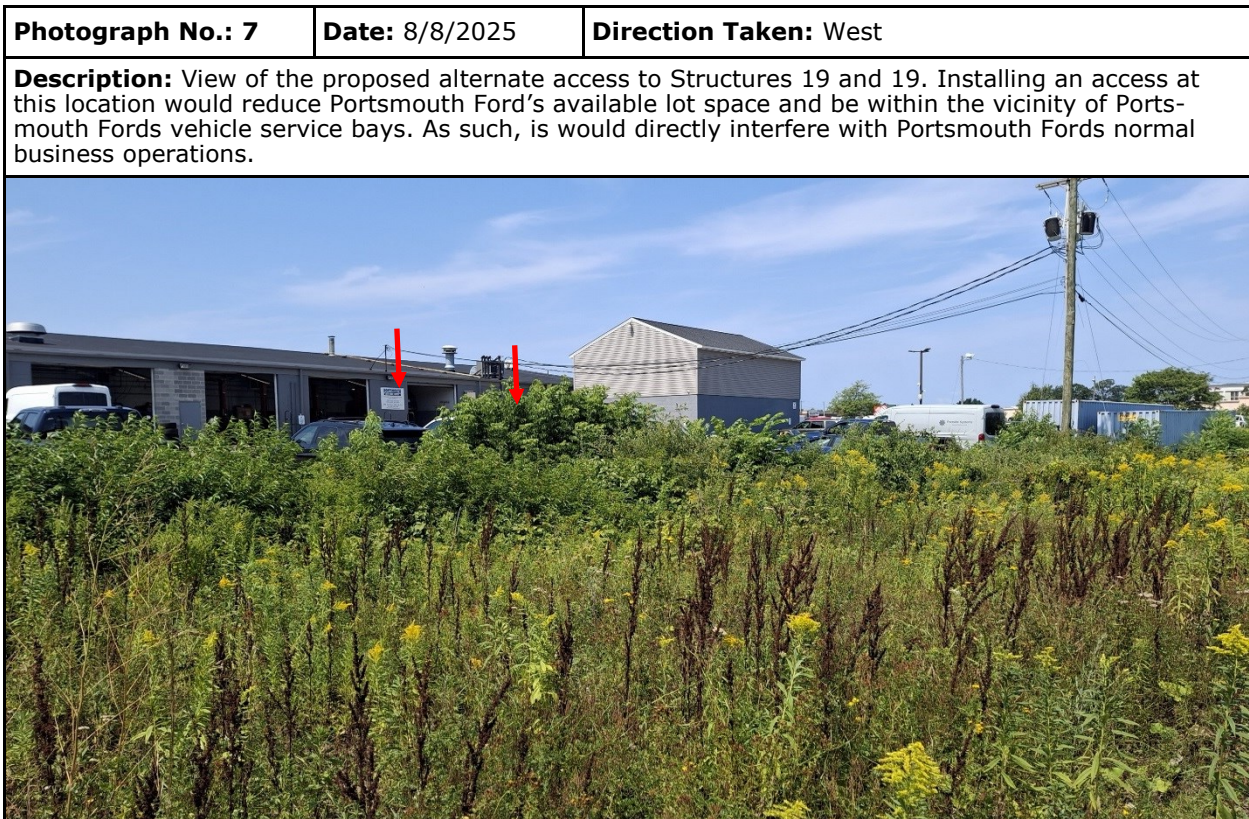


**Client:** Eversource Energy

**Job Number:** 14-5034-200

E194 & U181 Structure Replacement Project

**Site:** Portsmouth and Newington, NH





**Client:** Eversource Energy  
E194 & U181 Structure Replacement Project  
**Site:** Portsmouth and Newington, NH

**Job Number:** 14-5034-200







EASEMENT REFERENCES:

1. DRAINAGE EASEMENT IN FAVOR OF THE STATE OF NEW HAMPSHIRE AS DESCRIBED IN RCRD BK.#2503 PG.#1410.
2. ACCESS EASEMENT ACROSS MAP 238 LOT 20 FOR THE BENEFIT OF MAP 28 LOTS 1A & 2 AS DESCRIBED IN RCRD BK.#2503 PG.#1420 & BK.#2503 PG.#1413, AND FURTHER DESCRIBED IN "AGREEMENT & CONSENT TO JOINT USE", JUNE 1984, RCRD BK.#2498 PG.#363.
3. DRAINAGE EASEMENT ON MAP 238 LOT 1A IN FAVOR OF THE STATE OF NEW HAMPSHIRE AS DESCRIBED IN RCRD BK.#2503 PG.#1426.
4. SLOPE AND EMBANKMENT EASEMENT IN FAVOR OF THE STATE OF NEW HAMPSHIRE AS DESCRIBED IN RCRD BK.#1143 PG.#92 (NOT DEFINED AS TO LOCATION).
5. SLOPE AND EMBANKMENT EASEMENT IN FAVOR OF THE STATE OF NEW HAMPSHIRE AS DESCRIBED IN RCRD BK.#1143 PG.#92 (NOT DEFINED AS TO LOCATION).
6. 300' WIDE PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE EASEMENT, TRACT F-607-E. SEE RCRD BK.#1263 PG.#204 & BK.#1350 PG.#1864.
7. SEWER EASEMENT ACROSS MAP 238 LOT 2 TO BENEFIT MAP 238 LOT 20 AS DESCRIBED IN BK.#2503 PG.#1424.
8. SEWER EASEMENT IN FAVOR OF THE CITY OF PORTSMOUTH AS DESCRIBED IN BK.#1868 PG.#79.
9. RIGHT-OF-WAY APPURTENANT TO 238-002 AS DESCRIBED IN RCRD BK.#955 PG.#455 (EXTENDS TO WOODBURY AVENUE).
10. APPROXIMATE CENTER LINE OF RIGHT OF WAY AS SHOWN ON REF. PLAN NO.4 AND AS RESERVED IN RCRD BK.#1032 PG.#24.
11. SLOPE AND EMBANKMENT EASEMENT IN FAVOR OF THE STATE OF NEW HAMPSHIRE AS DESCRIBED IN RCRD BK.#1143 PG.#94.
12. UTILITY EASEMENT IN FAVOR OF PUBLIC SERVICE CO. N.H. & N.E. TELEPHONE CO. AS DESCRIBED IN RCRD BK.#2503 PG.#1400-1403 & BK.#2503 PG.#1403.
13. WATER LINE EASEMENT IN FAVOR OF THE CITY OF PORTSMOUTH AS DESCRIBED IN BK.#2503 PG.#1402.
14. EASEMENT IN FAVOR OF THE CITY OF PORTSMOUTH FOR ROADWAY CHANGE OF DIRECTION AS DESCRIBED IN BK.#2507 PG.#1723.

PURSUANT TO NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES LAN 503.09(24): I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY THOSE UNDER MY DIRECT SUPERVISION AND ARE THE RESULT OF A FIELD SURVEY CONDUCTED ON OCTOBER 2015 & NOVEMBER 2024. THIS SURVEY CONFORMS TO THE ACCURACY REQUIREMENTS OF AN URBAN SURVEY OF THE NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS. THIS SURVEY IS CORRECT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, AND THE FIELD TRAVERSE SURVEY EXCEEDS A PRECISION OF 1:15,000.

PURSUANT TO NEW HAMPSHIRE REVISED STATUTES ANNOTATED 676:18, II, III AND IV AND 672:14: "I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN."

A COPY OF THIS PLAT HAS BEEN FILED WITH THE LOCAL PLANNING BOARD.



