

From: [Geri Gaeta](#)
To: [Planning - Info - Shr](#)
Subject: Public Comments for 5/06 TAC Meeting: 361 Hanover
Date: Monday, May 5, 2025 2:50:56 PM

I am writing in regards to 361 Hanover. I live in the Islington Creek neighborhood and we have two small children who are walking past this site to access downtown or to play at the Rock street playground nearly every day. The idea that ALL of the traffic in this development will dump out onto Hanover street is frankly ridiculous. Not only can the streets not handle this amount of traffic, but every other residential development on Foundry Place diverts traffic to Foundry Place, which is a City Core Street, as was intended by the NEIO. Why should this development be different? They have existing access to Foundry Place. The developer has stated that the city owns a small piece of land that would prevent him from having a parking garage empty out onto Foundry Place but I am aware the city is investigating if this can be resolved. This property is zoned under the North End Incentive Overlay District (which the developer has cited to support the proposed development in previous meetings) and the intent of this ordinance is to make Foundry Place the main thoroughfare to downtown. We should be enforcing this for 361 Hanover. This neighborhood cannot handle the proposed amount of traffic being added. Additionally, the lack of a correct or thorough traffic study is concerning, to say the least, and we should hold the developer accountable for submitting a corrected and robust traffic study.

In addition to traffic issues, the renderings currently show the building coming right to the sidewalk, providing zero visibility to pedestrian traffic on Hanover which is a major safety hazard and should be addressed. This sidewalk is a very active pedestrian way that connects to downtown.

Lastly, the community space is poorly detailed and seems questionable as to if this meets the intent of providing a community space to the town. It looks more like a road with some benches and doesn't seem like an appealing place to walk to town compared to the current sidewalks that exist on either side of the development. The developer has said verbally that he would be creating a safe and pleasant through-way to walk down-town but what is shown is a driveway, with no continuous sidewalk. I would love for the town to encourage a bit more detail around this proposal at a minimum.

Thank you-
Geri Gaeta
91 Langdon St

From: [Jonathan Paine](#)
To: [Planning - Info - Shr](#)
Subject: TAC public comment - 361 Hanover
Date: Monday, May 5, 2025 4:57:51 PM

I'm concerned about the pedestrian safety and traffic impacts of the proposed design at 361 Hanover. For the two main reasons below I feel that vehicular access to the site must be routed via Foundry Place.

Safety:

This section of Hanover Street is classified as a Neighborhood Slow Street. 3-5 times a week, my two young children ride their scooters down Hanover into town as I walk behind them. I know many other families who walk the opposite way up Hanover towards the playground.

The plans indicate that Proposed Building D sits roughly 7' back from the road. Roughly 2' back from the sidewalk. In this case, the vehicular decision point that we should be most concerned about isn't seeing the cars in the road 7' away, it's seeing people on the sidewalk just 2' around a blind corner.

A number of homes in the neighborhood have similarly blind parking next to a near-0-setback house, but they are largely single-width pull-in spaces, the rear of which are visible from the sidewalk. Cars park in those spots; *they drive into them, not through them*. This plan is fundamentally different, with 60+ cars, delivery vehicles, etc being hidden behind this blind approach, which crosses the sidewalk less than a block away from a playground.

For all intents and purposes, this entry is identical to that of a parking garage. Outside of a gate, I don't see a solution that makes this solution safe enough to be built as shown.

Traffic:

Small neighborhoods of tiny one-way streets and 1-1/2 car-wide two way streets create a cozy, neighborhood feel. It gives the neighborhood character.

But that cozy neighborhood small-street feel is a delicate balance, and it can

easily give way to daily frustration if traffic becomes an overwhelming aspect of daily life.

I believe 60+ extra cars will push this neighborhood beyond that tipping point, fundamentally changing the character from charmingly cozy to frustratingly overcrowded.

I'm unconvinced that the traffic study accurately modeled opposing traffic throughput on the surrounding streets. I believe this error is leading to a wholly inaccurate understanding of the traffic on the surrounding streets and neighborhood as a whole.

Final Thoughts:

It seems plainly apparent that the vehicular access from this otherwise well-designed project belongs on Foundry Place.

The impact to the safety and character of the neighborhood of allowing vehicular access on Hanover as in the proposed plans really cannot be overstated.

I know that everyone here is already familiar with the sources below, but I'd like to quote them below for emphasis.

Thanks for your consideration -

Jonathan Paine
91 Langdon St

Portsmouth Site Plan Review Regulations: Section 3.1: Vehicular Circulation Standards

“All site development shall be designed and constructed to consider the safety, interests and convenience of all users – drivers, bicyclists, transit users

| and *pedestrians of all ages and abilities.*”

Portsmouth Complete Streets Guide: Neighborhood slow street

| “Neighborhood slow streets are not intended for through-traffic, and may make use of traffic calming measures to discourage through motor vehicle traffic and reduce speeds to *create a comfortable environment for walking and bicycling*”

Portsmouth Driveway Rules and Procedures: Section 3.8:

| “The decision point on a minor approach should be 14.5 feet from the edge of the major road travel way”

From: [MV](#)
To: [Planning - Info - Shr](#)
Subject: TAC Meeting May 6 - feedback on 361 Hanover Steam Factory project
Date: Monday, May 5, 2025 4:05:09 PM

Dear Technical Advisory Committee
City of Portsmouth
1 Junkins Ave. Portsmouth NH 03801

Regarding 361 Hanover Steam Factory LLC Design Review

Dear Members

I am a direct abutting neighbor to the 361 Hanover Steam Factory project. After reviewing the plans submitted by the group, I must register my disapproval on several points.

