



200 Griffin Road, Unit 3, Portsmouth, NH 03801
Phone (603) 430-9282 Fax 436-2315

10 May 2023

Mr. Rick Chellman, Planning Board Chair
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

RE: CUP Parking Approval Request at 238 Deer Street, Mixed Use Site Development with Micro-Units

Dear Chair Chellman and Planning Board Members:

On behalf of 238 Deer Street, LLC we submit herewith the attached information to support the Application for Conditional Use Permit under Section 10.1112.141 of the Portsmouth Zoning Ordinance. At this site, in the same circumstances, on February 18, 2021, a Parking Conditional Use Permit was approved by the Portsmouth Planning Board. The approval was extended in 2022, however a second extension is not allowed and the permit expired. The Conditional Use Permit application is hereby re-submitted for a new approval. The project was submitted to the Technical Advisory Committee to confirm the calculated parking demand, and at its meeting on May 2, 2023, the TAC Committee recommended approval to the Planning Board subject to the following:

1. The applicant shall update the Parking Demand Analysis using land use code 221 for the residential and include the first floor commercial in the analysis

Included in this submission is a Revised Parking Demand Analysis, attached after this letter, and in front of the prior version submitted to the Technical Advisory Committee, which has been included for reference.

The 238 Deer Street project will provide much needed micro housing units to the Portsmouth downtown. This proposed new building will add 21 additional housing units, all under 500 square feet in size. The units are shown on the attached Architectural Plan(s). The minimum parking required for this project, under the Portsmouth Ordinance, is 11 spaces. Due to site constraints (a lack of space to get to a potential basement parking level), the only parking that could be provided would have to be at first floor level; which would not allow for a vibrant commercial first floor use. 238 Deer Street, LLC proposes to provide no on-site spaces. Pursuant to Portsmouth Ordinance Section 10.1112.52, a Conditional Use Permit may be granted to permit less than the minimum parking required, and that is our request for this project. The Site Plan approval has been extended, and is still valid, for the project.

The following plans, showing the site and features from the approved site plan set, are included in our submission:

- Cover Sheet – This shows the Development Team, Legend, Site Location, and Site Zoning.
- Existing Conditions Plan C1 – This plan shows the current site improvements on the property.
- Site Plan C3 – This plan shows layout of the proposed features.
- Architectural Plans A1 and A2 – These plans show the proposed building floor plans.
- Architectural Plans A7 – This plan shows the proposed interior unit layout

We look forward to the Planning Boards review of the Parking Conditional Use Permit submission, and we respectfully request the Board grant the requested approval. We look forward to an in-person presentation at the May 18th Planning Board Meeting. Thank you for your attention to this matter.

Sincerely,



John R. Chagnon, PE
238 Deer Street Team

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200 Griffin Road, Unit 3, Portsmouth, NH 03801
 Phone (603) 430-9282 Fax 436-2315

10 May, 2023

Proposed Parking Demand - REVISED
Mixed Use Site Development
238 Deer Street
Portsmouth, NH

The purpose of this calculation is to identify the proposed parking demand under the Portsmouth Ordinance and other sources generated by the mixed-use site development at 238 Deer Street. Currently the property has a one-story building with one commercial unit. The proposed plan is to remove the existing structure and construct a 3-story building with first floor commercial uses and 21 micro-units above the first floor.

In developing the expected parking demand Ambit Engineering - Haley Ward considered the standard rates as outlined in the City of Portsmouth Zoning Ordinance under Section 10.1112.31 *Parking Requirements for Residential Uses*. Also, this application will look at demand based on ITE industry data, as a back-up. The parking demand, based upon the number size of the dwelling units in the proposed building, is summarized below:

Parking Demand Portsmouth Ordinance

<u>Unit Size</u>	<u>Parking Spaces Required</u>	<u># of units</u>	<u>Parking Spaces Required</u>
< 500 SF	0.5 per unit	21	10.5 Spaces
Visitor	0.2 per unit	21	4.2 Spaces

Total required: 15 Spaces

In the Downtown Overlay District, the number of required parking spaces is reduced by 4 spaces to 11 spaces. Based on the calculation there is an anticipated requirement for 11 parked vehicles with this project. U.S. Census Bureau information on means of travel for residence of Portsmouth shows that approximately 7.7 percent of Portsmouth residents travel to work via walking or biking and 1.4 percent of Portsmouth residents utilize public transit services to travel to/from work. We can assume that some of this population may not have, or need to have, a vehicle. Based on this data a reduction of 9 % in parking demand could be expected, thus reducing the actual demand to 10 vehicles.

Parking Demand ITE

In developing the expected Parking Demand, Ambit Engineering – Haley Ward considered the standard Parking Demand rates and equations published in the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition. The land use category required for the revised analysis is Multifamily Housing (Mid Rise) (ITE Land Use Code 221). The land use category for the speculative first floor retail / commercial space has been chosen as an Apparel Store (ITE Land Use Code 876). Please note that the ITE Rates are for peak periods of demand; the Multifamily Housing residential being the 10:00 PM to 5:00 AM time period, where surrounding available parking is at its peak. The ITE rates utilized in this study for the residential units are per-bedroom rates, as all of the units will be one-bedroom units. The ITE rates vary from 0.11 per unit (off peak) to 0.87 per unit (peak) for units in a city center core and general urban / suburban (no nearby rail transit), with an average of 0.75 spaces per unit. The parking demand, based upon the number of bedrooms in the building and the speculative retail space is summarized below for the **Average Peak Period of Parking Demand**:

Parking Demand Summary - PROPOSED

Peak Period of Demand

Multifamily Housing (Mid Rise) (0.75 / unit)	<u>0.75 x 21 units = 16 vehicles</u>
Apparel Store (1.13 / 1000 GFA)	<u>1.13 x 3.300 GSF = 4 vehicles</u>
Total Parking Spaces required	<u>20 vehicles</u>

We look forward to the Planning Board’s review of the Revised Parking Demand Analysis.

Please feel free to call if you have any questions or comments.

Sincerely,



John R. Chagnon, Project Manager
Ambit Engineering – Haley Ward
603-766-2988

Land Use: 221 Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence. Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one general urban/suburban study site), a Saturday (two general urban/suburban study sites), and a Sunday (one dense multi-use urban study site).

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	100	100	100
5:00 a.m.	94	99	–
6:00 a.m.	83	97	–
7:00 a.m.	71	95	–
8:00 a.m.	61	88	–
9:00 a.m.	55	83	–
10:00 a.m.	54	75	–
11:00 a.m.	53	71	–
12:00 p.m.	50	68	–
1:00 p.m.	49	66	33
2:00 p.m.	49	70	40
3:00 p.m.	50	69	27
4:00 p.m.	58	72	13
5:00 p.m.	64	74	33
6:00 p.m.	67	74	60
7:00 p.m.	70	73	67
8:00 p.m.	76	75	47
9:00 p.m.	83	78	53
10:00 p.m.	90	82	73
11:00 p.m.	93	88	93

Additional Data

In prior editions of *Parking Generation*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Ratio	
		Per Dwelling Unit	Per Bedroom
Center City Core	Within ½ mile of rail transit	1.1 (15 sites)	1.0 (12 sites)
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (39 sites)	0.9 (34 sites)
	Not within ½ mile of rail transit	1.2 (65 sites)	0.8 (56 sites)
General Urban/ Suburban	Within ½ mile of rail transit	1.5 (25 sites)	0.8 (12 sites)
	Not within ½ mile of rail transit	1.7 (62 sites)	1.0 (39 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Oregon, Virginia, Washington, and Wisconsin.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Numbers

21, 209, 247, 255, 277, 401, 402, 419, 505, 512, 522, 533, 535, 536, 537, 538, 545, 546, 547, 575, 576, 577, 579, 580, 581, 583, 584, 585, 587

Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: Center City Core

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

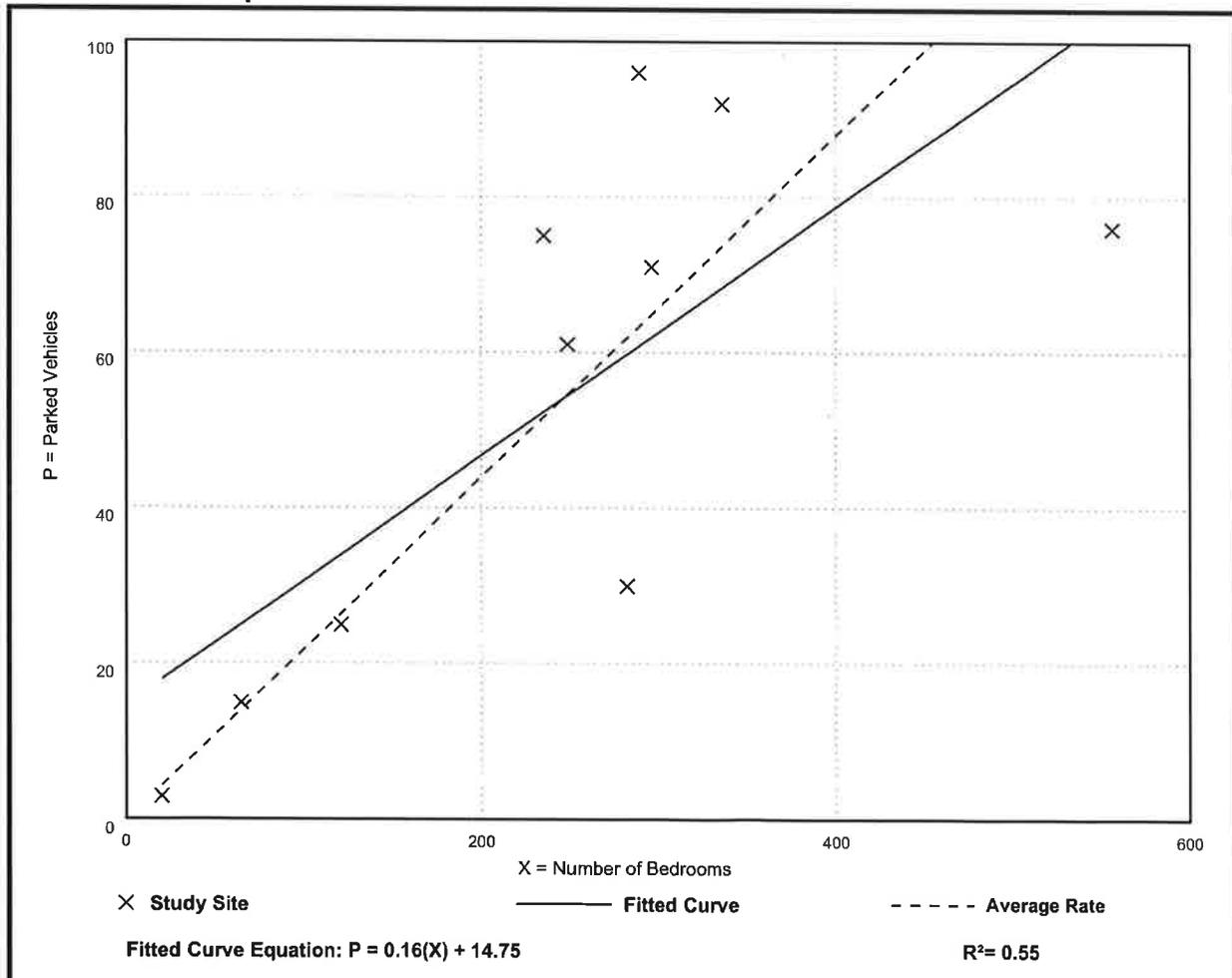
Number of Studies: 10

Avg. Num. of Bedrooms: 244

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.22	0.11 - 0.33	0.19 / 0.32	***	0.08 (36%)

