

CITY OF PORTSMOUTH
ZONING BOARD OF ADJUSTMENT

361 HANOVER STREET, PORTSMOUTH, NEW HAMPSHIRE

Tax Map 138 Lot 63

361 Hanover Steam Factory, LLC.

APPLICANT'S PROJECT NARRATIVE

THE APPLICANT

Hampshire Development Corporation, LLC. (“HDC”), acquired the property at 361 Hanover Street, formerly the home of Heineman, in November 2021. HDC is a regional development company with extensive experience in redevelopment projects in downtown Portsmouth. HDC intends to redevelop, expand and convert the existing historic building on the site into a multi-family residential building and convert the existing 57-space surface parking along Rock and Hanover Streets into three multi-family residential buildings under a Conditional Use Permit Plan (the “CUP Plan”).

PURPOSE

Although the Property is currently vested with an approved “as-of-right” Design Review Plan, HDC has subsequently developed and presented to the Planning Board an preferred CUP Plan. Although supported by the Planning Board, the CUP Plan requires variances to allow for a multi-family residential housing project. For context and a frame of reference, both the As-of-Right Design Review Plan and the preferred CUP Plan are shown and described in this narrative. The CUP plan is our preferred redevelopment plan and, as such, it will require approval of zoning relief from this Board for three (3) distinctive elements of the project. The first element is the zoning requirement for ground-floor commercial uses and the relief needed to allow smaller residential building types in the CD5 District. The second element is the relief needed to the requirement for the minimum height of the ground-floor level of the buildings, and the third element is the relief from the maximum floor area and setback requirements for penthouse attic levels.

EXISTING CONDITIONS

The lot at 361 Hanover Street (the “Property”) is irregularly shaped, with approximately 178’ of frontage on Hanover Street. The Property abuts a city-owned parcel fronting on Rock Street and Foundry Place. As shown on Figure 1, there are two existing structures on the lot. And a 57-space surface parking lot along Hanover Street.



Figure 1 – Existing Conditions showing 361 Hanover Street

As shown on Figure 2, the Existing Conditions Plans shows the two-story former Steam Factory Building with a footprint of 14,808 SF. It has a second, mezzanine level. The former Powerhouse Building has a footprint of 1,400 SF and is a single-story structure with a partial basement. The total building coverage on the lot is 32%. Both buildings are currently used commercially as professional office and light industrial uses. There are 57-space surface parking spaces on the property. Vehicular access to the parking lot is limited to Hanover Street, a public street. A private access easement to the property is also provided from Hill Street, a private way. An access easement is also provided across the Hanover Street parking area to the abutting lot (349 Hanover Street).

The property also has access to the rear parking area adjacent Foundry Place through a license agreement with the City to the 23,000 SF property along Foundry Place. Notably, the retaining walls separating this rear parking area and Foundry Place are between 5 and 8 feet in height. The property has virtually no open space, is 97.5% impervious, and has limited landscaping.

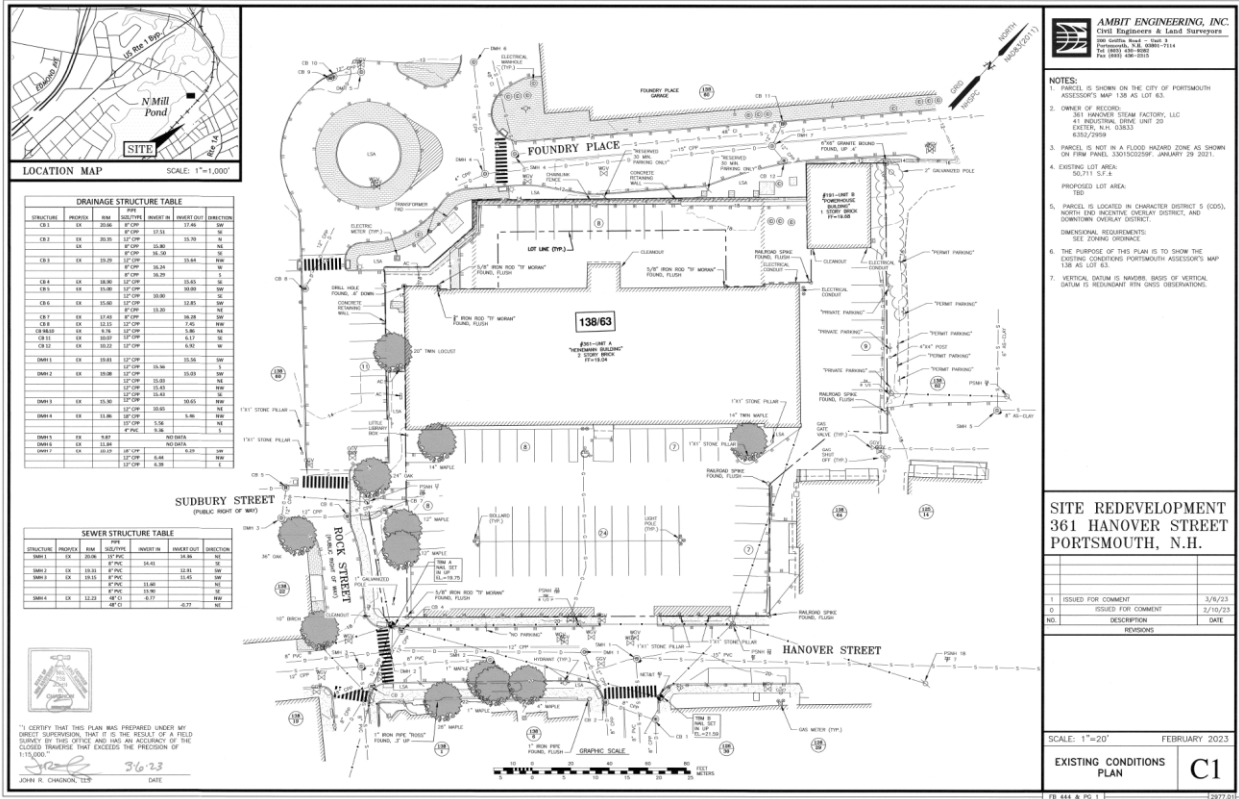


Figure 2 - Existing Conditions showing 361 Hanover Street

Proposed Subdivision Plan

As part of the proposed reorganization of the ownership structure for the Property, we are seeking to subdivide the property into two lots. As shown in Figure 3, Lot 1 will contain the former Powerhouse Building, currently *The Last Chance Garage*. Lot 1 is proposed to be a conforming lot with 4,717 SF of land area with 8 off-street parking spaces. Lot 1 will also have an access easement across Lot 2 to Hanover Street. Lot 2 will contain the former Portsmouth Steam Factory building – currently the Portsmouth Offices for the Hampshire Development Corporation – and be 38,528 SF in land area and have frontage and access off of Hanover Street and have 57-space surface parking lot fronting on Hanover Street.

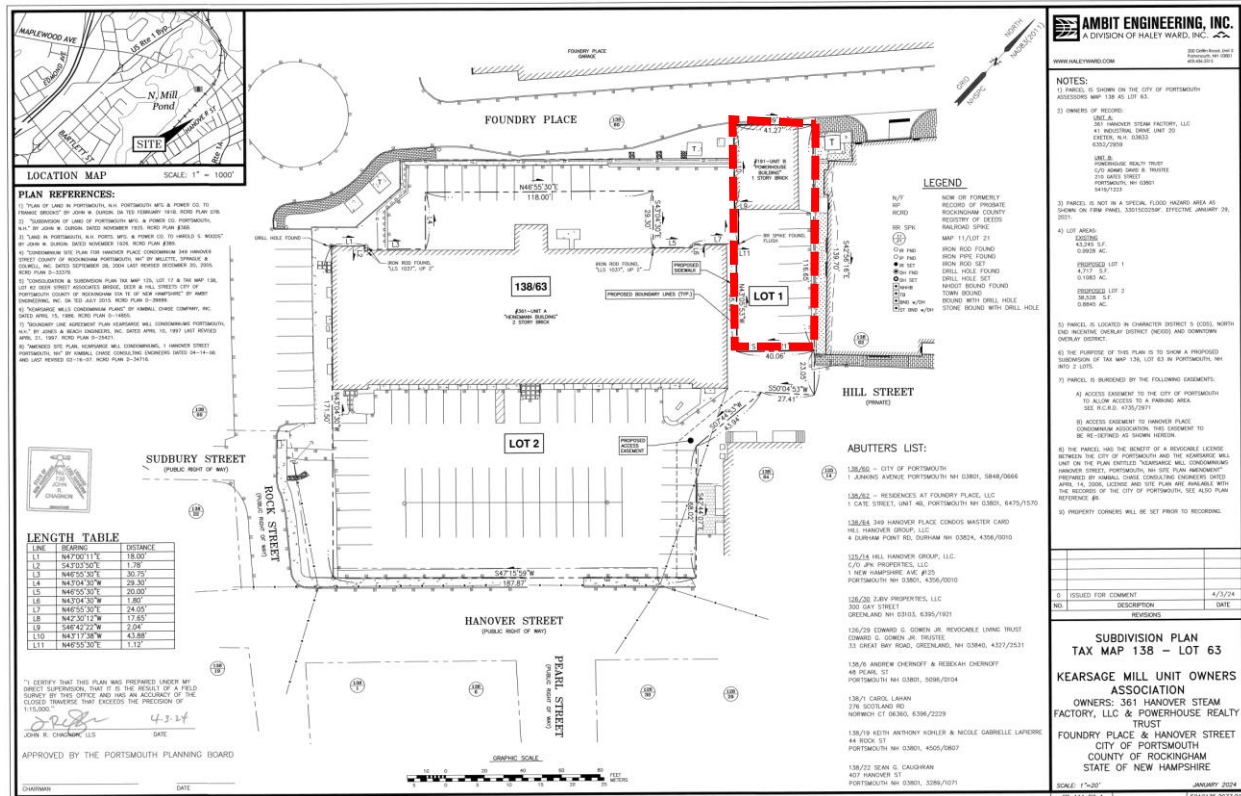


Figure 3 – Proposed Subdivision Plan for the Powerhouse Building/“Adams” Parcel (4,717 SF)

HISTORIC LAND USE

As illustrated in Figure 4, the Property has a long history of industrial and commercial land use. Built in the late 19th century as a 5-story brick and heavy timber structure with a flat roof and slab basement level, the main building was originally owned and occupied by the Portsmouth Steam Factory. In the late 19th century, a fire destroyed the building reducing the building to a two-story building. In the 1950s, the building was later occupied with an auto dealership and later, in the 1970s, with JSA, an architectural design firm. In 21st Century, the building was occupied by Heineman, an international publishing company.

Historic Context

1. 180 Years of Industrial and Commercial Land Use
2. Italianate Revival Building Design
3. 5 Story / 70' Building Height

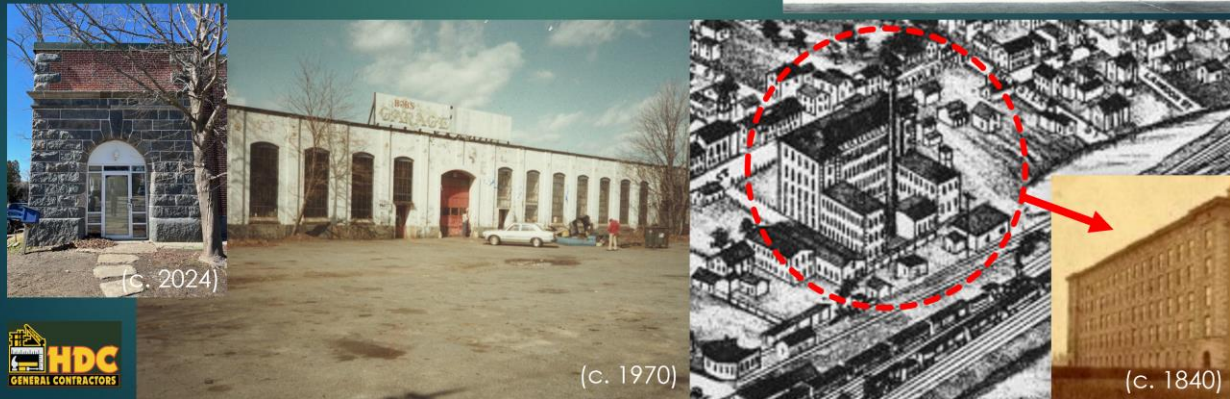


Figure 4 – Historic Character and Use of the Existing Building on 361 Hanover St.

NORTH END VISION PLAN

As illustrated in Figure 5, the goals and objectives of the North End Vision Plan (the “North End Vision Plan”) are focused on generating buildings, land uses, and site designs that support economic development while being respectful and sensitive to the surrounding context. In particular, buildings are intended to step up or down in transitional areas - like the property at 361 Hanover Street – in response to the surrounding land use pattern.

This stepping element is why the North End Incentive Overlay District (the “NEIOD”), and its encouragement of larger buildings, does not carry over to the parking lot portion of the property along Hanover Street. Additionally, the North End Vision Plan encourages ground-floor commercial uses to activate the sidewalk and enhance the pedestrian experience. Although, the Downtown Overlay District (the “DOD”) was extended into much of the North End along Hill Street and Foundry Place, it included the frontage along Hanover Street due to the fact that the entire parcel was included in the DOD. Notably, no other parcels along Hanover Street are included in the DOD.

PLAN PORTSMOUTH
NORTH END PRELIMINARY VISION PLAN

DESIGN NARRATIVE

The North End is envisioned over the long term to grow as a complementary extension of Portsmouth's downtown. Unlike many other areas of the City within the former Urban Renewal area, very little historical context remains. This fact, coupled with several larger vacant parcels, makes this district ripe for redevelopment opportunities close to downtown. Implementation of this vision will likely require a wide array of innovative land use regulations, policies and programs.

The North End Vision Plan has four main components:

CIVIC SPACE

The Plan incorporates an extensive network of parks, plazas, paths, playgrounds, trails and open space. One essential feature is the waterfront trail network along the periphery of the North Mill Pond. With several landscaped fingers, this network is designed to pull the waterfront back into the North End and provide public access to and along the waterfront. In celebrating the unique history of this area, a central civic space is located adjacent to the former shipbuilding and launch ramp as a series of landscaped plazas, greens and waterfront esplanades for active and passive recreation. Across the Maplewood Avenue bridge, the existing City-owned boat launch site on Marsh Lane is expanded into a new park. The trail network also includes a path through the Union & North Cemeteries.

BUILDING DESIGN

The massing strategy of the vision plan is to respond to the surrounding context and viewsheds by stepping down building heights and densities towards the waterfront and existing historic structures. While Portsmouth's downtown is rich in historical architectural styles, public opinion during the charrette expressed a desire for a mixture of contemporary building design, styles types, materials and a wide variety of building height, volumes and massing techniques in the North End. This purposeful distinction will help to define the North End as a unique entity while complementing and contrasting with the historic character of the larger downtown.

LAND USE

Land uses in the North End will include a variety of residential, office and commercial spaces. The Vision Plan anticipates a range of mixed-use building types from smaller rowhouses and live-work units to mid-rise buildings. Ground floor uses will be commercial in order to activate streetscapes and to keep residences out of potential flood zones. Ideally, these residential units will incorporate a full range of housing opportunities from affordable workforce housing to luxury units. Parking will be located in the rear of lots, in subterranean garages or in wrapped parking structures to be concealed from public view. There may be an opportunity to support infill housing on the former PSNH Substation parcel now that much of the equipment has been removed or consolidated. Additionally, the plan envisions the eventual removal of the overhead transmission lines.

TRANSPORTATION & INFRASTRUCTURE

The Vision Plan anticipates a harmonious integration of various modes of transportation including pedestrian, bicycle, vehicular and transit connections in the form of bus and future passenger rail lines. All thoroughfares are designed to be pedestrian-friendly and incorporate multi-modal design features including generous sidewalks and bike lanes where possible. The City is planning to replace the Maplewood Avenue bridge over the North Mill Pond. When this is done, there may be opportunities to integrate new buildings and waterfront dining to better connect the Dennett Street area with the North End.

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- 1 NOBLE'S ISLAND
- 2 ALBACORE MUSEUM
- 3 PSNH SUBSTATION
- 4 MAPLEWOOD/DENNETT GATEWAY REDEVELOPMENT
- 5 MARSH LANE PARK
- 6 WATERFRONT DINING
- 7 MILL POND CIVIC PLAZA & GREEN
- 8 MILL POND WATERFRONT PARK & GREENWAY
- 9 35 ARTSPACE
- 10 MARKET STREET ROUNDABOUT & PARKS
- 11 NORTH END PLAZA
- 12 FUTURE HARBOR/CORP/WHOLE FOODS CONVENTION CENTER
- 13 UNION CEMETERY/NORTH CEMETERY
- 14 MAPLEWOOD HISTORIC HOMES
- 15 TRANSIT ORIENTED DEVELOPMENT
- 16 FUTURE PASSENGER RAIL STATION
- 17 FUTURE NORTH END PARKING GARAGE W/ MIXED-USE LINER BUILDING
- 18 FUTURE MAPLEWOOD PARKING GARAGE W/ MIXED-USE LINER BUILDING
- 19 FUTURE MAPLEWOOD AVENUE SQUARE/PARK
- 20 FUTURE ARTISAN/WORKFORCE HOUSING DISTRICT
- 21 FUTURE UPWARD EXTENSION OF HEINEMANN BUILDING
- 22 FUTURE MIXED-USE DISTRICT
- 23 FUTURE INFILL & LINER BUILDINGS

Figure 5 – 2014 North End Preliminary Vision Plan

Streets in the North End are also encouraged to support multi-modal traffic with an emphasis of non-vehicular use of new streets, driveways and sidewalks. Finally, to achieve more vibrant, walkable streets and sidewalks, the character-based zoning also includes incentives for public or civic spaces like shared streets, wide public sidewalks, or urban parks, alleyways, or other publicly accessible open space areas.

In the case of 361 Islington Street, the North End Vision Plan called for high density zoning and taller, commercial or mixed-use buildings along Foundry Place and smaller buildings along Hanover Street.

EXISTING ZONING

Consistent with other properties along Foundry Place and Hill Street, the property is zoned CD5 (see Figure 6). The CD5 District is an urban zoning district that allows for a wide array of higher density commercial and residential uses within mixed-use buildings. The Property is also subject to several Overlay Districts (see Figure 7). The northern half of the property is located within the North End Incentive Overlay District (NEIOD). The entire property is also located within the Downtown Overlay District (DOD).