- 1) There is a current filed legal proceeding over a legally recorded easement and right of way through the property, between Hill Street and Hanover Street, which has not been resolved. The right of way travels along the border of 349 Hanover Street - which the diagrams show Building D on top of. How can Building D be constructed on top of this right of way? I would think there is no other choice but to deny approval of the current site plan.
- 2) For 7+ months, 361 Hanover Steam Factory blocked access from Hill Street to Hanover Street through its property, violating the easement/right of way. Just recently (likely because of the upcoming TAC meeting) it moved the cement bollard that was blocking access - but moved it to the middle of Hill Street - impeding traffic, making it hazardous every time I back out of my driveway, and making it impossible for fire trucks or garbage trucks to maneuver around. 361 Hanover Steam Factory has consistently acted in bad faith, making it difficult for residents of 349 Hanover Street to park (4 deeded parking spaces in the rear, 2 deeded parking spaces in front) and traverse their vehicles near or through its property, and it continues to be a menace to its neighbors.
- 3) There is no indication on the site plan how access from 361 Hanover to Hill Street (private street) would be controlled. Hill Street is a tiny street that cannot handle increased traffic from 361 Hanover.
- 4) The massive size and height of Building D does not fit with the character of the neighborhood. At more than 45 feet tall it is taller than any other building in the neighborhood of residential homes and small apartment buildings. Its "3 stories" are really four stories including the "attic" story. It should be resized - and not encroach on the legally recorded easement/right of way.

Please reign in the scope of this project to better fit with its community.

Thank you.

Regards,

Mark Vangel

Property owner, 349 Hanover Street Apartment 5

30 Parker Street
Portsmouth, NH 03801

May 5, 2025

Technical Advisory Committee
City of Portsmouth
1 Junkins Avenue, 3rd Floor
Portsmouth NH 03801

Dear Technical Advisory Committee Members:

As abutters to the proposed development at 361 Hanover, we continue to have serious concerns with the packet submitted by the applicant. This plan still fails to address traffic and safety issues we have flagged multiple times in the past, the provided traffic study from the April 1st TAC application has large oversights and errors, and other key safety issues are not addressed. (Note: The newest TAC [packet](#) submitted by the applicant does not appear to include a traffic study at all).

As highlighted in various public comments throughout the process, we believe accessing this development via Foundry Place instead of Hanover St. would far better serve to respect and complement the existing pedestrian, parking, and traffic conditions in our neighborhood as well as allaying the majority of our safety concerns. However, this possibility has never been explored or addressed in any material way. Allowing this packet to be approved as-is would jeopardize the safety of our neighborhood and forever alter how we can use the public spaces of our neighborhood. We ask that the following be addressed:

Note: Given that the TAC application for the May 6th meeting does not include a traffic study, you will find that we link to the April 1st TAC application for many traffic related issues.

Pedestrian Safety

- **Sight Lines**
 - **The sight lines for the entrance to and from Hanover are closer to the minimum required feet than desired number of feet ([Page 100](#)):** Given that children frequently use these sidewalks to access the playground at Rock Street Park, we would like to see the sight lines exceed the desired distance, not be barely above minimum.
 - **There was no sight line analysis done for cars at the intersection Hanover and Rock for traffic coming from Sudbury.** This is currently a very visible intersection, but with the construction of the new buildings B1 and B2, this will become a very blind intersection. Already, cars blow through the stop signs at the end of Sudbury and where Rock Street meets Hanover when moving westbound.
- **Sidewalks**

- **Sidewalks on this lot are currently too narrow to push a stroller or use a wheelchair / walker (given the telephone poles that block them).** We can personally attest to this given we have to walk in the road to push our stroller to the playground or when walking with one of our family members who uses a walker. How can people who use wheelchairs and strollers safely use the sidewalks?
- **Nothing is mentioned in this application about any new safety measures for the neighborhood:** Given the much higher volume that will be using these roadways, will the streets be painted with lane dividers? Currently none of them have lane markers given they are quiet residential roads. Will Crosswalks be (re) painted, given how close this is to the park and playground? Will sidewalk stopping lines be repainted? Cars already blow through stop signs, so adding hundreds of cars will not help this matter.

Traffic

- **Key Intersections are Not Analyzed:**
 - **Pearl St / Islington St intersection not accounted for ([page 78](#)):** Given the traffic will be using this to go to and from the development to Islington, and Islington can be difficult to turn onto, this seems like an oversight
 - **Parker St not accounted for in the traffic study.** Assuming only usage of Pearl street to get to Islington seems incorrect. Anecdotally, people don't go all the way up to Bridge to get to Islington (pg 78). Often, cars speed up Parker Street because Pearl Street can get backed up. This results in cars backing up on Parker Street waiting to turn onto Islington.
- **The Traffic Study also contains errors and questionable assumptions**
 - **The measured width of Rock Street is incorrect in the existing conditions.** From [page 75](#) of the packet, *"The one-way roadway segment is approximately 28-feet in width with on-street parking along one side"* In the one way portion between Islington and Hanover, it is much narrower than 28 feet wide.
 - **There are different numbers listed for vehicles per hour:** We have broken this out into a separate section below
 - **The Calculated number of required parking spots ([page 3](#)) assumes 40 units, but the applicant has listed between 40-48 units ([page 78](#)):** Which number of units were used for the traffic study?
 - **Existing Conditions measured in August 2024 may be artificially low due to the closure of Maplewood Avenue for Construction:** Maplewood is normally a key road to access Route 1, I-95, and the shops on Woodbury Ave. With Maplewood being closed, many in the neighborhood, including ourselves, did not use Hanover to exit the neighborhood and instead exited onto Islington to access Bartlett Street to go onward to Route 1, Woodbury, and I-95
 - **Assuming 30mph speed limit misrepresents the way traffic can move safely along these streets** (other parts of the study indicate traffic on average moves

slower than this). If 30mph was used to calculate flow, this would lead to incorrect conclusions

- **Vehicles Per Hour (VPH) during peak**
 - **There are discrepancies in the packet of what the number of VPH during peak.** [Page 72](#) says 38 VPH during weekday morning and 41 in weekday evening, yet [page 79](#) says 54 VPH in the morning and 42 VPH in the evening. What are the correct numbers?
 - **The high VPH will change the walkability, safety, and character of the neighborhood.** If one assumes the higher VPH of 54 in the morning, that is a car every 66 seconds, or every minute. In the evening, 42 VPH will result in a car every less than every minute and a half (85.7 seconds). This would absolutely change the safety and walkability of this neighborhood. It would also lead to the neighborhood feeling very busy and no longer quiet and residential.

