

**From:** [Perry Silverstein](#)  
**To:** [Planning - Info - Shr](#)  
**Subject:** Perry Silverstein-Abutter letter for meeting-TAC-December 3rd  
**Date:** Monday, December 2, 2024 3:42:46 PM

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**Perry Silverstein - 12/2/24**  
**Abutter - 1 Congress Street - McNabb proposed project**  
**Please submit the letter below and the 4 pictures for the 12/3 meeting.**

**Attn: Technical Advisory Committee - December 3rd meeting**

Behind the buildings on Ladd Street is a parking area with approximately 14 parking spaces. There are 4 owners of this Ladd Street parking lot: Marple, Bernoulli, The Atheneum, and myself. There are 2 accesses to this parking area off of Ladd Street. Both accesses are already very difficult. One access is deeded only to the Atheneum and used only by the Atheneum. Both accesses are narrow and squeezed between brick buildings. In order for the cars to swing in or out, a certain street width is necessary. It barely works as is.

McNabb is proposing to narrow Ladd street in order to widen sidewalks. This will cause a problem. This rear parking lot is also where the power comes in, and there is a utility pole back there that needs to be accessible for Eversource. Their bucket truck is often back there doing service as is Comcast and Unitil. The Atheneum uses the majority of the spaces but they are also used by businesses including Durbar Square Restaurant. These also have trucks coming in and out to pump the grease trap and for service. We also need emergency and fire trucks to be able to access.

The McNabb plan says he wants to reduce the travel way to 12'+/- What does this mean? Does this mean maybe 11 feet, maybe 10 feet, maybe what?

The travel way is currently 14 feet and only 12 feet in its narrowest section. Any less than what is already there for a travel way on Ladd Street will create a dangerous situation. If you narrow the travel way to widen the sidewalks, cars and trucks entering or exiting will need to jump the curb and go up on the sidewalk to make the swing.

As much as everybody wants to make this more pedestrian friendly, it simply does not work. There is not enough width on Ladd Street to narrow the already constrained street.

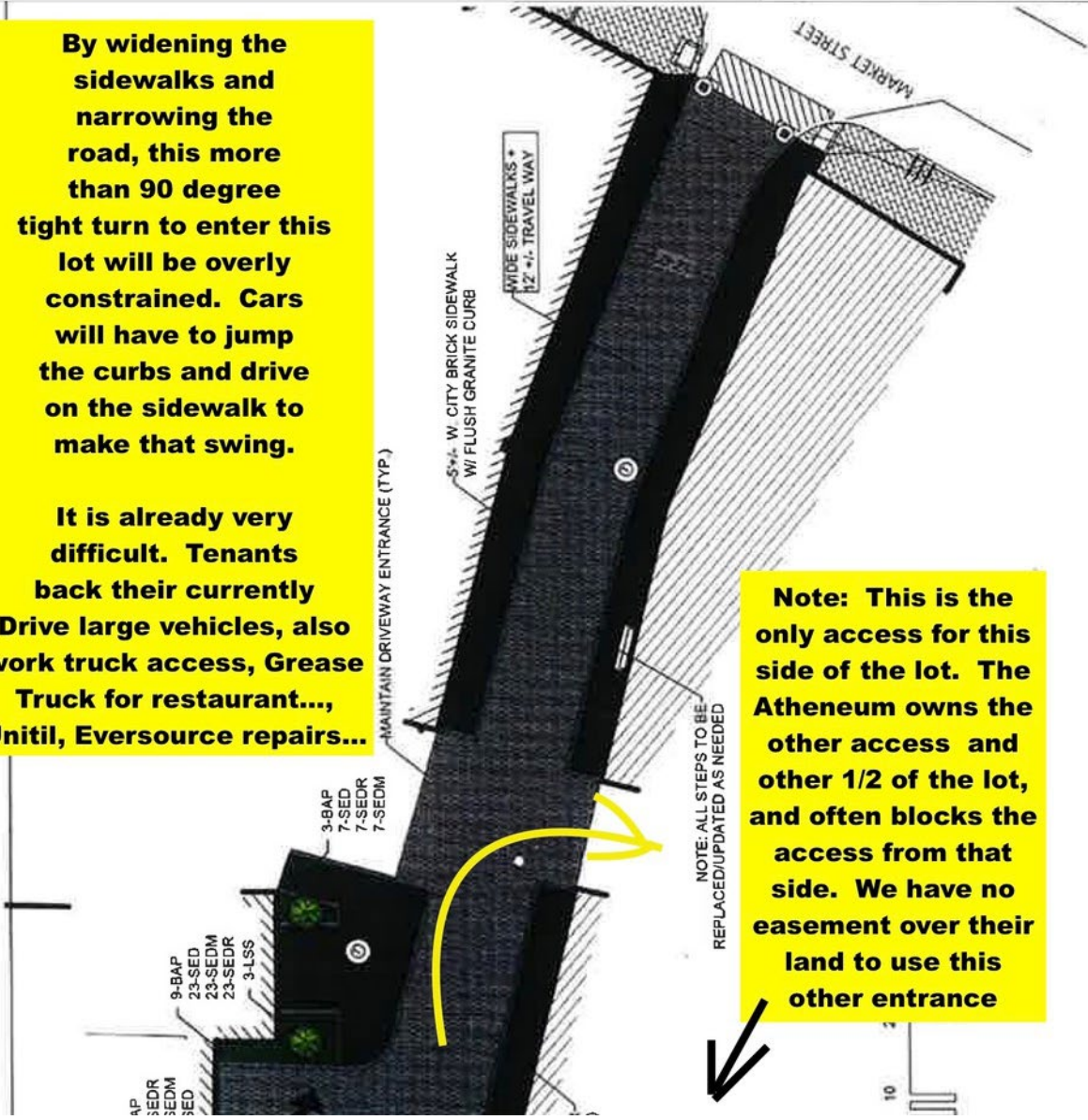
I am very concerned, as are several board members from the Portsmouth Atheneum. We will be notifying the other owners of the lot of the proposed narrowing and constrained access.