LICENSED LAND SURVEYOR

2025-05-27  
DATE

NOTES:

1. THE PARCEL IS LOCATED IN THE GATEWAY NEIGHBORHOOD MIXED USE CORRIDOR (G1) ZONING DISTRICT. SEE THE CITY OF PORTSMOUTH ZONING ORDINANCE ARTICLE 5B FOR REGULATIONS/DEVELOPMENT STANDARDS.
2. THE PARCEL IS AS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 238 AS LOT 2.
3. THE PARCEL IS LOCATED IN ZONE X, AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP), FLOOD INSURANCE RATE MAP (FIRM) ROCKINGHAM COUNTY, NEW HAMPSHIRE, PANEL 260 OF 681, MAP NUMBER 3301SC0260F, WITH AN EFFECTIVE DATE OF JANUARY 29, 2021.
4. OWNER OF RECORD:  
MAP 238 LOT 2:  
SLF REALTY GROUP LLC  
400 SPAULDING TURNPIKE  
PORTSMOUTH, NH 03801  
RCRD BK.#3327 PG.#1409
5. PARCEL AREA:  
MAP 238 LOT 2:  
453,914 S.F.  
(10.424 ACRES)
6. THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH THE CURRENT LEGAL DESCRIPTIONS. IT IS NOT AN ATTEMPT TO DEFINE THE EXTENT OF OWNERSHIP OR DEFINE THE LIMITS OF TITLE.
7. THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY LINES AND CURRENT SITE FEATURES OF MAP 238 LOT 2 AND THE GRAVEL ACCESS DRIVE AND CLEARED AREA ON MAP 238 LOT 3.
8. FIELD SURVEY COMPLETED BY TCE IN OCTOBER 2015 AND NOVEMBER 2024 USING A LEICA TS-16 INSTRUMENT AND CARLSON SURVPC DATA COLLECTION SOFTWARE.
9. THE HORIZONTAL DATUM IS NAD83 (2011) PER REDUNDANT NETWORK RTK GPS OBSERVATIONS.
10. EASEMENTS, RIGHTS, AND RESTRICTIONS SHOWN OR IDENTIFIED ARE THOSE WHICH WERE FOUND DURING RESEARCH PERFORMED AT THE ROCKINGHAM COUNTY REGISTRY OF DEEDS. OTHER RIGHTS, EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF SUBJECT PARCEL(S) WOULD DETERMINE.
11. THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. TFMORAN, INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE.
12. SEE SHEET S-2 FOR LEGEND.
13. PARKING AND/OR VEHICLE STORAGE SHALL BE PROHIBITED IN THIS ACCESS WAY UNLESS REQUIRED FOR UTILITY MAINTENANCE BY EVERSOURCE.

MAP 238 LOT 4  
N/F  
PATRICIA A. KATKIN  
1400 WOODBURY AVENUE  
PORTSMOUTH, NH 03801  
RCRD BK.#2476 PG.#874  
(PROBATE)

MAP 238 LOT 60  
N/F  
ECHO HILL CONDOMINIUM  
ASSOCIATION  
ECHO AVENUE  
PORTSMOUTH, NH 03801

MAP 238 LOT 3  
N/F  
PATRICIA S. KATKIN  
1400 WOODBURY AVENUE  
PORTSMOUTH, NH 03801  
RCRD BK.#2476 PG.#874  
(PROBATE)

MAP 238 LOT 20  
N/F  
RK PORTSMOUTH, LLC  
50 CABOT STREET  
NEEDHAM, MA 02494  
RCRD BK.#5877 PG.#1492

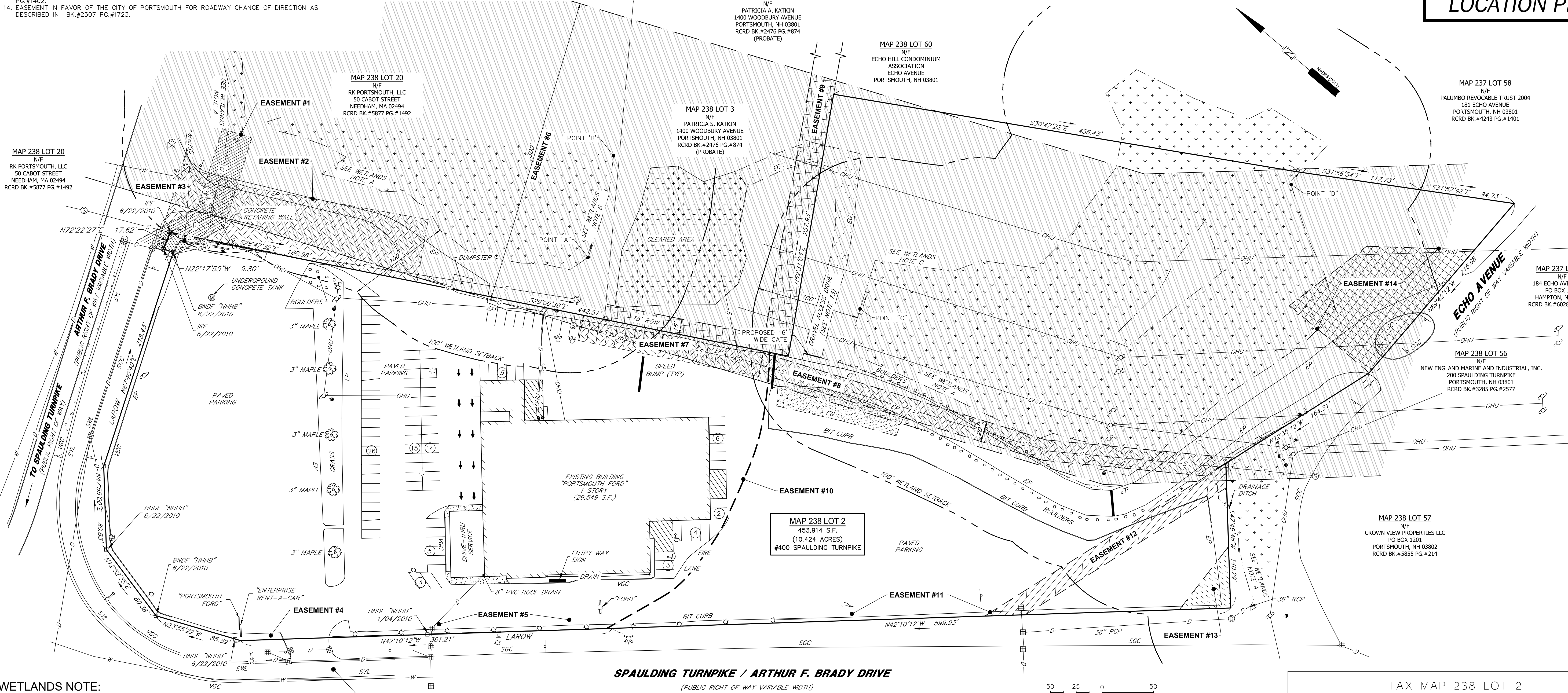
MAP 238 LOT 20  
N/F  
RK PORTSMOUTH, LLC  
50 CABOT STREET  
NEEDHAM, MA 02494  
RCRD BK.#5877 PG.#1492

MAP 237 LOT 58  
N/F  
PALUMBO REVOCABLE TRUST 2004  
181 ECHO AVENUE  
PORTSMOUTH, NH 03801  
RCRD BK.#4243 PG.#1401

MAP 237 LOT 55  
N/F  
184 ECHO AVENUE LLC  
PO BOX 1384  
HAMPTON, NH 03842  
RCRD BK.#6028 PG.#1224

MAP 238 LOT 56  
N/F  
NEW ENGLAND MARINE AND INDUSTRIAL, INC.  
200 SPAULDING TURNPIKE  
PORTSMOUTH, NH 03801  
RCRD BK.#3285 PG.#2577

MAP 238 LOT 57  
N/F  
CROWN VIEW PROPERTIES LLC  
PO BOX 1201  
PORTSMOUTH, NH 03802  
RCRD BK.#5855 PG.#214



WETLANDS NOTE:

(A) THE WETLANDS DEPICTED ON THIS PLAN WERE DELINEATED ON AUGUST 19, 2024, BY JASON R. AUBE CWS #313. THESE WETLANDS WERE DELINEATED ACCORDING TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL (JANUARY 1987) AND THE REGIONAL SUPPLEMENT TO THE U.S. CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHEASTAL AND NORTHEAST REGION, VERSION 2.0 (JANUARY 2012). THE PRESENCE OF DOMINANT HYDROPHYTIC VEGETATION WAS DETERMINED USING THE NORTHEASTAL AND NORTHEAST REGIONAL WETLAND PLANT LIST, VERSION 3.3, 2016, PUBLISHED BY THE ARMY CORPS OF ENGINEERS. HYDRIC SOILS WERE DETERMINED USING THE NH HYDRIC SOILS TECHNICAL COMMITTEE'S "FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND", VERSION 4, 2017, PUBLISHED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.

(B) WETLANDS SHOWN HEREON BETWEEN POINT "A" TO POINT "B" WERE DELINEATED BY MARC JACOBS, CERTIFIED WETLAND SCIENTIST ON JULY 7, 2013 AND FIELD LOCATED BY MSC, INC. (NOW TFMORAN, INC.).

(C) WETLANDS SHOWN HEREON BETWEEN POINT "C" TO POINT "D" WERE PROVIDED BY JAMES VERRA & ASSOCIATES, INC. AND USED WITH PERMISSION AS SHOWN ON "ALTA/ACSM LAND TITLE SURVEY, 400 SPAULDING TURNPIKE, PORTSMOUTH, NH, OWNER: SLF REALTY GROUP, LLC, ASSESSOR'S PARCEL NO. 238-02" BY JAMES VERRA AND ASSOCIATES, INC., DATED 2-22-2010.