Parking

- **No Parking Study was done.** Given how tight parking is in our neighborhood, this seems to be a glaring oversight. People already speed and circle the neighborhood desperately looking for a spot.
- **People who don't have deeded spots will park in the neighborhood since there is no pedestrian access from the Foundry Place Garage to the proposed development.** Given there could be up to 96 resident cars (2 cars per unit in a 48 unit development), along with guests and service providers, and only 71 spots, this will add dozens of cars to the neighborhood competing for parking
- **Parking on Rock Street by the Park Will Become Unavailable:** Currently people can use this parking to go to the park. It seems likely these spots will be heavily contested and likely to be permanently occupied with cars from these residences (as opposed to the more ephemeral/temporary short term parking as it is used now)
- **What happens to existing parking on Hanover Street between Rock and Pearl?** Currently there is street parking on Hanover between Rock and Pearl. Does this parking remain or go away? Given the tight configurations to turn from Pearl into this new development, this seemed like it could be removed, further exacerbating parking issues.

Other Safety and Legal Issues

- **Trash Collection appears problematic:**
 - For Building A, it is not clear how the trash room is accessed. Will a trash truck fit in and out of the narrow entry from Hanover?
 - The applicant seems to have ignored TAC's request "Solid waste should be collected in Unit A for all buildings." See [page 4](#), item 36 of the new application
 - For all the buildings, there is nothing in the drawings indicating where solid waste will be stored. This does not align with what the applicant said on [page 4](#), line item 36 of the new application when saying "Space in each building will be provided for solid waste storage (totes), and private pickup will be provided."

- **Fire Safety:**
 - Given the narrow entry from Hanover and the large retaining wall on Foundry, how does a firetruck get in there safely? Both to dog leg into the building, and inside tight courtyards. Especially to Building A.
- **Flooding and Snow:**
 - There is very limited greenspace in this lot. What are the plans for drainage and disposing of storm water?
 - How will snow be removed on this site?
- **This design leverages City Land that it does not actually have any legal access to:**
 - Drawings show access to building expansion (page 310) on land that is currently owned by the city. As of March 19, 2025, the applicant had not filed any proposal to the city to acquire access to this land
 - Landscaping shows trees on land along rock street that is also currently city owned

Conclusion

We remain hopeful that thoughtful development can occur that does not jeopardize the safety and character of our neighborhood. However, the current packet does not allay our safety concerns. As citizens, we have provided feedback in our April 1st TAC letter, the April 17th Planning Board meeting, four separate ZBA letters and welcome the opportunity to have our feedback meaningfully incorporated by the development team. We believe this current design will do irreparable harm to the neighborhood safety, and we cannot endorse it as is.

Thank you for your time and your service to the city and its residents.

Sincerely,
 Kathryn "Kate" Waldwick
 Bryn Waldwick

May 05, 2025

Comments Related to Revisions to the Proposed Mixed-Use Development - **361 Hanover St**

We are writing regarding the updated development proposal for 361 Hanover St that is to be reviewed by the Technical Advisory Committee on Tuesday May 6.

We agree with the current direction of not having commercial uses on the first floor on Hanover St. The street cannot handle those uses as it is very narrow (minimum lane width) and has limited parking spaces.

We are concerned about the number of parking spaces dedicated to the development. Adequate parking needs to be provided for all the residential units. The parking for the Rock St Park will get sucked up by the overflow. The parking at Rock St Park is 72-hour parking to be utilized by the neighborhood. There should probably be at least 4 of those spaces designated for 2 hr parking to allow use of the park by those that decide to drive there.

We have mentioned before and still have concern with the placement of building 'D' which provides a harsh termination of Pearl Street. It seems like there is a tortured traffic circulation pattern that is being forced upon the site. As a commercial building it was a simple 4-way intersection between the site, Pearl St and Hanover Street with good sight lines. Hanover street is narrow at that location, and we do not want the neighborhood to lose the 4 parking spaces directly across from the entrance when there starts to be a problem of traffic congestion and turning issues.

The main entry drive is only 24 feet wide, INCLUDING Sidewalks on each side. This makes a travel lane of only 16 feet. This is woefully inadequate for two-way traffic. Even the turn diagrams show a vehicle taking up most of this width in just going one-way. How will this work with 2-way traffic from the rear garage and cars backing out of the individual garages?

The current scheme has the majority of the traffic generated by the development (7 days a week) to be via the access drive on Hanover Street, which is located on the block midway between Rock Street and Pearl St. There will be many awkward turns along Hanover Street as vehicles go in and out and try to get to Pearl Street which is diagonally offset across the road. This is also going to push arriving traffic to come down Rock Street, which is an extremely narrow one-way street. Taking a right onto Hanover and then immediately left into the site is going to create confusion if someone is also coming out of the development at the same time.

We are not sure why the main access into the development does not align with Pearl Street to make a safer 4-way intersection and get the traffic out to Islington Street where the added vehicle load can be accommodated. This entry would also align better with the proposed garage in the center of the existing building, also creating a safer 4-way intersection within the development. This area of the neighborhood is pedestrian intensive, and anything we can do to minimize conflicts with vehicles and make it safer for both is important.

We still do not believe the Downtown Overlay District should have been applied to the Hanover Street portion of the Site which allows for the proposed increased height of Building 'D'. The DOD should be limited to the back portion of the site, the same as the North End Incentive Overlay District. The back of the 361 Hanover site does abut the Foundry Place and since the developers are taking advantage of that zoning, then they should have the traffic that is generated by the increased density, access the site via Foundry Place which is fully inside the incentive districts.

The developer has made good strides in working towards getting the development to better fit with the fabric of the existing neighborhood. A few more tweaks and a conscious effort to minimize traffic chaos by making the vehicle and pedestrian flow safer in everyone in our neighborhood would be much appreciated.

A. Matthew Wirth and Michelle Blaisdell Wirth, 439 Hanover Street, Portsmouth.

From: [Tom Hiney](#)
To: [Planning - Info - Shr](#)
Subject: 361 Hanover St comment
Date: Sunday, May 4, 2025 4:37:42 PM

You don't often get email from thiney@comcast.net. [Learn why this is important](#)

TAC review,

I'm generally in favor of the 361 Hanover St project as current presented with one caveat: Traffic increase impact on Hanover St. To elevate this issue I would request the city agree to move the access gate at the bottom of Rock St to southeast side of Sudbury St at the intersection of Rock St. That the developer create the drive to access the property from Rock St instead of Hanover St.