Pic below. The width of Ladd Street travel way barely works as is. You can see this truck struggles to get out without jumping the curb and going on the sidewalk.



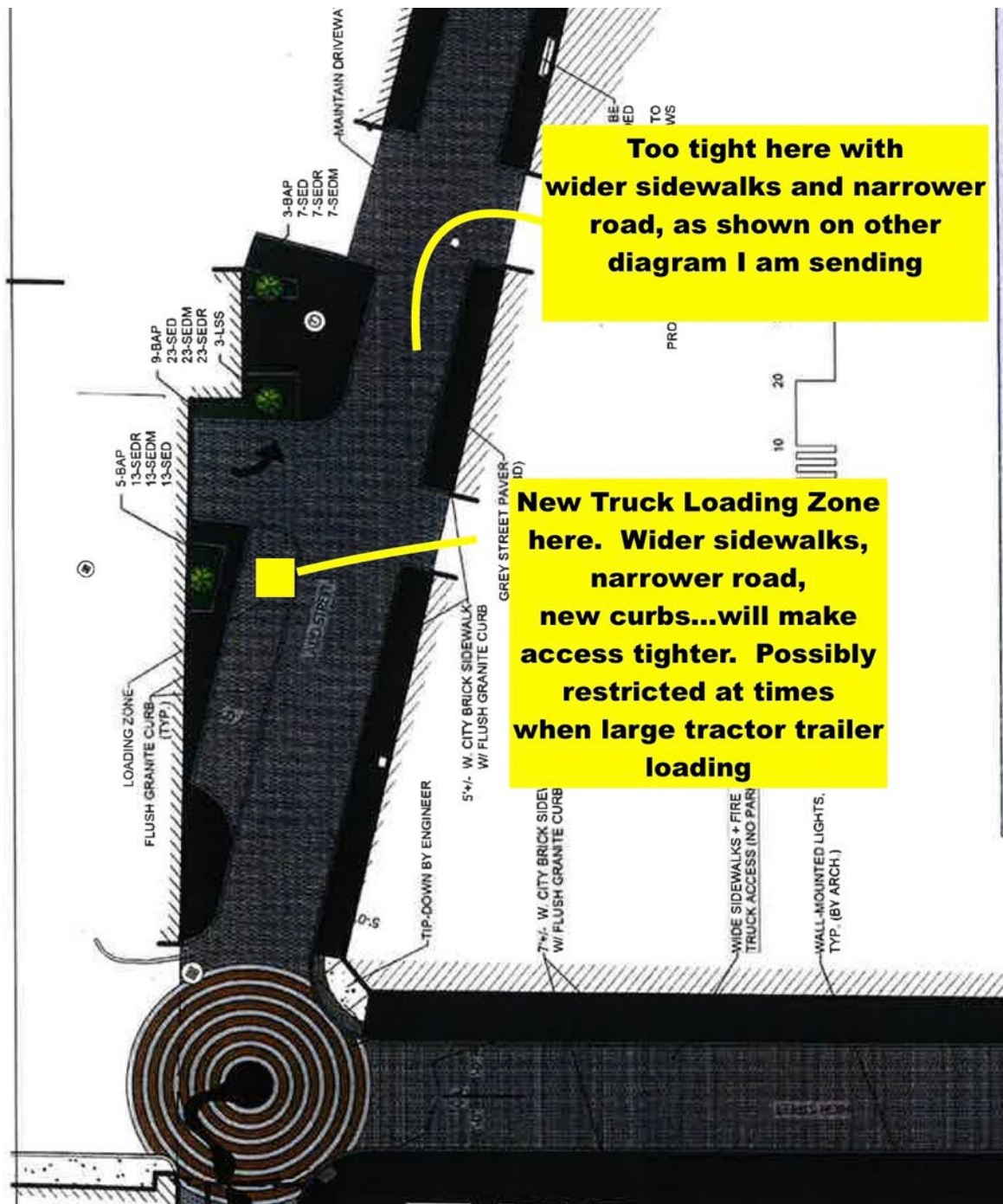
**By widening the sidewalks and narrowing the road, this more than 90 degree tight turn to enter this lot will be overly constrained. Cars will have to jump the curbs and drive on the sidewalk to make that swing.**