OFF RAMP FROM THE  
SPAULDING TURNPIKE  
(PUBLIC RIGHT OF WAY)

MAP 238 LOT 6  
N/F  
PEASE DEVELOPMENT AUTHORITY  
135 CORPORATE DRIVE  
PORTSMOUTH, NH 03801

SPAULDING TURNPIKE / ARTHUR F. BRADY DRIVE  
(PUBLIC RIGHT OF WAY VARIABLE WIDTH)

REV.	DATE	DESCRIPTION	DR	CK
3	5/27/2025	ADDED NOTE 13	BMK	JCC
2	2/25/2025	CLEAN UP FOR RECORDING	OMS	BMK
1	2/17/2025	ADDED PROPOSED GATE	BMK	JCC

Seacoast Division



Civil Engineers  
Structural Engineers  
Traffic Engineers  
Land Surveyors  
Landscape Architects  
Scientists

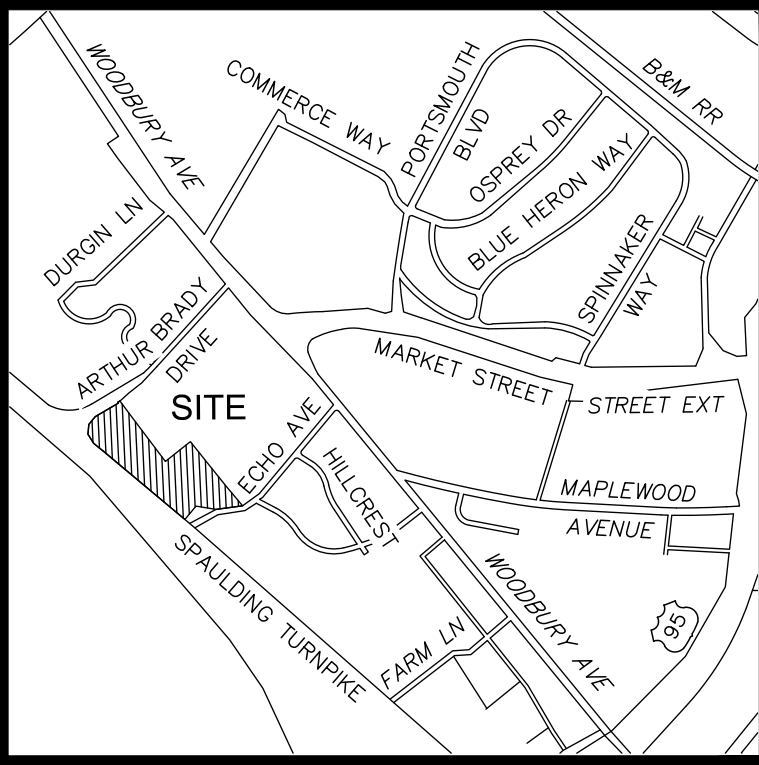
170 Commerce Way, Suite 102  
Portsmouth, NH 03801  
Phone (603) 431-2222  
Fax (603) 431-0910  
www.tfmoran.com

47111-20	DR	R/B	FB	606	S-1
	CK	BMK	CADFILE	SEE MARGIN	

TAX MAP 238 LOT 2  
AS-BUILT PLAN  
400 SPAULDING TURNPIKE  
PORTSMOUTH, NEW HAMPSHIRE  
COUNTY OF ROCKINGHAM  
OWNED BY  
SLF REALTY GROUP LLC

SCALE: 1" = 50' (22x34)  
1" = 100' (11x17)

JANUARY 7, 2025



LOCATION PLAN



May 27, 2025 - 12:22pm  
\\TFM-BEDFORD\DA\Projects\Civil-Survey\MSC Projects\47111 - Spaulding Turnpike - Portsmouth\47111-11 Portsmouth Ford 400 Spaulding Turnpike\Carlson Survey\Drawings\47111-11 Survey\_Mylar.dwg

PURSUANT TO NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES LAN 503.09(24):  
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PURSUANT TO NEW HAMPSHIRE REVISED STATUTES ANNOTATED 676:18, II, III AND IV AND 672:14:  
"I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN."

A COPY OF THIS PLAT HAS BEEN FILED WITH THE LOCAL PLANNING BOARD.



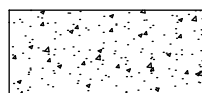
LICENSED LAND SURVEYOR

2025-05-27

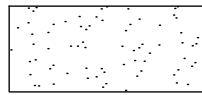
DATE

LEGEND:

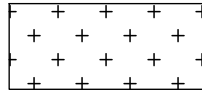
MAP 137 LOT 11	ASSESSORS MAP / LOT NUMBER
BK, PG.	BOOK/PAGE
BIT	BITUMINOUS CURB
BNDF	BOUND FOUND
EG	EDGE OF GRAVEL
EP	EDGE OF PAVEMENT
IRF	IRON ROD FOUND
LAROW	LIMITED ACCESS RIGHT OF WAY
PSNH	PUBLIC SERVICE OF NEW HAMPSHIRE
N/F	NOW OR FORMERLY
NHHB	NEW HAMPSHIRE HIGHWAY BOUND
PVC	POLYVINYL CHLORIDE
TYP.	TYPICAL
ROP	REINFORCED CONCRETE PIPE
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
S.F.	SQUARE FEET
SGC	SLOPED GRANITE CURB
SWL	SINGLE WHITE LINE
SYL	SINGLE YELLOW LINE
VBC	VERTICAL BITUMINOUS CURB
VGC	VERTICAL GRANITE CURB
○	IRON PIPE/ROD FOUND
□	BOUND FOUND
●	BOLLARD
○	BOULDER
●	GUY POLE
☆	LIGHT POLE
☆	UTILITY POLE
□	ELECTRIC BOX
☆	LIGHT POLE WITH ARM
□	DRAIN MANHOLE
■	CATCH BASIN
○	FLAG POLE
○	DECIDUOUS TREE
○	MANHOLE
○	SEWER MANHOLE
○	HANDICAP PARKING
○	GAS VALVE
○	HYDRANT
○	WATER SHUT OFF
○	WATER GATE VALVE
○	SIGN
— OHU —	OVERHEAD UTILITIES
—	CHAINLINK FENCE
—	BOUNDARY LINE
— D —	DRAIN LINE
— S —	SEWER LINE
— G —	GAS LINE
— W —	WATER LINE
—	EDGE OF WETLAND
—	WETLAND SETBACK



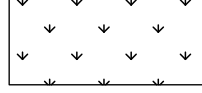
CONCRETE



GRAVEL



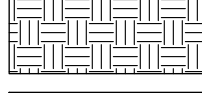
CLEARED AREA



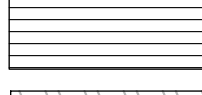
WETLANDS



EASEMENT #1



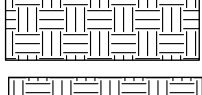
EASEMENT #2



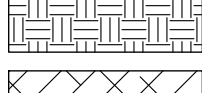
EASEMENT #3



EASEMENT #6



EASEMENT #7



EASEMENT #8



EASEMENT #9



EASEMENT #12



EASEMENT #13



EASEMENT #14

NOTE:

1. SEE SHEET S-1 FOR AS-BUILT PLAN, NOTES AND LOCATION PLAN.

3	5/27/2025	NO REVISIONS THIS SHEET	BMK	JCC
2	2/25/2025	CLEAN UP FOR RECORDING	OMS	BMK
1	2/17/2025	NO REVISIONS THIS SHEET	BMK	JCC
REV.	DATE	DESCRIPTION	DR	CK

Seacoast Division				
Civil Engineers Structural Engineers Traffic Engineers Land Surveyors Landscape Architects Scientists				
170 Commerce Way, Suite 102 Portsmouth, NH 03801 Phone (603) 431-2222 Fax (603) 431-0910 www.tfmoran.com				
FILE	47111-20		DR	R/B
	CK	BMK	CADFILE	SEE MARGIN
606				S-2

TAX MAP 238 LOT 2  
**AS-BUILT PLAN - LEGEND**  
**400 SPAULDING TURNIKE**  
**PORTSMOUTH, NEW HAMPSHIRE**  
**COUNTY OF ROCKINGHAM**  
OWNED BY  
**SLF REALTY GROUP LLC**

SCALE: 1" = 50' (22x34)  
1" = 100' (11x17)

JANUARY 7, 2025



1350 186

KNOW ALL MEN BY THESE PRESENTS.