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

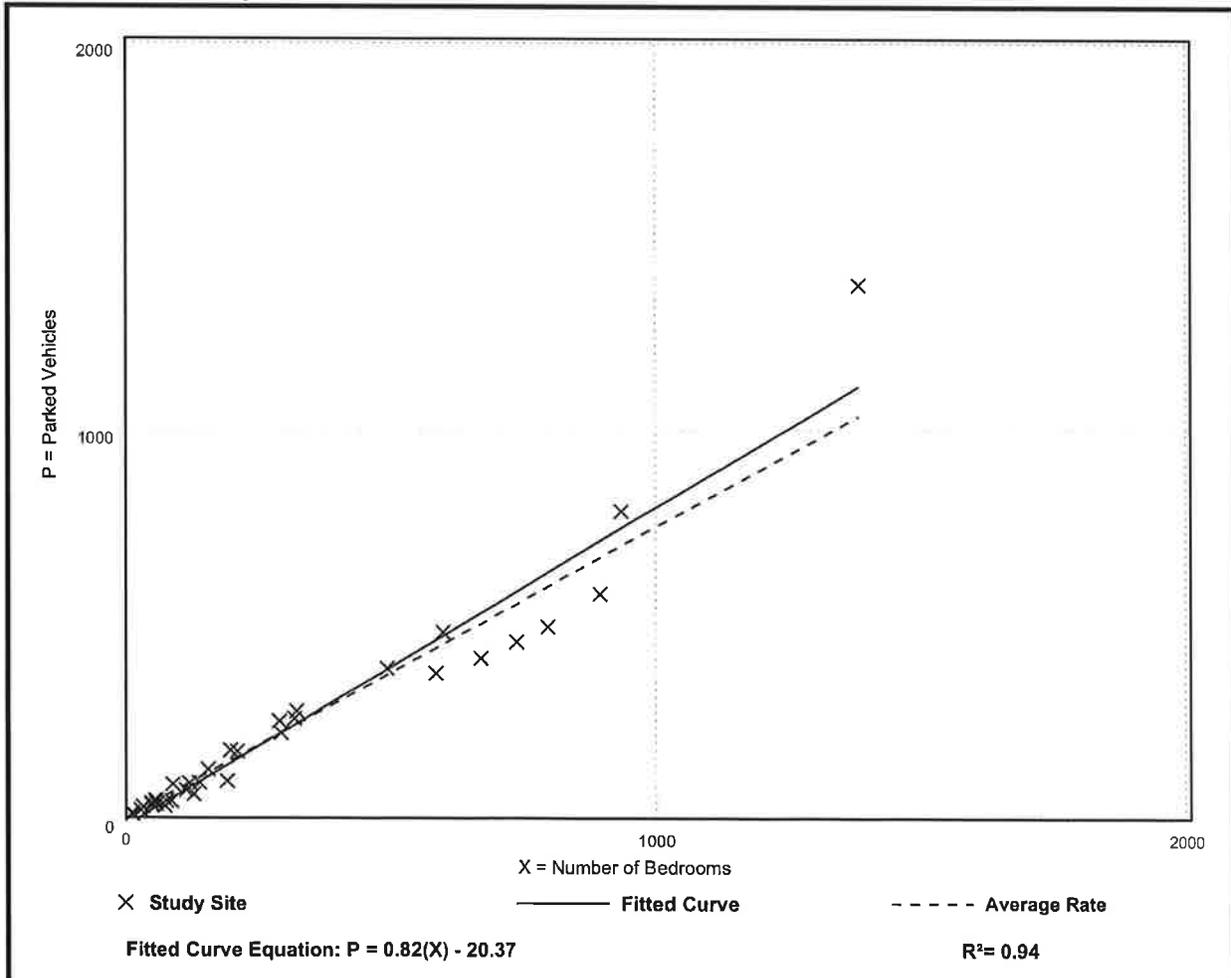
Number of Studies: 35

Avg. Num. of Bedrooms: 294

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.75	0.41 - 1.00	0.65 / 0.87	0.70 - 0.80	0.15 (20%)

Data Plot and Equation



Land Use: 876 Apparel Store

Description

An apparel store is an individual store specializing in the sale of clothing.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at one study site in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	–
5:00 a.m.	–
6:00 a.m.	–
7:00 a.m.	–
8:00 a.m.	–
9:00 a.m.	–
10:00 a.m.	–
11:00 a.m.	–
12:00 p.m.	–
1:00 p.m.	82
2:00 p.m.	88
3:00 p.m.	100
4:00 p.m.	65
5:00 p.m.	65
6:00 p.m.	47
7:00 p.m.	59
8:00 p.m.	47
9:00 p.m.	–
10:00 p.m.	–
11:00 p.m.	–

Additional Data

The average parking supply ratio for the two study sites in a general urban/suburban setting with parking supply information is 8.2 spaces per 1,000 square feet GFA.

The sites were surveyed in the 1980s in New York.

Source Number

Apparel Store (876)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 1:00 - 3:00 p.m.

Number of Studies: 1

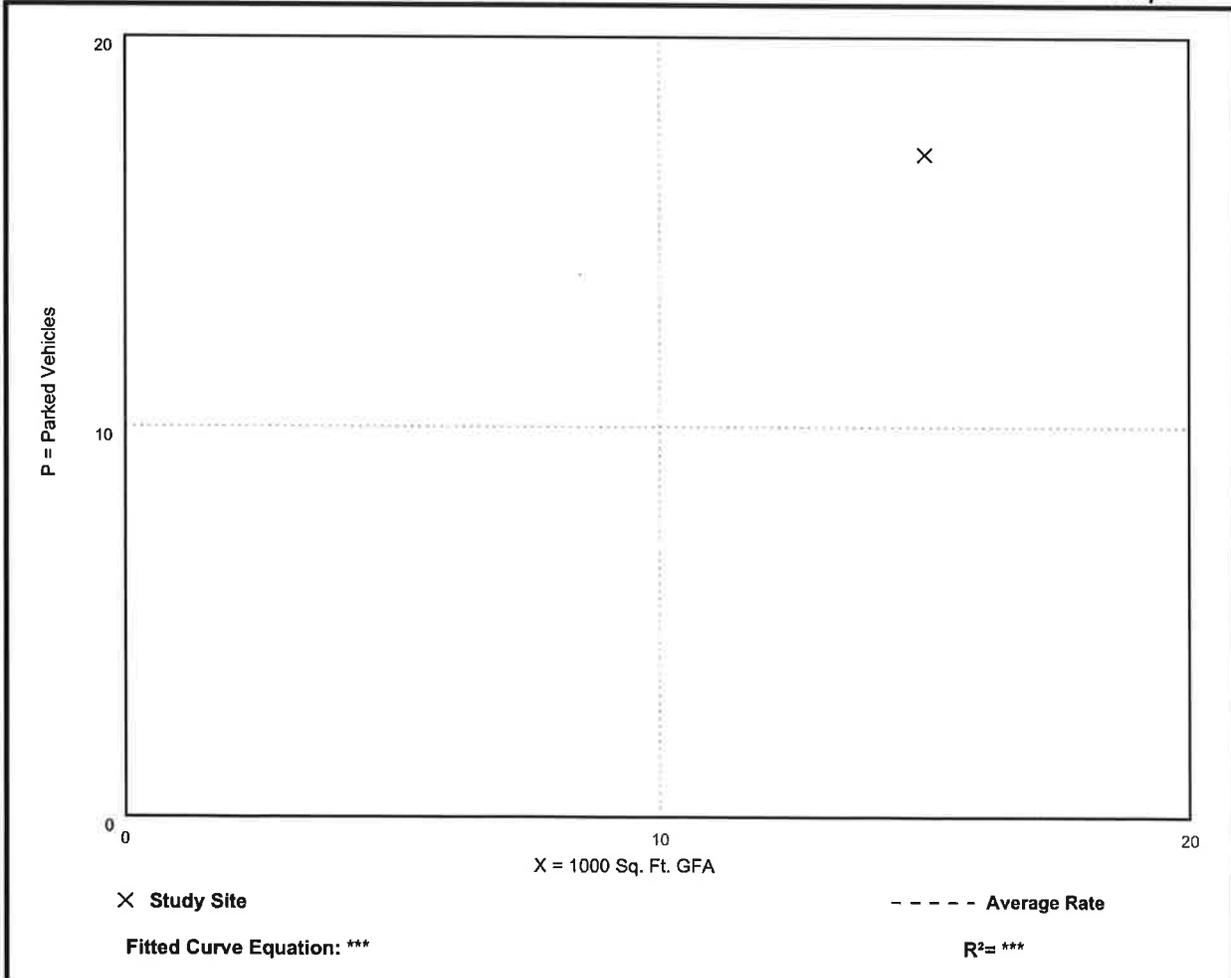
Avg. 1000 Sq. Ft. GFA: 15

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.13	1.13 - 1.13	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size





CELEBRATING OVER 35 YEARS OF SERVICE TO OUR CLIENTS

LIZABETH M. MACDONALD
JOHN J. RATIGAN
DENISE A. POULOS
ROBERT M. DEROSIER
CHRISTOPHER L. BOLDT
SHARON CUDDY SOMERS
DOUGLAS M. MANSFIELD
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ELAINA L. HOEPPNER
WILLIAM K. WARREN
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RETIRED
MICHAEL J. DONAHUE
CHARLES F. TUCKER
ROBERT D. CIANDELLA
NICHOLAS R. AESCHLIMAN

April 26, 2023

Rick Chellman, Chair
City of Portsmouth Planning Board
1 Junkins Avenue
Portsmouth, NH 03801

Re: 238 Deer Street Conditional Use Permit

Dear Chair Chellman and Members of the Planning Board:

On behalf of 238 Deer Street, LLC, we submit the Application for Parking Conditional Use Permit. The applicant seeks approval to allow no off-street parking where eleven spaces are required under the ordinance. As the Board recalls, the applicant was first here on this project in 2021, when we sought the same relief based on the fact that site constraints, specifically, a lack of space to get to a basement parking level, prohibited us from constructing on-site parking. The Board at that time granted our approval and as a condition of approval called for us to provide leased parking spaces off site for a finite period of time. That approval expired in February of 2023 and because the applicant has a firm desire to construct the project, the applicant is now before you again with updated data showing the availability of off-street parking and supporting our request for approval. In support of our application, we submit the following:

- Analysis providing evidence that the approval criteria are met; and
- Site Plan Set

As with the applicant's presentation in 2021, the evidence we provide satisfies the ordinance criteria and the Board is in a position to grant this threshold approval which will enable the construction of needed micro unit housing. Further, the evidence which exists in 2023 and which reflects post pandemic circumstances shows certainty that there is now monthly pass parking available in the Foundry Parking Garage immediately adjacent to the project and that if for some reason a monthly pass is unavailable for an occupant at any given time, that adequate reserves of parking, both public and private exist within walking distance of the project.

For these reasons, we ask that the Planning Board approve our request as presented. We will be pleased to present this evidence to the Planning Board on May 18, 2023 and following on

DONAHUE, TUCKER & CIANDELLA, PLLC
16 Acadia Lane, P.O. Box 630, Exeter, NH 03833
111 Maplewood Avenue, Suite D, Portsmouth, NH 03801
Towle House, Unit 2, 164 NH Route 25, Meredith, NH 03253
83 Clinton Street, Concord, NH 03301

Rick Chellman, Chair
April 26, 2023
Page 2

our May 2, 2023 presentation of the parking demand analysis to TAC.

Sincerely,

DONAHUE, TUCKER & CIANDELLA, PLLC

A handwritten signature in black ink that reads "Sharon Cuddy Somers". The signature is written in a cursive, flowing style.

Sharon Cuddy Somers
ssomers@dtclawyers.com

Enclosures

cc: 238 Deer Street, LLC
John Chagnon, PE, LLS, Ambit Engineering

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ANALYSIS SHOWING EVIDENCE THAT ZONING ORDINANCE CRITERIA ARE MET:

The criteria are as follows:

10.1112.141. See attached Parking Demand Analysis (*Exhibit A*), dated April 17, 2023, to be reviewed by TAC on May 2, 2023.

10.243.21 Please note that the relief sought pertains to off-street parking, and not design, height or scale of structures. Consequently, the remarks below are tailored to respond to points of off-street parking.

The nature and intensity of the proposed use or activity of micro unit residential use with no corresponding on-site parking will complement the character of surrounding development and will encourage the appropriate and orderly development and use of land in the surrounding area.

The mixed-use proposal will complement the existing character of the surrounding development which consists of a variety of residential, office and commercial space. The smaller nature of the residential units and the ability to access nearby services without the absolute need of having a vehicle are both factors which are consistent with the housing goals in the Downtown Overlay District, especially in the Urban Core and will encourage the orderly development of the surrounding area. Further, for those tenants who do wish to have a car nearby for occasional use, the Foundry Parking Garage has monthly passes available. Such monthly passes are not guaranteed however at any given time, but nearby public surface lots or spaces available in some nearby private lots ensures there is off street parking available even if the Foundry is not available when a specific monthly pass is sought. (*See Exhibit B, Google Earth Map of Site; and Exhibit C, Chart Listing Available Parking*).