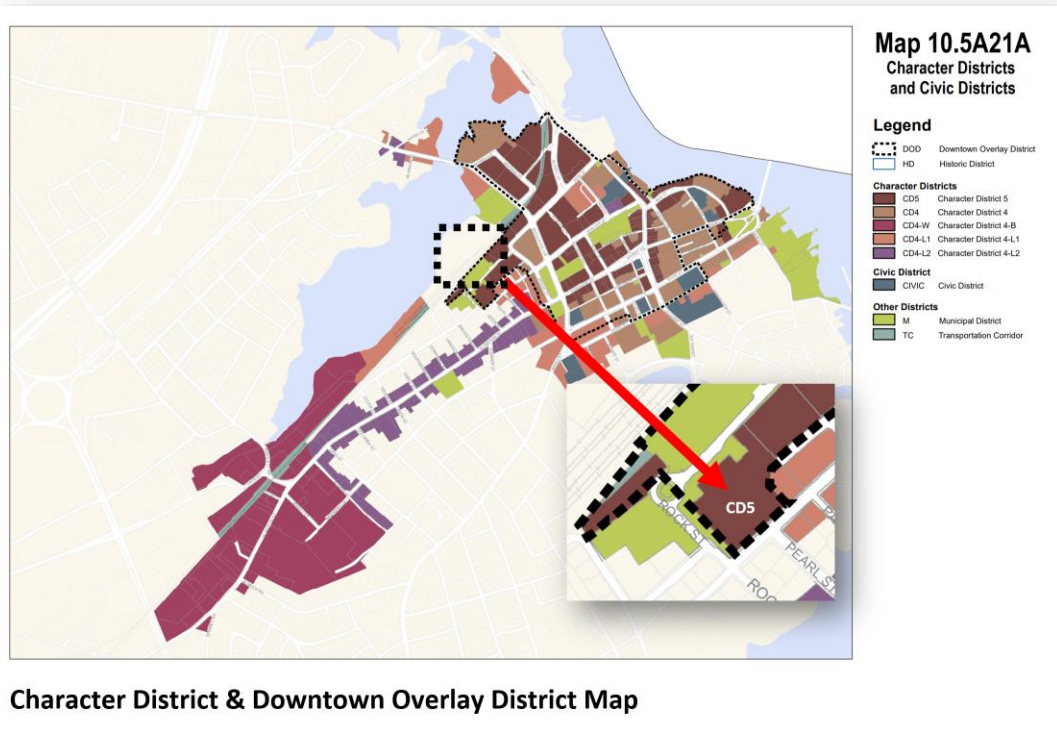


Figure 6 – Existing Character Districts showing 361 Hanover Street

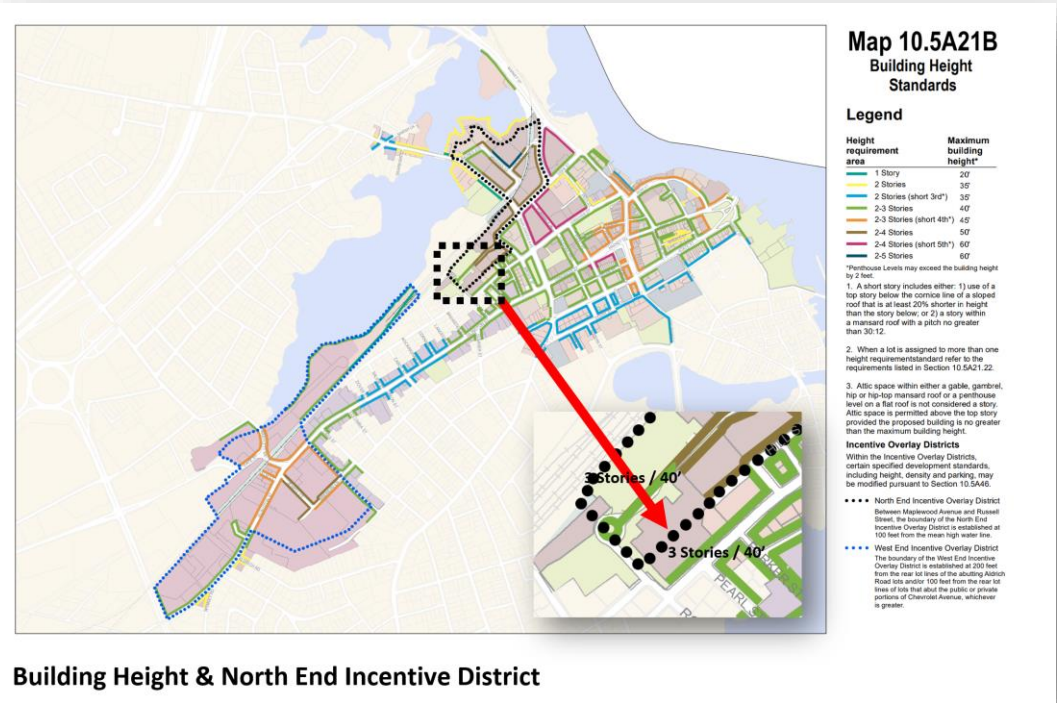


Figure 7 – Existing Building Height Standards showing the NEIOD

As illustrated in Figure 7, the Building Height Standards for 361 Hanover Street are limited to three (3) stories or 40'. However, the rear portion of the property that contains the existing buildings also allows for an additional story or 50' under the NEIOD.

NEIGHBORHOOD CONTEXT

The surrounding neighborhood context is characterized by a mix of land uses, building heights and footprints. The context includes the 14 properties shown on Figure 8. The context includes a portion of Foundry Place as well as Hanover, Hill, Rock, and Sudbury Streets. As shown in Figure 8, while the taller 4-5 story mixed-use structures are located to the north and east of the property, to the south and west of the property, most existing structures are 2 to 2 ½ stories, of wood-frame construction and are built between the late 18th and late 19th centuries. These smaller 2 – 2 ½ story historic structures are also located directly along the street edge with narrow side yards on small urban lots with limited off-street parking.

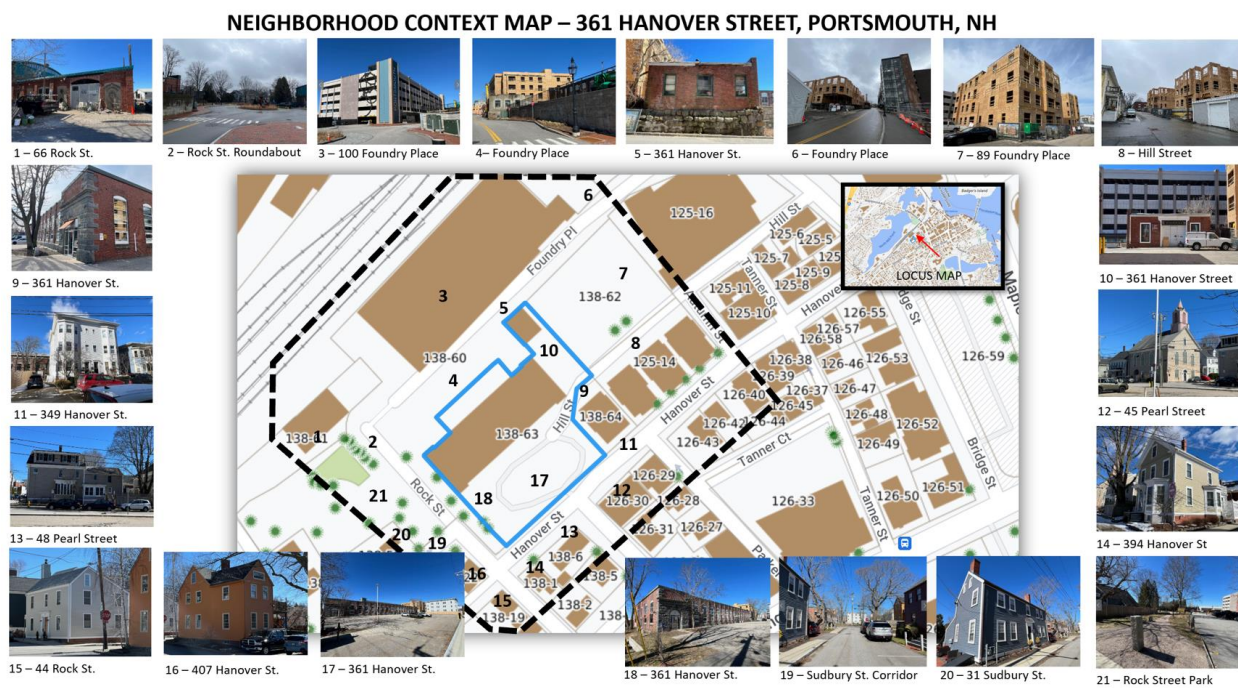


Figure 6 – Neighborhood Context Map showing 361 Hanover Street

To the north are considerably larger urban structures associated with the recent development within the North End Incentive Overlay District. Most buildings on the north side are 4-5 stories and 52-64 feet in height with large footprints, high building coverage, and limited active commercial uses on the ground-floor. Parking is primarily located on the ground-floor behind a commercial liner

building. Importantly, the 6 level (64') Foundry Place municipal parking structure, shown on Figure 6, is located direct adjacent to the existing building on 361 Hanover Street.

To the south, and southwest, the existing land use pattern is represented by multi-family structures built in the late 19th century. Additionally, the former Pearl Church is located directly across the site, and it is a two-story, wood frame building that is approximately 40 feet in height. To the east, the land use pattern is characterized with 2 – 3-story wood frame multi-family historic structures. These structures were built in the mid- to late-19th century, have a relatively high building coverage and limited open space due to parking being added over time behind and between the structures.

Although the Downtown Overlay District (the “DOD”) includes 361 Hanover Street it is important to acknowledge that there are no other properties fronting on Hanover Street included in the DOD. This is likely a result of the DOD following the property lines of the entire parcel as no properties are split zoned in the North End. Additionally, no other parcel in the North End spans the land area between Foundry Place and Hanover Street. Under the Zoning Ordinance, the DOD requires ground-floor commercial uses within all buildings with the intention to activating the street edge and enhance the pedestrian experience.

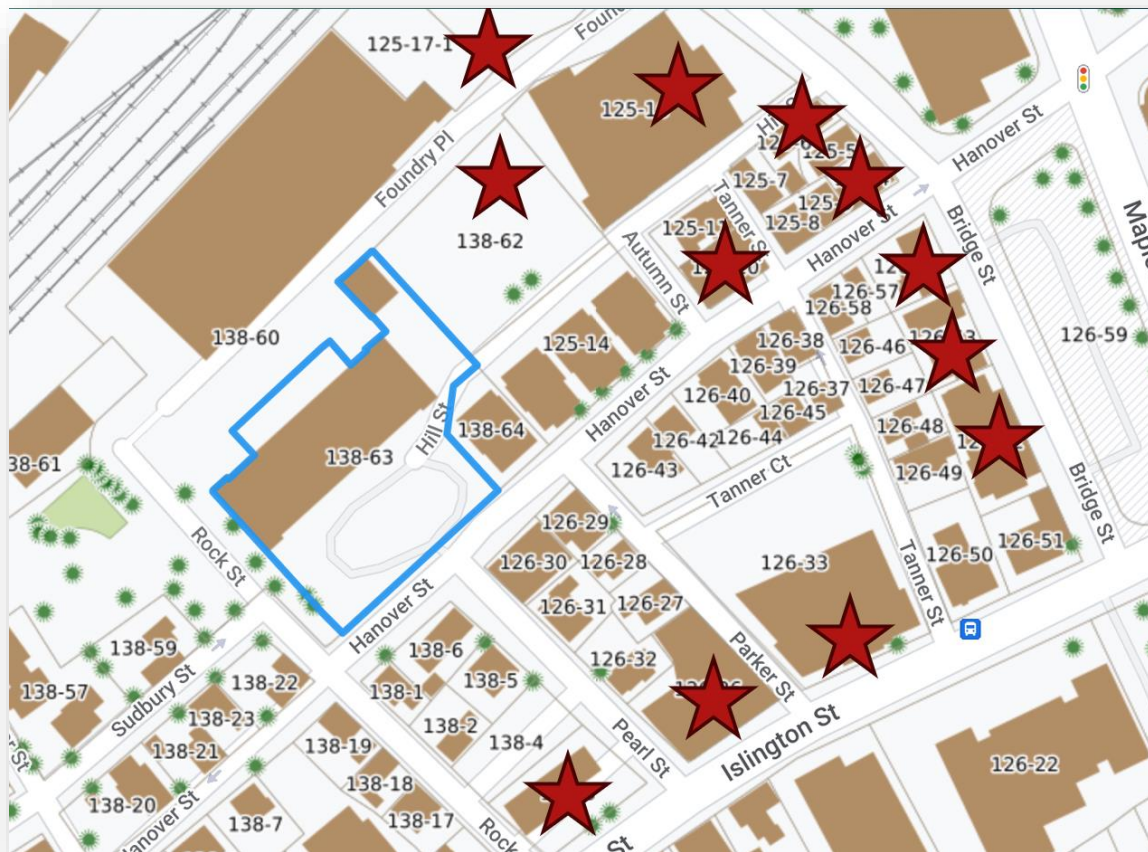


Figure 7 –Properties with Existing Ground-Floor Commercial Uses

Unfortunately, in this area along Hanover Street Figure 7 shows that of all the existing buildings fronting on Hanover Street from Bridge to Rock Street, only 293 Hanover Street is designed and used as a ground-floor commercial use. Figure 7 also shows that, to the east, Bridge Street is essentially the edge of the downtown commercial district and Islington Street – a mixed-use commercial corridor linking the Downtown to the West End – provides intermittent commercial uses that support the adjacent neighborhoods.

Density can be defined in a number of ways including, but not limited to, the number of dwelling units per acre, as well as the height, volume, footprint, or massing of the buildings. When looking at density as a function of the number of dwelling units per acre, Figure 8 illustrates the transition from the high-density developments and land use pattern within the CD5 Character-District along Foundry Place and Hill Street with the lower density traditional neighborhoods along Hanover, Rock, and Sudbury Streets. Similarly, when converting the number of dwelling units per acre to a minimum lot area per dwelling unit, the proposed CUP project for 361 Hanover Street is consistent with the minimum lot area per dwelling unit of the existing historic buildings located within the CD4-L1 Character District along Hanover Street.



Figure 8 – Existing Neighborhood Density (Estimated Units / Acre) along Abutting Streets

THE DEFAULT - “AS-OF-RIGHT” - DESIGN REVIEW PLAN

On May 16th, 2024, HDC appeared before the Planning Board seeking Design Review approval for a project that conformed to the existing zoning requirements. As illustrated in Figure 9, the Planning Board approved Design Review Plan shows a subdivision of the property to separate the former Powerhouse building from the remainder of the site and redevelopment of the former Steam Factory building into a 3-story building with a mansard attic level, and placement of new 3-story building (with another mansard attic level) on the surface parking lot fronting on Hanover Street. Notably, approval of the Design Review Plan vests the current zoning to the Property. Thus, without approval of the requested zoning relief, the Design Review Plan is likely to be submitted for Site Plan Approval by the Planning Board.



Figure 9 – The “As-of-Right” Design Review Plan

Site Plan

The existing land use regulations allow the property to support three-story buildings (with additional attic levels) provided the buildings are no taller than 40 feet in height, 95% in coverage, and have at least 5% open space, and the required off-street parking.

The proposed site plan, shown in Figure 10, shows two, three-story buildings totaling approximately 85,000 +/- square feet of floor area with a total of 72 off-street parking spaces. The plan also proposes a small demolition to the rear elevation of the Portsmouth Steam Factory Building and replacement with a multi-story addition with a footprint of 3,485 SF. Along Hanover Street and a new three-story building with an 11,036 SF +/- footprint is proposed. Like the abutting new construction in the North End, structured parking spaces within the ground-floor of both buildings is proposed behind commercial liner buildings.

The proposed new building along Hanover Street would have a 20-foot covered passageway entrance from the street to a central courtyard between the buildings that would provide access to the indoor parking areas. The upper floors of the Hanover Street building would contain 12 residential dwelling units and the Portsmouth Steam Factory Building would contain 24 dwelling

units; for a total of 36 +/- dwelling units. There would be 72 off-street parking spaces in the aggregate for up to 2 off-street parking spaces per dwelling unit (where only 1.3 spaces per unit are required).

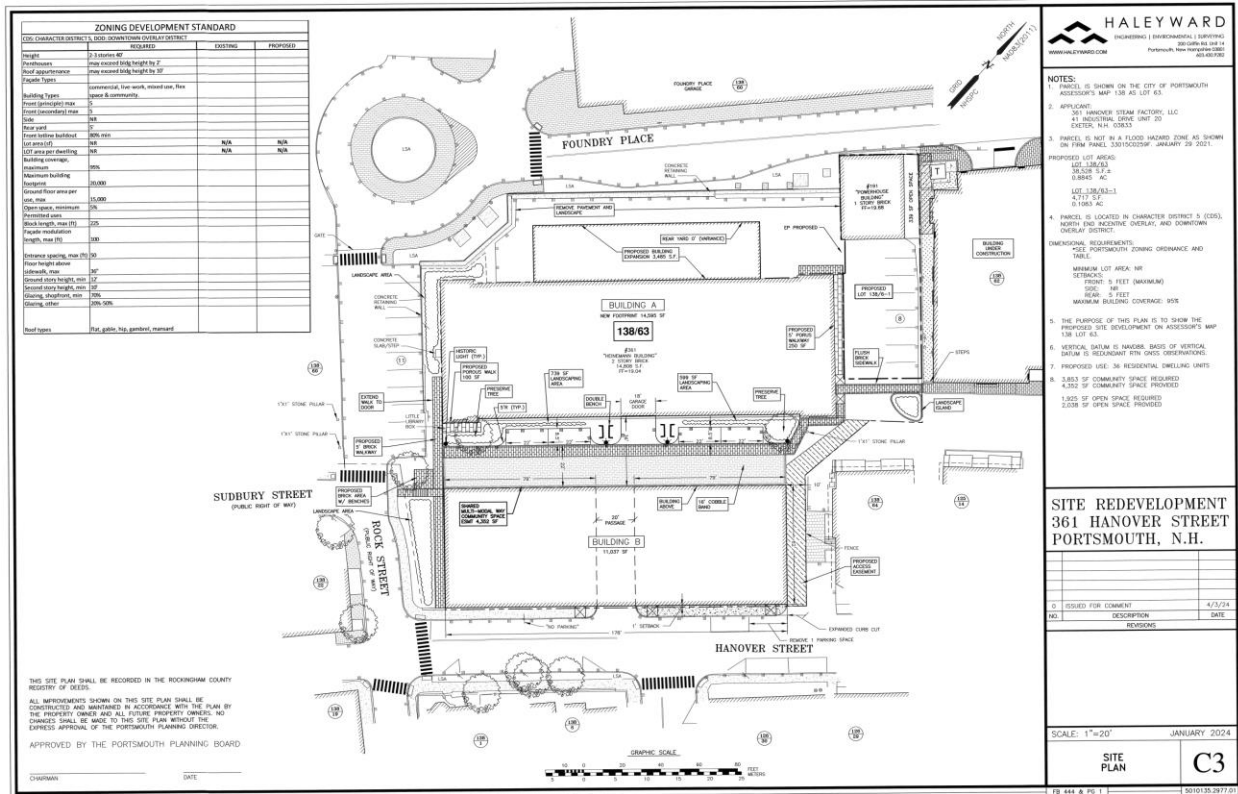


Figure 10 – Proposed Site Plan for the Approved, “As-of-Right” Design Review Plan

Proposed Building Elevations

As shown in Figures 11 and 12, the proposed building elevations for the Portsmouth Steam Factory and the new 3 ½ story building along Hanover Street both propose to use a mansard roof. The ground floor uses along the street and front façade are commercial (as required in the DOD) with parking for the visitors and the upper floor residential units located behind the liner buildings.





Figure 11 –Elevations for the Upward Expansion of the Portsmouth Steam Factory Building

Both buildings show an attic level under a mansard roof which provides up to 95% of the floor area and living space of the story below. The Portsmouth Steam Factory building has a total GFA of nearly 75,000 SF with up to 42 parking spaces proposed within the ground story of the building.