**It is already very difficult. Tenants back their currently Drive large vehicles, also work truck access, Grease Truck for restaurant..., Unutil, Eversource repairs...**



**Note: This is the only access for this side of the lot. The Atheneum owns the other access and other 1/2 of the lot, and often blocks the access from that side. We have no easement over their land to use this other entrance**

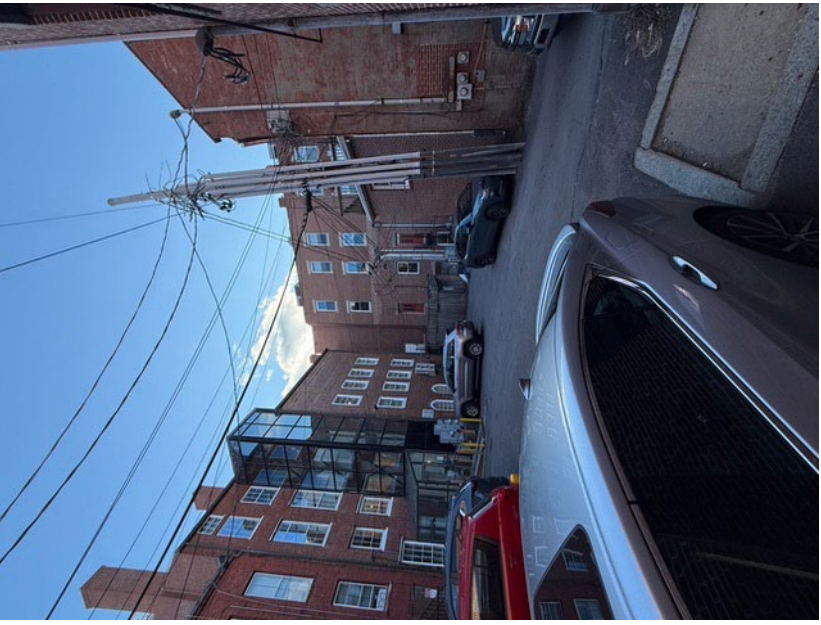
NOTE: ALL STEPS TO BE REPLACED/UPDATED AS NEEDED



**Too tight here with wider sidewalks and narrower road, as shown on other diagram I am sending**

**New Truck Loading Zone here. Wider sidewalks, narrower road, new curbs...will make access tighter. Possibly restricted at times when large tractor trailer loading**

**BELOW: IT IS IMPORTANT THAT THIS LOT REMAINS ACCESSIBLE BY EMERGENCY VEHICLES. THE ATHENEUM HANDICAP ACCESSIBLE ELEVATOR IS BACK HERE AND IN THE EVENT OF A FIRE, THIS NEEDS TO BE ACCESSIBLE BY TRUCKS.**



**From:** [Kate Waldwick](#)  
**To:** [Planning - Info - Shr](#)  
**Cc:** [Bryn Waldwick](#)  
**Subject:** TAC Public Comment on 299 Hanover Street  
**Date:** Monday, December 2, 2024 1:49:56 PM

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Hello,

As an abutter to 299 Hanover Street, we believe TAC should not allow the project to only have 3 parking spots where 11 are required. Parking continues to be difficult to find in this neighborhood, with many cars circling around at high speeds searching for parking spots. Adding more residential units and continuing to allow more development that does not meet parking ordinances will exacerbate safety and traffic issues.

Please note that the city in the past had done a trial neighborhood parking permit program and abandoned the program due to costs of implementing and staffing. Therefore, no one is enforcing "Resident Parking Only" signs (as residents, we see many non-residents park regularly during "resident only hours" without consequence.)

We ask that a project that only builds 27% of the required parking spots per city ordinance be denied its conditional use permit.

Sincerely,

Kathryn "Kate" Waldwick  
Bryn Waldwick

30 Parker St, Portsmouth, NH 03801