10.243.22: All necessary public and private services will be available and adequate to serve the proposed use.

Residential tenants will be based in the heart of the downtown with easy pedestrian and bicycle access to a variety of services, and possibly employment, and which may eliminate the need altogether of having a car. For those tenants who do wish to have a car, they can arrange for off-street parking in the nearby municipal surface lots or garages, all of which have adequate space. Private services, such as spaces on private lots paid for by the occupant, ride share, uber, or short-term car rental, may also be available or become available in the future as housing and transportation needs in the downtown continue to evolve.

10.1112.142. Evidence Based Measures to reduce parking demand.

An application for a conditional use permit under this section shall identify permanent evidence-based measures to reduce parking demand, including but not limited to provision of rideshare/micro transit services or bike share station(s) servicing the property, proximity to public transit, car/van-pool incentives, alternative transit subsidies, provisions for teleworking, and shared parking on a separate lot subject to the requirements of 10.1112.62.

The 238 Deer Street project proposes micro-units (units under 500 sf in floor area) which by their very nature will decrease parking demand, as their small size will attract occupants who wish to minimize to the extent possible housing costs while at the same time providing immediate access to the City. The 238 Deer Street project contains dwelling units which are well suited to occupancy without a vehicle.

Parking demand is reduced by the site's proximity to available public transportation as well as pedestrian and bicycle destinations. Attached is an exhibit which shows that the site is near numerous Coast Bus stop locations. (*See Exhibit D, Bus Stop Map*). The Site Plan calls for the placement of 5 bicycle racks on site, with other racks available on adjacent public spaces. (*See Exhibit E, Bike Rap Map*). Downtown Portsmouth as well as the West End are a short bicycle ride from the location. The site is near the available shops and work opportunities in downtown Portsmouth, well within a 5–15-minute walk, with accommodating sidewalks in place. Immediately adjacent to the site is the Cove Workspace office building, where remote office locations are grouped in easily rentable individual pods providing teleworking opportunities. The trend in telework is a growing dynamic. The attached comparison of the 2010 and 2020 Portsmouth Census Data shows that significantly more people are either carpooling or working from home (telecommuting). (*See Exhibit F, Census*). The city is also served by a robust Uber service, so residents can obtain rides to sites outside of the immediate downtown easily.

Note that shared parking on a separate lot is not feasible because even though there are nearby private parking lots they provide parking to the public, they do so only by metering or monthly passes and parking subject to the needs of the property owner.

10.243.23 The site and surrounding streets have adequate infrastructure to serve the proposed use consistent with the City's Master Plan.

As referenced above, due to the site constraints, the site cannot support on-site parking. However, the surrounding streets have adequate infrastructure to support the proposed use, particularly for pedestrian and bicycle usage. The City's Master Plan speaks to the need to "...encourage walkable, mixed-use development along existing commercial corridors..." and the prospect of a residential project which minimizes the need for car transportation and maximizes pedestrian and bicycle connection to nearby commercial use is very much consistent with the City's Master Plan.

10.243.24. The proposed use of off-street parking will not have significant adverse impact on abutting and surrounding properties on account of traffic.

As indicated in the attached parking demand analysis of April 17, 2023, the actual parking demand generated by the micro residential units will be less than the parking needs of eleven spaces required under the City ordinance. Given the minimal amount of parking need generated by this proposal, the availability of the Foundry Garage immediately adjacent to the site, coupled with other public surface lots and private lots, in close proximity, there will be no adverse impact on abutting properties.

10.112.143 The number of off-street parking spaces allowed by permit will be adequate and appropriate for the proposed use of the property.

The evidence presented in the parking demand analysis, coupled with the evidence presented regarding the current availability of off-street parking at public venues, and when required, private venues means that there will be adequate and appropriate off-street parking for the proposed micro units.

10.243.25 The proposed use of off-street parking will not have significant adverse impact on natural or scenic resources.

No such adverse impacts will occur.

10.243.26 The proposed use of off-street parking for micro unit residential activity will not cause or contribute to a significant decline in property values of adjacent properties.

The proposed development will contain a mix of commercial and residential uses, both of which are present in the adjacent properties. Given the minimal amount of parking demand generated by this proposal and the availability of off-street parking through municipal garage, surface parking and private parking locations, there will be no significant decline in property values of adjacent properties.

S:\01-99\238 Deer Street, LLC\2023 CUP Resubmission\2023 04 24 Criteria for CUP.docx



200 Griffin Road, Unit 3, Portsmouth, NH 03801
Phone (603) 430-9282 Fax 436-2315

17 April, 2023

**Proposed Parking Demand
Mixed Use Site Development
238 Deer Street
Portsmouth, NH**

The purpose of this calculation is to identify the proposed parking demand under the Portsmouth Ordinance and other sources generated by the mixed-use site development at 238 Deer Street. Currently the property has a one-story building with one commercial unit. The proposed plan is to remove the existing structure and construct a 3-story building with first floor commercial uses and 21 micro-units above the first floor.

In developing the expected parking demand Ambit Engineering considered the standard rates as outlined in the City of Portsmouth Zoning Ordinance under Section 10.1112.31 ***Parking Requirements for Residential Uses***. Also, this application will look at demand based on ITE industry data, as a back-up. The parking demand, based upon the number size of the dwelling units in the buildings are summarized below:

Parking Demand Portsmouth Ordinance

<u>Unit Size</u>	<u>Parking Spaces Required</u>	<u># of units</u>	<u>Parking Spaces Required</u>
< 500 SF	0.5 per unit	21	10.5 Spaces
Visitor	0.2 per unit	21	4.2 Spaces

Total required:

15 Spaces

In the Downtown Overlay District, the number of required parking spaces is reduced by 4 spaces to 11 spaces. Based on the calculation there is an anticipated requirement for 11 parked vehicles with this project. U.S. Census Bureau information on means of travel for residence of Portsmouth shows that approximately 7.7 percent of Portsmouth residents travel to work via walking or biking and 1.4 percent of Portsmouth residents utilize public transit services to travel to/from work. We can assume that some of this population may not have, or need to have, a vehicle. Based on this data a reduction of 9 % in parking demand could be expected, thus reducing the actual demand to 10 vehicles.

Parking Demand ITE

In developing the expected Parking Demand Ambit Engineering considered the standard Parking Demand rates and equations published in the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition. The land use category that best correlates with the proposed use is Affordable Housing (ITE Land Use Code 223). Please note that the ITE Rates are for peak periods of demand; the residential being 10:00 PM to 5:00 AM time period, where surrounding available parking is at its peak availability. The ITE rates vary from 0.16 per unit (off peak) to 0.53 per unit (peak) for units in a city core, with an average of 0.33 spaces per unit. The parking demand, based upon the number of dwelling units in the building is summarized below for the **Average Peak Period of Parking Demand:**

Parking Demand Summary - PROPOSED

Peak Period of Demand

Affordable Housing (0.33 / unit) 0.33 x 21 units = 7 vehicles

Adding the Guest Demand (0.16 / unit – off peak) 0.16 x 4 spaces = 1 vehicle

Total Parking Spaces required 7 - 8 vehicles

It can be argued that guest parking is the on street metered parking or garage parking available in the downtown core area and is included in parking provided to all uses downtown.

Given the location of the project in close proximity to the downtown (via pedestrian and bicycle accommodations), transit route availability, and with the availability of ride sharing opportunities, the ITE values are more consistent with the uses proposed. We submit that the Portsmouth Ordinance requirement is too high, and we propose that the parking demand for this building in this setting is **7 – 8 spaces**.

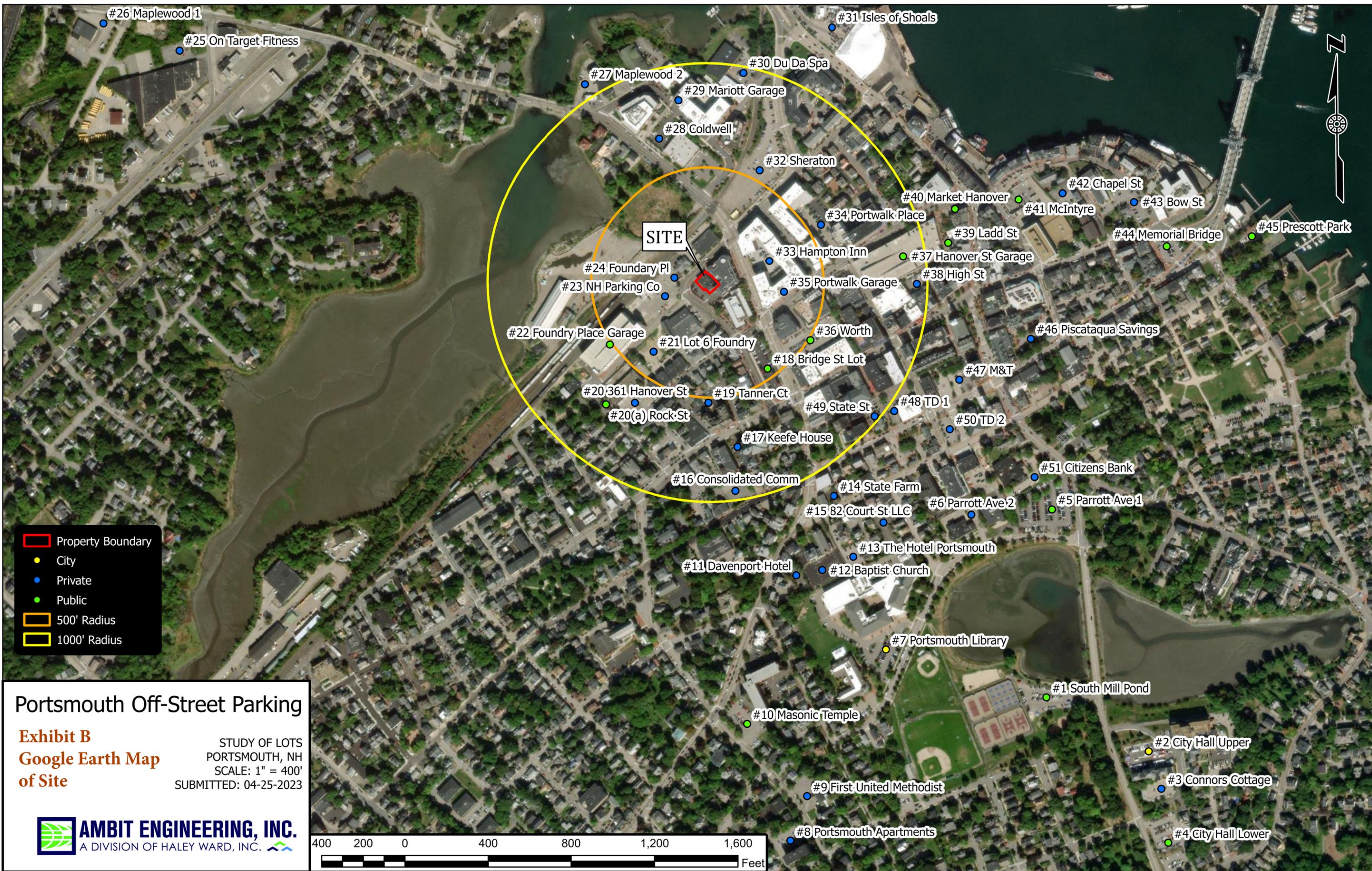
We hereby request that the Technical Advisory Committee recommended to the Planning Board that the parking demand for a Conditional Use Permit at this location be **7 – 8 spaces**.

We look forward to providing additional information to the Planning Board to comply with the other sections of the parking requirements. Please feel free to call if you have any questions or comments.