Figure 12 shows the proposed 3-story mansard building along Hanover Street. The Hanover Street building has ground floor commercial uses along the street edge within a liner building and 26 off-street parking spaces within the rear portion of the ground floor. Additionally, there are four visitor spaces proposed for the courtyard area between the buildings.



Figure 12 – Front, Side, and Rear Elevations for the Mixed-Use Hanover Street Building

Building Height

Figure 13 shows a cross section of the Hanover Street building and a proposed building height of 40 feet. Importantly, both buildings are proposed to meet the requirement to be no taller than 3 stories (plus and attic level within a mansard roof) and 40 feet.

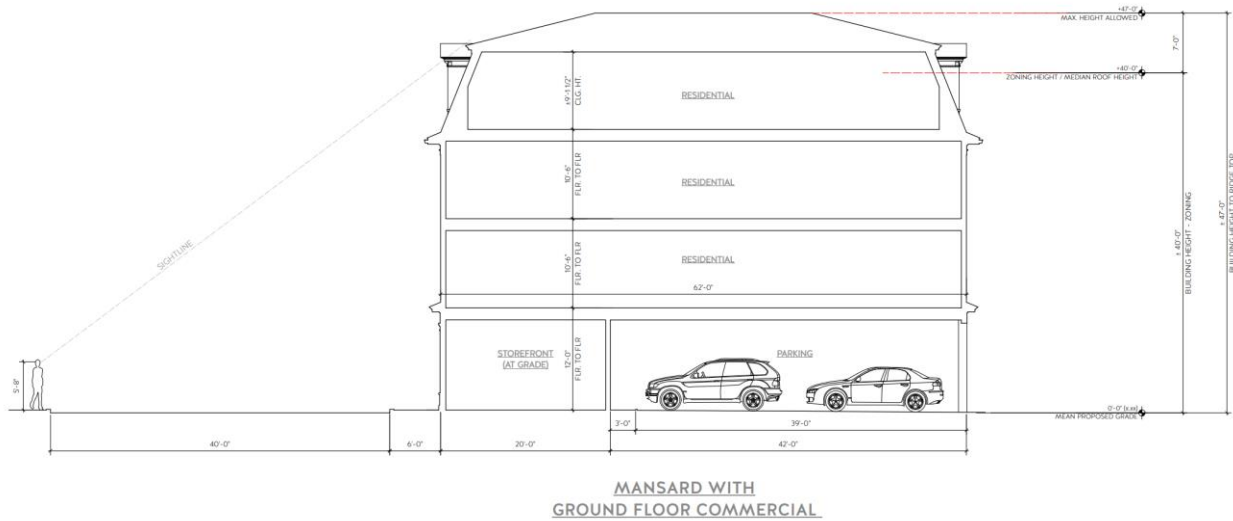


Figure 13 – Proposed 40’ Building Height for the Mixed-Use Hanover Street Building

Figure 14 illustrates the proposed 3 ½ story mixed use building along Hanover Street in the As-of-Right approved Design Review Plan.



Figure 14 –Rendering of the Hanover Street Mixed-Use Building in the Design Review Plan

Access and Circulation

As shown above in the proposed site plan, access and egress to the site is proposed using a 20-foot covered driveway connecting Hanover Street to the proposed courtyard between the buildings. The courtyard will provide access to structured parking within the two buildings as well as four

visitor spaces within the courtyard. All parking spaces and driveway aisles will conform to the required minimum dimensions. Emergency access will be provided using the proposed tunnel and driveway within the courtyard area.

Parking and Loading

As shown in Figure 15, there are 72 proposed off-street parking spaces shown on the proposed site plan. Given the property is located within the DOD only 51 spaces are required for the proposed use. A total of 47 spaces are required for 36 dwelling units given the units are all over 750 SF in GFA. Additionally, 8 visitor spaces are required for a total of 55 spaces. Tandem parking spaces will be assigned to the same unit owner. The DOD does not require any off-street parking for any proposed commercial uses and there is a four-space credit from the required parking. Thus, in the aggregate, the proposed building design and site plan has the capacity to provide nearly 2 spaces per dwelling unit plus visitor parking thereby minimizing any potential spillover parking to the abutting neighborhood.

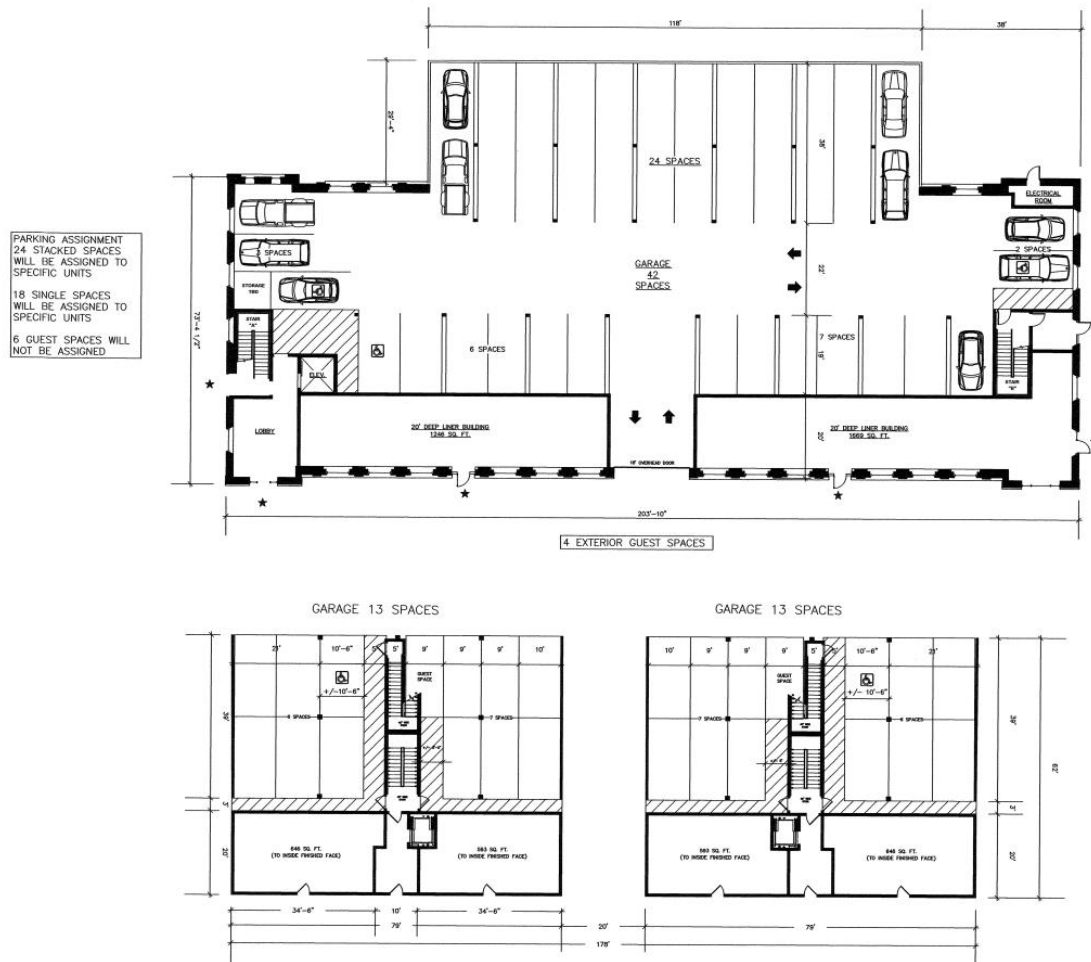


Figure 15 – Proposed Parking Layout (72 Spaces) for the Design Review Plan

Character District Zoning

The two proposed mixed-use buildings in the Design Review Plan meet all the development standards of the CD5. Table 2 illustrates how the two buildings comply.

ZONING DEVELOPMENT STANDARD			
CD5: CHARACTER DISTRICT 5, DOD: DOWNTOWN OVERLAY DISTRICT			
	REQUIRED	EXISTING	PROPOSED
Height	2-3 stories 40'	2 stories / 18" +/-	3 stories / 40'
Penthouses	may exceed bldg height by 2'	NA	NA
Roof appurtenance	may exceed bldg height by 10'	< 10'	<10'
Façade Types		NA	NA
Building Types	commercial, live-work, mixed use, flex space & community.	Commercial	Mixed-Use
Front (principle) max	5	99'	1'
Front (secondary) max	5	0'	0'
Side	NR	0.00	1'
Rear yard	5'	0'	0'
Front lot line buildout	80% min	100%	94%
Lot area (sf)	NR	N/A	N/A
Lot area per dwelling	NR	N/A	N/A
Building coverage, maximum	95%	34.0%	75.0%
Maximum building footprint	20,000	14,808	18,808
Ground floor area per use, max	15,000	18,808	7,660
Open space, minimum	5%	<5%	5.3%
Permitted uses		Commercial	Mixed-Use
Block length, max (ft)	225	205'	178'
Façade modulation length, max (ft)	100	205'	79'
Entrance spacing, max (ft)	50	>50'	<50'
Floor height above sidewalk, max	36"	0'	0'
Ground story height, min	12'	10'	12'
Second story height, min	10'	10'	10'
Glazing, shopfront, min	70%	NA	NA
Glazing, other	20%-50%	>20%	>20%
Roof types	flat, gable, hip, gambrel, mansard	Flat	Mansard

Table 1 – Zoning Development Standards for As-of-Right, Design Review Plan

Issues Raised during Design Review

As part of the Public Hearing within the Design Review process, several core issues of concern were expressed from both Planning Board members, neighbors, and members of the general public. The core issues included the height, scale, volume, and massing of the proposed buildings, especially along Hanover Street. Additionally, there were also concerns about the prospect of ground-floor commercial uses and their potential impact on spill-over street parking, lighting, noise and other potential negative impacts on the surrounding residential neighborhood. Other issues included emergency access concerns via the proposed covered driveway, and whether the proposed buildings and zoning requirements were consistent with the design goals North End

Vision Plan; in particular, whether the proposed building design were reflective of the quality and character of the existing historic structures within the surrounding neighborhood.

In response to these issues, we developed an preferred project, the “CUP Plan”, to better reflect the goals, objectives, and comments provided from both the Board members and participating residents from the surrounding neighborhood.

THE PREFERRED PROJECT – THE CUP PLAN

On July 18th, 2024, HDC appeared before the Planning Board seeking feedback on a conceptual CUP Plan. As shown in Figure 16, the CUP Plan, which also shows a subdivision of the former Powerhouse Building from the property, proposed redevelopment of the former Steam Factory Building into a 4-story/ 50’ building (with a flat-roofed recessed penthouse attic level), and three (3) 3-story buildings (one with a mansard attic level) proposed on the 57-space, surface parking lot fronting on Hanover Street.



Figure 16 – The Preferred CUP Plan

The preferred CUP Plan seeks to address the core issues listed above by adhering to the goals and objectives of the North End Vision Plan. Moreover, it also seeks to redevelop the property by employing a context-sensitive approach that steps down and transitions from a high-density newer development along Foundry Place and Hill Street to a moderate density along Hanover Street and lower density along Rock and Sudbury Streets.

Figure 9 illustrates how the previously proposed 3 ½ story mansard building along Hanover Street occupies the full street frontage along Hanover Street and overpowers some of the smaller abutting buildings. In contrast, Figure 10 illustrates the preferred CUP Plan where the larger building has been broken into three separate buildings with reduced height and volume to better align with the lower density context of the southwestern side of the site.

As we discussed within the Design Review process, the CUP Plan also proposes to increase the height of the Kearsarge Building along Foundry Place – in a historically sensitive manner – to reestablish the volume, height, and historic character of the building and support the transfer of

development rights from Hanover Street to Foundry Place as intended in the North End Vision Plan and the Character-Based Zoning.

Ground-Floor Residential Uses

Given the questions of economic viability and the potential for adverse impacts on the surrounding neighborhood (i.e. spillover parking, noise, and light pollution), the CUP Plan proposes a residential ground-floor use in all four buildings.

Site Plan

As shown in Figure 11, there is parking available on-site to support up to 48 dwelling units within the four (4) proposed buildings.

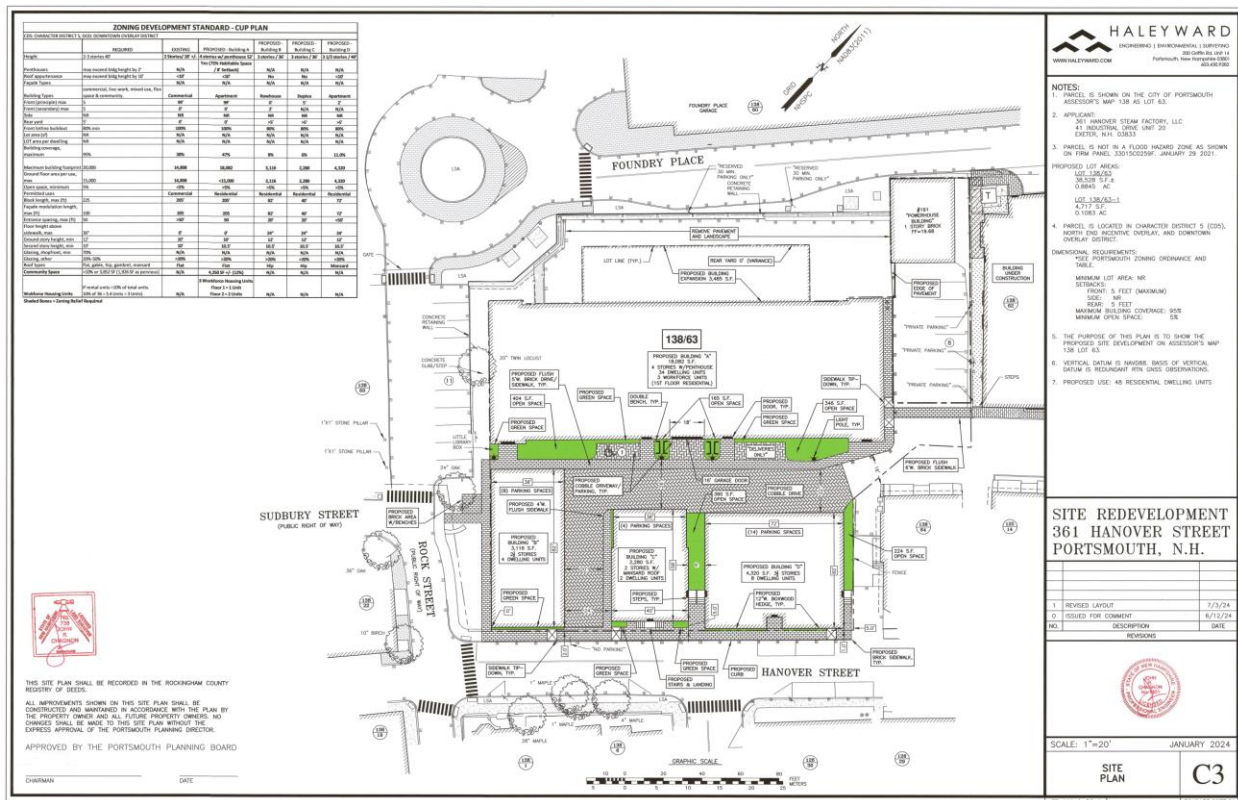


Figure 11 – Preferred CUP Plan showing Proposed Buildings, Driveways, and Open Space

Building Design

As shown in Figures 12-15, all four buildings have been redesigned to be more consistent with the historic character of the surrounding neighborhood. Understanding this property is located outside the Historic District, we have intentionally redesigned these buildings to reference the historic elements in the surrounding context versus the more contemporary buildings being constructed along Foundry Place and Deer Street in the North End.



Figure 12 – Building A: 4½-Story “Apartment” Building (the Kearsarge Building)



Figure 13 – Building B: 3-Story “Rowhouse” Building



Figure 14 – Building C: 3-Story “Duplex” Building



Figure 15 - Building D: 3½-Story “Apartment” Building

Community Space

As required under the CUP, at least 10% (3,853 SF +/-) of the property would be deeded as Community Space. As shown on Figure 16, the proposed Community Space would be a 4,500 +/- SF Shared Multi-Modal Way connecting Rock Street to Hill Street. The shared street would include formal landscaping, lighting and street furniture.

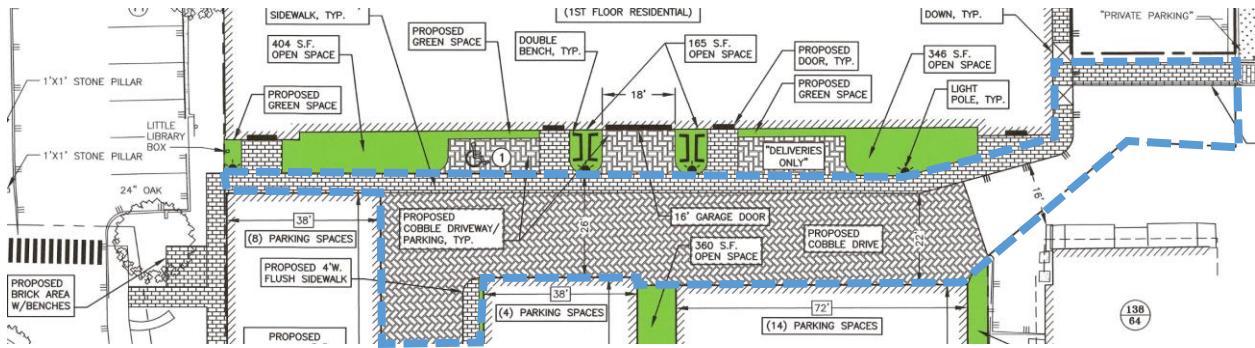


Figure 16 – Proposed Community Space - Multi-Modal Way

Workforce Housing

As required under the CUP, at least 10% of the proposed dwelling units would be deed restricted as rental Workforce Housing Units and be rented to a household with an income of no more than 60% of the median family income for a 3-person household. Such units will be at least 600 SF in GFA and are proposed to be located within the 1st and 2nd floor of Building A (the only building located within the North End Incentive Overlay District).

Zoning Relief Needed

Table 1 shows how the proposed four buildings align with the development standards for the CD5.