That, Whereas the UNITED STATES OF AMERICA pursuant to an Act of Congress approved September 28, 1951 (Public Law 155 - 82nd Congress) is authorized to construct an Air Force Base in the City of Portsmouth and Town of Newington, Rockingham County, State of New Hampshire, known as the Portsmouth Air Force Base, and

Whereas, in the construction of said facility it will be necessary to relocate a portion of the transmission line right-of-way owned and operated by the Public Service Company of New Hampshire and located within the perimeter of the proposed Base, and

Whereas, under the provisions of Section 501a of said Public Law 155 the Secretary of the Air Force is authorized to acquire lands or rights pertaining thereto or other interests therein by donation, purchase, exchange of Government owned lands, or otherwise in pursuance of the undertaking authorized by said Act, and

Whereas, the Public Service Company of New Hampshire has by Contract No. DA-19-016-Eng 2066 dated 20 October 1952 agreed among other provisions to convey to the UNITED STATES OF AMERICA its easement rights in the transmission line right-of-way located within the proposed Base in exchange for a conveyance from the UNITED STATES OF AMERICA to the Public Service Company of New Hampshire of a similar easement and right-of-way for the construction, maintenance and operation of its transmission lines.

Now, therefore, the UNITED STATES OF AMERICA acting by and through  
Harold E. Talbott Secretary of the Air Force,  
by virtue of the authority vested in him under said Act of Congress approved 28 September 1951 (Public Law 155 Section 501a) hereinafter called the Grantor where the context so admits, and in consideration of the conveyance by the Public Service Company of New Hampshire of its easement rights within the proposed Air Force Base, does hereby sell and convey to

See  
2498-363

See  
2814-0909



Book 1350 Page 0187

1350 187

The said Public Service Company of New Hampshire, a corporation duly organized and existing under the Laws of the State of New Hampshire, its successors and assigns, hereinafter called the Grantee, where the context so admits, a perpetual easement and right of way for the location, construction, operation, maintenance and patrol of electric power transmission lines with all fittings and appliances thereto in, on, under, over and across certain strips or parcels of land situated in the Town of Newington, City of Portsmouth and Town of Greenland, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

TRACT NO. F-600-E

A certain strip of land 300 feet wide situated in the Town of Newington, County of Rockingham, State of New Hampshire, extending 100 feet on the northeasterly side and 200 feet on the southwesterly side of a construction survey line and more particularly bounded and described as follows:

Beginning at a point on the southerly side of the present Public Service Company of New Hampshire 300 foot Right of Way, said point being on the construction survey line, which survey line extended northwesterly intersects the center line of the present Public Service Company of New Hampshire 300 foot Right of Way at a point 312 feet southwesterly from Str. #9 and 176 feet northeasterly from Str. #10; thence running North  $73^{\circ}$  East by said southerly side of the 300 foot Right of Way 100.1 feet, more or less, to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running South  $20^{\circ}$  East through land of Ira A. Coleman, parallel to and 100 feet from said construction survey line, 270 feet more or less to Gosling Road; thence turning and running South  $79^{\circ}$  West by said Gosling Road 304 feet more or less to a point 200 feet southwesterly from and at right angles to the construction survey line; thence turning and running North  $20^{\circ}$  West through land of Ira A. Coleman parallel to and 200 feet from the construction survey line 230 feet more or less to the southerly side of the existing Public Service Company of New Hampshire 300 foot Right of Way; thence turning and running North  $73^{\circ}$  East by said southerly side of the 300 foot Right of Way 200.3 feet more or less to the point of beginning.

Containing 1.72 acres, more or less.

TRACT NO. F-601-E

A certain parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Book 1350 Page 0188

1350 188

Beginning at a point on the southerly side of Gosling Road at land of Ethel L. Foss; thence running North  $79^{\circ}$  East by said Gosling Road 266 feet more or less, to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running South  $20^{\circ}$  East through land of Gordon Pridham, parallel to and 100 feet from the construction survey line, 915 feet more or less, to land of Albert R. Gailey; thence turning and running South  $78^{\circ}$  West by land of said Gailey 228 feet more or less to land of Charles W. Carkins; thence turning and running North  $38^{\circ}$  West by land of Charles W. Carkins and by land of Ethel L. Foss 230 feet, more or less, to a point 200 feet southwesterly from and at right angles to the construction survey line; thence turning and running North  $20^{\circ}$  West through land of Gordon Pridham, parallel to and 200 feet from the construction survey line 290 feet, more or less, to land of Ethel L. Foss; thence turning and running by land of Ethel L. Foss North  $68^{\circ}$  East 150 feet, more or less, North  $38^{\circ}$  West 426 feet, more or less to the point of beginning.

Containing 5.20 acres, more or less.

TRACT NO. F-602-B

Two certain parcels of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Parcel 1. Beginning at a point on the southerly side of Gosling Road at land of Gordon Pridham; thence running by land of said Gordon Pridham South  $40^{\circ}$  East 426 feet, more or less and South  $68^{\circ}$  West 150 feet, more or less, to a point 200 feet southwesterly from and at right angles to the construction survey line; thence turning and running North  $20^{\circ}$  West through land of Ethel L. Foss parallel to and 200 feet from the construction survey line 420 feet, more or less to Gosling Road; thence turning and running North  $79^{\circ}$  East by said Gosling Road 38 feet, more or less, to the point of beginning.

Containing 0.94 acres, more or less.

Parcel 2. Beginning at the southeasterly corner of land of Ethel L. Foss at land of Charles W. Carkins; thence running South  $72^{\circ}$  West by land of said Charles W. Carkins 70 feet, more or less to a point 200 feet southwesterly from and at right angles to the construction survey line; thence turning and running North  $20^{\circ}$  West through land of Ethel L. Foss parallel to and 200 feet from the construction survey line 200 feet, more or less, to land of Gordon Pridham; thence turning and running South  $38^{\circ}$  East by land of Gordon Pridham 215 feet, more or less, to the point of beginning.

Containing 0.14 acres, more or less.

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TRACT NO. F-603-E

A certain parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at the northwesterly corner of land of grantor at land of Gordon Pridham; thence running North  $75^{\circ}$  East by land of said Gordon Pridham 228 feet, more or less, to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running South  $20^{\circ}$  East through land of said Albert R. Gailley, parallel to and 100 feet from said construction survey line 585 feet, more or less to land of Paul E. Beyer; thence turning and running South  $75^{\circ}$  West by land of said Beyer 30 feet, more or less to land of Charles W. Carkins; thence turning and running North  $35^{\circ}$  West by land of said Charles W. Carkins 540 feet to the point of beginning.

Containing 1.72 acres, more or less.

TRACT NO. F-604-E

A certain parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at the northeasterly corner of land of Charles W. Carkins at a point common to land of Gordon Pridham and land of Ethel L. Foss; thence running South  $35^{\circ}$  East by land of Gordon Pridham and by land of Albert R. Gailley and by land of Paul E. Beyer 745 feet, more or less to a point 100 feet, northeasterly from and at right angles to the construction survey line; thence turning and running South  $20^{\circ}$  East through land of Charles W. Carkins, parallel to and 100 feet from the construction survey line, 165 feet, more or less, to land of Paul E. Beyer; thence turning and running North  $85^{\circ}$  West by land of Paul E. Beyer 331 feet more or less to a point 200 feet, southwesterly from and at right angles to the construction survey line; thence turning and running North  $20^{\circ}$  West through land of Charles W. Carkins, parallel to and 200 feet from the construction survey line 750 feet, more or less, to land of Ethel L. Foss; thence turning and running North  $72^{\circ}$  East by land of Ethel L. Foss 70 feet more or less to the point of beginning.

Containing 3.50 acres, more or less.

TRACT NO. F-605-E

Two certain parcels of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Parcel 1. Beginning at a corner common to land of Paul E. Beyer, land of Albert R. Gailley and land of Charles W. Carkins, said point being the northwesterly corner of the herein described parcel of land; thence running North  $75^{\circ}$

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East by land of said Albert R. Gailley 30 feet, more or less, to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running South 20° East through land of Paul E. Beyer, parallel to and 100 feet from the construction survey line, 90 feet more or less to land of Charles W. Carkins; thence turning and running North 38° West by land of said Charles W. Carkins 90 feet, more or less, to the point of beginning.

Containing 0.02 acres, more or less.