Sincerely,



John R. Chagnon, Project Manager
Ambit Engineering, Inc.
603-430-9282



Portsmouth Off-Street Parking

Exhibit B
Google Earth Map
of Site

STUDY OF LOTS
 PORTSMOUTH, NH
 SCALE: 1" = 400'
 SUBMITTED: 04-25-2023



Exhibit C - Chart Listing Available Parking

238 Deer Street - Available Parking

Number	Lot Name	Status	Spaces	Notes
1	South Mill Pond Lot	Public	90	Overnight prohibited, some 2-hr parking
2	City Hall Upper Lot	City	65	No parking signage
3	Connors Cottage	Private	26	Tenant parking only
4	City Hall Lower Lot	Public	100	Partially reserved for employee parking
5	Parrott Ave 1	Public	186	72 hr limit
6	Parrott Ave 2	Private	40	Permit/Customer, Paid parking evenings and weekends
7	Portsmouth Public Library	City	121	Partial 2 hour parking, Partial overnight permitted until 7am, Partial library parking (no overnight)
10	Masonic Temple Lot	Public	61	Public, Overnight parking requires permit, call St John's Lodge 603-436-3712
15	82 Court St LLC	Private	40	Nighttime lease maybe available
18	Bridge St Lot	Public	62	Meter parking
20	361 Hanover St	Private	50	Hampshire Development/ Potential space available
20 (a)	Rock St	Public	9	No signage
21	Lot 6 Foundry	Private	20	
22	Foundry Place Garage	Public	600	8'2" Clearance
23	NH Parking Co	Private	80	Construction vehicles only
24	Foundry Place	Private	32	Overnight
27	Maplewood 2	Private	54	Paid Parking 24/7 (14 No overnight)
28	Coldwell Realty	Private	49	Paid Parking 24/7 (12 Overnight only)
29	Marriott Garage	Private	120	8'2" Clearance, Valet \$20 for day, \$40 overnight
32	Sheraton Parking	Private	236	Public and overnight parking
36	Worth Lot	Public	79	Meter parking
37	Hanover St Garage	Public	900	7'2" Clearance
38	High St	Private	17	Part time Tenant/Permit, part time public
39	Ladd St Lot	Public	12	Unavailable due to construction
40	Market Hanover Lot	Public	11	Meter parking
41	McIntyre Building Lot	Public	67	Meter parking, also upper lot with mixed use parking
42	Chapel St	Private	27	no overnight parking
43	Bow St	Private	53	24/7 Meter parking
44	Memorial Bridge	Public	30	Meter Parking
45	Prescott Park	Public	10	2 hour parking
46	Piscataqua Savings	Private	16	Part time Customer/Public, available evenings

NOTES:

1) Highlighted rows are sites with development approvals in place

2) Numbers in italics are approximate

3) Map Legend markers are as follows:

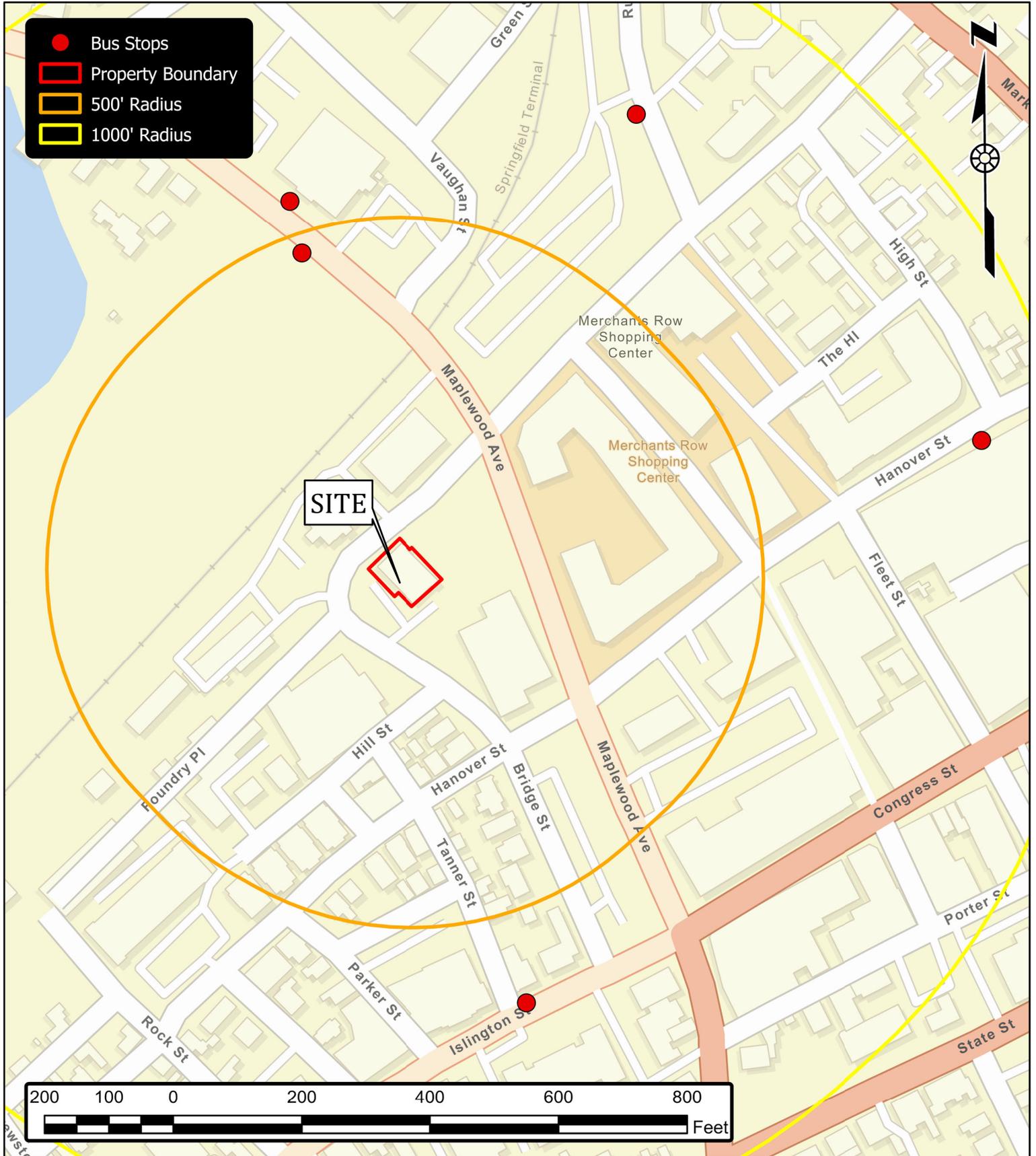
Blue: Private Lot

Green: Public Lot

Yellow: City Lot

TRANSPORTATION ALTERNATIVES
238 DEER STREET
PORTSMOUTH, NH

JOB NUMBER: 3134
SCALE: 1" = 200'
SUBMITTED: 04-25-2023

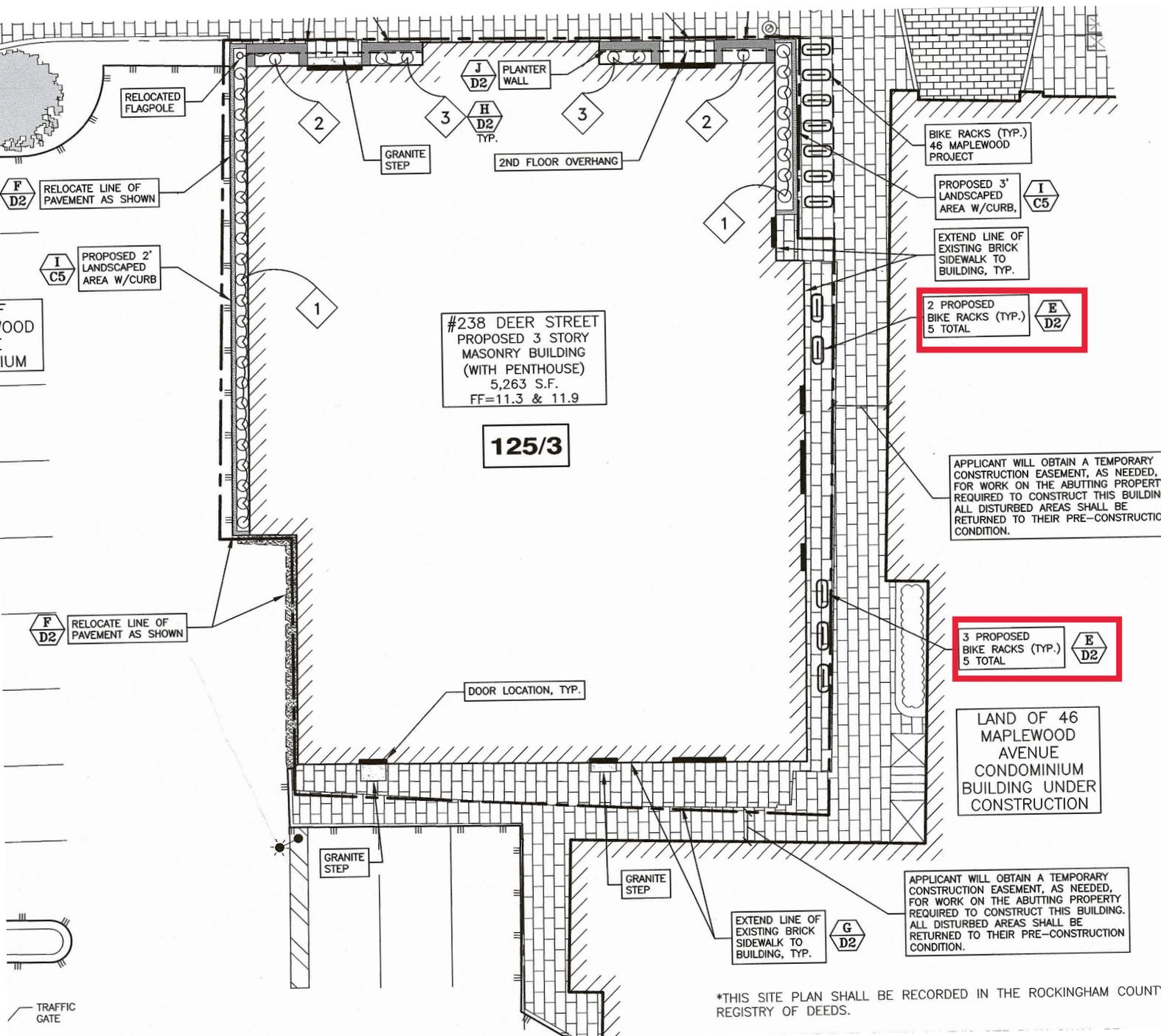


JN 2916, 238 Deer Street Parking Spot Availability Study

Lot #	Lot Name	Total # spaces	4/21/2023 16:35	4/24/2023 6:45	Notes
18	Bridge St	62	2	59	
20	Hanover St	50	47	46	
20 (a)	Rock St	9	3	9	
22	Foundry Pl Garage	600	327	487	
27	Maplewood 2	54	36	37	14 No overnight
28	Coldwell Realty	49	21	30	12 Night Only
32	Sheraton	236	159	152	
36	Worth	79	1	64	14 reserved
	TOTAL AVAILABLE	1139	596	884	
	TOTAL EXCLUDING DEVELOPMENT	903	437	732	

NOTE: Highlighted rows are sites with development approvals in place.

Exhibit E - Bike Rack Map



SETBACKS:

FRONT (MAX.)	10 FEET (PRIMARY)
SIDE	NO REQUIREMENT
REAR	5 FEET
MAXIMUM STRUCTURE HEIGHT:	40 FT
MAXIMUM STRUCTURE COVERAGE:	90%
MAXIMUM BUILDING FOOTPRINT:	15,000
MINIMUM OPEN SPACE:	10%
MINIMUM FRONT LOT LINE BUILDOUT:	50%

- LOT AREA: 6,181 S.F., 0.1419 ACRES.
- PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F, JANUARY 29, 2021
- THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED REPLACEMENT STRUCTURE ON MAP 125, LOT 3.
- SOLID WASTE PICKUP SHALL BE PROVIDED BY A PRIVATE WASTE HAULING COMPANY.
- DEVELOPER SHALL PROVIDE PUBLIC ACCESS EASEMENT WHERE ADJACENT TO EXISTING PUBLIC ACCESS EASEMENT (EAST AND SOUTH SIDES).

SITE DEVELOPMENT 238 DEER STREET, LI 238 DEER STREET PORTSMOUTH, N.H.

NO.	DESCRIPTION	REVISIONS
4	EASEMENT NOTE	
3	STEPS TO GRANITE	
2	CURB, PLANTER WALL	
1	NOTES 8 & 9	
0	ISSUED FOR COMMENT	



*THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.