ZONING DEVELOPMENT STANDARD - CUP PLAN						
CDS: CHARACTER DISTRICT 5, DOD: DOWNTOWN OVERLAY DISTRICT						
	REQUIRED	EXISTING	PROPOSED - Building A	PROPOSED - Building B	PROPOSED - Building C	PROPOSED - Building D
Height	2-3 stories / 40'	2 Stories / 18' +/-	4 stories w/ penthouse 52' Yes (75% Habitable Space / 8' Setback)	3 stories / 36'	3 stories / 36'	3 1/2 stories / 40'
Penthouses	may exceed bldg height by 2'	N/A		N/A	N/A	N/A
Roof appurtenance	may exceed bldg height by 10'	<10'	<10'	No	<10'	<10'
Facade Types		N/A	N/A	N/A	N/A	N/A
Building Types	commercial, live-work, mixed use, flex space & community.	Commercial	Apartment	Rowhouse	Duplex	Apartment
Front (principle) max	5	99'	99'	0'	5'	2'
Front (secondary) max	5	0'	0'	2'	N/A	N/A
Side	NR	NR	NR	NR	NR	NR
Rear yard	5'	0'	0'	>5'	>5'	>5'
Front lotline buildout	80% min	100%	100%	80%	80%	80%
Lot area (sf)	NR	N/A	N/A	N/A	N/A	N/A
LOT area per dwelling	NR	N/A	N/A	N/A	N/A	N/A
Building coverage, maximum	95%	38%	47%	8%	6%	11.0%
Maximum building footprint	20,000	14,808	18,082	3,116	2,280	4,320
Ground floor area per use, max	15,000	14,808	<15,000	3,116	2,280	4,320
Open space, minimum	5%	<5%	>5%	>5%	>5%	>5%
Permitted uses		Commercial	Residential	Residential	Residential	Residential
Block length, max (ft)	225	205'	205'	82'	40'	72'
Facade modulation length, max (ft)						
Entrance spacing, max (ft)	50	>50'	50	20'	20'	<50'
Floor height above sidewalk, max	36"	0'	0'	24"	24"	24'
Ground story height, min	12'	10'	10'	12'	12'	12'
Second story height, min	10'	10'	10.5'	10.5'	10.5'	10.5'
Glazing, shopfront, min	70%	N/A	N/A	N/A	N/A	N/A
Glazing, other	20%-50%	>20%	>20%	>20%	>20%	>20%
Roof types	flat, gable, hip, gambrel, mansard	Flat	Flat	Hip	Hip	Mansard
Community Space	>10% or 3,852 SF (1,926 SF as pervious)	N/A	4,250 SF +/- (12%)	N/A	N/A	N/A
Workforce Housing Units	If rental units =10% of total units. 10% of 36 = 3.4 Units = 3 Units)	N/A	3 Workforce Housing Units Floor 1 = 1 Unit Floor 2 = 2 Units	N/A	N/A	N/A

Table 2 – Zoning Table showing Development Standards for each Building

As illustrated with the shaded boxes in Table 2, to support the CUP Plan, zoning relief from the Board of Adjustment is necessary. The following variances are required to permit and construct the preferred CUP Plan:

REQUESTED ZONING RELIEF

Approval of the **preferred CUP Plan** requires approval of the following variances:

1. Ground Floor Commercial Uses – The Downtown Overlay District (the “DOD”) requires the ground-floor level of the buildings to be restricted to commercial uses. Additionally, in the CD5, all buildings are required to be either mixed-use (with upper floor residential uses) or commercial uses (on all floors). Thus, if the requested variance allowing for ground-floor residential uses is granted, the resulting residential buildings require zoning relief to allow for an “Apartment”, “Duplex”, and Rowhouse” buildings on the Property.
2. Minimum First Floor Height – The CD5 Character District requires the minimum height of the ground floor to be 12 feet. The purpose of this requirement is two-fold: to design ground-floor spaces to support commercial uses and to ensure that ground-floor residential uses to be elevated above the sidewalk for privacy concerns. The request is to allow for the ground floor height in the existing building to be 10’6”.
3. Attic Level Setbacks and Gross Floor Area Requirements – Attic levels that are flat-roofed penthouses are limited to an area no greater than 50% of the gross living area of the level of the floor level below. There are also setback requirements that range from 8’ to 15’ from the edge of the roof. The purpose of these requirements is to provide for penthouse levels that are smaller than a full story and reduce the visual appearance of the height of the building from the sidewalk. The requested variance is to allow for a minimum setback of 8’ from all roof edges and to allow no greater than 80% of the gross living area of the level of the floor below.

VARIANCE CRITERIA

The Applicant believes that this project meets the criteria necessary for granting the requested variances.

Granting the requested variances will not be contrary to the spirit and intent of the ordinance nor will it be contrary to the public interest. The “public interest” and “spirit and intent” requirements are considered together pursuant to Malachy Glen Associates v. Chichester, 152 NH 102 (2007). The test for whether or not granting a variance would be contrary to the public interest or contrary to the spirit and intent of the ordinance is whether or not the variance being granted would substantially alter the characteristics of the neighborhood or threaten the health, safety and welfare of the public.

In this case, were the variances to be granted, there would be no change in the essential characteristics of the neighborhood, nor would any public health, safety or welfare be threatened. The property is located at the transition from larger (and taller) buildings located along Foundry Place and Hill Street to smaller, more traditionally scaled buildings along Hanover and Rock

Streets. Approval of the variance to allow for ground-floor commercial use of the buildings will not adversely impact the health, safety and welfare of the public. The essentially urban character of the neighborhood will not be altered in any fashion by this project, nor will the health, safety or welfare of the public be threatened by granting the relief requested, as what is proposed is consistent with the mass and scale of neighboring buildings. The project must obtain further approval from the Planning Board so the interest of the public will be more than adequately protected.

- Ground Floor Commercial Uses - Approval of the variance to allow ground-floor residential uses in the buildings shown on the Preferred CUP Plan will result in a positive impact on the health, safety, and welfare of the public. The buildings on the property are located within a densely developed residential neighborhood where commercial uses are not present and largely located along Foundry Place, Islington, and Bridge Streets. There is also limited on-street parking in this location and the street right is narrow with many one-way streets. Granting of this variance will improve the design of the building(s) and reduce the overall height of the building(s).
- Minimum First-Floor Height - Approval of the variance to allow the ground-floor height of the existing historic building shown on the Preferred CUP Plan to be 10'6" versus 12' will result in a positive impact on the health, safety and welfare of the public given the ground floor of the building is primarily being used for covered parking as no commercial uses are proposed for the building. Granting of this variance will reduce the overall height of the building.
- Attic Level Setbacks and Gross Living Area Requirements - Approval of the variance to allow the setbacks of the living area of penthouse level shown on the Preferred CUP Plan to be reduced to 8' will result in a positive impact on the health, safety and welfare of the public given the preferred, as-of-right mansard roof will result in over 95% of the gross floor area of the floor below with no setback from the roof edge. Granting of this variance will improve the building design and reduce the overall volume of the building.

Substantial justice would be done by granting the variances. Whether or not substantial justice will be done by granting a variance requires the Board to conduct a balancing test. If the hardship upon the owner/applicant outweighs any benefit to the general public in denying the variance, then substantial justice would be done by granting the variance. It is substantially just to allow a property owner the reasonable use of his or her property. In this case, there is no benefit to the public in denying the variances that is not outweighed by the hardship upon the owner.

- Ground Floor Commercial Uses – Substantial justice will be done by approval of the variance to allow ground-floor residential uses in the buildings shown on the Preferred CUP Plan. Approval will result in a benefit to the public and will outweigh the hardship

to the owner of leasing marginal commercial space within a densely developed residential neighborhood with limited on-street parking.

- Minimum First-Floor Height - Substantial justice will be done by approval of the variance to allow the ground-floor height of the existing historic building shown on the Preferred CUP Plan to be 10'6" versus 12'. Approval will result in a benefit to the public and will outweigh the hardship to the owner of using an additional 18" of the height of the ground floor of the building when the primary use of the ground-floor is for covered parking as no commercial uses are proposed for the building.
- Attic Level Setbacks and Gross Living Area Requirements - Substantial justice will be done by approval of the variance to allow the setbacks of the penthouse level shown on the Preferred CUP Plan to be reduced to 8' and the gross living area to be increased to 80% of the floor below. Approval will result in a benefit to the public and will outweigh the hardship to the owner of using an "as-of-right" mansard roof for the attic which will increase the gross living area to 95% of the gross floor area of the floor below with no setback from the roof edge. Additionally, the original historic building had a strong cornice and did not use a mansard roof and this variance allows for the attic level to emulate that historic character.

The values of surrounding properties will not be diminished by granting the variances. Granting of the variances will not adversely impact the values of the surrounding properties will not be negatively affected in any way. Moreover, denial of the variances may result in an adverse impact on the values of the surrounding properties given the ground-floor commercial requirement which may result in spillover parking within the neighborhood, as well as lighting and noise impacts. As shown in the Design Review Plan, denial of the variances will result in a significantly larger building (footprint, volume and height) being constructed along Hanover Street that is out of scale and character with the surrounding neighborhood. Coupled with the ground-floor commercial use of the building, the larger building design illustrated in the as-of-right Design Review Plan will likely diminish any added value to the surrounding properties.

- Ground Floor Commercial Uses – The values of the surrounding properties will not be diminished by approval of the variance to allow ground-floor residential uses in the buildings shown on the Preferred CUP Plan. Approval of the variances will avoid any potential externalities associated with commercial uses in this densely developed residential neighborhood and thereby, result in a benefit to the public and increase the added value to the surrounding properties.
- Minimum First-Floor Height - The values of the surrounding properties will not be diminished by approval of the variance to allow the ground-floor height of the existing historic building shown on the Preferred CUP Plan to be 10'6" versus 12'. Approval of the variances will result in a benefit to the public and increase the added value to the surrounding properties. The shorter ground floor height of the existing building will

improve the design of the upper floors of the building adding value to the project and, indirectly, the added value of the surrounding properties.

- Attic Level Setbacks and Gross Living Area Requirements - The values of the surrounding properties will not be diminished by approval of the variance to allow the setbacks of the penthouse level shown on the Preferred CUP Plan to be reduced to 8' and the gross living area to be increased to 80% of the floor below. In contrast to using the "as-of-right" mansard roof, approval of the variances for the penthouse level will result in a better building design and, indirectly, added value to the surrounding properties.

There are special conditions associated with the property which prevent the proper enjoyment of the property under the strict terms of the zoning ordinance and thus constitute unnecessary hardship. The two historic structures on the property date back to the late 19th century. Although the property has its legal frontage on Hanover Street, it has a right-of-way to access Hill Street (a private way) and fronts along Foundry Place and Rock Street. However, the City owns a thin strip of land consisting of 7,300 SF located between the Property and the City's right-of-way for Foundry Place and Rock Street. This thin strip remains from the former Rock Street Garage property that was once used by the DPW prior to construction of Foundry Place. This is also the only property in this section of the North End that spans Foundry Place to Hanover Street. The property also has an eight (8) foot grade change from Foundry Place to Hill Street. Additionally, the existing historic building is located behind a 57-space surface parking lot; more than 100 feet from Hanover Street.

- Ground Floor Commercial Uses – The special conditions associated with the property and its historic structure and unique location 100 feet from Hanover Street and location 8 feet above Foundry Place, creates a hardship for the requirement of ground-floor commercial uses. Approval of the variances will result in a better design and a property enjoyment of the property and be consistent with the surrounding neighborhood context.
- Minimum First-Floor Height - The special conditions associated with the property and the historic structure constitutes a hardship for the requirement of 12' first-floor heights. Approval of the variances will result in a reasonable use of the ground-floor of the property and be consistent with the physical attributes of the building as this building has no basement level so the parking is at grade. Allowing the ground-floor height of the existing historic building to be 10'6" versus 12' will result in a better design of the parking level as well as upper levels and a design consistent with the surrounding neighborhood context.
- Attic Level Setbacks and Gross Living Area Requirements - The special conditions associated with the property and irregular shape of the historic building constitutes a hardship for the requirement of limiting the gross living area to 50% and the setbacks

of 15' and 20' from the roof edge on two sides of the building. Allowing the variance to the setbacks and gross living area will result in a better design and a reasonable use of the property and be consistent with the surrounding neighborhood context shown on the Preferred CUP Plan. Allowing the living area to be setback 8' and the gross living area to be increased to 80% of the floor below will result in a better building design and a property enjoyment of the property.

The use is a reasonable use. Except for the ground floor residential use, all the proposed uses of the buildings are permitted in the CD5.

- **Ground Floor Commercial Uses** – Allowing for residential ground floor uses is not only reasonable given all but one building along Hanover Street have ground-floor residential uses shown on the Preferred CUP Plan.
- **Minimum First-Floor Height** - The use of the existing historic structure is reasonable given it does not front directly on a public way and is located more than 100 feet from Hanover Street and, if approved as shown on the Preferred CUP Plan, it will have three residential buildings between the front façade and Hanover Street.
- **Attic Level Setbacks and Gross Living Area Requirements** - The use of a penthouse for the attic level of the historic structure is not only reasonable, but also preferred, as an alternative to a larger volumed mansard roof that is also inconsistent with the historic character of the building and an over-used roof type for new buildings in downtown Portsmouth due to the added volume provided.

There is no fair and substantial relationship between the purpose of the ordinance as it is applied to this particular property. The requirements for ground-floor commercial uses, added first-floor height and the smaller penthouse attic level do not present a fair and substantial relationship between the purpose of the ordinance as it is applied to this particular property. Thus, there is no fair and substantial relationship between the purposes of the height requirements and their application to this property.

- **Ground Floor Commercial Uses** – The requirement of ground-floor commercial uses in all the existing or proposed buildings bears no fair and substantial relationship between the ordinance and this particular property. The primary reason this property was included in the DOD was due to the prior commercial use in the historic building and the lot shape which extended to Hanover Street. The 57-space surface parking lot was not contemplated for redevelopment with mixed-use buildings given the absence of the DOD along Hanover Street. In contrast, approval of the variances will avoid any off-site impacts of commercial activity at this location, result in a benefit to the public, and increase the added value to the surrounding properties.

- Minimum First Floor Height - The requirement of a 12’ first-floor height in the existing building bears no fair and substantial relationship between the ordinance and this particular property given the 8’ grade change to Foundry Place (which was not in existence when the zoning was adopted) making commercial use along Foundry Place unreasonable (especially with no existing basement level in the historic building) . In contrast, allowing the ground-floor height of the existing historic building to be 10’6” versus 12’ will result in a benefit to the public and increase the added value to the surrounding properties. The shorter ground floor height of the existing building is appropriate for ground level parking and will improve the design of the upper floors of the building adding value to the project and, indirectly, the added value of the surrounding properties.
- Attic Level Setbacks and Gross Floor Area Requirements - The setbacks and gross living area requirements of a penthouse on the existing historic structure bears no fair and substantial relationship between the ordinance and this particular property. In contrast, allowing the setbacks of the penthouse level to be reduced to 8’ and the gross living area to be increased to 80% of the floor below will result in a smaller building volume than the alternative mansard roof option.

I. Conclusion.

After consideration of the many valuable comments, issues, concerns, and suggestions provided by the Planning Board and members of the public during both the Design Review process for the “As-of-Right” Design Review Plan and the Preliminary Conceptual Consultation for the preferred CUP Plan, we believe the proposed CUP Plan meets the goals and objectives of the North End Vision Plan and, subject to the granting of this zoning relief from the Board of Adjustment and exceeds the findings and criteria needed for the subsequent approval of a CUP from the Planning Board.

We believe the preferred CUP Plan illustrates a unique opportunity to redevelop this property – and replace the unsightly 57-space surface parking lot fronting on Hanover Street with context-sensitive buildings that respect and support the quality and character of the surrounding neighborhood. Despite being located outside the City’s Historic District we also believe our efforts to design the buildings and site amenities is architecturally consistent with the surrounding historic character. Additionally, providing covered parking within the buildings for the required parking for the residential dwelling units is a significant achievement and benefit to the neighborhood. Similarly, the proposed Community Space in the form of a multi-modal way, and much-needed, Workforce Housing - the first project to do so in the North End – is a significant public benefit. Taken together, we believe these substantial public benefits strengthen the value of the project and address the primary concerns shared by the Board and members of the surrounding neighborhood.

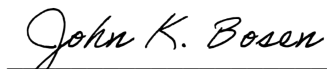
In closing, we believe the CUP Plan represents a well-conceived building and site design that provides an incremental but well-balanced, transition from the high-density, mixed-use developments located along Foundry Place and Hill Street to the lower density established

neighborhoods along Hanover and Rock Streets. Pending approval of the requested variances we remain committed to working with the Planning Staff, Board, and members of the public to refine the design of the CUP Plan, which we strongly believe will result in a positive contribution to the architectural fabric of downtown Portsmouth, the North End, and a provide the desired stepping down and transition to the abutting Islington Creek Neighborhood.

For the foregoing reasons, the applicant respectfully requests the Board grant the variances as requested and advertised.

Respectfully submitted,

DATE: October24, 2024



John K. Bosen, Esquire

361 Hanover Photo Page







PROPOSED DEVELOPMENT

361 HANOVER STREET PORTSMOUTH, NEW HAMPSHIRE VARIANCE APPLICATION PLAN

OWNER/APPLICANT:

361 HANOVER STREET
FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, NH 03833
TEL. (603) 235-5475

CIVIL ENGINEER/LAND SURVEYOR:

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

ARCHITECT:

SCOTT BROWN
29 WATER STREET, SUITE 209
NEWBURYPORT, MA 01950
TEL. (978) 465-3535

PLANNING CONSULTANT:

NICHOLAS CRACKNELL
TEL. (978) 270-4789

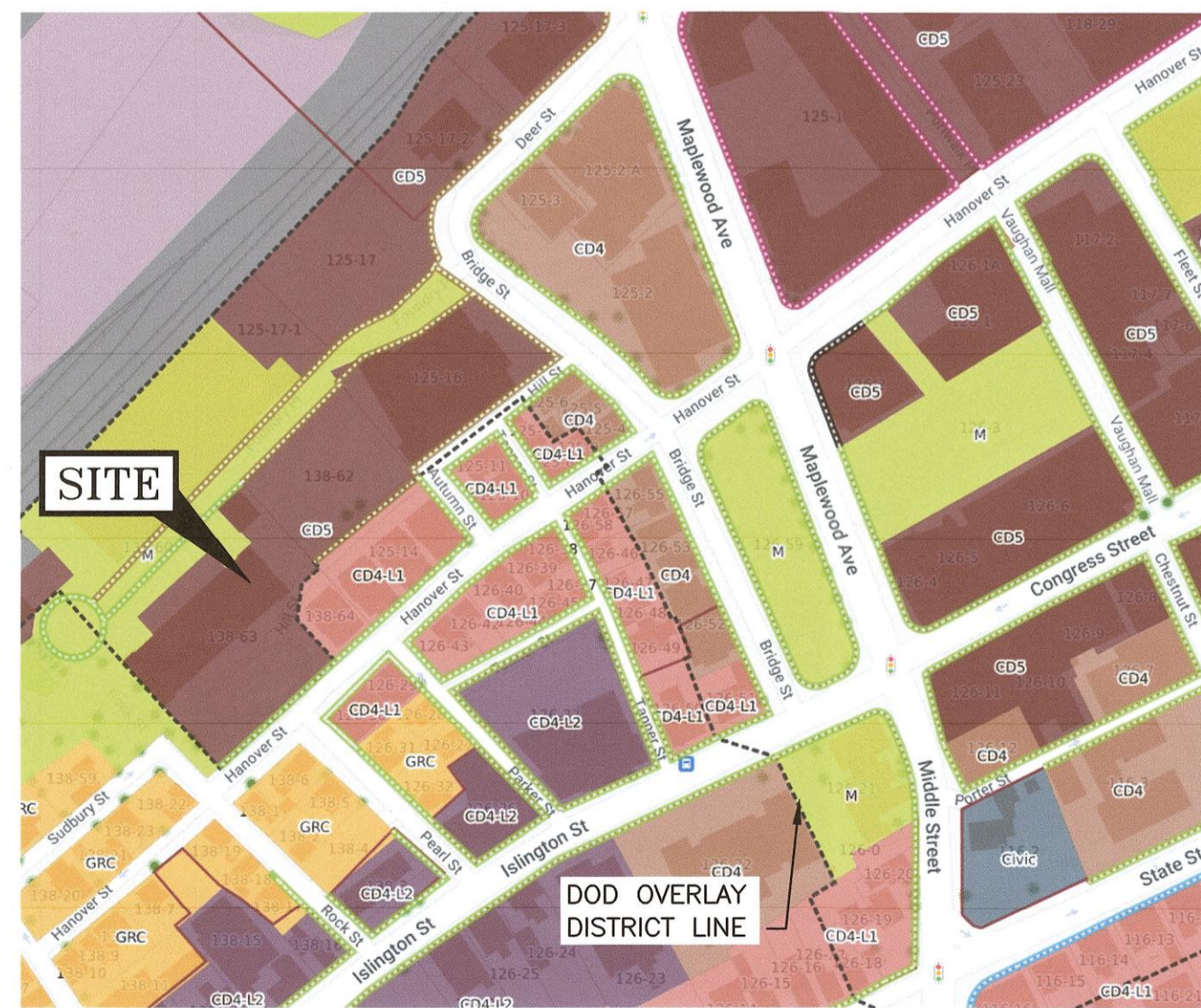
LAND USE ATTORNEY:

BOSEN & ASSOCIATES
266 MIDDLE STREET
PORTSMOUTH, N.H. 03801
TEL. (603) 427-5500

PERMIT LIST:
PORTSMOUTH HDC:
PORTSMOUTH ZONING BOARD:
PORTSMOUTH SITE REVIEW:
PORTSMOUTH CONDITIONAL USE PERMIT:

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
⊙	⊙	HYDRANT
⊙	⊙	CATCH BASIN
⊙	⊙	SEWER MANHOLE
⊙	⊙	DRAIN MANHOLE
⊙	⊙	TELEPHONE MANHOLE
⊙	⊙	PARKING SPACE COUNT
⊙	⊙	PARKING METER
⊙	⊙	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



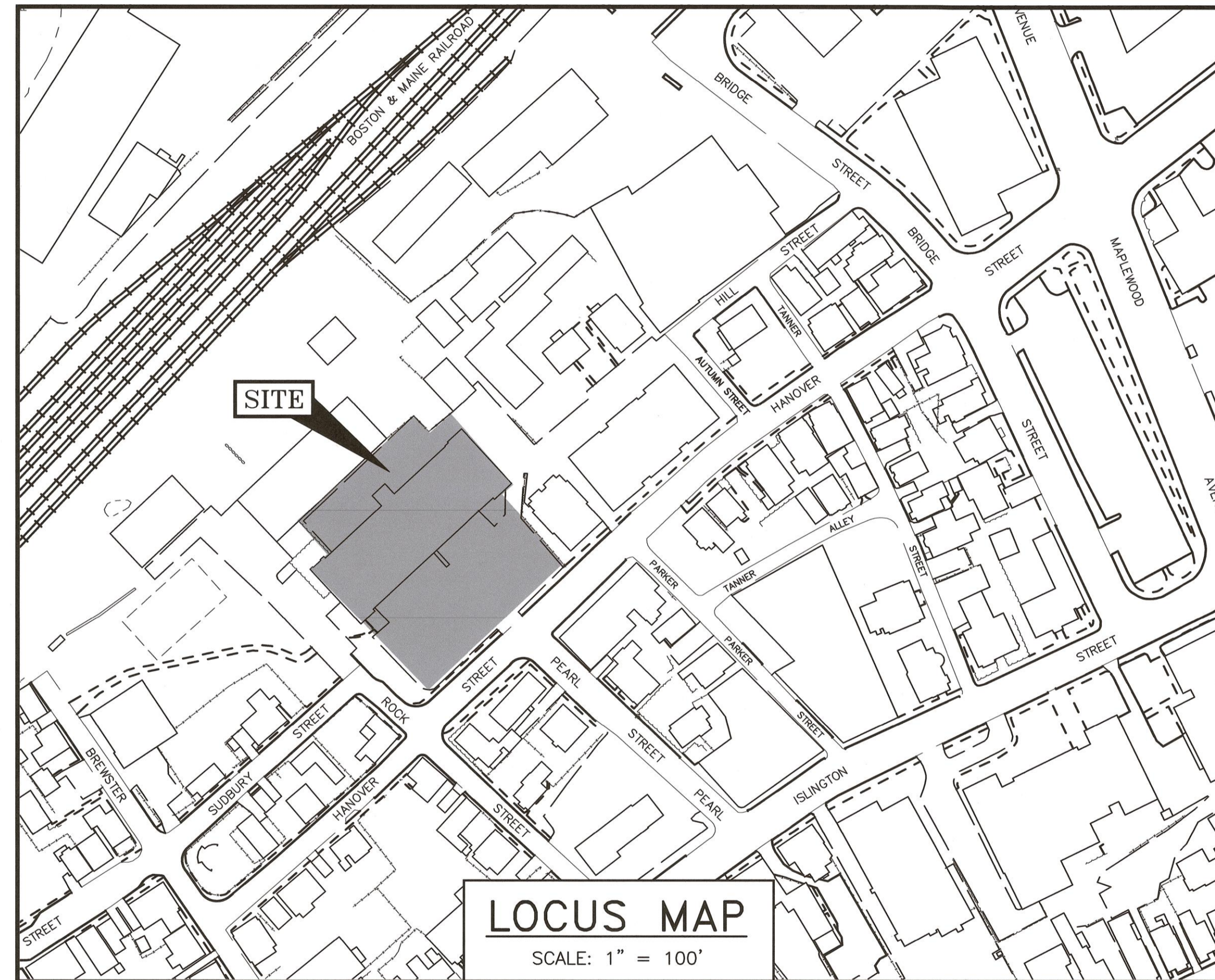
MAP 10.5A21A
CHARACTER DISTRICTS
AND CIVIC DISTRICTS

Character Districts	Civic District	Municipal District	Overlay Districts
CD2 Character District 2	CDC Civic District	MUN Municipal District	OLOD Osprey Landing Overlay District
CD4 Character District 4			DO Down Town Overlay District
CD4-W Character District 4-W			HD Historic District
CD4-L1 Character District 4-L1			
CD4-L2 Character District 4-L2			

MAP 10.5A21B
BUILDING HEIGHT
STANDARDS

Height requirement area	Maximum building height*
1 Story	20'
2 Stories	35'
2 Stories (short 3rd)	35'
2-3 Stories	40'
2-3 Stories (short 4th)	45'
2-4 Stories	50'
2-4 Stories (short 5th)	60'
2-5 Stories	60'

*Penthouse Levels may exceed the building height by 2 feet.



LOCUS MAP

SCALE: 1" = 100'

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

INDEX OF SHEETS

DWG. NO.	
-	SUBDIVISION PLAN
-	SITE ORTHOPHOTO
C1	EXISTING CONDITIONS PLAN
C2	DEMOLITION PLAN
C3	SITE PLAN
-	LICENSE AREA PLAN

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 ZONING BOARD

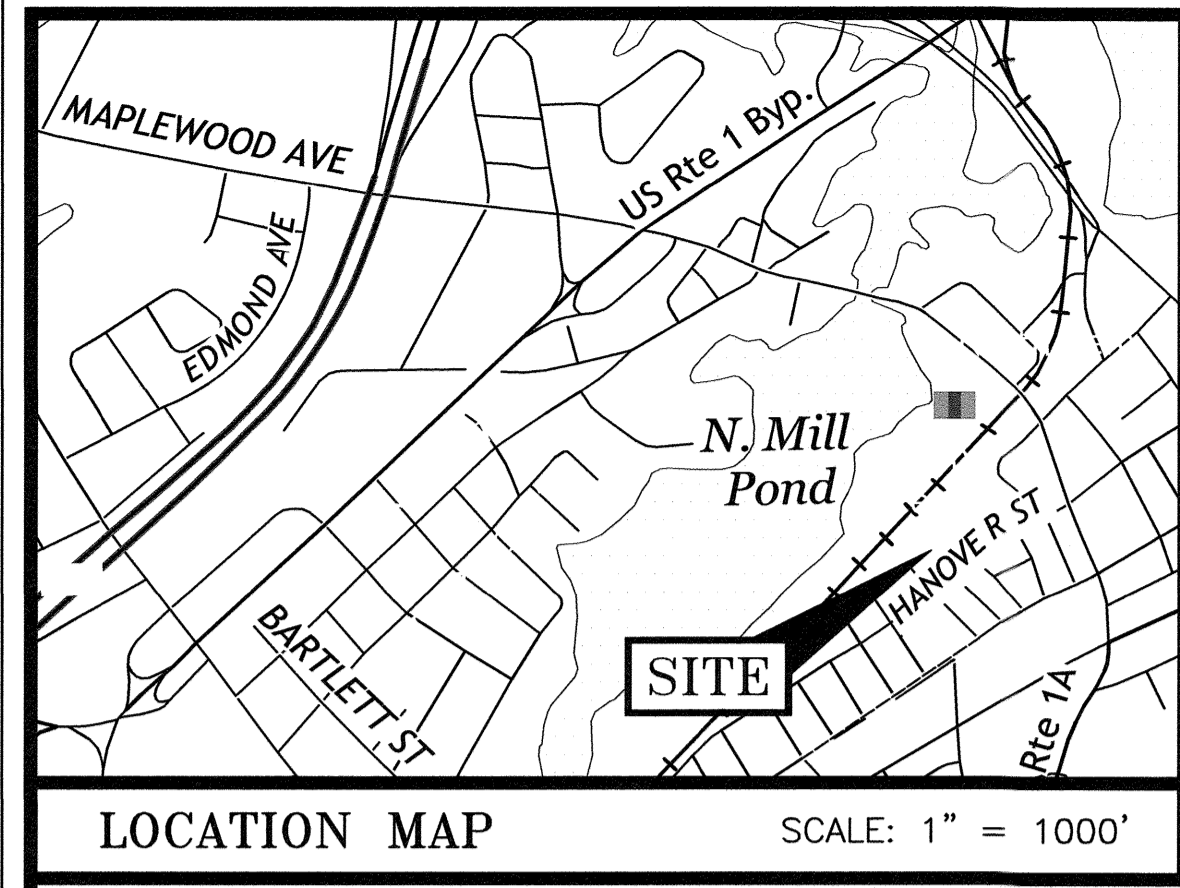
CHAIRMAN _____ DATE _____

VARIANCE APPLICATION PLAN
PROPOSED DEVELOPMENT
361 HANOVER STREET
PORTSMOUTH, N.H.

HALEYWARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd, Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

PLAN SET SUBMITTAL DATE: 24 OCTOBER 2024

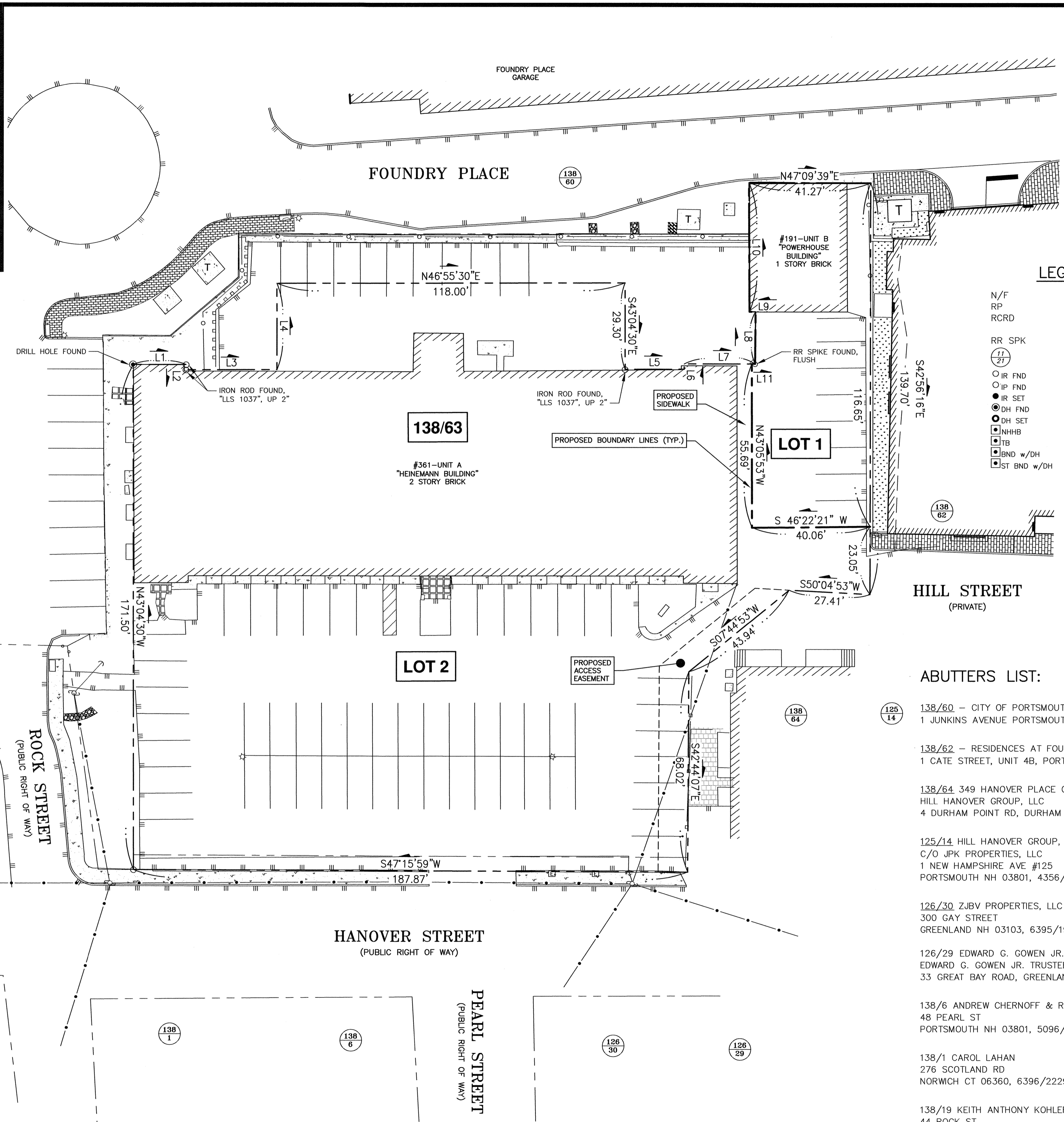
5010135.2977.01



LOCATION MAP SCALE: 1" = 1000'

PLAN REFERENCES:

- 1) "PLAN OF LAND IN PORTSMOUTH, N.H. PORTSMOUTH MFG & POWER CO. TO FRANKIE BROOKS" BY JOHN W. DURGIN. DA TED FEBRUARY 1918. RCRD PLAN 078.
- 2) "SUBDIVISION OF LAND OF PORTSMOUTH MFG. & POWER CO. PORTSMOUTH, N.H." BY JOHN W. DURGIN. DATED NOVEMBER 1925. RCRD PLAN #368.
- 3) "LAND IN PORTSMOUTH, N.H. PORTS. MFG. & POWER CO. TO HAROLD S. WOODS" BY JOHN W. DURGIN. DATED NOVEMBER 1926. RCRD PLAN #389.
- 4) "CONDOMINIUM SITE PLAN FOR HANOVER PLACE CONDOMINIUM 349 HANOVER STREET COUNTY OF ROCKINGHAM PORTSMOUTH, NH" BY MILLETTE, SPRAGUE & COLWELL, INC. DATED SEPTEMBER 28, 2004 LAST REVISED DECEMBER 20, 2005. RCRD PLAN D-33379.
- 5) "CONSOLIDATION & SUBDIVISION PLAN TAX MAP 125, LOT 17 & TAX MAP 138, LOT 62 DEER STREET ASSOCIATES BRIDGE, DEER & HILL STREETS CITY OF PORTSMOUTH COUNTY OF ROCKINGHAM STATE OF NEW HAMPSHIRE" BY AMBIT ENGINEERING, INC. DA TED JULY 2015. RCRD PLAN D-39699.
- 6) "KEARSARGE MILLS CONDOMINIUM PLANS" BY KIMBALL CHASE COMPANY, INC. DATED APRIL 15, 1986. RCRD PLAN D-14855.
- 7) "BOUNDARY LINE AGREEMENT PLAN KEARSARGE MILL CONDOMINIUMS PORTSMOUTH, N.H." BY JONES & BEACH ENGINEERS, INC. DATED APRIL 10, 1997 LAST REVISED APRIL 21, 1997. RCRD PLAN D-25421.
- 8) "AMENDED SITE PLAN, KEARSARGE MILL CONDOMINIUMS, 1 HANOVER STREET PORTSMOUTH, NH" BY KIMBALL CHASE CONSULTING ENGINEERS DATED 04-14-06 AND LAST REVISED 02-16-07. RCRD PLAN D-34716.