I'm thinking moving the gate so that traffic from Sudbury and the development both turn toward North Mill Pond on Rock St would remove traffic from the development and McDonough St from Hanover St. All would exit the neighborhood on Foundry PL.

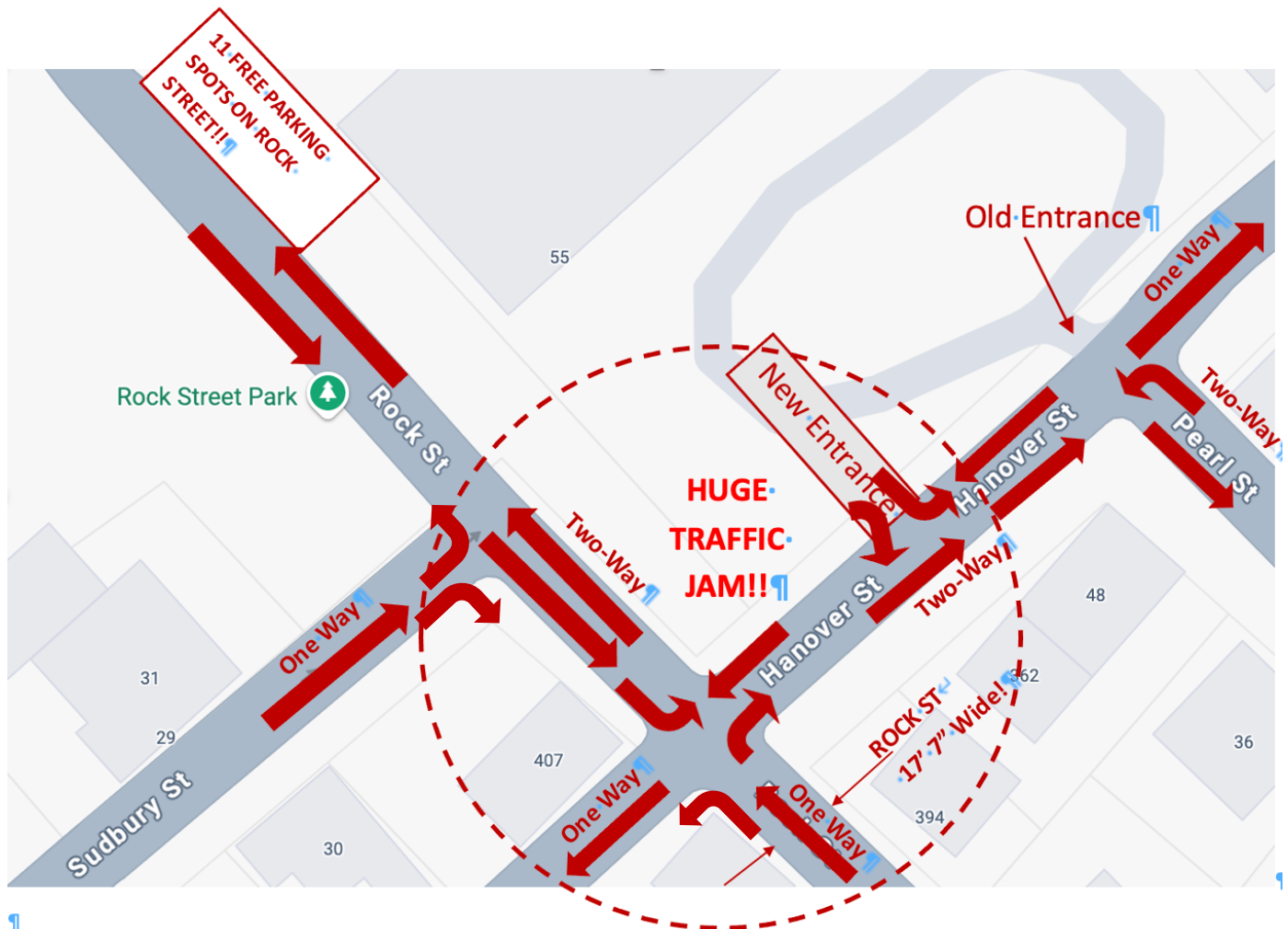
Tom Hiney
101 Langdon Street
Portsmouth, NH 03801
(603)772-3781

Dear Technical Advisory Committee,

A new traffic study should be requested of the developer. As highlighted below, there are too many errors and omissions in their most recent March 7, 2025 traffic study which they didn't bother to correct and submit to you for a full review.