Exhibit F - Census

238 Deer Street		
Population Estimates for Portsmouth, NH		
	2010	2020
Total Population	20,963	21,418
Total Households	10,647	10,676
Occupants per household	1.97	2.01
Total workers	12,148	12,548
Drove Alone	82.40%	73.58%
Carpooled	3.81%	6.91%
Public Transportation	1.44%	1.12%
Walked	5.14%	5.28%
Worked from Home	5.40%	11.16%
Other	1.81%	1.94%

238 DEER STREET MIXED USE BUILDING

238 DEER STREET, LLC

238 DEER STREET PORTSMOUTH, NEW HAMPSHIRE PERMIT PLANS

OWNER/APPLICANT:

238 DEER STREET, LLC
238 DEER STREET
PORTSMOUTH, N.H. 03801
Tel. (978) 479-1718

ARCHITECT:

McHENRY ARCHITECTURE
4 MARKET STREET
PORTSMOUTH, N.H. 03801
TEL. (603) 430-0274

CIVIL ENGINEER & LAND SURVEYOR:

AMBIT ENGINEERING, INC.
200 GRIFFIN ROAD, UNIT 3
PORTSMOUTH, N.H. 03801
Tel. (603) 430-9282
Fax (603) 436-2315

PLAN REFERENCES:

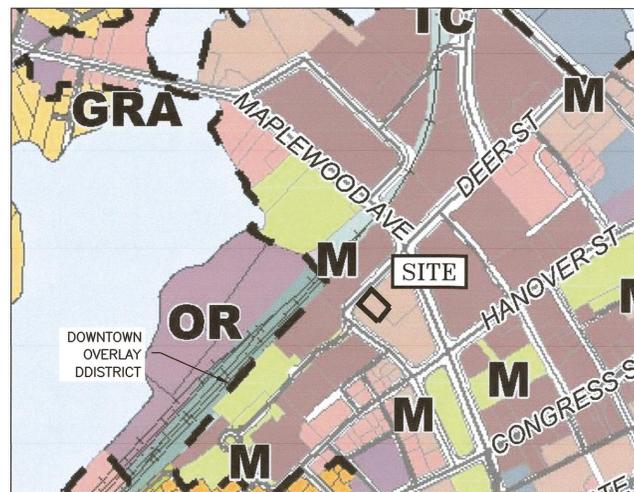
1. VAUGHAN STREET URBAN RENEWAL PROJECT N.H. R-10, PORTSMOUTH, NEW HAMPSHIRE, DISPOSITION PLAN PARCEL 7. DATED OCT. 1973 BY ANDERSON-NIHOLS & CO., INC. RCRD #D-4119.
2. VAUGHAN STREET URBAN RENEWAL PROJECT N.H. R-10, PORTSMOUTH, NEW HAMPSHIRE, DISPOSITION PLAN PARCEL 10. DATED OCT. 1973 BY ANDERSON-NIHOLS & CO., INC. RCRD #D-4125.
3. VAUGHAN STREET URBAN RENEWAL PROJECT N.H. R-10, PORTSMOUTH, NEW HAMPSHIRE, DISPOSITION MAP. DATED NOV. 1969 BY ANDERSON-NIHOLS & CO., INC. RCRD #D-2408.
4. EASEMENT SITE PLAN, TAX MAP 125 - LOT 2, 30 MAPLEWOOD, LLC TO PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE (PSNH), SCALE: 1" = 20', OCTOBER 2013 BY AMBIT ENGINEERING. RCRD D-38148.
5. PROPOSED EASEMENT TO CITY OF PORTSMOUTH, SCALE: 1" = 10', 9/18/13 BY AMBIT ENGINEERING. BK 5512, PG 1046.
6. CONDOMINIUM SITE PLAN, TAX MAP 125 - LOT 2, BY AMBIT ENGINEERING. RCRD D-38936; AMENDED AT RCRD D-39005.
7. SUBDIVISION PLAN TAX MAP 125 - LOT 2, OWNER: 30 MAPLEWOOD, LLC, 30-46 MAPLEWOOD AVENUE, CITY OF PORTSMOUTH, COUNTY OF ROCKINGHAM, STATE OF NEW HAMPSHIRE, PREPARED BY AMBIT ENGINEERING, INC., SCALE 1" = 20', DATED OCTOBER 2015 REVISED 4/18/17, RCRD D-40246
8. PLAN OF LAND NO. 238 DEER ST. PORTSMOUTH, N.H., SCALE: 1IN = 10 FT., DATED MAY 1954 PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS RCRD #02164

PERMIT LIST:

PORTSMOUTH HDC: GRANTED 11/3/21
PORTSMOUTH ZONING BOARD: GRANTED 9/28/21
PORTSMOUTH SITE REVIEW: PENDING
PORTSMOUTH CONDITIONAL USE PERMIT: APPROVED 2/18/21

LEGEND:

EXISTING	PROPOSED	
---	---	PROPERTY LINE
---	---	SETBACK
S	S	SEWER PIPE
SL	SL	SEWER LATERAL
G	G	GAS LINE
D	D	STORM DRAIN
W	W	WATER LINE
WS	WS	WATER SERVICE
UGE	UGE	UNDERGROUND ELECTRIC
OHW	OHW	OVERHEAD ELECTRIC/WIRES
---	---	FOUNDATION DRAIN
---	---	EDGE OF PAVEMENT (EP)
100	100	CONTOUR
97x3	98x0	SPOT ELEVATION
○	○	UTILITY POLE
⊙	⊙	WALL MOUNTED EXTERIOR LIGHTS
⊙	⊙	TRANSFORMER ON CONCRETE PAD
⊙	⊙	ELECTRIC HANDHOLD
⊙	⊙	SHUT OFFS (WATER/GAS)
⊙	⊙	GATE VALVE
⊙	⊙	HYDRANT
⊙	⊙	CATCH BASIN
⊙	⊙	SEWER MANHOLE
⊙	⊙	DRAIN MANHOLE
⊙	⊙	TELEPHONE MANHOLE
⊙	⊙	PARKING SPACE COUNT
⊙	⊙	PARKING METER
LSA	LSA	LANDSCAPED AREA
TBD	TBD	TO BE DETERMINED
CI	CI	CAST IRON PIPE
COP	COP	COPPER PIPE
DI	DI	DUCTILE IRON PIPE
PVC	PVC	POLYVINYL CHLORIDE PIPE
RCP	RCP	REINFORCED CONCRETE PIPE
AC	AC	ASBESTOS CEMENT PIPE
VC	VC	VITRIFIED CLAY PIPE
EP	EP	EDGE OF PAVEMENT
EL	EL	ELEVATION
FF	FF	FINISHED FLOOR
INV	INV	INVERT
S =	S =	SLOPE FT/FT
TBM	TBM	TEMPORARY BENCH MARK
TYP	TYP	TYPICAL



Character Districts

- CD5 Character District 5
- CD4 Character District 4
- CD4-W Character District 4-W
- CD4-L1 Character District 4-L1
- CD4-L2 Character District 4-L2

Civic District

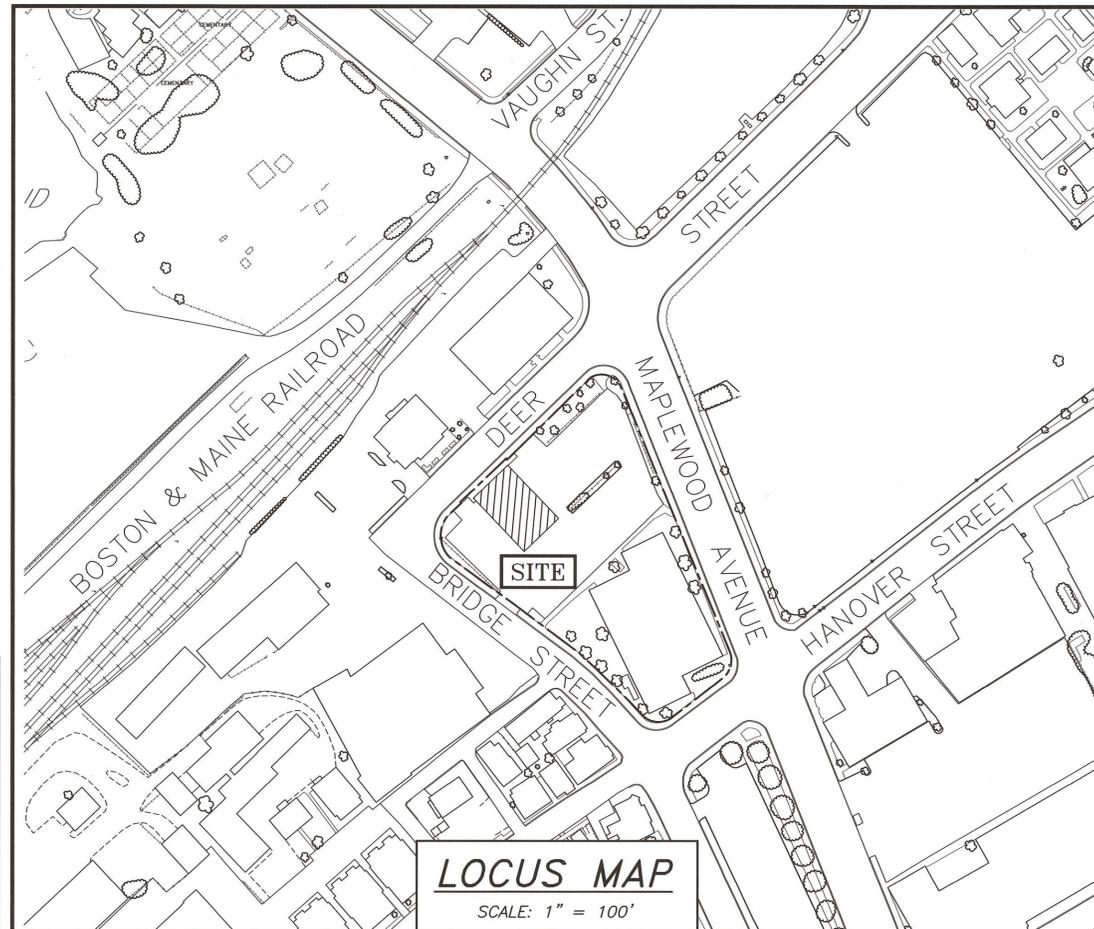
- Civic District

Municipal District

- Municipal District

Overlay Districts

- OSLOD Osprey Landing Overlay District
- Downtown Overlay District
- Historic District



UTILITY CONTACTS

ELECTRIC:
EVERSOURCE
1700 LAFAYETTE ROAD
PORTSMOUTH, N.H. 03801
Tel. (603) 436-7708, Ext. 555.5678
ATTN: MICHAEL BUSBY, P.E. (MANAGER)

NATURAL GAS:
UNITIL
325 WEST ROAD
PORTSMOUTH, N.H. 03801
Tel. (603) 294-5144
ATTN: DAVE BEAULIEU

CABLE:
COMCAST
155 COMMERCE WAY
PORTSMOUTH, N.H. 03801
Tel. (603) 679-5695 (X1037)
ATTN: MIKE COLLINS

SEWER & WATER:
PORTSMOUTH DEPARTMENT OF PUBLIC WORKS
680 PEVERLY HILL ROAD
PORTSMOUTH, N.H. 03801
Tel. (603) 427-1530
ATTN: JIM TOW

COMMUNICATIONS:
FAIRPOINT COMMUNICATIONS
JOE CONSIDINE
1575 GREENLAND ROAD
GREENLAND, N.H. 03840
Tel. (603) 427-5525

INDEX OF SHEETS

DWG. NO.	
C1	EXISTING CONDITIONS PLAN
C3	SITE PLAN
A1	FLOOR PLANS
A2	FLOOR PLANS
A7	INTERIOR CONCEPT

PORTSMOUTH APPROVAL CONDITIONS NOTE:
ALL CONDITIONS ON THIS PLAN SET SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE CITY OF PORTSMOUTH SITE PLAN REVIEW REGULATIONS.

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

PERMIT PLANS - MIXED USE BUILDING
238 DEER STREET, LLC
238 DEER STREET
PORTSMOUTH, N.H.

AMBIT ENGINEERING, INC.
A DIVISION OF HALEY WARD, INC.