- LEGEND**
- N/F NOW OR FORMERLY
 - RP RECORD OF PROBATE
 - RCRD ROCKINGHAM COUNTY REGISTRY OF DEEDS
 - RR SPK RAILROAD SPIKE
 - MAP 11/LOT 21
 - IRON ROD FOUND
 - IRON PIPE FOUND
 - IRON ROD SET
 - DRILL HOLE FOUND
 - DRILL HOLE SET
 - NHDT BOUND FOUND
 - TOWN BOUND
 - BOUND WITH DRILL HOLE
 - STONE BOUND WITH DRILL HOLE

HILL STREET (PRIVATE)

ABUTTERS LIST:

- 138/60 - CITY OF PORTSMOUTH
1 JUNKINS AVENUE PORTSMOUTH NH 03801, 5848/0666
- 138/62 - RESIDENCES AT FOUNDRY PLACE, LLC
1 CATE STREET, UNIT 4B, PORTSMOUTH NH 03801, 6475/1570
- 138/64 349 HANOVER PLACE CONDOS MASTER CARD
HILL HANOVER GROUP, LLC
4 DURHAM POINT RD, DURHAM NH 03824, 4356/0010
- 125/14 HILL HANOVER GROUP, LLC.
C/O JPK PROPERTIES, LLC
1 NEW HAMPSHIRE AVE #125
PORTSMOUTH NH 03801, 4356/0010
- 126/30 ZJBV PROPERTIES, LLC
300 GAY STREET
GREENLAND NH 03103, 6395/1921
- 126/29 EDWARD G. GOWEN JR. REVOCABLE LIVING TRUST
EDWARD G. GOWEN JR. TRUSTEE
33 GREAT BAY ROAD, GREENLAND, NH 03840, 4327/2531
- 138/6 ANDREW CHERNOFF & REBEKAH CHERNOFF
48 PEARL ST
PORTSMOUTH NH 03801, 5096/0104
- 138/1 CAROL LAHAN
276 SCOTLAND RD
NORWICH CT 06360, 6396/2229
- 138/19 KEITH ANTHONY KOHLER & NICOLE GABRIELLE LAPIERRE
44 ROCK ST
PORTSMOUTH NH 03801, 4505/0807
- 138/22 SEAN G. CAUGHRAN
407 HANOVER ST
PORTSMOUTH NH 03801, 3289/1071

LENGTH TABLE

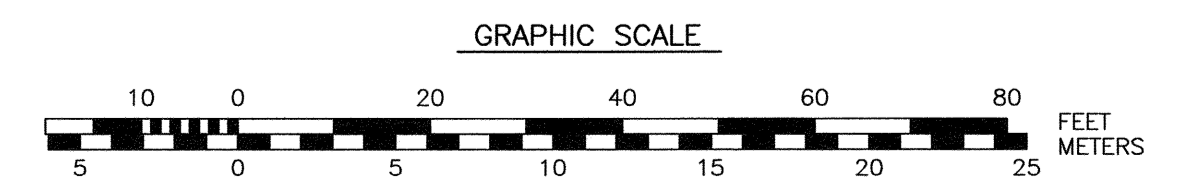
LINE	BEARING	DISTANCE
L1	N47°00'11"E	18.00'
L2	S43°03'50"E	1.78'
L3	N46°55'30"E	30.75'
L4	N43°04'30"W	29.30'
L5	N46°55'30"E	20.00'
L6	N43°04'30"W	1.80'
L7	N46°55'30"E	24.05'
L8	N42°30'12"W	17.65'
L9	S46°42'22"W	2.04'
L10	N43°17'38"W	43.88'
L11	N46°55'30"E	1.12'

"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 DATE 4-3-24

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN DATE



NOTES:

- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 138 AS LOT 63.
- 2) OWNERS OF RECORD:
UNIT A:
361 HANOVER STEAM FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, N.H. 03833
6352/2959
UNIT B:
POWERHOUSE REALTY TRUST
C/O ADAMS DAVID B. TRUSTEE
210 GATES STREET
PORTSMOUTH, NH 03801
5419/1223
- 3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.
- 4) LOT AREAS:
EXISTING
43,245 S.F.
0.9928 AC.
PROPOSED LOT 1
4,717 S.F.
0.1083 AC.
PROPOSED LOT 2
38,528 S.F.
0.8845 AC.
- 5) PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5), NORTH END INCENTIVE OVERLAY DISTRICT (NEIOD) AND DOWNTOWN OVERLAY DISTRICT.
- 6) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED SUBDIVISION OF TAX MAP 139, LOT 63 IN PORTSMOUTH, NH INTO 2 LOTS.
- 7) PARCEL IS BURDENED BY THE FOLLOWING EASEMENTS:
A) ACCESS EASEMENT TO THE CITY OF PORTSMOUTH TO ALLOW ACCESS TO A PARKING AREA. SEE R.C.R.D. 4735/2971
B) ACCESS EASEMENT TO HANOVER PLACE CONDOMINIUM ASSOCIATION. THIS EASEMENT TO BE RE-DEFINED AS SHOWN HEREON.
- 8) THE PARCEL HAS THE BENEFIT OF A REVOCABLE LICENSE BETWEEN THE CITY OF PORTSMOUTH AND THE KEARSARGE MILL UNIT ON THE PLAN ENTITLED "KEARSARGE MILL CONDOMINIUMS HANOVER STREET, PORTSMOUTH, NH SITE PLAN AMENDMENT" PREPARED BY KIMBALL CHASE CONSULTING ENGINEERS DATED APRIL 14, 2006, LICENSE AND SITE PLAN ARE AVAILABLE WITH THE RECORDS OF THE CITY OF PORTSMOUTH, SEE ALSO PLAN REFERENCE #6.
- 9) PROPERTY CORNERS WILL BE SET PRIOR TO RECORDING.

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	4/3/24
REVISIONS		

**SUBDIVISION PLAN
TAX MAP 138 - LOT 63**

**KEARSARGE MILL UNIT OWNERS
ASSOCIATION**

OWNERS: 361 HANOVER STEAM
FACTORY, LLC & POWERHOUSE REALTY
TRUST

FOUNDRY PLACE & HANOVER STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

SCALE: 1"=20'
JANUARY 2024
FB 444 PG 1
5010135.2977.01



NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 138 AS LOT 63.

2) APPLICANT:
 361 HANOVER STEAM FACTORY, LLC
 41 INDUSTRIAL DRIVE UNIT 20
 EXETER, NH 03833
 6352/2959

3) THE PURPOSE OF THIS PLAN IS TO SHOW SITE FEATURES AS OF FEBRUARY 2023 ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 LOT 63.

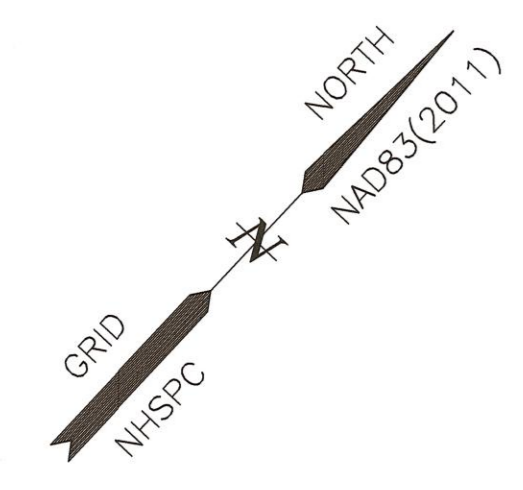
LICENSE AREA
 7,500 S.F.

138/60

#151-UNIT B
 "POWERHOUSE
 BUILDING"
 1 STORY BRICK

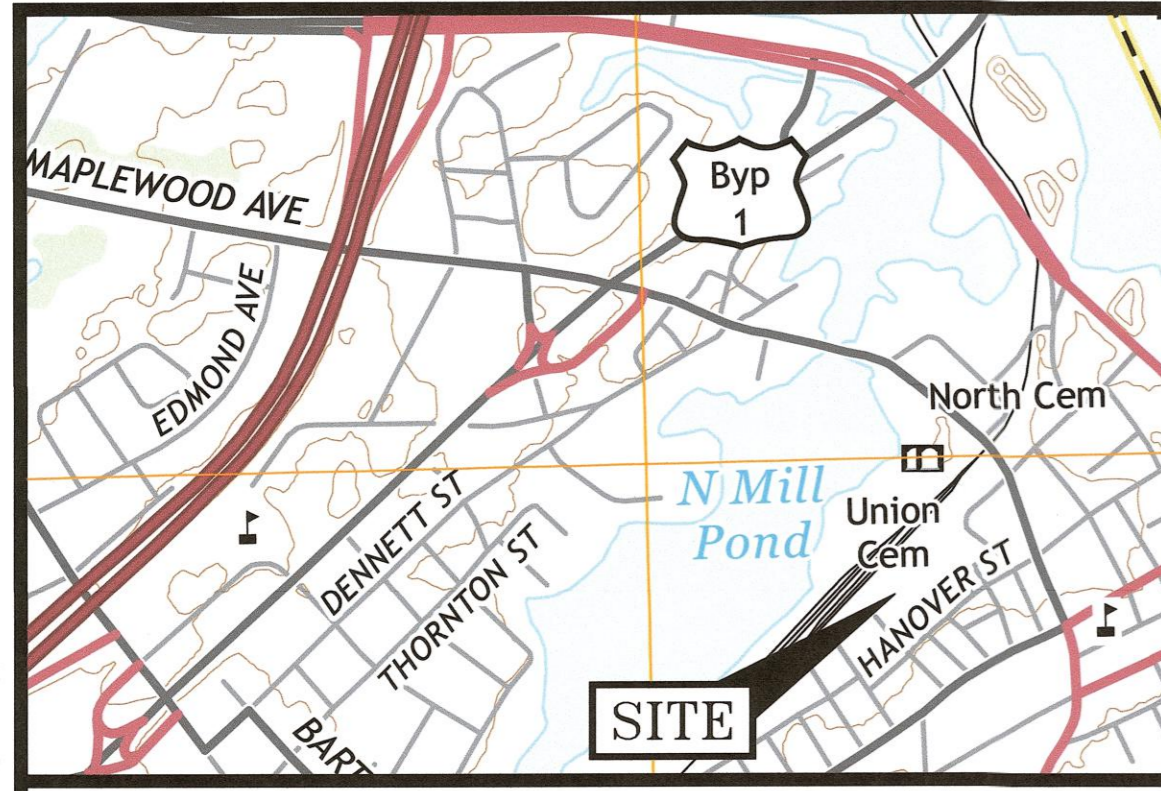
138/63

#361-UNIT A
 "HEINEMANN BUILDING"
 2 STORY BRICK



NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	4/3/24
REVISIONS		

SITE ORTHOPHOTO
TAX MAP 138 - LOT 63
361 HANOVER STEAM FACTORY, LLC
FOUNDRY PLACE & ROCK STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

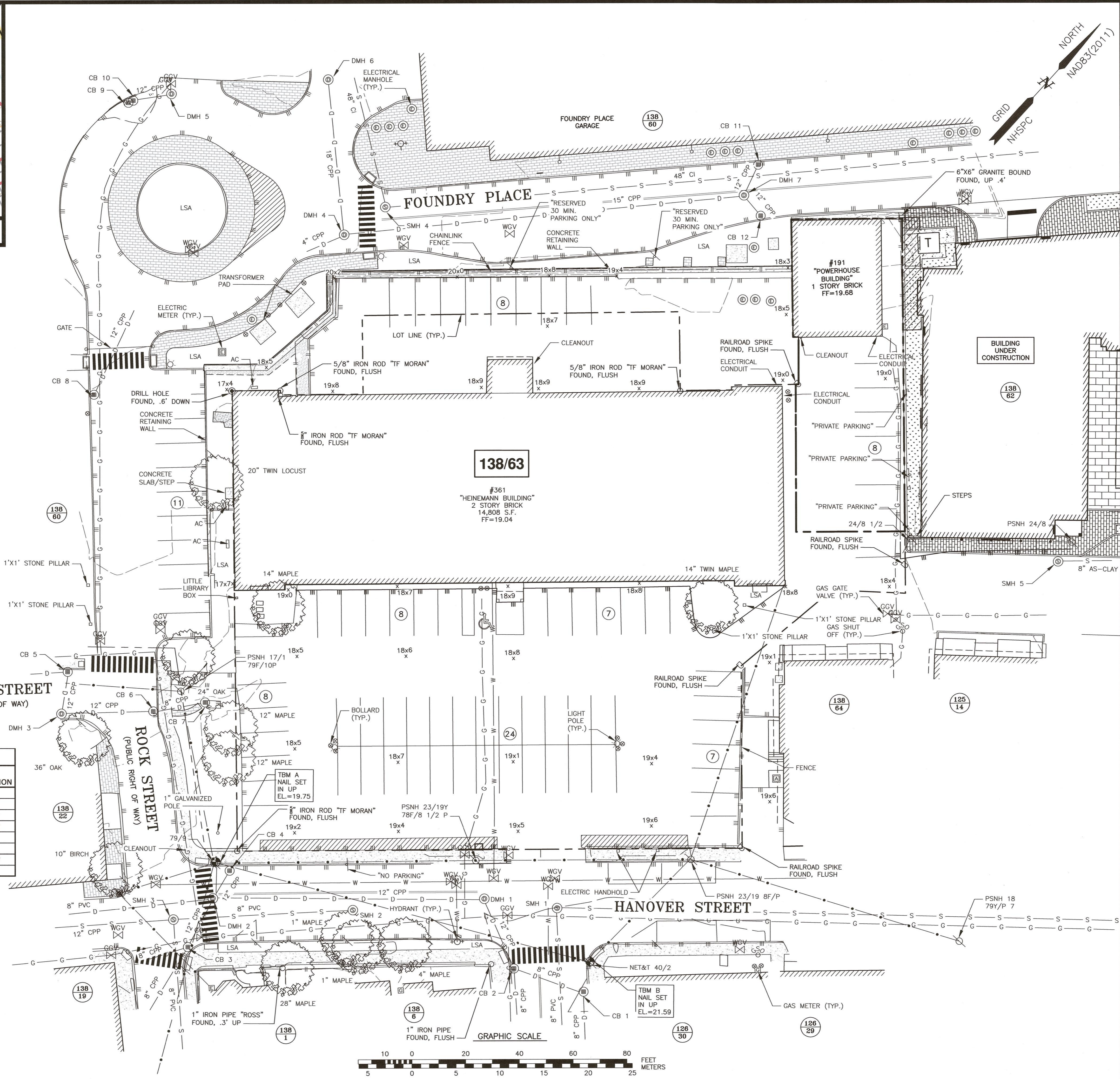


LOCATION MAP SCALE: 1"=1,000'

- NOTES:**
- PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63.
 - OWNER OF RECORD:
 361 HANOVER STEAM FACTORY, LLC
 41 INDUSTRIAL DRIVE UNIT 20
 EXETER, N.H. 03833
 6352/2959
 - PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F. JANUARY 29 2021.
 - EXISTING LOT AREA:
 38,528 S.F.
 - PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5), NORTH END INCENTIVE OVERLAY DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.
 - DIMENSIONAL REQUIREMENTS:
 SEE ZONING ORDINANCE
 - THE PURPOSE OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS ON PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63, AS AMENDED.
 - VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

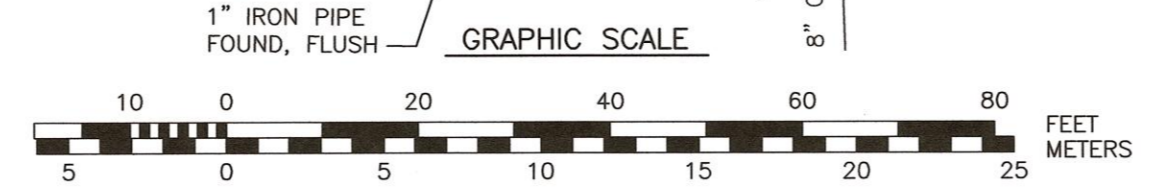
DRAINAGE STRUCTURE TABLE						
STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INVERT IN	INVERT OUT	DIRECTION
CB 1	EX	20.66	8" CPP	17.51	17.46	SW
CB 2	EX	20.35	12" CPP	15.80	15.70	SE
CB 3	EX	19.29	8" CPP	16.50	16.54	NE
CB 4	EX	18.90	12" CPP	16.24	15.65	SE
CB 5	EX	15.00	12" CPP	16.29	10.00	SW
CB 6	EX	15.60	8" CPP	13.20	12.85	NE
CB 7	EX	17.43	12" CPP	16.28	16.28	SW
CB 8	EX	12.15	12" CPP	7.45	5.86	NW
CB 9&10	EX	9.76	12" CPP	5.86	5.86	NE
CB 11	EX	10.07	12" CPP	6.17	6.17	SE
CB 12	EX	10.22	12" CPP	6.92	6.92	W
DMH 1	EX	19.81	12" CPP	15.56	15.56	SW
DMH 2	EX	19.08	12" CPP	15.03	15.03	E
DMH 3	EX	15.30	12" CPP	10.65	10.65	NW
DMH 4	EX	11.86	18" CPP	5.46	5.46	NE
DMH 5	EX	9.87	4" PVC	9.36	NO DATA	S
DMH 6	EX	11.84	12" CPP	6.29	NO DATA	SW
DMH 7	EX	10.19	12" CPP	6.44	6.29	NW
			12" CPP	6.39		E

SEWER STRUCTURE TABLE						
STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INVERT IN	INVERT OUT	DIRECTION
SMH 1	EX	20.06	15" PVC	14.41	14.36	NE
SMH 2	EX	19.31	8" PVC	12.91	12.91	SW
SMH 3	EX	19.15	8" PVC	11.60	11.45	SW
SMH 4	EX	12.23	48" CI	-0.77	-0.77	NE



"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 4.3.24
 JOHN R. CHAGNON, LLS DATE



**SITE REDEVELOPMENT
 361 HANOVER STREET
 PORTSMOUTH, N.H.**

NO.	DESCRIPTION	DATE
2	ISSUED FOR REVIEW	4/3/24
1	UPDATE E.C. & ADD SPOT GRADES	2/28/24
0	ISSUED FOR COMMENT	1/31/24

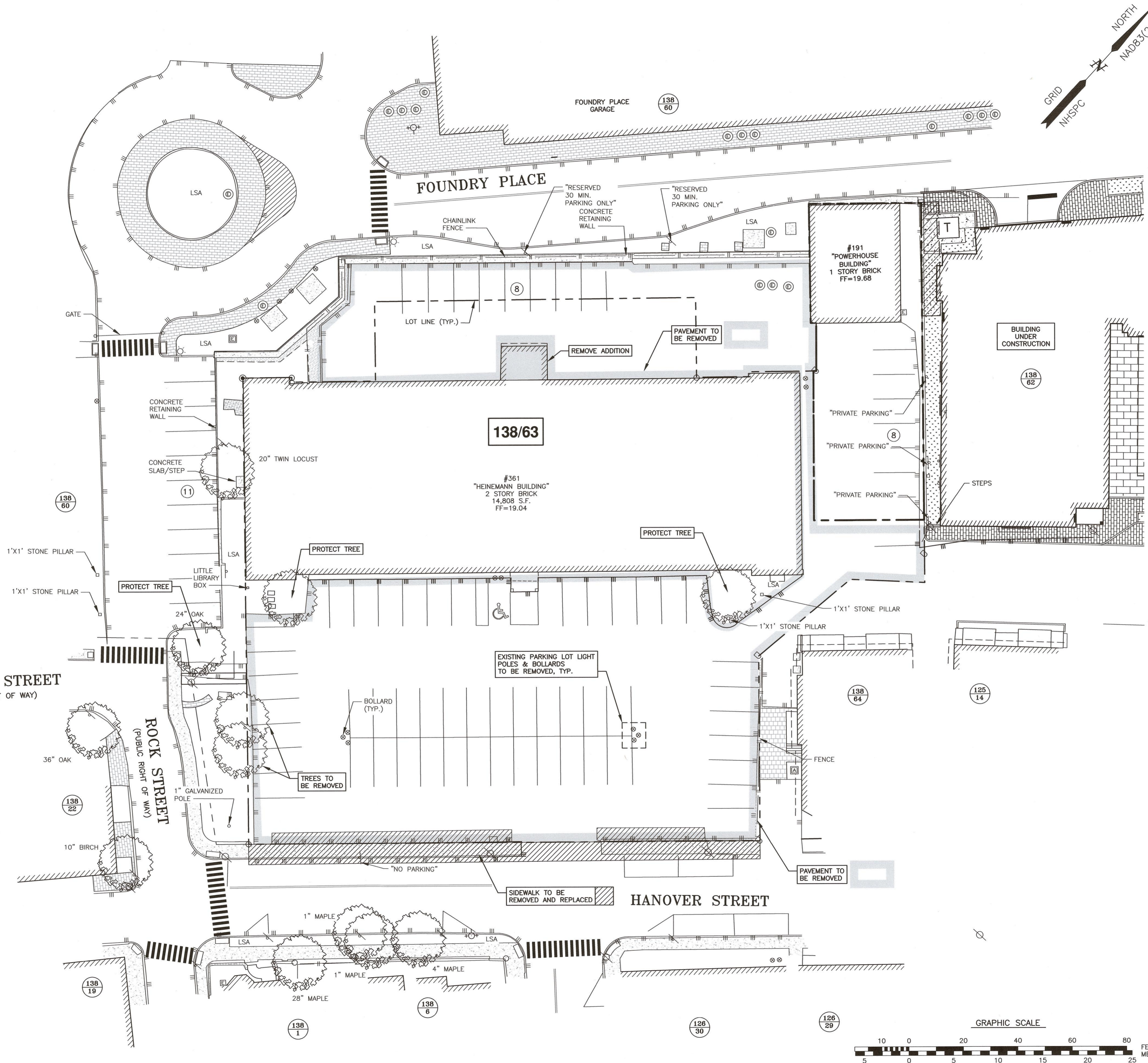
REVISIONS		
NO.	DESCRIPTION	DATE

SCALE: 1"=20' JANUARY 2024

EXISTING CONDITIONS PLAN **C1**

DEMOLITION NOTES

- A) THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE DESIGNER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE UTILITIES AND ANTICIPATE CONFLICTS. CONTRACTOR SHALL REPAIR EXISTING UTILITIES DAMAGED BY THEIR WORK AND RELOCATE EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED PRIOR TO COMMENCING ANY WORK IN THE IMPACTED AREA OF THE PROJECT.
- B) ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTORS UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES. THE CONTRACTOR SHALL COORDINATE REMOVAL, RELOCATION, DISPOSAL, OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.
- C) ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/ DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO THE ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- D) THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.
- E) SAWCUT AND REMOVE PAVEMENT ONE FOOT OFF PROPOSED EDGE OF PAVEMENT TRENCH IN AREAS WHERE PAVEMENT IS TO BE REMOVED.
- F) IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE CONDITIONS OF ALL THE PERMIT APPROVALS.
- G) THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL CONSTRUCTION PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR ANY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK.
- H) THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE, UTILITIES, VEGETATION, PAVEMENT, AND CONTAMINATED SOIL WITHIN THE WORK LIMITS SHOWN UNLESS SPECIFICALLY IDENTIFIED TO REMAIN. ANY EXISTING DOMESTIC / IRRIGATION SERVICE WELLS IN THE PROJECT AREA IDENTIFIED DURING THE CONSTRUCTION AND NOT CALLED OUT ON THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER FOR PROPER CAPPING / RE-USE.
- I) PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS WITHIN CONSTRUCTION LIMITS AND MAINTAIN FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE HIGH FLOW SILT SACK BY ACF ENVIRONMENTAL OR APPROVED EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF WARRANTED OR FABRIC BECOMES CLOGGED. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.
- J) THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFELY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.
- K) ANY CONTAMINATED MATERIAL REMOVED DURING THE COURSE OF THE WORK WILL REQUIRE HANDLING IN ACCORDANCE WITH NHDES REGULATIONS. CONTRACTOR SHALL HAVE A HEALTH AND SAFETY PLAN IN PLACE, AND COMPLY WITH ALL APPLICABLE PERMITS, APPROVALS, AUTHORIZATIONS, AND REGULATIONS



NOTES:

- 1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY.
- 2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.
- 3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).
- 4) COORDINATE ACCESS IN STREET/ROW AREAS ADJACENT TO DEMOLITION TO INSURE SAFE PASSAGE. UTILIZE DETOURS IF NEEDED.
- 5) EXISTING UTILITIES TO BE ABANDONED SHALL BE REMOVED TO THE UTILITY MAIN AND CAPPED PER THE UTILITY COMPANY REQUIREMENT.