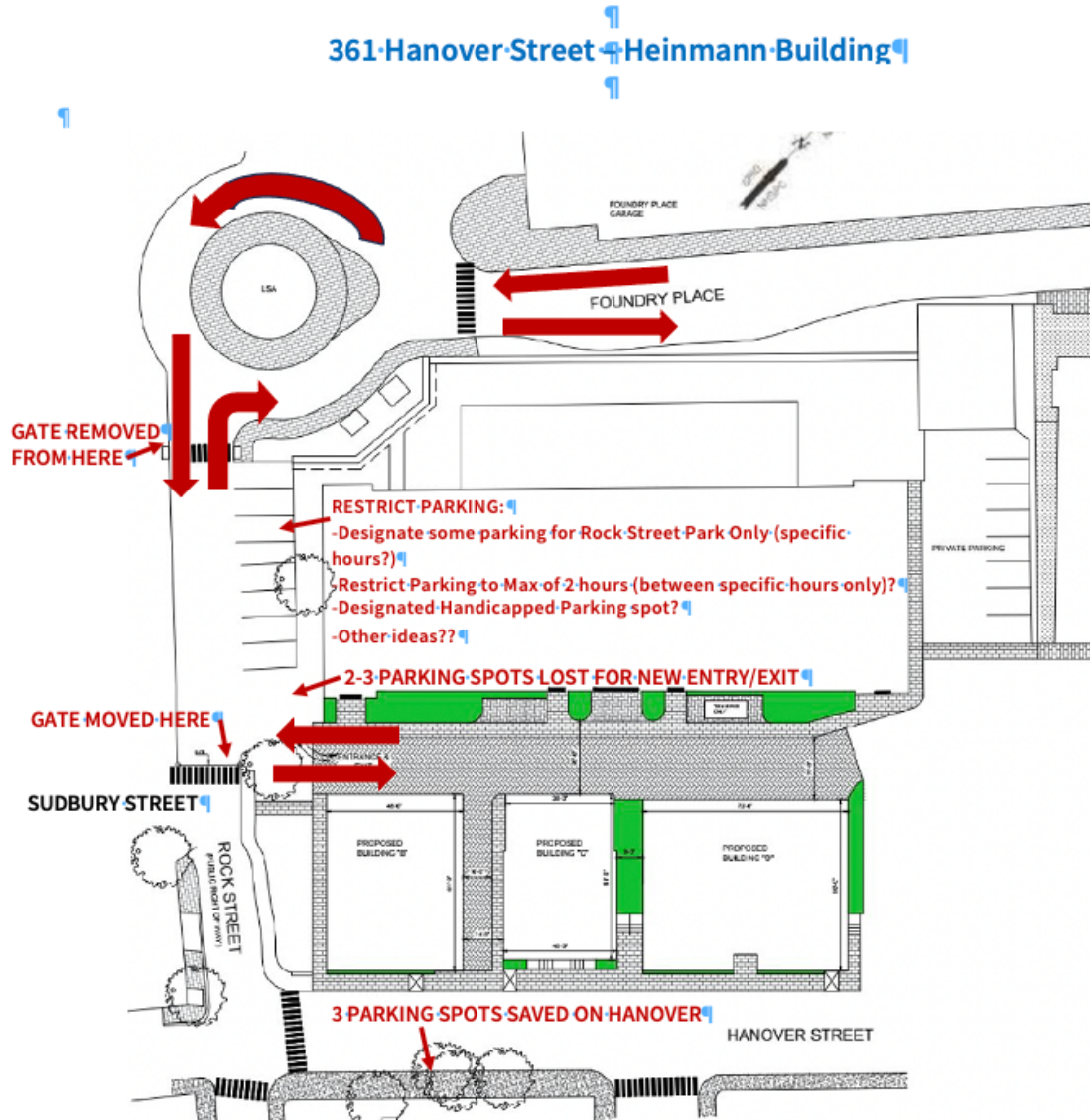
361 Hanover Traffic Study Issues – A few of the numerous errors in the included traffic study:

- **Incorrect Street Dimension – Rock Street is just 17' 7" wide, not 28' as stated in the Traffic Study (page 3).** And, cars are parked on one side, leaving very little room for vehicles to pass by safely.
- **Omissions in the Traffic Study: The Traffic Study did not include Traffic on Rock Street, Sudbury Street, or Pearl Streets or the intersections of Rock Street and Islington and Pearl Street and Islington** – the 2 primary streets which will be used to gain access to the property!! This is a gross omission and should be studied!
- **The Proposed Location for the Entrance/Exit on Hanover Street will cause a huge traffic jam at the intersection of Hanover and Rock Streets.** This area is too congested already and the streets are narrow. Additionally, there are currently 3 parking spots on Hanover Street opposite the new Entrance/Exit – there won't be enough room for vehicles (especially the larger delivery trucks) to safely exit and enter the project without these 3 spots being removed. Parking is already a huge challenge as it is and losing these 3 spots will only make the issue worse:



- A Better Solution For the Entrance/Exit for the project -- A New Entrance from Rock Street:** It is recommended by the majority of residents in our neighborhood that the Entrance/Exit to this project be from Rock Street so traffic for this development will flow on Foundry Place, on a road intended for commercial amounts of traffic, and enter the project from Rock Street, instead of flooding our neighborhood which is already congested with vehicles, avoiding a huge negative impact on our neighborhood. This would require sliding the current Gate located at the rotary up to Sudbury Street:

NEIGHBORHOOD-REVISED DESIGN TO ADDRESS TRAFFIC ISSUES



We need this Committee's critical eye to scrutinize the accurate information and complete omission of critical information in the Traffic Study which wasn't even included in this submission. Our neighborhood has to live with the results of this development for the rest of our lives and we rely on you to ask the hard questions and get to the bottom of what is being presented to insure that our neighborhood won't be overrun with vehicles which could endanger the lives of our family members and diminish our quality of life in this neighborhood forever. **Therefore, I respectfully request that you postpone your review of this project submission until an updated and complete Traffic Study is submitted with this request as an accurate traffic study is critical in order to fully evaluate the this proposed project which will have a huge impact on our neighborhood.**

Robin Husslage
27 Rock Street
Portsmouth

Meeting: TAC
Date: May 5, 2025
RE: 361 Hanover St

Dear Members of the Technical Advisory Committee,

April 28, 2025

All page numbers referenced are from the packet.

Traffic:

The ITE Trip Generation program seems to include a lot of factors to generate trip counts. How do you go from 51 units having only 262 trips, to 48 units having 384 trips and then 40 units as 332. How can a traffic report be created when the data collected is not accurate? The difference between unit counts is all over the map and there is no comparison provided between existing conditions and the latest 40 unit count.

51 units	48 units	40 units	Existing	% change of existing to 40 units
262 trips	384 trips	332 trips	510 trips	65% trips increase
20 AM	38AM	35AM	54AM	65% AM increase
22 PM	41 PM	38PM	42PM	91% PM increase

Pretty much the total number of daily trips on these small neighborhood streets will increase between 65 to 91% which is not an acceptable amount and that is ONLY if the data provided was accurate to the settings, geographic location, age of data, development size, trip type and reality of the neighborhood for the ITE Trip Generation formulary. The lack of information regarding what kind of change adding this development will have on the corner of Pearl and Islington still has not been provided, along with inaccurate street size for Rock St.