WWW.HALEYWARD.COM

200 Griffin Road, Unit 3
Portsmouth, NH 03801
603.430.9282

PLAN SET SUBMITTAL DATE: 17 APRIL 2023



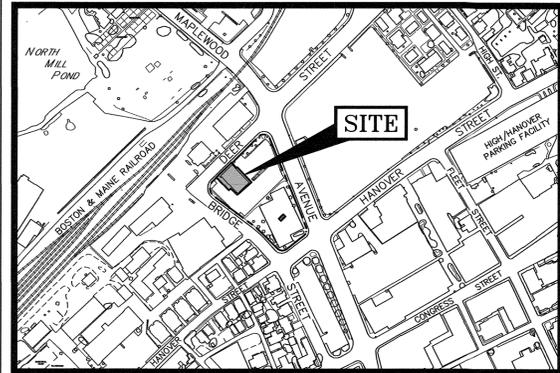
AMBIT ENGINEERING, INC.

Civil Engineers & Land Surveyors

200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

NOTES:

- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 125 AS LOT 3.
- 2) OWNER OF RECORD:
238 DEER STREET, LLC.
238 DEER STREET
PORTSMOUTH, NH 03801
5890/1712
RCRD #02164
- 3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4, HISTORIC DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.
- 4) DIMENSIONAL REQUIREMENTS:
CHARACTER DISTRICT 4 (CD4):
MIN. LOT AREA: NO REQUIREMENT
FRONTAGE: NO REQUIREMENT
SETBACKS:
FRONT (MAX.) 10 FEET (PRIMARY)
SIDE NO REQUIREMENT
REAR 5 FEET
MAXIMUM STRUCTURE HEIGHT: 40 FEET
MAXIMUM STRUCTURE COVERAGE: 90%
MAXIMUM BUILDING FOOTPRINT: 15,000 S.F.
MINIMUM OPEN SPACE: 10%
MINIMUM FRONT LOT LINE BUILDOUT: 50%
- 5) LOT AREA: 6,181 S.F., 0.1419 ACRES.
- 6) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F, JANUARY 29, 2021
- 7) THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY AND EXISTING CONDITIONS ON MAP 125, LOT 3.
- 8) DEER STREET UTILITY LOCATIONS TO BE CONFIRMED PRIOR TO BUILDING PERMIT ISSUANCE.

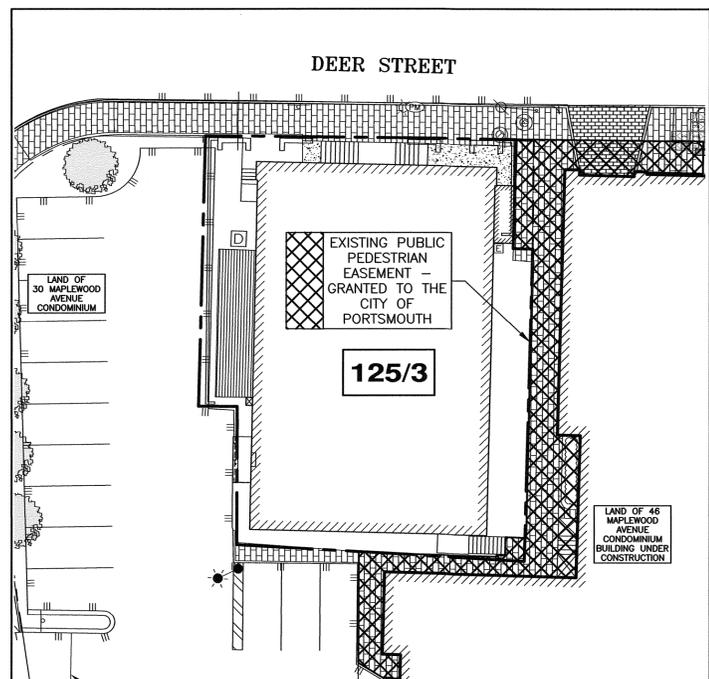


LOCATION MAP

SCALE: 1" = 300'

ABUTTERS ACROSS DEER STREET:

- 125 16 N/F JOHN GRAY REVOC. TRUST
BRADFORD A GRAY REVOC. TRUST
579 SAGAMORE AVENUE, UNIT 100
PORTSMOUTH, N.H. 03801
3895 / 0643
- 125 17 N/F FOUNDRY PLACE HOTEL OWNER LLC
157 DEER ST
PORTSMOUTH, N.H. 03801
6103 / 338
- 125 17-2 N/F DEER STREET ASSOCIATES
157 DEER STREET
PORTSMOUTH, N.H. 03801
5631 / 2429
- 125 17-3 N/F DEER STREET ASSOCIATES
157 DEER STREET
PORTSMOUTH, N.H. 03801
5631 / 2429

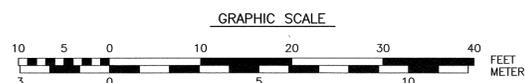
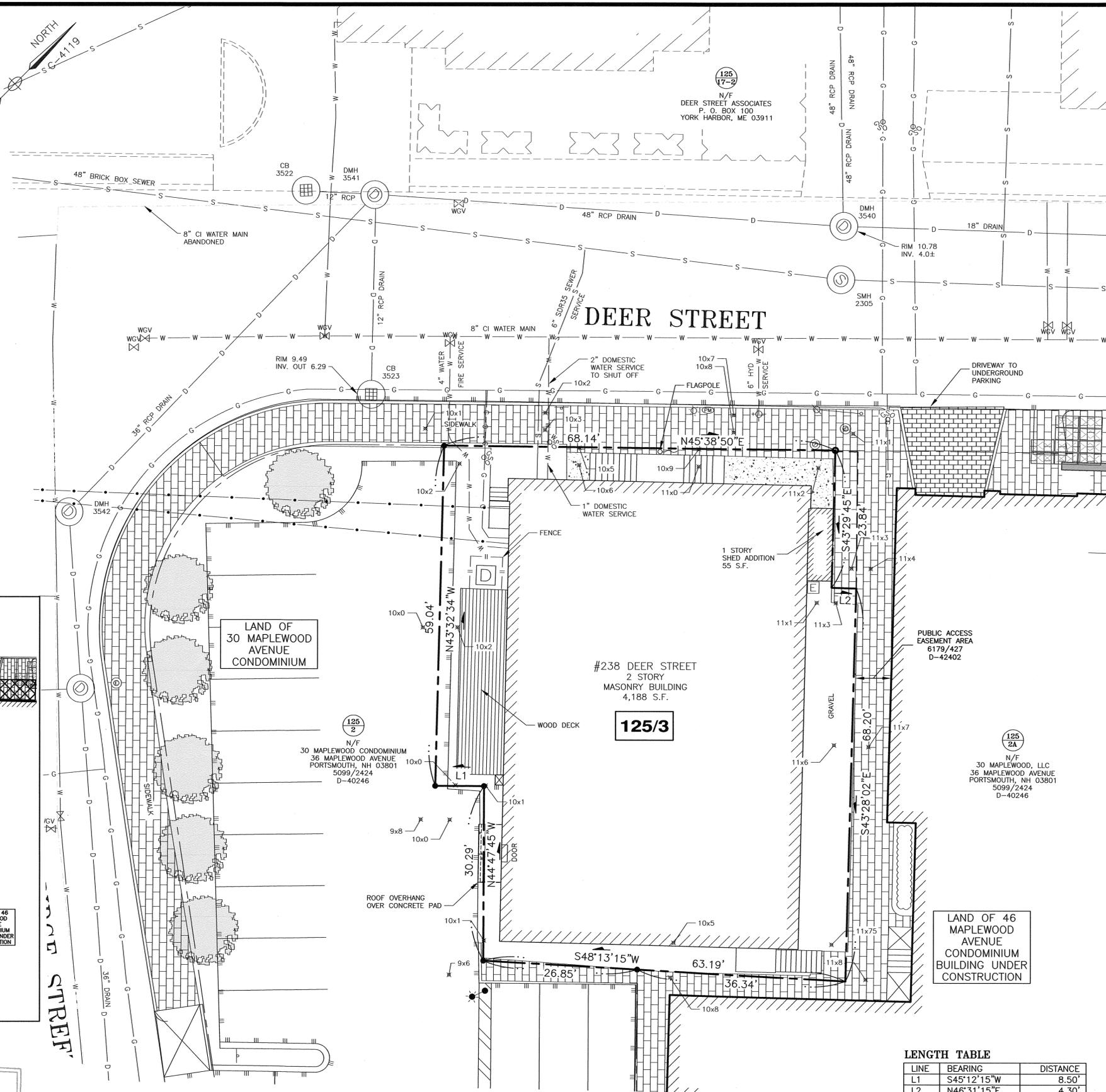
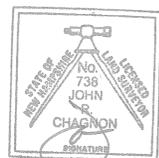


DEER STREET PUBLIC WALKWAY EASEMENT 1"=20'

I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000.

JOHN R. CHAGNON, LLS 738

5-23-22
DATE



LENGTH TABLE

LINE	BEARING	DISTANCE
L1	S45°12'15"W	8.50'
L2	N46°31'15"E	4.30'

SITE DEVELOPMENT 238 DEER STREET, LLC 238 DEER STREET PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
3	WATER SERVICE	5/23/22
2	UTILITIES	1/26/22
1	UTILITIES, NOTE 8	12/7/21
0	ISSUED FOR COMMENT	9/1/21
REVISIONS		

SCALE: 1" = 10'

AUGUST 2021

EXISTING
CONDITIONS PLAN

C1

ZONING DEVELOPMENT STANDARD

CD4: CHARACTER DISTRICT 4

BUILDING PLACEMENT (PRINCIPLE):

	238 DEER STREET		
	REQUIRED	EXISTING	PROPOSED
MAX. PRINCIPLE FRONT YARD:	10.0'	1'	0'
MAX. SECONDARY FRONT YARD:	N/A	N/A	N/A
MIN. SIDE YARD:	NR	0'	0'
MIN. REAR YARD:	5.0'	3.5'	3.5'
FRONT LOT LINE BUILDOUT:	50% MIN.	78%	92%

BUILDING TYPES:

ALLOWED BUILDING TYPES: ROWHOUSE, APARTMENT, LIVE/WORK, SMALL/LARGE COMMERCIAL
 PROHIBITED: HOUSE & DUPLEX

ALLOWED FACADE TYPE: STOOP, STEP, SHOPFRONT, OFFICEFRONT, RECESSED-ENTRY
 PROHIBITED: PORCH & FORECOURT

BUILDING FORM:

	REQUIRED	EXISTING	PROPOSED
MAX STRUCTURE HEIGHT:	40.0' + 2.0' PENTHOUSE	23' +/-	42'
STRUCTURE HEIGHT (IN STORIES):	3	1	3 + PENTHOUSE
PENTHOUSE AREA:	50% MAX. OF STORY BELOW	N/A	3,206 S.F. - 60% 1,907 S.F. - 35.6%
PENTHOUSE SETBACK:	15.0'	N/A	8.0'
MAX. FINISHED FLOOR SURFACE OF GROUND FLOOR ABOVE SIDEWALK GRADE:	36 INCHES	6'	1'
MIN. GROUND STORY HEIGHT:	12.0'	14.0'	12.0'
MIN. SECOND STORY HEIGHT:	10.0'	N/A	10.5'
FACADE GLAZING (OTHER):	20% MIN. TO 50% MAX.	N/A	42%

ROOF TYPE ALLOWED: FLAT, GABLE, HIP, GAMBREL, MANSARD

LOT OCCUPATION:

	REQUIRED	EXISTING	PROPOSED
MAX BUILDING BLOCK:	200'	53'	63'
MAX FACADE MOD. LENGTH:	80'	53'	21'
MIN. ENTRANCE SPACING:	50'	N/A	N/A
MAX BUILDING COVERAGE:	90%	74%	85%
MAX BUILDING FOOTPRINT:	15,000 SF	4,243 S.F.	5,263 S.F.
GROSS BUILDING:	NR	8,346 S.F.	19,190 S.F.
MIN. LOT AREA:	NR	6,181 S.F.	6,181 S.F.
MIN. LOT AREA/DWELLING (LOT AREA/# OF UNITS):	NR	N/A	N/A
MIN. OPEN SPACE :	10%	9.67%	2.7%

IMPERVIOUS SURFACE AREAS (TO PROPERTY LINE)

STRUCTURE	PRE-CONSTRUCTION IMPERVIOUS (S.F.)	POST-CONSTRUCTION IMPERVIOUS (S.F.)
BUILDING	4,243	5,263
DECKS	264	0
STAIRS/STEPS	194	16
CONCRETE	137	0
PAVEMENT	458	83
BRICK WALKWAY	104	574
GRAVEL	531	0
CURB/PLANTER WALL	0	82
TOTAL	5931	6018
LOT SIZE	6,181	6,181
% LOT COVERAGE	96.0%	97.4%

LANDSCAPE SCHEDULE

No.	ITEM	SIZE	QTY
1	PURPLE LOVEGRASS	2 GAL.	31
	ERGAROSTIS SPECTABILIS		
2	PINK SPIRES CRABAPPLE	1 1/2" CAL.	2
	MALUS "PINK SPIRES"		
3	EVER-LOW YEWE	18"-24" SPD.	4
	TAXUS MEDIA "EVER-LOW"		

PLANNING BOARD CUP APPROVAL CONDITIONS:

1) A minimum of 7 off-street parking spaces shall be provided via a long-term lease, shared parking agreement or option to enter into a long-term lease or share parking agreement with a property owner in the vicinity of the project. The lease, shared parking agreement or option for the off-site parking spaces shall be reviewed annually with the property owner and Planning Director and shall be renewed as needed for a period of up to 5 years from the issuance of the final certificate of occupancy for the property.