SITE REDEVELOPMENT
361 HANOVER STREET
PORTSMOUTH, N.H.

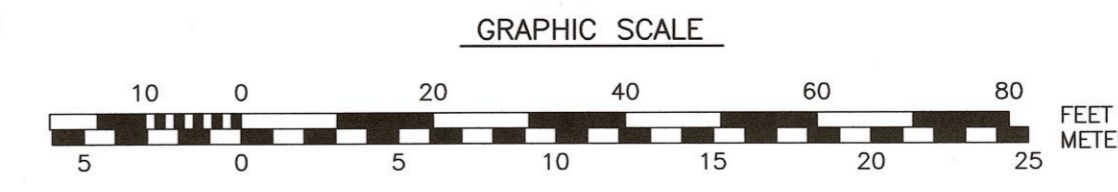
NO.	DESCRIPTION	DATE
1	UPDATE	7/3/24
0	ISSUED FOR COMMENT	4/3/24

REVISIONS

SCALE: 1"=20' JANUARY 2024

DEMOLITION PLAN

C2



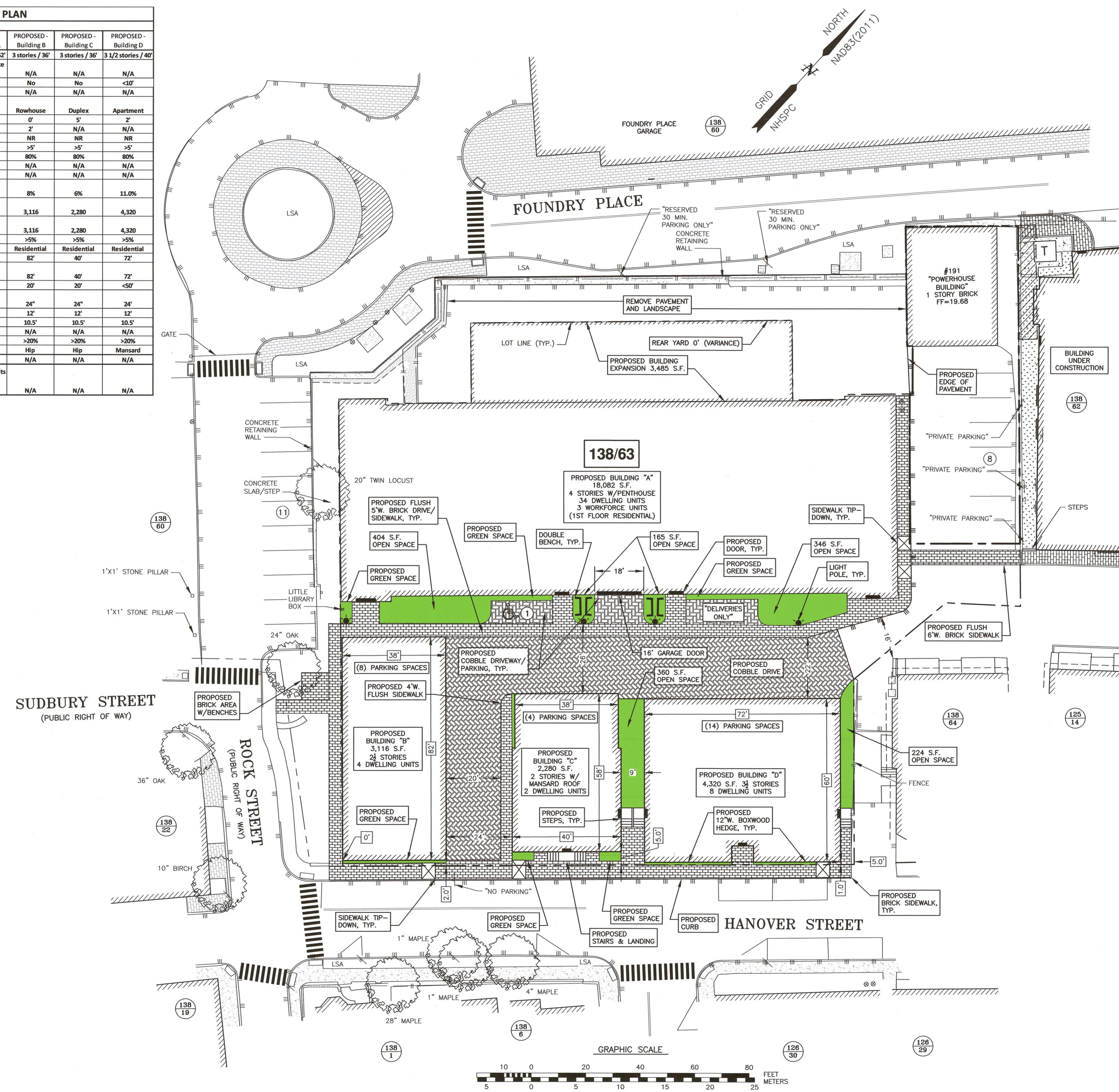
P:\NH\15155_Hampshire_Development\3977_01_Hanover St., Portsmouth -RJC\N. 2977\2024_Site Plan\Plans & Specifications\3977_01_Site Option 8.dwg, 7/2/2024, 10:32:47 AM, Portsmouth, New Hampshire 03801

ZONING DEVELOPMENT STANDARD - CUP PLAN						
CDS: CHARACTER DISTRICT 5, DOD: DOWNTOWN OVERLAY DISTRICT						
	REQUIRED	EXISTING	PROPOSED - Building A	PROPOSED - Building B	PROPOSED - Building C	PROPOSED - Building D
Height	2-3 stories / 40'	2 stories / 18' +/-	4 stories w/ penthouse 52'	3 stories / 36'	3 stories / 36'	3 1/2 stories / 40'
Penthouses	may exceed bldg height by 2'	N/A	Yes (75% Habitable Space / 8' Setback)	N/A	N/A	N/A
Roof appurtenance	may exceed bldg height by 10'	<10'	<10'	No	No	<10'
Facade Types	N/A	N/A	N/A	N/A	N/A	N/A
Building Types	commercial, live-work, mixed use, flex space & community.	Commercial	Apartment	Rowhouse	Duplex	Apartment
Front (principle) max	5'	99'	99'	0'	5'	2'
Front (secondary) max	5'	0'	0'	2'	N/A	N/A
Side	NR	NR	NR	NR	NR	NR
Rear yard	5'	0'	0'	>5'	>5'	>5'
Front lotline buildout	80% min	100%	100%	80%	80%	80%
Lot area (sf)	NR	N/A	N/A	N/A	N/A	N/A
LOT area per dwelling	NR	N/A	N/A	N/A	N/A	N/A
Building coverage, maximum	95%	38%	47%	8%	6%	11.0%
Maximum building footprint	20,000	14,808	18,082	3,116	2,280	4,320
Ground floor area per use, max	15,000	14,808	<15,000	3,116	2,280	4,320
Open space, minimum	5%	<5%	>5%	>5%	>5%	>5%
Permitted uses		Commercial	Residential	Residential	Residential	Residential
Block length, max (ft)	225	205'	205'	82'	40'	72'
Facade modulation length, max (ft)	100	205	205	82'	40'	72'
Entrance spacing, max (ft)	50	>50'	50	20'	20'	<50'
Floor height above sidewalk, max	36"	0"	0"	24"	24"	24"
Ground story height, min	12'	10'	10'	12'	12'	12'
Second story height, min	10'	10.5'	10.5'	10.5'	10.5'	10.5'
Glazing, shopfront, min	70%	N/A	N/A	N/A	N/A	N/A
Glazing, other	20%-50%	>20%	>20%	>20%	>20%	>20%
Roof types	flat, gable, hip, gambrel, mansard	Flat	Flat	Hip	Hip	Mansard
Community Space	>10% or 3,852 SF (1,926 SF as pervious)	N/A	4,250 SF +/- (12%)	N/A	N/A	N/A
Workforce Housing Units	If rental units =10% of total units. 10% of 36 = 3.4 Units = 3 Units	N/A	3 Workforce Housing Units Floor 1 = 1 Unit Floor 2 = 2 Units	N/A	N/A	N/A

Shaded Boxes = Zoning Relief Required

- NOTES:**
- PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63.
 - APPLICANT:
361 HANOVER STEAM FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, N.H. 03833
 - PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F. JANUARY 29 2021.
- PROPOSED LOT AREAS:
LOT 138/63
38,528 S.F.±
0.8845 AC

LOT 138/63-1
4,717 S.F.
0.1083 AC
- PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5), NORTH END INCENTIVE OVERLAY, AND DOWNTOWN OVERLAY DISTRICT.
- DIMENSIONAL REQUIREMENTS:**
*SEE PORTSMOUTH ZONING ORDINANCE AND TABLE.
MINIMUM LOT AREA: NR
SETBACKS:
FRONT: 5 FEET (MAXIMUM)
SIDE: NR
REAR: 5 FEET
MAXIMUM BUILDING COVERAGE: 95%
MINIMUM OPEN SPACE: 5%
- THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED SITE DEVELOPMENT ON ASSESSOR'S MAP 138 LOT 63.
 - VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.
 - PROPOSED USE: 48 RESIDENTIAL DWELLING UNITS



SITE REDEVELOPMENT
361 HANOVER STREET
PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
1	REVISED LAYOUT	7/3/24
0	ISSUED FOR COMMENT	6/12/24



SCALE: 1"=20' JANUARY 2024

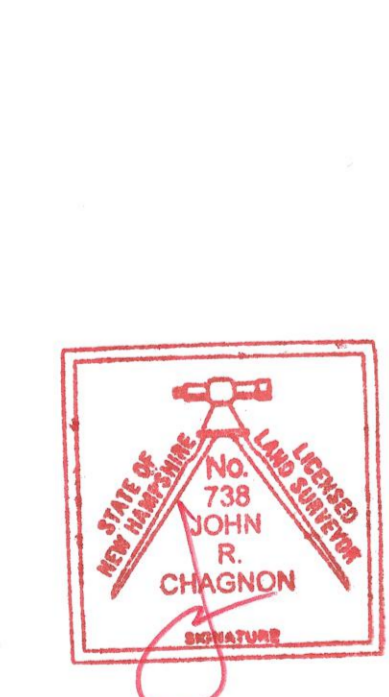
SITE PLAN **C3**

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

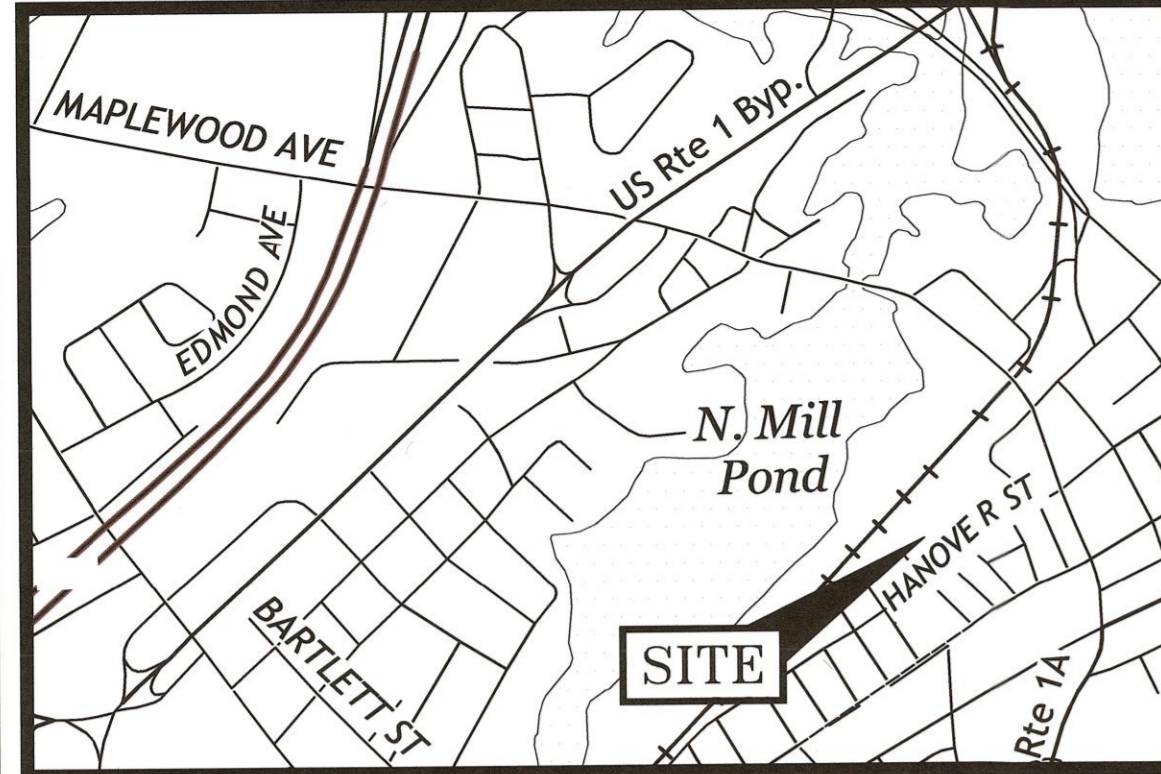
CHAIRMAN _____ DATE _____



NOTES:

- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 138 AS LOT 60.
- 2) OWNERS OF RECORD:
LOT 60
CITY OF PORTSMOUTH
JUNKINS AVENUE
PORTSMOUTH, NH 03801

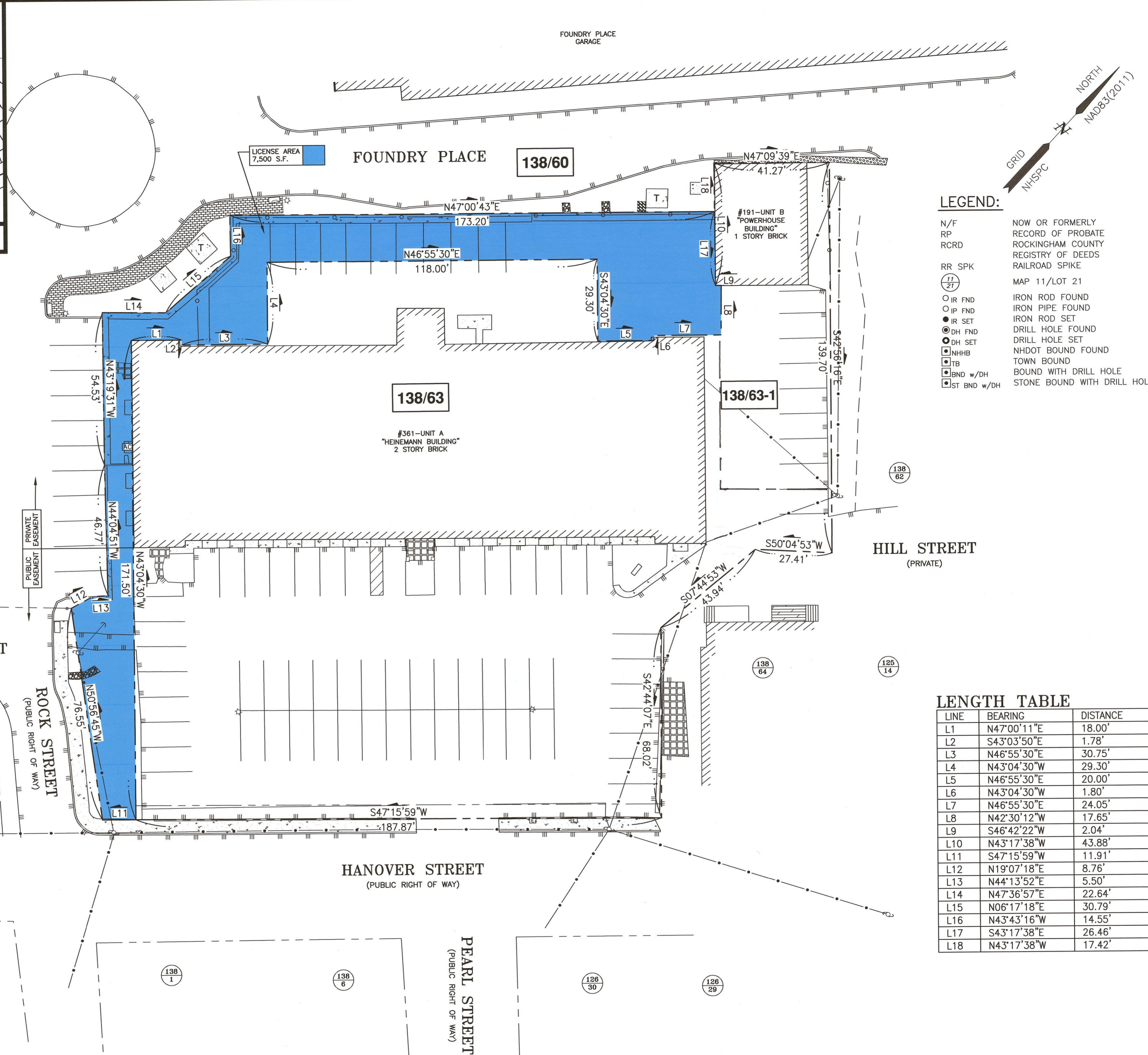
LOT 63 - UNIT A
361 HANOVER STEAM FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, N.H. 03833
6352/2959
- 3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.
- 4) LOT AREA: 38,528 S.F.
- 5) PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5) AND DOWNTOWN OVERLAY DISTRICT.
- 6) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED LICENSE AREA ON TAX MAP 138, LOT 60 TO BENEFIT TAX MAP 138, LOT 63 IN PORTSMOUTH, NH.
- 7) THE LICENSE AGREEMENT BETWEEN THE CITY OF PORTSMOUTH AND 361 HANOVER STEAM FACTORY, LLC WILL REPLACE THE EXISTING PARKING LICENSE AGREEMENT RECORDED AT DEED BOOK 4735 PAGE 2971 AND PROVIDE A PUBLIC AND PRIVATE LANDSCAPING EASEMENT TO 361 HANOVER STEAM FACTORY, LLC.



