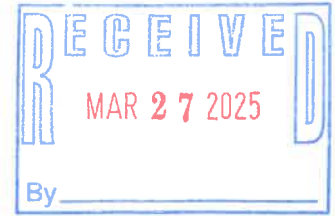


Meeting: Technical Advisory Committee
Date: April 1, 2025
Re: 361 Hanover St



Dear Members of the Technical Advisory Committee,

As usual "just the facts ma'ma, just the facts".

Traffic:

Comparing the 01/22/25 to the 04/01/25 (pg 76-309 packet) Traffic Report there are some interesting differences.

https://files.portsmouthnh.gov/files/planning/apps/HanoverSt_361/Hanover_St_361_BOA_012225.pdf

The key difference is in January the traffic report states there were 51 proposed units, creating 262 trips, 20 AM and 22PM; in April there are only 48 proposed units creating more trips: 384 trips, 38 AM and 41 PM. The existing trips remained the same: 510 trips, 54 AM and 42 PM. The "accurate counts" seem to confirm the high traffic volume on this "Neighborhood Slow Street" in Islington Creek. No matter how the statistics are run, adding this development per the April report, will create a 75% increase in daily trips, a 70% increase in AM trips and a 98% increase in PM trips.

The January report shows that the intersection of Bridge and Foundry Place will have no change in the Level of Service or issues if all the traffic enters/exits onto Foundry Place. In April it states the report does not include a Foundry Place entrance/exit but still includes the intersection. Both reports state there will be no change in Level of Service for the intersections that were measured. HOWEVER, there were no numbers calculated for the intersection of Pearl and Islington, likely a high use intersection.

Some of the presented facts about the neighborhood streets are debatable. It states that the one way section of Rock St is 28' wide with parking on one side and that Pearl St is also 28' wide, a two way street with parking on one side. This width is definitely questionable (pg 311). Aren't the street widths part of the calculations used to determine impact of traffic on them? It is also interesting that a decrease in the number of units would cause an INCREASE in the number of trips. Page 109 of the April traffic reports shows the previous plan sets not the current one being presented to this Committee. **This makes one question if what was entered into the program to determine these results was accurate, much less what data was used to "update" this report.**

Finally, the sight line study is interesting considering the building will sit directly on the 5' wide sidewalk of a two corner intersection. It seems the Intersection Sight Distance and the Stopping Sight Distance were not presented in spite of the high traffic volume shown from the various intersections by the driveway. The landscape plan (**see landscaping in list**) show trees being planted in the sight lines. There doesn't seem to be any sight line study for the cars coming from Sudbury onto Rock St to Hanover, at a formally highly visible corner, to one that will be blocked by 40' buildings and plants and have a driveway within feet of the turn.

Parking Spaces:

The development shows the removal of between 4 to 5 on street parking spaces comparing page 311 to page 314 of the packet. Ground level parking seems to be missing 9 guest spaces. How will the ONE guest/delivery space be regulated?

Open Space:

5%=1926.4 sf. Some areas are a mere 2' 8" in width going up to 6' 8" in width. There are bike racks shown where no structures are allowed. Is the open space requirement met by these less than open areas? Is a 2' 8" area directly next to a 36' building really an open space?

Open space

Land area vertically open to the sky, free of all **structures**, parking area/lots, **driveways** and other **uses** which preclude attractive **landscaping** in such area. **Open space** shall be predominantly pervious, may be landscaped with lawn, trees, shrubs or other planting, and may include walks and terraces. For the purposes of this definition, water areas are considered to constitute **open space**.

Landscape Plan: page 315

Shows kindred spirit hybrid oaks (QKS) next to driveway in a 5' wide area, which grow to be 30' tall. Groups of columnar juniper (JVE) blocking the sight lines on Rock St (12' high 5' wide).

Fire Truck, driveway and delivery access (321-322)

It seems to show access from the street to all the ground level parking from the parking space, not the actual lane. Building B1 has no access to parking spaces shown. Building C has an odd configuration of the parking yet only one way in is shown. Usually all Fire Truck Turning Plans are in color, very unusual. **Can a ladder be safely raised to 40' in 6' of space?** How will a delivery truck get in and out? What if the delivery space is occupied by an overnight guest?

Trash and Snow:

It states that trash will be stored for Building A on site. No trash storage is shown for Building A. (pg 323 A1.1a) and no pick up plans seem to be shown.

Where will all the snow go? There doesn't seem to be an ounce of free space on this lot. It is filled with driveway accesses which can not have snow in front of them.

Drainage:

The lack of open/green space will create a massive amounts of stormwater. Do all the roofs have gutters connected to the catch basins, not all seem to be shown? Will the grading prevent street water from entering the driveway and other areas? Are the catch basins timed with the tide? Will there be trench or channel drains especially at the garage openings and driveways? Does this new development meet the newer thresholds for stormwater management?

Roof overhang:

Metal roofs are very dangerous for roof overhang. Roof materials are not yet presented but with these structures are within a few feet of the sidewalks some less than 2'. If there is any roof overhang this could become an issue with snow, ice and even rain overflowing gutter systems during storm events.

Thank you for your time!

Sincerely,
Elizabeth Bratter
159 McDonough St
Property Owner

From: wrightski@aol.com
To: [Planning - Info - Shr](#)
Subject: 361 Hanover St
Date: Wednesday, March 26, 2025 1:56:05 PM

You don't often get email from wrightski@aol.com. [Learn why this is important](#)

Let me make this perfectly clear...again.

Regardless of the fact that I have repeatedly said this for close to 2 years, and in spite of the fact that you have paid zero attention to what I say, know that this project will be the demise of this neighborhood.

I have lived within 100 feet of the site in question for almost 40 years and, I assure you, you will look back on this with great regret.

The neighborhood CANNOT handle the density proposed and will cause most to leave that have been here for decades. You will have people from "away" buy up the homes so they can lay claim to a downtown "vacation home". They will be indifferent to the schools, the parking and the love for this city. It is likely these homes will be occupied for just a few months a year, so goes the "neighborhood".

With that said, and for the n'th time, I adamantly oppose what the future apparently has in store for this spot. I would suggest you demand the project's size be diminished by at least 50%.

I repeat...you will regret what you are doing, very much, this has been my home for many years and I am saddened by your poor decision making.

Respectfully submitted,

R. W. Wright
30 Sudbury St.

[Sent from the all new AOL app for iOS](#)