

Colonial Durham Associates (CDA)
Trafficking Fantasies

May 14, 2021

Adapted from April 28, 2021
Public Comment at
Planning Board Public Hearing

Joshua Meyrowitz, 7 Chesley Drive, Durham, NH

Prof.Joshua.Meyrowitz@gmail.com ^(c)

CDA Traffic Impact Studies & CDA comments “disappear” the increase in multiple forms of TRAFFIC that would occur as a consequence of adding 258 student tenants & their guests to the Mill Plaza.

Traffic impact from adding 258 student residents to the Mill Plaza site should “not be...taken into consideration for this application because the residents won’t be parking on site. We’re really talking about [added traffic impact only from] 25,000 sf of commercial.”

– CDA’s Sean McCauley, [Oct 14 2020](#), 9:53 pm

Has the Board studied homes/paths *adjacent* to Plaza and observed & recorded student WEEKEND night life on Main St & Madbury Commons, such as from spots below (as requested in Oct 2020)?
Will you do it now BEFORE the end of Spring Semester 2021



Pauly's Pocket Deck on Main St



Hop 'n' Grind table at Madbury Commons

***Is the “peak hour” for “projected pedestrian trips”
on Saturday really midday,
as the Traffic Studies presented to the Board claim?***

“With respect to the request for projected pedestrian trips, we will utilize the same methodology that was followed for the weekday pedestrian traffic generation from the revised development to provide that information during the **Saturday midday period.**” – [Applicant Response to Peer Review 4-19-21](#), p. 3

“The traffic data collected included both weekday evening and **Saturday midday peak-hour turning movement counts** (TMCs) and a 24-hour automatic traffic recorder (ATR) counts.... **It is expected 133 pedestrian trips will be generated during the weekday evening and Saturday midday peak hours.** – Tighe & Bond, [Updated Traffic Study](#) 4-19-21, p. 3 (of 251 pages)

BUT the “liveliest” time of steady student flow is Saturday night, 11:30pm to 1:30am



Oct 11 2020 1:02a



Oct 11 2020 12:23a

Such “action” would be in store for families abutting Mill Plaza if 258 students are allowed to move in.



Oct 10 2020 11:47p

Main Street



Oct 10 2020 11:57p

Madbury Commons

***Simple observation indicates that SATURDAY
“peak hour for student traffic” is NOT midday!***

The student movement peak is between 11:30 pm and 1:30 am. That is the time that must be studied (when UNH is in session) to see what the external impacts would be on abutting properties and the neighborhood if 258 student beds were to be added to the Plaza.

**MADBURY COMMONS
“The march to Main Street”
Sat, Sept 26, 2020, 11:49 pm**

[YouTube video](#) (11 secs) →

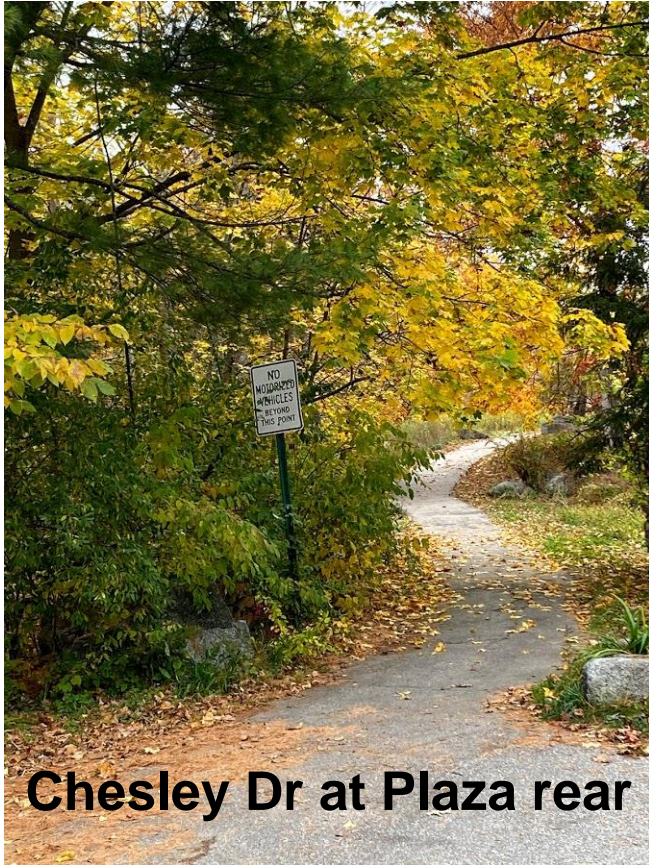


[YouTube Link](#)

Madbury Commons, Sunday, Oct 11 2020 12:23 am (00:30)

CDA Traffic Study Omits Pedestrian & Vehicle Impact on Surrounding Neighborhoods

Student tenants will no doubt quickly figure out that the simplest car access to their apartments (for dropping off people and goods and pickup of people) will be through:



These & other adjacent neighborhood impacts need to be addressed in a traffic analysis.