Parcel 2. Beginning at a point in the division line between land of Paul E. Beyer and land of Ruth D. Twitchell 215 feet, southwesterly from the intersection of two lanes, said point being on the construction survey line; thence running South 80° West by land of Ruth D. Twitchell 204 feet, more or less, to a point 200 feet southwesterly from and at right angles to the survey line; thence turning and running North 20° West through land of Paul E. Beyer, parallel to and 200 feet from the construction survey line, 250 feet, more or less, to land of Charles W. Carkins; thence turning and running South 85° East by land of said Charles W. Carkins 331 feet, more or less, to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running South 20° East through land of Paul E. Beyer, parallel to and 100 feet from the construction survey line, 160 feet, more or less, to land of Ruth D. Twitchell; thence turning and running South 30° West by land of said Ruth D. Twitchell 101 feet, more or less, to the point of beginning.

Containing 1.40 acres, more or less.

TRACT NO. P-606-B

A certain strip of land 300 feet wide situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, extending 100 feet on the northeasterly side and 200 feet on the southwesterly side of a construction survey line and more particularly bounded and described as follows:

Beginning at a point in the division line between land of Ruth D. Twitchell and land of Paul E. Beyer, 215 feet southwesterly from the intersection of two lanes, said point being on the construction survey line; thence running North 80° East by land of said Paul E. Beyer 101 feet more or less to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running through land of Ruth D. Twitchell parallel to and 100 feet from the construction survey line South 20° East 240 feet, more or less, and South 7° East 310 feet, more or less, to land of William Alexandropoulos et al; thence turning and running South 65° West by land of William Alexandropoulos et al, 311 feet more or less to a point 200 feet southwesterly from and at right angles to the construction survey line; thence turning and running through land of Ruth D. Twitchell parallel to and 200 feet from the construction survey line North 7° West 350 feet, more or less and North 20° West 260 feet more or less, to land of Paul E. Beyer; thence turning and running North 80° East by land of Paul E. Beyer 204 feet, more or less, to the point of beginning.

Containing 3.92 acres, more or less.

TRACT NO. F-607-E

A certain strip of land 300 feet wide situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, extending 100 feet on the easterly side and 200 feet on the westerly side of a construction survey line and more particularly bounded and described as follows:

Beginning at a point on the division line between land of William Alexandropulos et al and land of Ruth D. Twitchell, said point being on the construction survey line 391 feet south-westerly from the southeasterly corner of land of said Ruth D. Twitchell; thence running North 68° East by land of said Ruth D. Twitchell 104 feet, more or less to a point 100 feet north-easterly from and at right angles to the construction survey line; thence turning and running South 7° East through land of William Alexandropulos et al, parallel to and 100 feet from the construction survey line, 730 feet more or less to land of J. M. Katkin; thence turning and running South 69° West by land of J. M. Katkin 290 feet, more or less, to land of James H. Spooner et ux; thence turning and running North 15° West by land of James H. Spooner et ux 130 feet, more or less, to a point 200 feet southwesterly from and at right angles to the construction survey line; thence turning and running North 7° West through land of William Alexandropulos et al, parallel to and 200 feet from the construction survey line, 590 feet, more or less, to land of Ruth D. Twitchell; thence turning and running North 68° East by land of said Ruth D. Twitchell 207 feet more or less to the point of beginning.

Containing 5.00 acres, more or less.

TRACT NO. F-608-E

A certain parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at the northwesterly corner of land of J. M. Katkin at land of William Alexandropulos et al; thence running North 69° East by land of William Alexandropulos et al 290 feet, more or less, to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running South 7° East through land of J. M. Katkin, parallel to and 100 feet from the construction survey line, 230 feet, more or less, to land of James Yastek; thence turning and running South 78° West by land of James Yastek and by land of Simon Brown 265 feet, more or less, to land of James H. Spooner, et ux; thence turning and running North 15° West by land of James H. Spooner et ux 175 feet, more or less to the point of beginning.

Containing 1.20 acres, more or less.

TRACT NO. F-609-E

A certain parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at the southeasterly corner of land of James H. Spooner et ux, at land of Simon Brown; thence running South 78°



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West by land of Simon Brown 36 feet, more or less, to a point 200 feet southwesterly from and at right angles to the construction survey line; thence turning and running North 7° West through land of James H. Spooner et ux, parallel to and 200 feet from the construction survey line, 320 feet more or less to land of William Alexandropoulos et al; thence turning and running South 15° East by land of William Alexandropoulos et al, and by land of J. M. Katkin 305 feet more or less to the point of beginning.

Containing 0.13 acres, more or less.

TRACT NO. F-610-E

A certain parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at a point on the northerly side of Echo Avenue at land of James Yastek, said point being the southeasterly corner of the herein described parcel of land; thence running northwesterly by said Echo Avenue 420 feet, more or less, to a point 200 feet southwesterly from and at right angles to the construction survey line; thence turning and running through land of Simon Brown parallel to and 200 feet from the construction survey line North 26° West 70 feet, more or less, and North 7° West 340 feet, more or less, to land of James H. Spooner et ux; thence turning and running North 78° East by land of James H. Spooner et ux and by land of J. M. Katkin 291 feet more or less, to land of James Yastek; thence turning and running South 14° East by land of James Yastek 85 feet, more or less, to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running through land of Simon Brown parallel to and 100 feet from the construction survey line South 7° East 215 feet, more or less, and South 26° East 183 feet, more or less, to land of James Yastek; thence turning and running South 14° East by land of said James Yastek 190 feet, more or less, to the point of beginning.

Containing 4.00 acres, more or less.

TRACT NO. F-611-E

Two certain parcels of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Parcel 1. Beginning at the northwesterly corner of land of James Yastek at land of J. M. Katkin; thence running North 78° East by land of J. M. Katkin 10 feet, more or less, to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running South 7° East through land of James Yastek, parallel to and 100 feet from the construction survey line, 85 feet more or less to land of Simon Brown; thence turning and running North 14° West by land of Simon Brown 85 feet, more or less, to the point of beginning.

Containing 0.01 acres, more or less.

Parcel 2. Beginning at a point on the northerly side of Echo Avenue at the southwesterly corner of land of James Yastek at land of Simon Brown; thence running North  $14^{\circ}$  West by land of Simon Brown 190 feet, more or less; to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running South  $26^{\circ}$  East through land of James Yastek, parallel to and 100 feet from the construction survey line, 220 feet, more or less to Echo Avenue; thence turning and running northwesterly by said Echo Avenue 50 feet more or less, to the point of beginning.

Containing 0.10-acres, more or less.

TRACT NO. F-612-E

A certain parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at a point on the southerly side of Echo Avenue at land of Paul C. Badger et al, said point being the northwesterly corner of land of Orville C. Badger; thence running southeasterly by said Echo Avenue 150 feet, more or less, to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running South  $26^{\circ}$  East through land of Orville C. Badger, parallel to and 100 feet from the construction survey line, 190 feet, more or less, to land of Paul C. Badger et al; thence turning and running by land of Paul C. Badger South  $66^{\circ}$  West 160 feet, more or less, and North  $16^{\circ}$  West 281 feet, more or less, to the point of beginning.

Containing 0.69 acres, more or less.

TRACT NO. F-613-E

A certain strip of land 300 feet wide situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, extending 100 feet on the easterly side and 200 feet on the westerly side of a survey line and more particularly bounded and described as follows:

Beginning at a point on the southerly side of Echo Avenue at the northwesterly corner of land of Orville C. Badger; thence running by land of said Orville C. Badger South  $16^{\circ}$  East 281 feet, more or less, and North  $66^{\circ}$  East 160 feet, more or less, to a point 100 feet northeasterly from and at right angles to the construction survey line; thence turning and running through land of Paul C. Badger et al parallel and 100 feet from the construction survey line South  $26^{\circ}$  East 2780 feet, more or less, and South  $28^{\circ}$  West 340 feet, more or less to Rockingham Avenue; thence turning and running southwesterly by said Rockingham Avenue 40 feet, more or less to the Spur Road Right of Way; thence turning and running northwesterly by said Spur Road Right of Way 265 feet, more or less, to a point 200 feet northwesterly from and at right angles to the construction survey line; thence turning and running North  $28^{\circ}$  East through land of Orville C. Badger parallel to and 200 feet from the construction survey line 15 feet, more or less to land of Robert M. Baird, et al; thence turning and running by land of Robert M. Baird et al North  $64^{\circ}$  East 70 feet, more or less, and North  $26^{\circ}$  West 50 feet, more or less, to a point 200 feet northwesterly from and at right angles to the construction survey line; thence turning and running through land of Paul C. Badger et al parallel to and 200 feet from the construction survey line North  $28^{\circ}$  East 90 feet, more or less, and North  $26^{\circ}$

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West 725 feet, more or less, to land of Harry B. Sawyer, et ux; thence turning and running North 77° 30' East by land of Harry B. Sawyer et ux and by land of Evelyn D. Hammond 270 feet, more or less, to the southeasterly corner of land of said Evelyn D. Hammond; thence turning and running North 12° 30' West by land of said Evelyn D. Hammond 125 feet to the southerly side of Farm Lane Road; thence turning and running South 77° 30' West by said Farm Lane Road by land of Evelyn D. Hammond and by land of Harry B. Sawyer et ux 300 feet to the northwesterly corner of land of said Harry B. Sawyer et ux, said point being also 200 feet southwesterly from and at right angles to the construction survey line; thence turning and running North 26° West through land of Paul C. Badger et al, parallel to and 200 feet from the construction survey line 2205 feet, more or less to Echo Avenue; thence turning and running southeasterly by said Echo Avenue 250 feet, more or less, to the point of beginning.

