

From: [Susan von Hemert](#)
To: [Planning Info](#)
Subject: 635 Sagamore Road Abbutor Reply TAC Meeting
Date: Wednesday, March 27, 2024 6:08:27 PM

TAC Committee:

I am writing to voice our concerns about the proposed 4 unit development at the above stated address. We have several concerns about the engineering design and proposed construction of these units.

First, the site plan is significantly changed from what the zoning board was presented with. At that time, several of us voiced concerns that the parcel was not adequate enough nor does it meet the requirements for land use (they used our Tidewatch condos as 117 units instead of 47 units on 60 acres that more than adequately meet the criteria).

The land is shown to be a granite ledge that the developers propose to blast out, severely damaging the terrain and could potentially disrupt our well and adjacent properties. Taking out the large stand of trees also would cause erosion problems not only on the Tidewatch access road but impacting the runoff to Sagamore Creek. The developers have stated they will create a buffer zone however it will be impossible to replant 60-80' trees to hold the soil in place.

They additionally propose an annual drainage assessment however there is no mention of who will administer this plan and hold the developers accountable should problems occur.

Additionally, the traffic coming off the hill on Sagamore Road has very limited visibility and would cause issues with additional cars coming out of the proposed driveway with little view of oncoming traffic.

We believe that this plan should be declined in the best interest of the environment and safety of the area.

Susan and Phil von Hemert
579 Sagamore Avenue #42
Portsmouth, NH

Meeting: TAC
RE: 100 Durgin Lane
Date: May 7, 2023

Dear Members of the Technical Advisory Committee,

April 30, 2024

The Noise Analysis presented included many excellent details. A couple of questions not found in the report but may have been completed to be able to provide the Leq. Was model calibration done in which actual noise and traffic counts were verified vs Leq results? Were future projected noise levels calculated? Why was the north “park” not included for a sound wall since it too shows an Leq of 70 dBA and it appears closer to the Spaulding? Windows installed higher than “normal”, awning windows or no windows facing the highway would also help with reducing interior noise.

(pg 2 of 11 in report, pg 160 of proposal)

(pg 7 of 11 in report, pg 165 proposal)

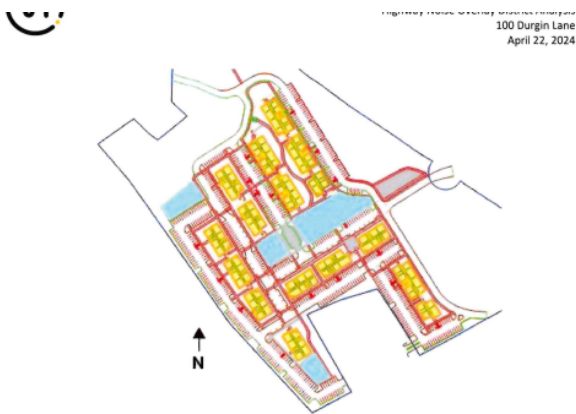


Figure 1. The proposed layout of 100 Durgin Lane with residential buildings (highlighted in yellow) and common outdoor areas (highlighted in blue).



Figure 4. Unadjusted 60, 65, and 70 dBA noise contours (5 ft elevation) overlaid upon the Project site diagram based upon Year 2022 traffic data.

The amount of **traffic**, heading toward Pease to go to work and the need to make a U-turn when leaving the Motel 6 parking lot, may need to be considered. This issue along with other traffic issues could be resolved IF the access road were made one way ONLY, starting at the end of Motel 6 parking lot to the beginning of the proposed development. All the rest of the roads could remain two way, going to Home Depot, Hampton Inn, Pepboys and Whole Foods. The Motel 6 parking lot could remain two way for its patrons.

The proposed design plan has a lot of greenspace. It could help to see an overlay of the “Impervious Surface Reduction Exhibit” (pg 140). Buildings 11,10 and 13,12 could be moved southward to get the parking lot out of the 100’ Wetland Buffer and flip flop the design to put the green space on the outer side of the lot adjacent to the wetlands (C-301). This would create a continuous greenspace from the northern park along the wetlands. There is a retaining wall in the **50’ wetland buffer** which might be able to be eliminated if the parking were moved closer to the buildings and the buildings were moved, even a little, toward the center of the lot. *When living in the upper floors the view would be more pleasant as a parking lot, greenspace, wetlands, then greenspace, a parking lot and then a wetland.* The windows on the first floor could be installed higher or be awning windows to eliminate headlight glare. The spaces being “rear in parking only” could also help.

Were a **dog park** to be proposed, it could be considered to be as far away as possible from unfiltered storm drains and the wetlands, since dog feces is becoming a serious issue in many waterways in the seacoast.

Sincerely,
Elizabeth Bratter,
159 McDonough St, property owner