2) Revise the draft lease agreement related to the tenants' obligation to secure off-site parking if the tenant owns a car by removing paragraph 2 of the draft lease agreement presented by the applicant. The final lease agreement shall be reviewed and approved by the Planning Director and City Attorney.

BOARD OF ADJUSTMENT APPROVAL CONDITIONS:

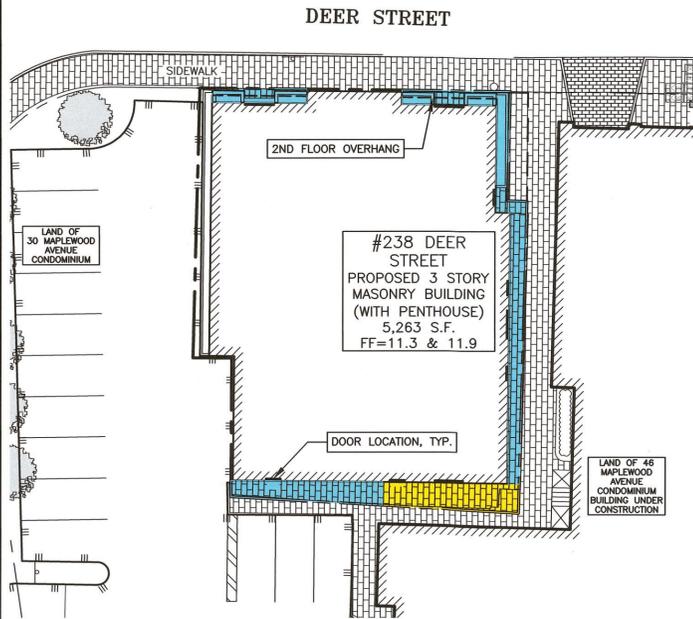
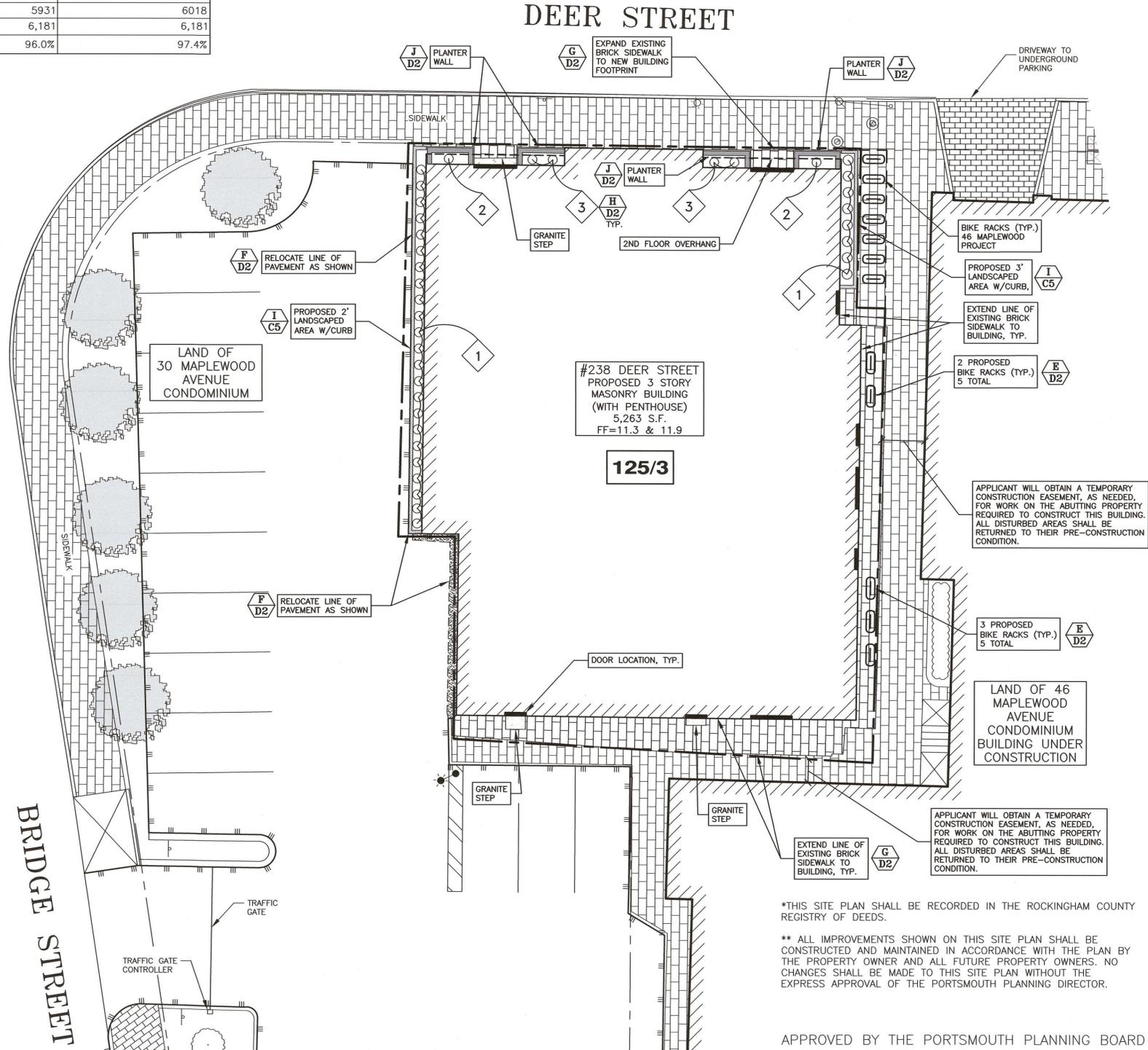
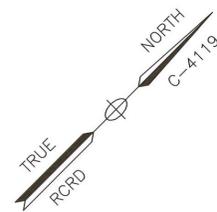
1) Penthouse-level units shall not exceed 500 square feet.



AMBIT ENGINEERING, INC.
 Civil Engineers & Land Surveyors
 200 Griffin Road - Unit 3
 Portsmouth, N.H. 03801-7114
 Tel (603) 430-9282
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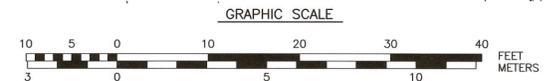
NOTES:

- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 125 AS LOT 3.
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 238 DEER STREET,
 PORTSMOUTH, NH 03801
 5890/1712
 RCRD #02164
- 3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4, HISTORIC DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.
- 4) DIMENSIONAL REQUIREMENTS:
 CHARACTER DISTRICT 4 (CD4):
 MIN. LOT AREA: NO REQUIREMENT
 FRONTAGE: NO REQUIREMENT
 SETBACKS: NO REQUIREMENT
 FRONT (MAX.): 10 FEET (PRIMARY)
 SIDE: NO REQUIREMENT
 REAR: 5 FEET
 MAXIMUM STRUCTURE HEIGHT: 40 FEET
 MAXIMUM STRUCTURE COVERAGE: 90%
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- 8) SOLID WASTE PICKUP SHALL BE PROVIDED BY A PRIVATE WASTE HAULING COMPANY.
- 9) DEVELOPER SHALL PROVIDE PUBLIC ACCESS EASEMENTS WHERE ADJACENT TO EXISTING PUBLIC ACCESS EASEMENTS (EAST AND SOUTH SIDES).



OPEN SPACE EXHIBIT 1"=20'

MEETS ORDINANCE CRITERIA		171 S.F. (2.8%)
MEETS ORDINANCE INTENT		540 S.F. (8.7%)
TOTAL		711 S.F. (11.5%)



*THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.

** ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

SITE DEVELOPMENT
 238 DEER STREET, LLC
 238 DEER STREET
 PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
5	FLAGPOLE REMOVED	7/29/22
4	EASEMENT NOTE	2/23/22
3	STEPS TO GRANITE	12/7/21
2	CURB, PLANTER WALL	11/18/21
1	NOTES 8 & 9	11/2/21
0	ISSUED FOR COMMENT	9/1/21