Fire Truck:

It is questionable as to whether a piece of apparatus which needs to be able to reach at least 50' in height will be able to make the corner between buildings B1/B2 and C. It is noticed that the colors needed to assess Fire Truck Turning were added on page 60. This template also shows the fire truck entering through Hill St and exiting onto Hanover toward Rock St. There would be no egress for a fire truck in that direction due to Rock St being one way, Sudbury being one way and Hanover runs into Langdon St which cannot handle a fire truck entering at a right angle. The Fire Truck could turn right onto Rock St and exit via the city owned gate, IF the corner of Rock and Hanover was changed dramatically but not likely considering it too will be a right angle turn.

Making repairs or maintaining the buildings and fire access are concerning: only 8' between Building A and B1, 6.5' between B1 and B2, 6.8' between C and D. How will the fire department get to those inner windows? How will any repairs be done to the buildings? (Please see **"On Street Parking"** for a more realistic idea).

Pedestrian Safety:

Due to fire trucks and the 72 plus vehicles needing to access the sidewalk to maneuver on this site, sidewalk safety is questionable. One way to think about it is, there will be over 332 times that cars and pedestrians will be in conflict on this lot daily, with no curbing to separate them, in very tight quarters. It would be more prudent to have all vehicles exit directly onto Rock St in front of building A (see **"On Street Parking"**). The two way on site driveway may NOT meet the required standard of 24' for more than 7 spaces. It includes the sidewalk on both sides of the driveway as part of the 24' required.

Parking Cars under buildings:

No turning template is shown for building B2, the first garage on the left when entering the driveway. Page 59 shows the template for the second garage in building B2, which in and of itself, looks rather awkward and might be tricky for SUVs. It does seem odd that none of the turning templates start in the actual road but all are shown starting from the removed on street parking areas. Most of the spaces on the plans only show their length but what will the **width be** of the proposed parking spaces be in all these buildings?

On Street Parking:

Comparing page 49 with page 60 it seems a number of parking spaces will be removed by this development to be able to use the driveway as presented. Page 49 shows about 9 spaces between Rock and Parker St on Hanover St. Page 60 shows only 5 remaining spaces once the proposed driveway is added. A lot of this development's overflow parking, due to tandem parking and guests, will likely end up in the spaces on Hanover and in 11 spaces on Rock St by the park.

It would make more sense to remove two spaces on Rock St and have all the vehicles enter and exit there. Both previously presented traffic reports show that there would be **no change in Level of Service** at the corner of Bridge and Foundry Place, even with the highest numbers presented for daily trips, AM and PM trips. This would leave the 4 spaces so desperately needed on Hanover St and would allow for more efficient entering and exiting from this lot and reduce the 65% to 91% increase in traffic in the neighborhood. The existing parking spaces on Rock St were created in 2019 by the city and have a 24' maneuvering aisle. This would allow for more width than most of the streets in the area for two way traffic to the traffic circle. All the spaces could be marked as 3 hour parking to avoid free all day parking and allow families to still park there to visit the Rock St Park and guests to visit other homes in the neighborhood.

Building Elevations:

According to the presented plans page 61, building D will be the same height as building A, that is in no way a step down plan. Building D is also NOT shown in reference to 349 Hanover St, which is a mere 11 to 14' away.

There is about a 3 to 4' grade between Rock St and Hanover St on the South Elevation, page 66. How is that along Rock St on the south end a 0 grade is shown. Why present elevation plans when most don't have the elevations listed on them? Where is the height being compensated for because page 61 shows building A as level to building B along Rock St? The plans show that there is a 1 to 2' grade change along Hanover St, which means those heights may actually be taller than listed.

Landscaping:

Will there be an **irrigation system**? Will it be WiFi controlled to prevent watering when it's raining? The landscaping plan still shows on page 53, plants which will interfere with **sight lines**. FG grow to 4 to 5'. JVE grow to 15 to 20'. QLS grow to 20 to 30' and why would an oak tree be planted in a 5' area next to a house? ICH grow to 3 to 8' tall and 4 to 6' wide. All will block sight lines as cars exit the proposed driveway.

Sediment and Drainage:

The FODs system seems to require not being driven on, in the incorrect direction, per page 78. How will that be controlled in order for the system to be effective?

Will the stormwater on this site be held in retention basins which are tide regulated?

Thank you for your time!

Sincerely,

Elizabeth Bratter

159 McDonough St

Property Owner

From: [Julienne Echavarri](#)
To: [Planning - Info - Shr](#)
Subject: Public Comment for 361 Hanover
Date: Monday, April 28, 2025 4:14:02 PM

My name is Julienne Echavarri and I live at 34 Rock St. I am a direct abutter for this development, which means I will be directly affected by the increased in traffic, noise and air pollution and density that will be caused by the new development. I am not against development and I agree that housing in this lot is better than a parking lot; however, I do not agree with the placement of the main car entrance to the development, especially when the information is based on a traffic study with errors and incorrect information.

The main entrance is between Rock St. (my street) and Pearl St. This will lead to an exponential increase in traffic through my street, which will lead to an increase in noise and air pollution and overall will decrease the safety off our small streets and likely decrease my property value. For this reason, the most important question I want to ask this committee is the following: why did the developer have to seek a variance for the first floor use due to the difference in zoning between the lot and our neighborhood, but does not have to also request a variance/permission for the main car entrance since the zoning for the development is not the same zoning to the zoning of the streets that they will be using for entry? Our neighborhood streets are too small for the increase in traffic and the emergency vehicles like ambulances and fire trucks.

I am very concerned about the increase in traffic through our street that will be caused by the density of this development. Based on the amount of apartments (40 to 48), the amount of trips a day will be an exponential increase.

The development's main entrance should be on foundry place, the street zoned the same as the development. This committee needs to fix the wrong that is being done to the neighborhood.

Julienne Echavarri

To: Technical Advisory Committee, City of Portsmouth
From: Fran Berman, owner, 349 Hanover Street #3
Re: Plans for 361 Hanover Street
Meeting date: April 1, 2025

I am an owner and resident of unit 3 in 349 Hanover Street (Hanover Place Condominium Association or HPCA). I am an immediate abutter to 361 Hanover Street. I have been watching the evolution of the plans for 361 Hanover Street closely and have significant concerns about the impact of this project as proposed on traffic, safety, and emergency vehicle access.