Containing 21.16 acres, more or less.

TRACT NO. F-614-E

A certain parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at the southeasterly corner of the land of Robert M. Baird, et al at land of Paul C. Badger et al; thence running South 64° West by land of said Paul C. Badger et al 70 feet, more or less, to a point 200 feet northwesterly from and at right angles to the survey line; thence turning and running North 28° East through land of Robert M. Baird et al, parallel to and 200 feet from the survey line, 87 feet more or less to land of Paul C. Badger, et al; thence turning and running South 26° East by land of Paul C. Badger et al 50 feet more or less to the point of beginning.

Containing 0.05 acres, more or less.

TRACT NO. F-615-E

A certain strip of land 300 feet wide in the City of Portsmouth, County of Rockingham, State of New Hampshire, extending 100 feet on the southeasterly side and 200 feet on the northwesterly side of a construction survey line and more particularly bounded and described as follows:

Beginning at a point on the southeasterly side of the Toll Road 504.7 feet southwesterly from the northeasterly corner of land of Cornelius Coakley, said point being on the construction survey line; thence running North 65° East by said Toll Road 165 feet more or less to a point 100 feet southeasterly from and at right angles to the construction survey line; thence turning and running through land of Cornelius Coakley, parallel to and 100 feet from the construction survey line, South 28° West 1300 feet, more or less, and South 57° 30' West 700 feet more or less to land of Patrick Coakley; thence turning and running North 38° West by land of Patrick Coakley 301 feet more or less to a point 200 feet from and northwesterly from the construction survey line; thence turning and running through land of Cornelius Coakley, parallel to and 200 feet from the construction survey line, North 57° 30' East 640 feet more or less, and North 28° East 840 feet more or less to the Toll Road; thence turning and running North 65° East by said Toll Road 330 feet, more or less, to the point of beginning.

Containing 11.80 acres, more or less.



TRACT NO. F-616-E

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A certain strip of land 300 feet wide situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, extending 100 feet on the southeasterly side and 200 feet on the northwesterly side of a construction survey line and more particularly bounded and described as follows:

Beginning at a point on the division line between land of Patrick Coakley and land of Cornelius Coakley 632 feet, more or less, northwesterly from the northerly side of the Concord-Portsmouth Railroad Right of Way, said point being on the center of the construction survey line; thence running South 38° East by land of Cornelius Coakley 100 feet more or less to a point 100 feet southeasterly from and at right angles to the construction survey line; thence turning and running South 57° 30' West through land of Patrick Coakley, parallel to and 100 feet from the construction survey line, 1850 feet more or less to land of Albert G. Hunt; thence turning and running by land of Albert G. Hunt North 10° West 293 feet, more or less, and North 67° West 30 feet more or less to a point 200 feet northwesterly from and at right angles to the construction survey line; Thence turning and running North 57° 30' East through land of Patrick Coakley, parallel to and 200 feet from the construction survey line 1690 feet, more or less, to land of Cornelius Coakley; thence turning and running South 38° East by land of Cornelius Coakley 201 feet more or less to the point of beginning.

Containing 12.20 acres, more or less.

TRACT NO. F-617-E

A certain strip of land 300 feet wide situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, extending 100 feet on the easterly side and 200 feet on the westerly side of a construction survey line and more particularly bounded and described as follows:

Beginning at a point on the division line between land of Albert G. Hunt and land of Patrick Coakley, said point being on the construction survey line and 367 feet northwesterly from the southeasterly corner of land of said Albert G. Hunt; thence running South 10° East by land of Patrick Coakley 110 feet more or less to a point 100 feet southeasterly from and at right angles to the construction survey line; thence turning and running through land of Albert G. Hunt parallel to and 100 feet from the construction survey line South 57° 30' West 520 feet more or less and South 5° East 120 feet more or less to the Concord-Portsmouth Railroad; thence turning and running southwesterly by land of the Concord & Portsmouth Railroad 314 feet, more or less, to a point 200 feet southwesterly from and at right angles to the construction survey line; thence turning and running through land of Albert G. Hunt parallel to and 200 feet from the construction survey line North 5° West 380 feet more or less, and North 57° 30' East 800 feet more or less to land of Patrick J. Coakley; thence turning and running by land of Patrick J. Coakley South 67° East 30 feet, more or less and South 10° East 183 feet, more or less to the point of beginning.

Containing 6.60 acres, more or less.

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TRACT NO. F-618-E

A certain parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at a point on the southerly side of the Concord & Portsmouth Railroad 381 feet northeasterly from the easterly edge of Haywood Street, said point being on the construction survey line; thence running northeasterly by said Concord & Portsmouth Railroad 105 feet more or less to a point 100 feet easterly from and at right angles to the construction survey line; thence turning and running South 5° East through land of the City of Portsmouth, parallel to and 100 feet from the construction survey line, 720 feet more or less to land of Marcia Dodge; thence turning and running by land of Marcia Dodge South 1° East 230 feet more or less and South 76° East 17 feet more or less to a point 100 feet easterly from and at right angles to the construction survey line; thence turning and running South 5° East through land of the City of Portsmouth parallel to and 100 feet from the construction survey line 160 feet more or less to Greenland Road; thence turning and running northwesterly by said Greenland Road 326 feet more or less, to a point 200 feet westerly from and at right angles to the construction survey line; thence turning and running North 5° West parallel to and 200 feet from the construction survey line, 900 feet more or less to the Concord-Portsmouth Railroad; thence turning and running northeasterly by said Concord-Portsmouth Railroad 209 feet more or less to the point of beginning.

Containing 6.95 acres, more or less.

TRACT NO. F-619-E

A certain strip of land 300 feet wide situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, extending 100 feet on the easterly side and 200 feet on the westerly side of a construction survey line and more particularly bounded and described as follows:

Beginning at a point on the southerly side of Greenland Road 263 feet southeasterly from the division line between land of Kate Stokel and land of David Cameron, now or formerly, said point being on the construction survey line; thence running southeasterly by said Greenland Road 109 feet more or less to a point 100 feet easterly from and at right angles to the construction survey line; thence turning and running through land of Kate Stokel, parallel to and 100 feet from the construction survey line, South 5° East 500 feet more or less and South 48° 30' West 4180 feet, more or less to land of Thomas Metrick; thence turning and running North 8° West by land of said Thomas Metrick 360 feet, more or less, to a point 200 feet northwesterly from and at right angles to the construction survey line; thence turning and running through land of Kate Stokel, parallel to and 200 feet from the construction survey line North 48° 30' East 3830 feet more or less, and North 5° West 460 feet, more or less to Greenland Road; thence turning and running southeasterly by said Greenland Road 217 feet more or less to the point of beginning.

Containing 30.70 acres, more or less.

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TRACT NO. F-620-E

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A certain strip of land 300 feet wide situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, extending 100 feet on the easterly side and 200 feet on the westerly side of a construction survey line and more particularly bounded and described as follows:

Beginning at a point on the division line between land of Thomas Metrick and land of Kate Stokel, said point being on the construction survey line, 1700 feet, more or less, northerly from the Boston & Maine Railroad, measured along said division line; thence running South  $8^{\circ}$  East by land of said Kate Stokel 120 feet more or less to a point 100 feet southeasterly from and at right angles to the survey line; thence turning and running South  $48^{\circ} 30'$  West through land of Thomas Metrick parallel to and 100 feet from the survey line 1490 feet more or less, to land of David H. Jewell et ux; thence turning and running by land of David H. Jewell et ux South  $85^{\circ}$  West 140 feet, more or less and North 300 feet more or less to a point 200 feet northwesterly from and at right angles to the construction survey line; thence turning and running North  $48^{\circ} 30'$  East through land of Thomas Metrick parallel to and 200 feet from the construction survey line 1600 feet more or less to land of Kate Stokel; thence turning and running South  $8^{\circ}$  East by land of said Kate Stokel 240 feet, more or less, to the point of beginning.