REVISIONS



SCALE: 1" = 10' AUGUST 2021

SITE PLAN **C3**

DEER STREET

PROPERTY LINE

BRIDGE STREET

46-64
MAPLEWOOD

PUBLIC WALKWAY

RETAIL
100A
3311 SF

RESIDENTIAL
LOBBY
100B

ELEV.
000

STAIR
001

OFFICE
103

CLT
103B

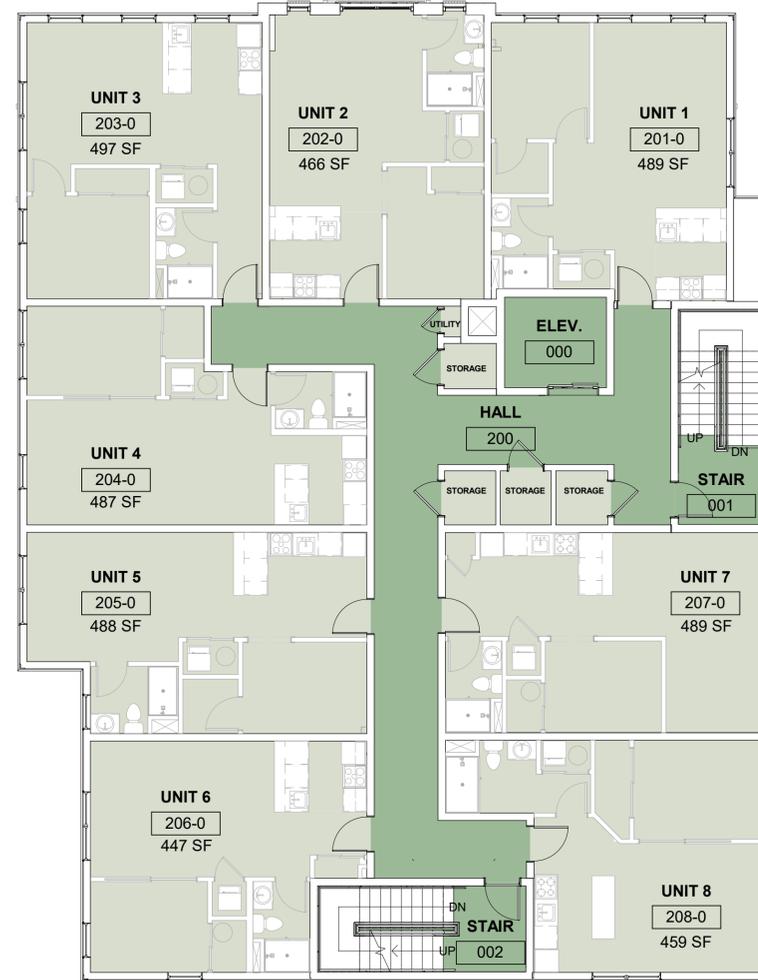
ELV. MECH
101B

TRASH ROOM
102

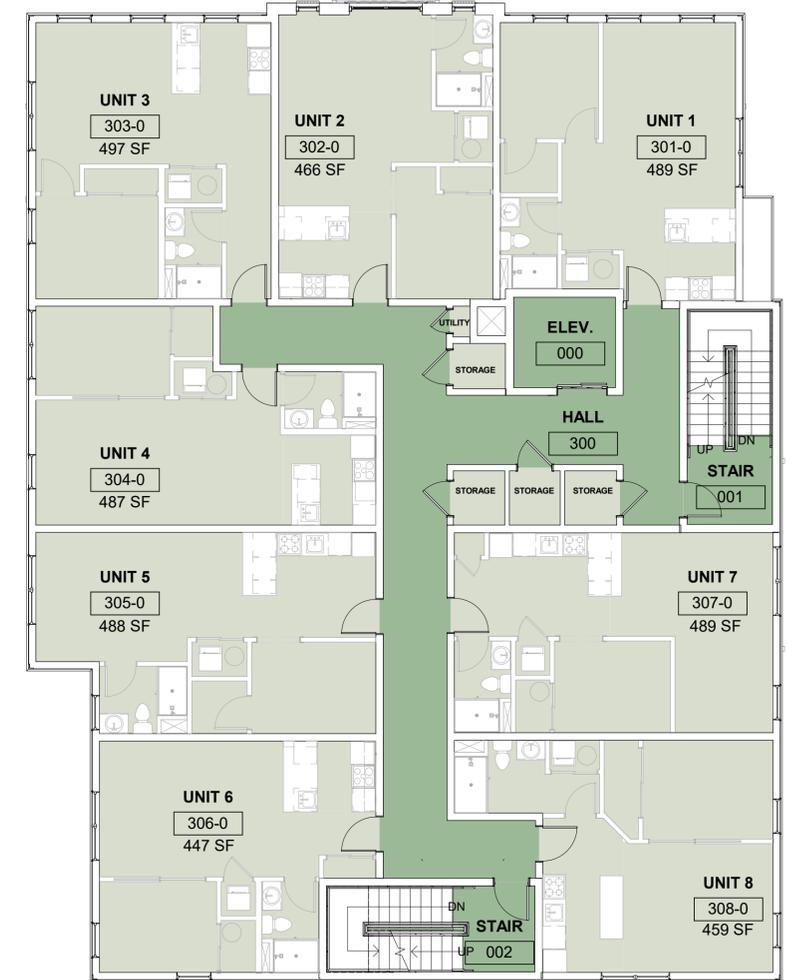
MEP / FP / OTHER
101

STAIR
002

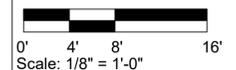
1 FIRST FLOOR
1/8" = 1'-0"

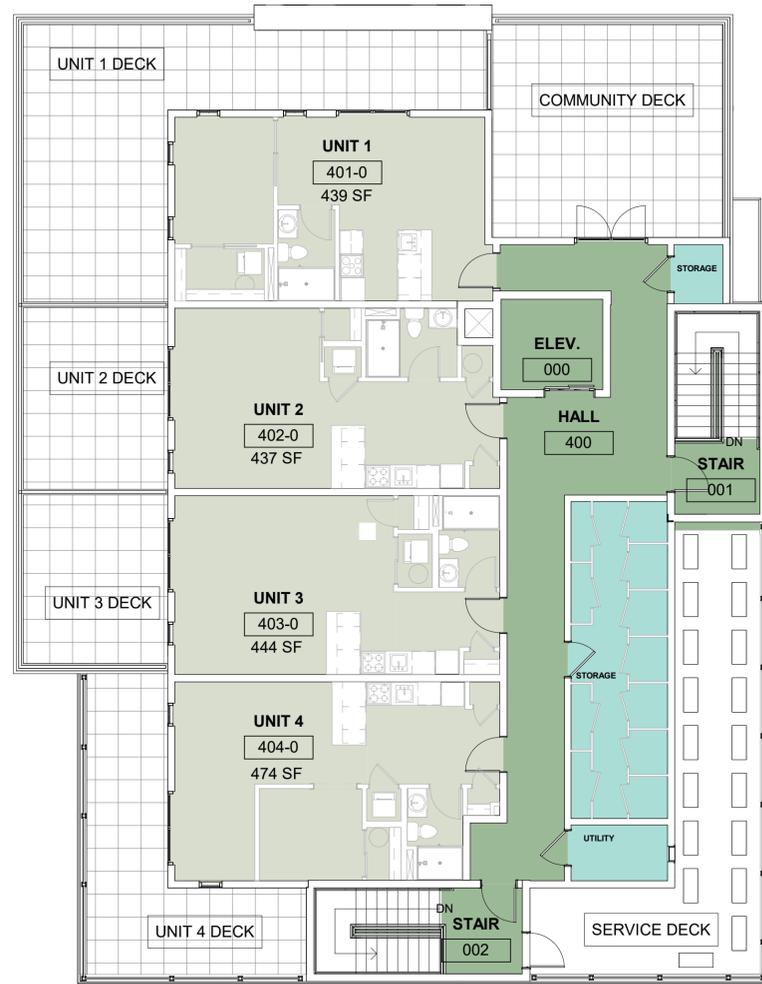


2 SECOND FLOOR
1/8" = 1'-0"

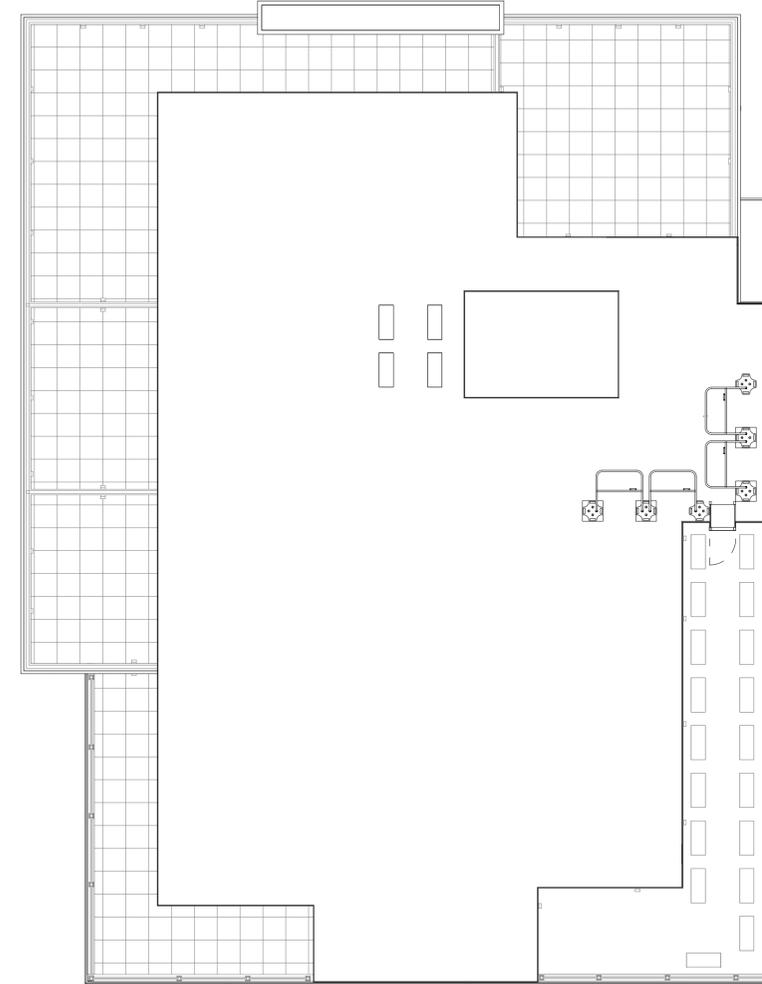


3 THIRD FLOOR
1/8" = 1'-0"

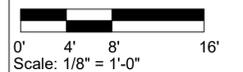




1 FOURTH FLOOR
1/8" = 1'-0"



2 ROOF PLAN
1/8" = 1'-0"





1 NORTH ELEVATION (DEER STREET)
1/8" = 1'-0"



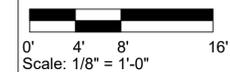
2 WEST ELEVATION (BRIDGE STREET)
1/8" = 1'-0"

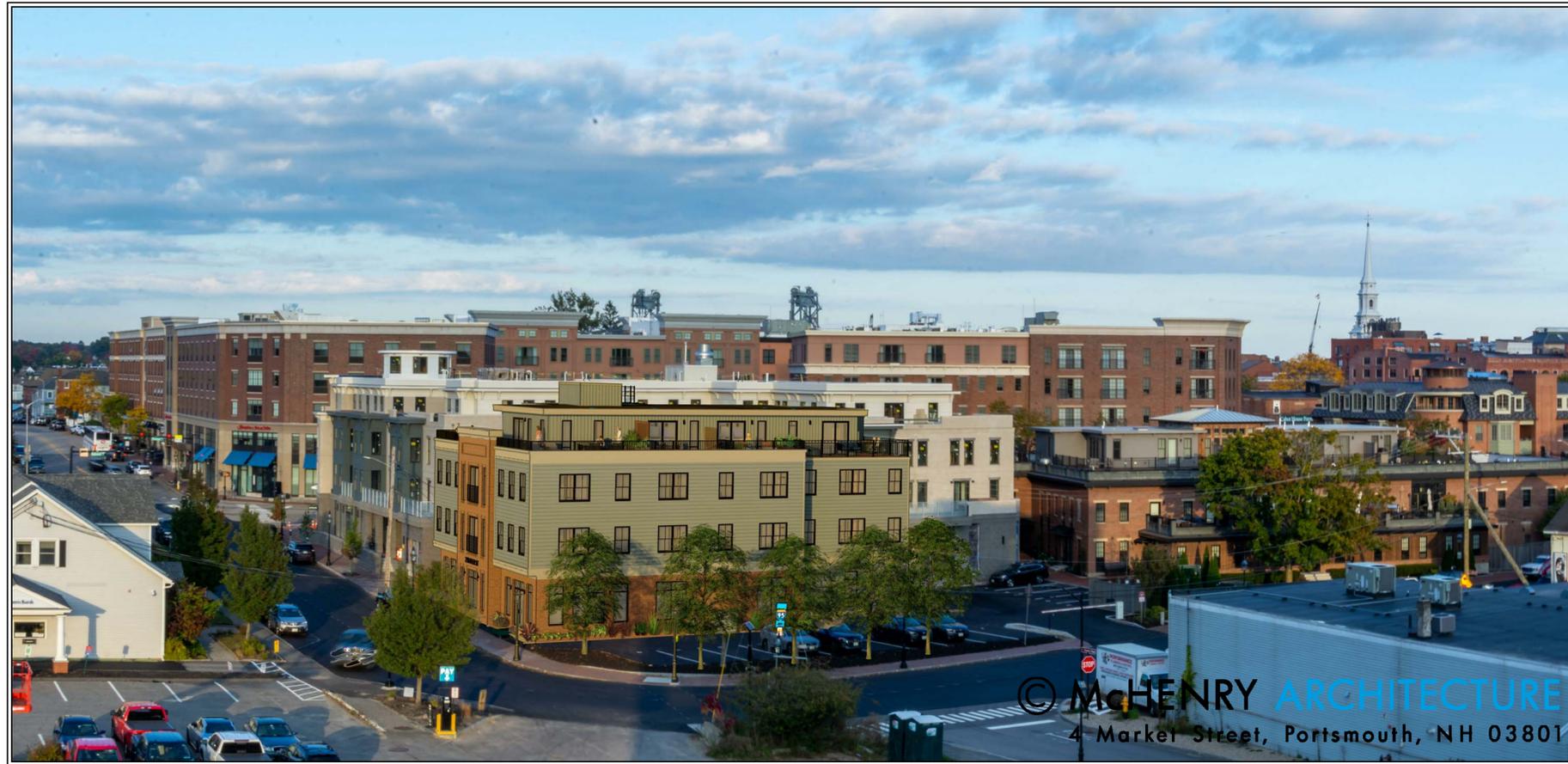


3 SOUTH ELEVATION (REAR)
1/8" = 1'-0"



4 EAST ELEVATION (PUBLIC WALKWAY)
1/8" = 1'-0"







EXAMPLE EFFICIENCY UNIT FLOOR PLAN - 400SF



EXAMPLE EFFICIENCY UNIT



EXAMPLE EFFICIENCY UNIT

**OWNER CONCEPT
PRECEDENT:
EXAMPLE
EFFICIENCY UNIT**



EXAMPLE EFFICIENCY UNIT

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DEER ST. MIXED-USE BUILDING
238 DEER STREET
PORTSMOUTH, NH 03801

**INTERIOR CONCEPT / OWNER
INSPIRATION**

McHENRY ARCHITECTURE
4 Market Street
Portsmouth, New Hampshire

A7

10/18/2021
McHA: SM/RD/MG
NOT TO SCALE