Hanover St. is a narrow one-way street in front of my building, and pedestrians often walk in the street here due to snow and ice on the sidewalks, shrubs that overhang the narrow sidewalks, and trash receptacles left for pickup on the sidewalks. My deeded parking space alongside 349 Hanover Street requires that I back out into Hanover Street with very limited sight lines due to cars parked right up to the edge of my driveway. Additional foot and vehicular traffic from the new residents at 361 Hanover will further reduce safety under the current plan, both for pedestrians and drivers. If this plan goes forward, I request that parking spaces be redesigned along Hanover Street so cars parked on Hanover St. do not block views from our driveways.

Hill Street, which does not even show up on the traffic studies, is a two-way street that runs behind 349 Hanover and ends at the edge of 361 Hanover St. It is a private way at this end of Hill Street, owned by the properties on either side of the street. A **right of way** included in our deeds ensures the residents of HPCA must have vehicle access from Hill Street through the property at 361 Hanover to Hanover Street. The plans presented here do not acknowledge or address this right of way, which appears on the deeds of all of the residents of HPCA. The right of way is especially important to the HPCA residents whose deeded parking spaces are along Hill Street behind 349 Hanover or those whose driveways are accessed from Hill Street. Furthermore, our owners' deeded parking spaces along Hill Street are not shown on any of the 361 Hanover maps, but they significantly reduce the turning radius and street width for any vehicles entering or exiting 361 Hanover from Hill Street. Those vehicles and their location do, however, show up on the site photo included on page 311 of your packet. Even though the main access point for 361 Hanover is shown as Hanover Street in the plans presented here, a secondary access and egress is shown to/from Hill Street. Given the narrowness of that roadway, emergency vehicles (fire trucks, ambulances) and snow plows may well be unable to drive through when our vehicles are parked in their deeded spaces. I believe that this is a major design flaw in this plan and requires a redesign.

I understand that the TAC's oversight is focused on matters of technical concern, but I want to close by stating that the scale and style of this project, and especially of Building D, does not fit with the character of our neighborhood along this part of Hanover Street, which is made up of two- and three-story residential buildings with flat or peaked roofs. The four-story Building D, with its mansard roof, will dwarf the buildings beside it, blocking our light and views. A three-story building on the northwest corner of the lot would be a much better fit with the neighborhood.

Thank you for your attention to these issues.
Fran Berman
349 Hanover St., #3

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: [Julienne Echavarri](#)
To: [Planning - Info - Shr](#)
Subject: Public Comment for TAC - 361 Hanover Project
Date: Sunday, March 30, 2025 12:48:21 PM

My name is Julienne Echavarri and I live at 34 Rock St. I am a direct abutter for this development, which means I will be directly affected by the increase in traffic, noise and air pollution and density that will be caused by the new development. I am not against development and I agree that housing in this lot is better than a parking lot; however, I do not agree with the placement of the main car entrance to the development.

The main entrance is between Rock St. (my street) and Pearl St. This will lead to an exponential increase in traffic through my street, which will lead to an increase in noise and air pollution and overall will decrease the safety off our small streets and likely decrease my property value. For this reason, the most important question I want to ask this committee is the following: **why did the developer have to seek a variance for the first floor use due to the difference in zoning between the lot and our neighborhood, but does not have to also request a variance for the main car entrance to the development since the zoning for the development is not the same zoning to the streets that they will be using for entry?** Our neighborhood streets are too small for the increase in traffic and the emergency vehicles like ambulances and fire trucks.

Finally, based on previous plans, it does not seem like the development will have enough parking for the amount of apartments and residents, not to mention visitors. This will decrease the amount of street parking available for current residents on our own streets, especially since the city decided to abandon permit parking, and the increase in congestion will also make the streets even smaller.

From: [MV](#)
To: [Planning - Info - Shr](#)
Subject: TAC Meeting: neighbor input on 361 Hanover Steam Factory request
Date: Sunday, March 30, 2025 8:53:25 PM

Technical Advisory Committee
City of Portsmouth
1 Junkins Ave. Portsmouth NH 03801

Regarding 361 Hanover Steam Factory LLC request for Site Plan Review Approval and Preliminary and Final Subdivision Approval for property located at 361.

Dear Members

I am a direct abutting neighbor to the 361 Hanover Steam Factory project. After reviewing the plans submitted by the group, I must register my disapproval on several points.

- 1) The Hanover Place Condo Association at 349 Hanover Street has a legally recorded access easement agreement with the property to allow access through the property from Hill Street to Hanover Street, which is not being honored and there is no indication on the 361 Hanover Steam Factory site plan how this easement would be honored.
- 2) The massive size and height of Building D does not fit with the character of the neighborhood. At more than 45 feet tall it is taller than any other building in the neighborhood of residential homes and small apartment buildings.
- 3) There is seemingly not enough space to allow for one of our property owners to be able to back out of her deeded driveway.

Thank you.

Regards,

Mark Vangel

Property owner, 349 Hanover Street Apartment 5

30 Parker Street
Portsmouth, NH 03801

March 31, 2025

Zoning Board of Adjustment
Technical Advisory Committee
City of Portsmouth
1 Junkins Avenue, 3rd Floor
Portsmouth NH 03801

Dear Technical Advisory Committee Members:

As abutters to the proposed development at 361 Hanover, we have serious concerns with the packet submitted by the applicant. This plan fails to address traffic and safety issues we have flagged multiple times in the past, the provided traffic study has large oversights and errors, and other key safety issues are not addressed. As highlighted in various public comments throughout the process, we believe accessing this development via Foundry Place instead of Hanover St. would far better serve to respect and complement the existing pedestrian, parking, and traffic conditions in our neighborhood as well as allaying the majority of our safety concerns. However, this possibility has never been explored or addressed in any material way. Allowing this packet to be approved as-is would jeopardize the safety of our neighborhood and forever alter how we can use the public spaces of our neighborhood. We ask that the following be addressed:

Pedestrian Safety

- **Sight Lines**
 - **The sight lines for the entrance to and from Hanover are closer to the minimum required feet than desired number of feet ([Page 100](#)):** Given that children frequently use these sidewalks to access the playground at Rock Street Park, we would like to see the sight lines exceed the desired distance, not be barely above minimum.
 - **There was no sight line analysis done for cars at the intersection Hanover and Rock for traffic coming from Sudbury.** This is currently a very visible intersection, but with the construction of the new buildings B1 and B2, this will become a very blind intersection. Already, cars blow through the stop signs at the end of Sudbury and where Rock Street meets Hanover when moving westbound.
- **Sidewalks**
 - **Sidewalks on this lot are currently too narrow to push a stroller or use a wheelchair / walker (given the telephone poles that block them).** We can personally attest to this given we have to walk in the road to push our stroller to the playground or when walking with one of our family members who uses a

walker. How can people using wheelchairs and strollers safely use the sidewalks?