Compare/Contrast Main & MadCom to Mill Plaza ([video](#)) late on weekend nights



“External impacts: The external impacts of the proposed use on abutting properties and the neighborhood shall be no greater than the impacts of adjacent existing uses or other uses permitted in the zone. **This shall include, but not be limited to, traffic, noise, odors, vibrations, dust, fumes, hours of operation, and exterior lighting and glare.**” [Conditional Use](#)

For decades, the Plaza has been a buffer from sights & sounds & late-night activity from existing uses on campus, Main St, & beyond. 258 student beds in Plaza would change that.

**The Planning Board has been sent 707 pages
on Traffic Impact Analyses and sat through hours of oral presentation**

Tighe & Bond, [Traffic Study 7-31-20](#) (11 MB), Christopher Granatini, 202 pages

Tighe & Bond, [Updated Traffic Study 8-20-20](#) (8 MB), Christopher Granatini, 243 pages

RSG, [Peer Traffic Review 3-19-21](#) (177 KB), Erica Wygonik, 6 pages

Tighe & Bond, [Applicant Response to Peer Review 4-19-21](#) (150 KB), 5 pages

Tighe & Bond, [Updated Traffic Study 4-19-21](#) (12 MB), Christopher Granatini, 251 pages

Wednesday, [October 14, 2020](#), starting 9:51pm

Wednesday, [April 28, 2021](#), starting 9:01pm

Yet, none of the above has looked at what residents have been asking for and what would need to be known to assess conditional use compliance.

In CDA's Traffic Impact Study, 258 students & their visitors miraculously teleport into & out from off-site street *crosswalks* – without MOVING *THROUGH* PLAZA from/to their beds.



Where is the study of:

- Foot traffic
- Bike traffic
- Skateboard traffic
- Scooter traffic
- Motorbike traffic
- Motorcycle traffic
- Uber/Lyft traffic



Main Street Housing



Madbury Commons Oct 11 2020 12:10a

As has been requested by residents since at least mid-August 2020:

The Planning Board should study all increases in *all* types of student tenant traffic, both within Plaza Site – AND in adjoining neighborhoods – to assess Conditional-Use impacts

Public Hearing on Mill Plaza, [April 28, 2021](#), 11:04 pm+

after members of the public spoke about (and I showed video of) late-night student pedestrian activity

Board Member James Bubar – “I guess I’m a little concerned about whether our consultant seriously looked at the pedestrian traffic numbers. We’ve heard various public comments tonight that suggest there’s going to be more pedestrians than I think maybe was in the study. I guess I’d like to hear again, uh, she’s comfortable with the study, as it relates to pedestrians.”

RSG Consultant Erica Wygonic – “I think the public raised some interesting questions, and I appreciated the documentation of the nighttime activity. It’s definitely a tricky situation. From a *traffic* perspective, the pedestrian activity in the late hours is probably not much of a concern in terms of the, you know, the vehicular volumes are so low that even if the pedestrian volumes are quite high, the overall pedestrian levels are not expected to be a problem and that tends to be the lens, you know, the standard guidelines of traffic analysis focus on that, for better or worse. **I feel like the pedestrian at those late hours is really more of a noise concern, a safety concern.** And I don’t think that activity, it’s not something traditionally we’d look at in terms of concerns about capacity, congestion, adequate infrastructure, which is the lens that we, you know, is the framework that we examine for transportation through. I don’t know. I don’t know if that helps.” [bold added]

James Bubar—“It explains the review.... I don’t know that we have a clear direction on the implications of 258 students in the Plaza.”

Methods not matched to the questions at hand

The Planning Board has now read and heard extensive information on the results of detailed “traffic” studies that apply methods that cannot yield the data that is most relevant to a Conditional Use analysis of the CDA Site Plan in terms of impact on abutting properties and the neighborhood.

You are now in the position a patient in possession of reams of detailed electro-cardiogram data, when the question you need to know the answer to is whether you have a broken leg.

Where is the data that residents have been requesting for months in terms of what would most affect the neighborhood? This was an issue that I and others were prepared to raise (once more) on January 27, 2021, when you were discussing and voting on what additional traffic information to gather. But the public was not allowed to speak until 11pm, long after you advanced and voted on the traffic-related motions. Now, three months later, Rick Taintor reports to you at about 11:10 pm on April 28 that “This [pedestrian impact on the neighborhood] is not what we asked the study to do.”

“Site plan reviews for other large downtown student housing projects – Madbury Commons, at 21 Madbury Road, with 525 beds, and Orion (25-35 Main Street), with 197 residents – required pedestrian traffic studies.

Those can be viewed at the Planning Board’s website for completed projects. Why has the Planning Board NOT required a pedestrian traffic study for Mill Plaza?

I hope that at the May 19th meeting dedicated to the Mill Plaza application the Board will discuss and agree to requiring such a study. To omit this data would be a sore lapse.”

[Robin Mower 5-3-21](#)

Another persistent omission, first mentioned by residents in March 2020!

ARTICLE VII:
CONDITIONAL USE PERMITS

“a sign measuring two by three (2 x 3) feet shall be placed on the property by the applicant not less than ten (10) calendar days prior to the time of the public hearing by the Planning Board. The sign shall remain on the property until the conclusion of the public hearing. This sign shall be **visible from the most heavily traveled street right-of-way adjacent to the property.** The sign shall state the date of the public hearing, the time, the location and the action to be considered.”



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