Containing 11.23 acres, more or less.

TRACT NO. F-621-E

Parcel 1. A certain strip of land 300 feet wide situated in the City of Portsmouth, and Town of Greenland, County of Rockingham, State of New Hampshire, extending 100 feet on the southeasterly side and 200 feet on the northwesterly side of a construction survey line and more particularly bounded and described as follows:

Beginning at a point on the division line between land of Thomas Metrick and land of David H. Jewell et ux, said point being the southwesterly corner of land of said Thomas Metrick; thence running North  $85^{\circ}$  East by land of said Thomas Metrick 140 feet more or less to a point 100 feet southeasterly from and at right angles to the construction survey line; thence turning and running through land of David H. Jewell et ux parallel to and 100 feet from the construction survey line South  $48^{\circ} 30'$  West 300 feet more or less and North  $80^{\circ}$  West 3120 feet more or less, to Ocean Road; thence turning and running northwesterly by said Ocean Road 173 feet more or less to land of Victor Union; thence turning and running North  $35^{\circ}$  East by land of said Victor Union 160 feet more or less to a point 200 feet northerly from and at right angles to the construction survey line; thence turning and running through land of David Jewell et ux parallel to and 200 feet from the construction survey line South  $80^{\circ}$  East 3000 feet, more or less and North  $48^{\circ} 30'$  East 270 feet more or less to land of Thomas Metrick; thence turning and running South  $0^{\circ} 00'$  East by land of Thomas Metrick 300 feet more or less to the point of beginning.

Containing 22.90 acres, more or less.

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Parcel 2. A certain parcel of land situated in the Town of Greenland, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at a point on the westerly side of Ocean Road at land of Edgar R. Francis; thence running southeasterly by said Ocean Road 141 feet more or less to a point 100 feet southerly from and at right angles to the construction survey line; thence turning and running North 80° West through land of David H. Jewell et ux, parallel to and 100 feet from the construction survey line 280 feet more or less to land of Edgar R. Francis; thence turning and running North 67° East by land of Edgar R. Francis 230 feet more or less to the point of beginning.

Containing 0.37 acres, more or less.

TRACT NO. F-622-E.

A certain parcel of land situated in the Town of Greenland, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at a point on the easterly side of the Ocean Road at land of David H. Jewell et ux; thence running north-westerly by said Ocean Road 181 feet, more or less to a point 200 feet northerly from and at right angles to the construction survey line; thence turning and running South 80° East through land of Victor Union parallel to and 200 feet from the construction survey line 160 feet more or less to land of David H. Jewell et ux; thence turning and running South 35° West by land of David H. Jewell et ux 160 feet more or less to the point of beginning.

Containing 0.26 acres, more or less.

TRACT NO. F-623-E

A certain parcel of land situated in the Town of Greenland, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at a point on the westerly side of Ocean Road at land of David H. Jewell et ux; thence running South 67° West by land of David H. Jewell et ux 230 feet, more or less to a point 100 feet southerly from and at right angles to the construction survey line; thence turning and running North 80° West through land of Edgar R. Francis, parallel to and 100 feet from the construction survey line, 330 feet more or less, crossing the New Hampshire Electric Company's 100 foot Right of Way to the Toll Road; thence turning and running North 39° 30' East by said Toll Road 345 feet more or less to a point 200 feet northerly from and at right angles to the construction survey line; thence turning and running South 80° East through land of Edgar R. Francis parallel to and 200 feet from the construction survey line



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240 feet more or less, recrossing the New Hampshire Electric Company's 100 foot Right of Way to Ocean Road; thence turning and running southeasterly by said Ocean Road 213 feet more or less to the point of beginning.

Containing 2.45 acres, more or less.

TRACT NO. F-624-E

A certain parcel of land situated in the Town of Greenland, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at a point on the westerly side of Toll Road at the southeasterly corner of land of John J. Leary said point being 522 feet more or less southwesterly from the center of Ocean Road and at land of Emil G. Krock; thence running North 36° West by land of Emil G. Krock 30 feet more or less to a point 200 feet northeasterly from and at right angles to the construction survey line; thence turning and running South 80° East through land of John J. Leary, parallel to and 200 feet from the construction survey line 35 feet more or less to the Toll Road; thence turning and running South 39° 30' West by the Toll Road 24 feet more or less to the point of beginning.

Containing 0.01 acres, more or less.

TRACT NO. F-625-E

A certain strip of land situated in the Town of Greenland, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at a point on the westerly side of the Toll Road at land of John J. Leary, said point being 522 feet more or less southwesterly from the center of Ocean Road; thence running South 39° 30' West by said Toll Road 321 feet more or less to a point 100 feet southerly from and at right angles to the construction survey line; thence turning and running North 80° West through land of Emil G. Krock 280 feet more or less to the easterly side of the present 265-foot Public Service Company of New Hampshire Right of Way; thence turning and running North 37° East by the easterly side of the present 265-foot Public Service Company of New Hampshire Right of Way 345 feet, more or less to a point 200 feet northerly from and at right angles to the construction survey line; thence turning and running South 80° East through land of Emil G. Krock, parallel to and 200 feet from the construction survey line, 245 feet more or less to land of John J. Leary; thence turning and running South 36° East by land of John J. Leary 30 feet more or less to the point of beginning.

Containing 1.92 acres, more or less.

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TRACT NO. F-626-E

A certain strip of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at the southwesterly corner of land of Marcia Dodge at land of the City of Portsmouth; thence running by land of the City of Portsmouth North  $1^{\circ}$  West 230 feet, more or less to a point 100 feet easterly from and at right angles to the construction survey line; thence turning and running South  $5^{\circ}$  East through land of Marcia Dodge, parallel to and 100 feet from the construction survey line, 235 feet more or less to land of the City of Portsmouth; thence turning and running North  $76^{\circ}$  West by land of the City of Portsmouth 17 feet more or less to the point of beginning.

Containing 0.05 acres, more or less.

TRACT NO. F-627-E

A certain parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at a point on the southerly side of Farm Lane Road 233.75 feet northwesterly from a hub set in the ground in the easterly sideline of the Spur Road at the southerly side of said Farm Lane Road; thence running North  $77^{\circ}$  30' East by said southerly side of Farm Lane Road 225 feet, to land of Paul C. Badger et al; thence turning and running by land of said Paul C. Badger et al South  $12^{\circ}$  30' East 125 feet and South  $77^{\circ}$  30' West 225 feet to land of Harry B. Sawyer et ux; thence turning and running North  $12^{\circ}$  30' West by land of said Harry B. Sawyer et ux 125 feet to the point of beginning.

Containing 0.66 acre, more or less.

TRACT NO. F-628-E

A certain parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, being more particularly bounded and described as follows:

Beginning at a point on the southerly side of Farm Lane Road, said point being northeasterly 138.75 feet from a hub set in the ground marking the intersection of the easterly side line of the Spur Road and the southerly side line of the said Farm Lane Road; thence running North  $77^{\circ}$  30' East by said southerly side of Farm Lane Road 75 feet more or less to land of Evelyn D. Hammond; thence turning and running South  $12^{\circ}$  30' East by land of said Evelyn D. Hammond 125 feet more or less to land of Paul C. Badger et al; thence turning and running South  $77^{\circ}$  30' West by land of said Paul C. Badger et al 45 feet more or less to a point 200 feet southwesterly from and at right angles to the construction survey line; thence turning and running through land of Harry B. Sawyer and Ruth C. Sawyer, parallel to and 200 feet from the construction survey line, North  $26^{\circ}$  West 128 feet more or less to the point of beginning.

Containing 0.18 acre, more or less.



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PORTION OF TRACT NO. A-100

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A certain strip of land 300 feet wide in the City of Portsmouth, County of Rockingham, State of New Hampshire, extending 100 feet on the easterly side and 200 feet on the westerly side of the following described survey line or said survey line extended:

Beginning at a point on the westerly side line of the Spur Road 189 feet more or less southeasterly from a concrete monument on the westerly side line of said Spur Road; thence running thru land of United States of America South  $28^{\circ}$  West 1199 feet more or less to the northerly side line of the Toll Road.

Being a strip of land located wholly within the perimeter of the proposed Air Base at the easterly extremity thereof.

Containing 8.75 acres more or less.