- **Trash Collection for Buildings B1, B2, C, and D will exacerbate these issues and make the sidewalks unusable.** Per page five of the application, “Solid Waste for Buildings B1, B2, C and D will be in unit collection with City of Portsmouth curbside pickup.”
- **Nothing is mentioned in this application about any new safety measures for the neighborhood:** Given the much higher volume that will be using these roadways, will the streets be painted with lane dividers? Currently none of them have lane markers given they are quiet residential roads. Will Crosswalks be (re) painted, given how close this is to the park and playground?

Traffic

- **Key Intersections are Not Analyzed:**
 - **Pearl St / Islington St intersection not accounted for (Pg 78):** Given the traffic will be using this to go to and from the development to Islington, and Islington can be difficult to turn onto, this seems like an oversight
 - **Parker St not accounted for in the traffic study.** Assuming only usage of Pearl street to get to Islington seems incorrect. Anecdotally, people don't go all the way up to Bridge to get to Islington (pg 78). Often, cars speed up Parker Street because Pearl Street can get backed up. This results in cars backing up on Parker Street waiting to turn onto Islington.
- **The Traffic Study also contains errors and questionable assumptions**
 - **The measured width of Rock Street is incorrect in the existing conditions.** From [page 75](#) of the packet, *“The one-way roadway segment is approximately 28-feet in width with on-street parking along one side”* In the one way portion between Islington and Hanover, it is much narrower than 28 feet wide.
 - **There are different numbers listed for vehicles per hour:** We have broken this out into a separate section below
 - **The Calculated number of required parking spots (page 3) assumes 40 units, but the applicant has listed between 40-48 units (page 78):** Which number of units were used for the traffic study?
 - **Existing Conditions measured in August 2024 may be artificially low due to the closure of Maplewood Avenue for Construction:** Maplewood is normally a key road to access Route 1, I-95, and the shops on Woodbury Ave. With Maplewood being closed, many in the neighborhood, including ourselves, did not use Hanover to exit the neighborhood and instead exited onto Islington to access Bartlett Street to go onward to Route 1, Woodbury, and I-95
 - **Assuming 30mph speed limit misrepresents the way traffic can move safely along these streets** (other parts of the study indicate traffic on average moves slower than this). If 30mph was used to calculate flow, this would lead to incorrect conclusions

- **Vehicles Per Hour (VPH) during peak**
 - **There are discrepancies in the packet of what the number of VPH during peak.** [Page 72](#) says 38 VPH during weekday morning and 41 in weekday evening, yet [page 79](#) says 54 VPH in the morning and 42 VPH in the evening. What are the correct numbers?
 - **The high VPH will change the walkability, safety, and character of the neighborhood.** If one assumes the higher VPH of 54 in the morning, that is a car every 66 seconds, or every minute. In the evening, 42 VPH will result in a car every less than every minute and a half (85.7 seconds). This would absolutely change the safety and walkability of this neighborhood. It would also lead to the neighborhood feeling very busy and no longer quiet and residential.

Parking

- **No Parking Study was done.** Given how tight parking is in our neighborhood, this seems to be a glaring oversight. People already speed and circle the neighborhood desperately looking for a spot.
- **People who don't have deeded spots will park in the neighborhood since there is no pedestrian access from the Foundry Place Garage to the proposed development.** Given there could be up to 96 resident cars (2 cars per unit in a 48 unit development), along with guests and service providers, and only 71 spots, this will add dozens of cars to the neighborhood competing for parking
- **Parking on Rock Street by the Park Will Become Unavailable:** Currently people can use this parking to go to the park. It seems likely these spots will be heavily contested and likely to be permanently occupied with cars from these residences (as opposed to the more ephemeral/temporary short term parking as it is used now)
- **What happens to existing parking on Hanover Street between Rock and Pearl?** Currently there is street parking on Hanover between Rock and Pearl. Does this parking remain or go away? Given the tight configurations to turn from Pearl into this new development, this seemed like it could be removed, further exacerbating parking issues.

Other Safety and Legal Issues

- **Trash Collection appears problematic:**
 - As mentioned above, Trash for buildings B1, B2, C, and D will block the sidewalks (again making it unusable for those using strollers) - Pg 5.
 - For Building A, it is not clear how the trash room is accessed. Will a trash truck fit in and out of the narrow entry from Hanover?
- **Fire Safety:**
 - Given the narrow entry from Hanover and the large retaining wall on Foundry, how does a firetruck get in there safely? Both to dog leg into the building, and inside tight courtyards. Especially to Building A.
- **Flooding and Snow:**

- There is very limited greenspace in this lot. What are the plans for drainage and disposing of storm water?
- How will snow be removed on this site?
- **This design leverages City Land that it does not actually have any legal access to:**
 - Drawings show access to building expansion (page 310) on land that is currently owned by the city. As of March 19, 2025, the applicant had not filed any proposal to the city to acquire access to this land
 - Landscaping shows trees on land along rock street that is also currently city owned

Conclusion

We remain hopeful that thoughtful development can occur that does not jeopardize the safety and character of our neighborhood. However, the current packet does not allay our safety concerns. As citizens, we have provided feedback in four separate ZBA letters and welcome the opportunity to have our feedback meaningfully incorporated by the development team (note that this design has not actually been in front of the planning board for public review - July 18, 2024 did not allow public comment). We believe this current design will do irreparable harm to the neighborhood safety, and we cannot endorse it as is.

Thank you for your time and your service to the city and its residents.

Sincerely,
Kathryn "Kate" Waldwick
Bryn Waldwick

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](#)