Reserving to the UNITED STATES OF AMERICA and its assigns all such rights and privileges in said last described parcel as may be used and enjoyed without interference with or abridgment of the rights and easements herein conveyed.

Together with the right to trim, cut, fell and remove therefrom all trees, underbrush, obstructions and any other vegetation, structures or obstacles within the limits of the above described parcels and strips.

Also, the perpetual right and easement to construct, maintain, repair, operate, patrol, replace and/or remove two (2) 115 K V transmission lines, each line consisting of three (3) power wires and two (2) ground wires over and across the Portsmouth-Manchester Branch of the Boston and Maine Railroad, between Stations 104  $\pm$  56.03 and 106  $\pm$  74.97, the center lines of said transmission lines being located respectively, approximately at Stations 105  $\pm$  33 (Hudson Line) and approximately at Station 105  $\pm$  98 (Gregg Line) at a height of forty (40) feet above the top of the rail, over and across a certain piece or parcel of land situated in the City of Portsmouth, County of Rockingham, State of New Hampshire, said parcel of land being bounded and described as follows:

TRACT NO. F-629-E

Beginning at Station 104  $\pm$  56.03 on the center line of location of said Branch, thence running South  $22^{\circ}$  44' 20" East through land of the Boston and Maine Railroad 47.72 feet to the southeasterly side line of said Branch; thence turning and running South  $54^{\circ}$  15' 40" West on and along said last mentioned side line 218.94 feet to a point; thence turning

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and running North 22° 44' 20" West through said land of said Railroad 84.67 feet to the northwesterly side line of said Branch; thence turning and running North 54° 15' 40" East on and along said last mentioned side line 218.94 feet to a point; thence turning and running South 22° 44' 20" East 36.95 feet to the point of beginning, be all of said measurements, more or less, said parcel containing about 18,060 square feet and being shown upon plan marked "Transmission Line Easement Portsmouth, N.H. Boston and Maine Railroad - to United States of America J. P. Kerwin Engr. of Design March 1954", recorded ~~wherein~~ in Rockingham County Registry of Deeds, Book 1341, Page 110, to which reference is hereby made for a further description of said parcel.

Together with the right to trim, cut, fell and remove from said parcel all trees and underbrush and any other vegetation within the limits of said parcel as is necessary to provide adequate clearance and to eliminate interference with, or hazards to the structures or utilities placed or constructed over and across said parcel.

There is reserved to the Boston and Maine Railroad for itself, its successors and assigns, the right to use that portion of its property over which said easement is granted for all purposes not inconsistent with the rights and easements herein granted.

Said easements and rights are granted subject to the following conditions:

No poles shall be permitted within Boston and Maine Railroad premises and grantee or its assigns shall make at its expense any changes required to mitigate inductive interference to Railroad or other wires on Railroad premises.

The grantee agrees not to convey any interest to any person or corporation not engaged in the general sale, transmission or distribution of electricity. In the event grantee shall assign, lease, rent, license, sell, convey or take any other action which shall give any interest therein to any person or corporation other than the Boston and Maine Railroad, notification shall be given the Railroad of such act; provided, however, nothing in this paragraph contained shall be construed as precluding the grantee, its successors and assigns from mortgaging the right and easement hereby conveyed.

No changes will be made in the construction of these lines without the approval of the Boston and Maine Railroad beforehand and all work will be carried out so as to cause the least interference to the Railroad when done.

For title references see Judgment on Declaration of Taking recorded in Rockingham County Registry of Deeds Book 1263, Page 201, and Amended Judgment

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on Declaration of Taking recorded in said Registry of Deeds, Book 1337, Page 277, also Judgment on Declaration of Taking recorded in said Registry of Deeds, Book 1260, Page 332, and also deed from Boston and Maine Railroad to United States of America recorded in said Registry of Deeds, Book 1341, page 106.

Said construction survey line is described as follows: Beginning at a concrete bound on the center line of the present 300 foot right of way now owned by the Public Service Company of New Hampshire, said point of beginning being 1398 feet, South  $73^{\circ}$  West, from the intersection of said Public Service Company of New Hampshire's center line with the center line of Woodbury Avenue in Portsmouth, New Hampshire, as now located, thence:

South  $20^{\circ}$  East, 2647.4 feet to an angle point at a concrete bound, thence;  
 South  $7^{\circ}$  East, 1581.2 feet to an angle point at a concrete bound, thence;  
 South  $26^{\circ}$  East, 3362.4 feet to an angle point at a concrete bound, thence;  
 South  $28^{\circ}$  West, 3604.0 feet to an angle point at a concrete bound, thence;  
 South  $57^{\circ} 30'$  West 3583.3 feet to an angle point at a concrete bound, thence;  
 South  $5^{\circ}$  East, 1357.3 feet to an angle point at a concrete bound, thence;  
 South  $48^{\circ} 30'$  West, 5879.2 feet to an angle point at a concrete bound, thence;  
 North  $80^{\circ}$  West, 4294 feet, more or less, to a concrete bound in the southeasterly boundary of the present 265 foot right of way now owned by Public Service Company of New Hampshire.

For further description of said rights, privileges and easements, see plan entitled, "Segment 'F' Portsmouth Air Force Base - Military reservation- Drawing No. KED-PA-877, Sheet 6 of 6, dated June 1952, revised July 1952 and 12/15/54, a copy of which plan as revised has been delivered to the grantees.

Subject, however, to such easements and rights of way the New Hampshire Electric Company may have with respect to the rights and easements herein conveyed.

Reserving to the UNITED STATES OF AMERICA and its assigns the right to cross and recross any of the above described strips for the construction, reconstruction, operation, and maintenance of a sewer trunk line and any other utilities required in connection with the development of the Portsmouth Air Force Base, provided however that such reserved rights shall be so exercised as not to interfere with or abridge the rights and easements hereby conveyed.

It is agreed that said transmission lines and appurtenances thereto whether fixed to the realty or not shall be and remain the property of the Grantee, its successors and assigns. 18

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These easements are granted subject to the further condition:

That all uranium, thorium, and all other materials determined pursuant to section 5 (b) (1) of the Atomic Energy Act of 1946 (60 Stat. 761) to be peculiarly essential to the production of fissionable material, contained, in whatever concentration, in deposits in the lands covered by this instrument are hereby reserved for the use of the United States, together with the right of the United States through its authorized agents or representatives at any time to enter upon the land and prospect for, mine, and remove the same, making just compensation for any damage or injury occasioned thereby. However, such land may be used, and any rights otherwise acquired by this disposition may be exercised, as if no reservation of such materials had been made; except that, when such use results in the extraction of any such material from the land in quantities which may not be transferred or delivered without a license under the Atomic Energy Act of 1946, as it now exists or may hereafter be amended, such material shall be the property of the United States Atomic Energy Commission, and the Commission may require delivery of such material to it by any possessor thereof after such material has been separated as such from the ores in which it was contained. If the Commission requires the delivery of such material to it, it shall pay to the person mining or extracting the same, or to such other person as the Commission determines to be entitled thereto, such sums, including profits, as the Commission deems fair and reasonable for the discovery, mining, development, production, extraction and other services performed with respect to such material prior to such delivery, but such payment shall not include any amount on account of the value of such material before removal from its place of deposit in nature. If the Commission does not require delivery of such material to it, the reservation hereby made shall be of no further force or effect.

To Have and To Hold the same to the said Public Service Company of New Hampshire and its successors and assigns forever.

The requirements of Section 601 of the Act of Congress approved September 28, 1951 (Public Law 155, 82d Congress) have been met.

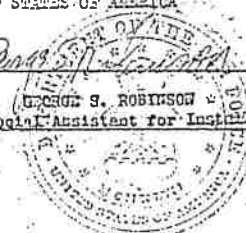
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Department of the Air Force by direction of the Secretary of the Air Force this 15th day of March, 1955.

Witness:

George J. Lusk  
Herbert J. Cress

UNITED STATES OF AMERICA

By George S. Robinson  
GEORGE S. ROBINSON  
Deputy Special Assistant for Installations



1350 205

STATE OF VIRGINIA )  
 ) SS  
COUNTY OF ARLINGTON )

On this 13<sup>th</sup> day of March, 1955.

personally appeared George S. Robinson, Major General  
~~Secretary of the Air Force of the United States of America~~, signer and sealer  
of the foregoing written instrument, by direction of the Secretary of the Air  
Force, and acknowledged the same to be his free act and deed, and the free act  
and deed of the United States of America.

Karl D. Bill  
Notary Public

My Commission expires October 1/1956

Received and recorded Apr. 8, 10:10 A.M., 1955