LOCATION MAP SCALE: 1" = 1000'

PLAN REFERENCES:

- 1) "PLAN OF LAND IN PORTSMOUTH, N.H. PORTSMOUTH MFG & POWER CO. TO FRANKIE BROOKS" BY JOHN W. DURGIN. DA TED FEBRUARY 1918. RCRD PLAN 078.
- 2) "SUBDIVISION OF LAND OF PORTSMOUTH MFG. & POWER CO. PORTSMOUTH, N.H." BY JOHN W. DURGIN. DATED NOVEMBER 1925. RCRD PLAN #368.
- 3) "LAND IN PORTSMOUTH, N.H. PORTS. MFG. & POWER CO. TO HAROLD S. WOODS" BY JOHN W. DURGIN. DATED NOVEMBER 1926. RCRD PLAN #389.
- 4) "CONDOMINIUM SITE PLAN FOR HANOVER PLACE CONDOMINIUM 349 HANOVER STREET COUNTY OF ROCKINGHAM PORTSMOUTH, NH" BY MILLETTE, SPRAGUE & COLWELL, INC. DATED SEPTEMBER 28, 2004 LAST REVISED DECEMBER 20, 2005. RCRD PLAN D-33379.
- 5) "CONSOLIDATION & SUBDIVISION PLAN TAX MAP 125, LOT 17 & TAX MAP 138, LOT 62 DEER STREET ASSOCIATES BRIDGE, DEER & HILL STREETS CITY OF PORTSMOUTH COUNTY OF ROCKINGHAM STATE OF NEW HAMPSHIRE" BY AMBIT ENGINEERING, INC. DA TED JULY 2015. RCRD PLAN D-39699.
- 6) "KEARSARGE MILLS CONDOMINIUM PLANS" BY KIMBALL CHASE COMPANY, INC. DATED APRIL 15, 1986. RCRD PLAN D-14855.
- 7) "BOUNDARY LINE AGREEMENT PLAN KEARSARGE MILL CONDOMINIUMS PORTSMOUTH, N.H." BY JONES & BEACH ENGINEERS, INC. DATED APRIL 10, 1997 LAST REVISED APRIL 21, 1997. RCRD PLAN D-25421.
- 8) "AMENDED SITE PLAN, KEARSARGE MILL CONDOMINIUMS, 1 HANOVER STREET PORTSMOUTH, NH" BY KIMBALL CHASE CONSULTING ENGINEERS DATED 04-14-06 AND LAST REVISED 02-16-07. RCRD PLAN D-34716.



LEGEND:

- N/F NOW OR FORMERLY
- RP RECORD OF PROBATE
- RCRD ROCKINGHAM COUNTY REGISTRY OF DEEDS
- RR SPK RAILROAD SPIKE
- (17/21) MAP 11/LOT 21
- IR FND IRON ROD FOUND
- IP FND IRON PIPE FOUND
- IR SET IRON ROD SET
- DH FND DRILL HOLE FOUND
- DH SET DRILL HOLE SET
- NHFB NHDOT BOUND FOUND
- TB TOWN BOUND
- BND w/DH BOUND WITH DRILL HOLE
- JST BND w/DH STONE BOUND WITH DRILL HOLE

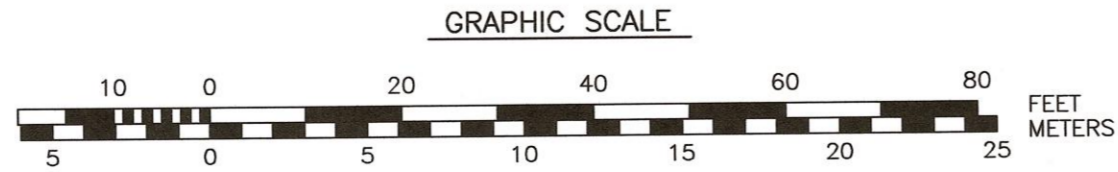
LENGTH TABLE

LINE	BEARING	DISTANCE
L1	N47°00'11"E	18.00'
L2	S43°03'50"E	1.78'
L3	N46°55'30"E	30.75'
L4	N43°04'30"W	29.30'
L5	N46°55'30"E	20.00'
L6	N43°04'30"W	1.80'
L7	N46°55'30"E	24.05'
L8	N42°30'12"W	17.65'
L9	S46°42'22"W	2.04'
L10	N43°17'38"W	43.88'
L11	S47°15'59"W	11.91'
L12	N19°07'18"E	8.76'
L13	N44°13'52"E	5.50'
L14	N47°36'57"E	22.64'
L15	N06°17'18"E	30.79'
L16	N43°43'16"W	14.55'
L17	S43°17'38"E	26.46'
L18	N43°17'38"W	17.42'



"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."
[Signature] 7-3-24
JOHN R. CHAGNON, LLS DATE

APPROVED BY THE PORTSMOUTH PLANNING BOARD



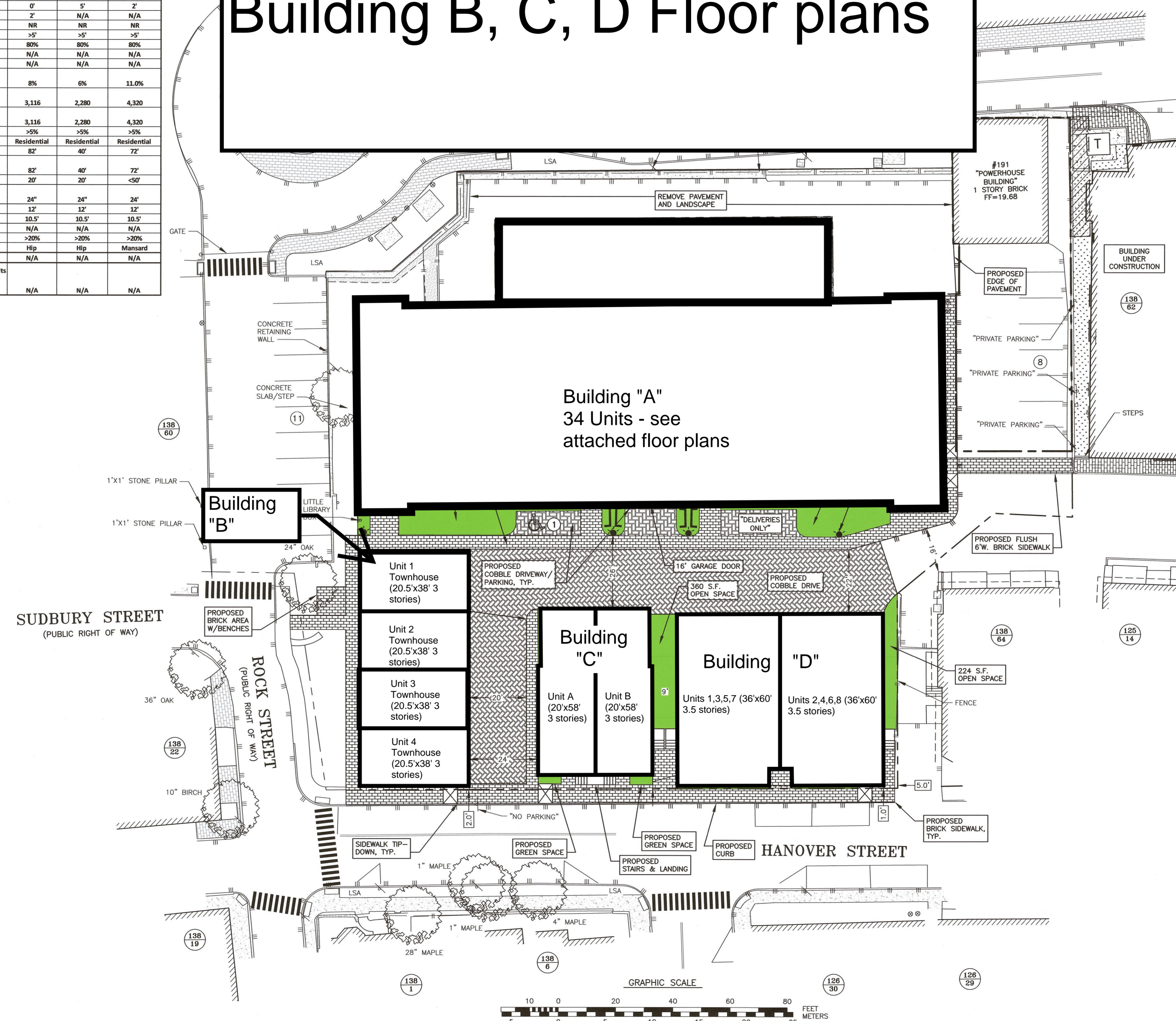
**PROPOSED LICENSE AREA PLAN
TAX MAP 138 - LOT 63
CITY OF PORTSMOUTH
TO
361 HANOVER STEAM
FACTORY, LLC
FOUNDRY PLACE & ROCK STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE**

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ZONING DEVELOPMENT STANDARD - CUP PLAN						
CDS: CHARACTER DISTRICT 5, DOD: DOWNTOWN OVERLAY DISTRICT						
	REQUIRED	EXISTING	PROPOSED - Building A	PROPOSED - Building B	PROPOSED - Building C	PROPOSED - Building D
Height	2-3 stories / 40'	2 stories / 18' +/-	4 stories w/ penthouse 52'	3 stories / 36'	3 stories / 36'	3 1/2 stories / 40'
Penthouses	may exceed bldg height by 2'	N/A	Yes (75% Habitable Space / 8' Setback)	N/A	N/A	N/A
Roof appurtenance	may exceed bldg height by 10'	<10'	<10'	No	No	<10'
Facade Types	N/A	N/A	N/A	N/A	N/A	N/A
Building Types	commercial, live-work, mixed use, flex space & community.	Commercial	Apartment	Rowhouse	Duplex	Apartment
Front (principle) max	5'	99'	99'	0'	5'	2'
Front (secondary) max	NR	0'	0'	2'	N/A	N/A
Side	NR	NR	NR	NR	NR	NR
Rear yard	5'	0'	0'	>5'	>5'	>5'
Front lotline buildout	80% min	100%	100%	80%	80%	80%
Lot area (sf)	NR	N/A	N/A	N/A	N/A	N/A
LOT area per dwelling	NR	N/A	N/A	N/A	N/A	N/A
Building coverage, maximum	95%	38%	47%	8%	6%	11.0%
Maximum building footprint	20,000	14,808	18,082	3,116	2,280	4,320
Ground floor area per use, max	15,000	14,808	<15,000	3,116	2,280	4,320
Open space, minimum	5%	<5%	>5%	>5%	>5%	>5%
Permitted uses		Commercial	Residential	Residential	Residential	Residential
Block length, max (ft)	225	205'	205'	82'	40'	72'
Facade modulation length, max (ft)	100	205	205	82'	40'	72'
Entrance spacing, max (ft)	50	>50'	50	20'	20'	<50'
Floor height above sidewalk, max	36"	0"	0"	24"	24"	24"
Ground story height, min	12'	10'	10'	12'	12'	12'
Second story height, min	10'	10.5'	10.5'	10.5'	10.5'	10.5'
Glazing, shopfront, min	70%	N/A	N/A	N/A	N/A	N/A
Glazing, other	20%-50%	>20%	>20%	>20%	>20%	>20%
Roof types	flat, gable, hip, gambrel, mansard	Flat	Flat	Hip	Hip	Mansard
Community Space	>10% or 3,852 SF (1,926 SF as previous)	N/A	4,250 SF +/- (12%)	N/A	N/A	N/A
Workforce Housing Units	If rental units =10% of total units. 10% of 36 = 3.4 Units = 3 Units	N/A	3 Workforce Housing Units Floor 1 = 1 Unit Floor 2 = 2 Units	N/A	N/A	N/A

Shaded Boxes = Zoning Relief Required

ZBA "Preferred Plan" Building B, C, D Floor plans

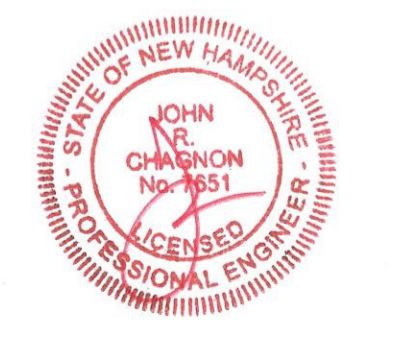


- NOTES:**
- PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63.
 - APPLICANT:
361 HANOVER STEAM FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, N.H. 03833
 - PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F. JANUARY 29 2021.
- PROPOSED LOT AREAS:
LOT 138/63
38,528 S.F.±
0.8845 AC

LOT 138/63-1
4,717 S.F.
0.1083 AC
- PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5), NORTH END INCENTIVE OVERLAY, AND DOWNTOWN OVERLAY DISTRICT.
- DIMENSIONAL REQUIREMENTS:**
*SEE PORTSMOUTH ZONING ORDINANCE AND TABLE.
- MINIMUM LOT AREA: NR
SETBACKS:
FRONT: 5 FEET (MAXIMUM)
SIDE: NR
REAR: 5 FEET
MAXIMUM BUILDING COVERAGE: 95%
MINIMUM OPEN SPACE: 5%
- THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED SITE DEVELOPMENT ON ASSESSOR'S MAP 138 LOT 63.
 - VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.
 - PROPOSED USE: 48 RESIDENTIAL DWELLING UNITS

SITE REDEVELOPMENT 361 HANOVER STREET PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
1	REVISED LAYOUT	7/3/24
0	ISSUED FOR COMMENT	6/12/24



SCALE: 1"=20' JANUARY 2024

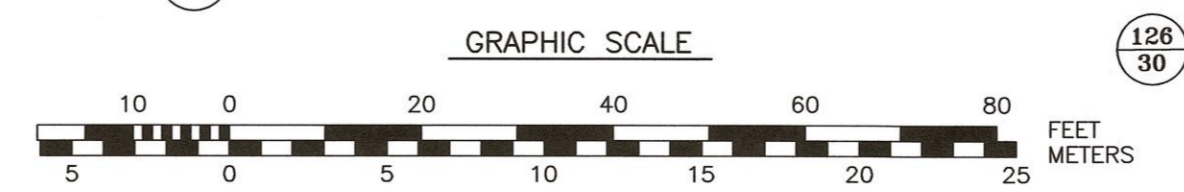
SITE PLAN **C3**

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

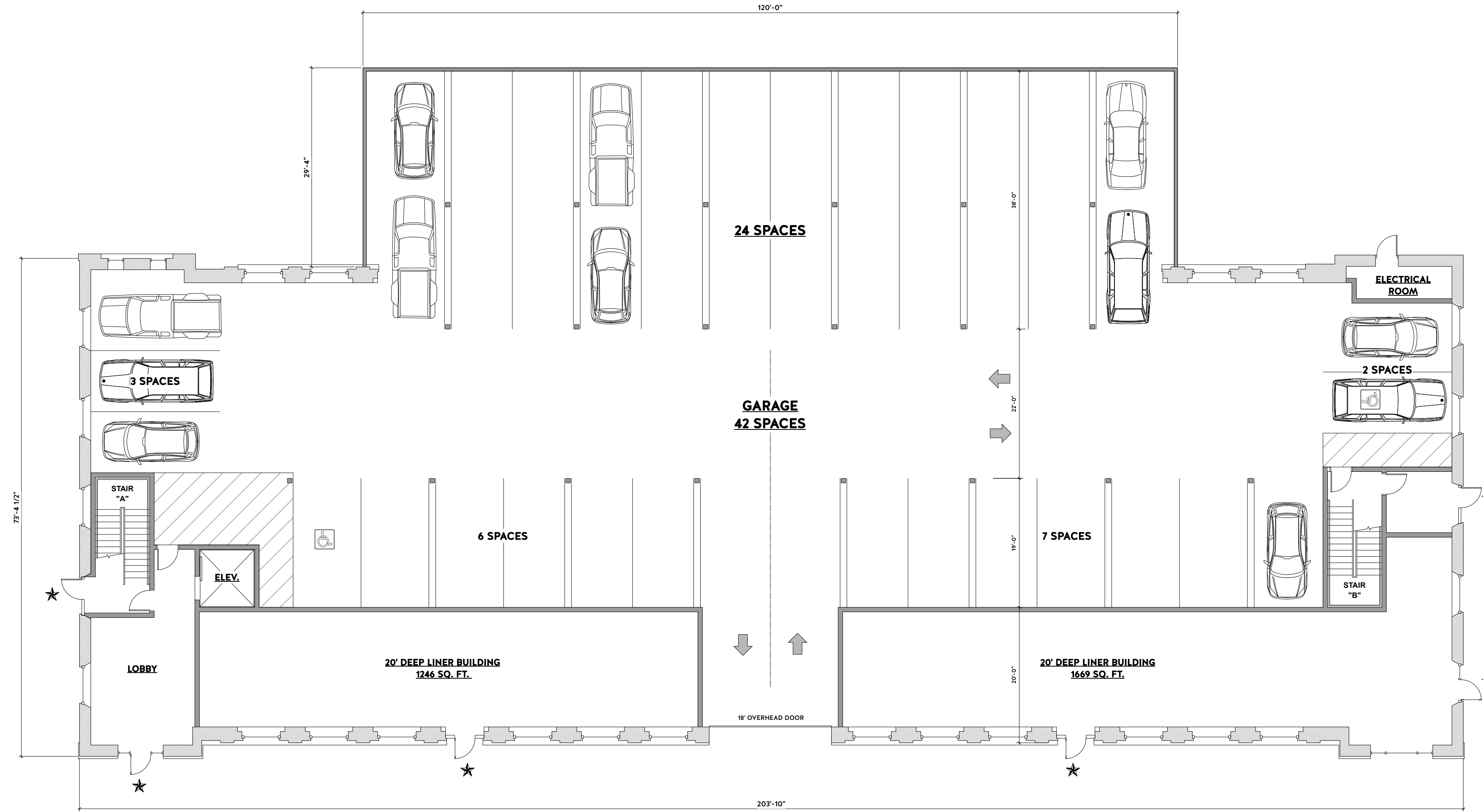
CHAIRMAN _____ DATE _____



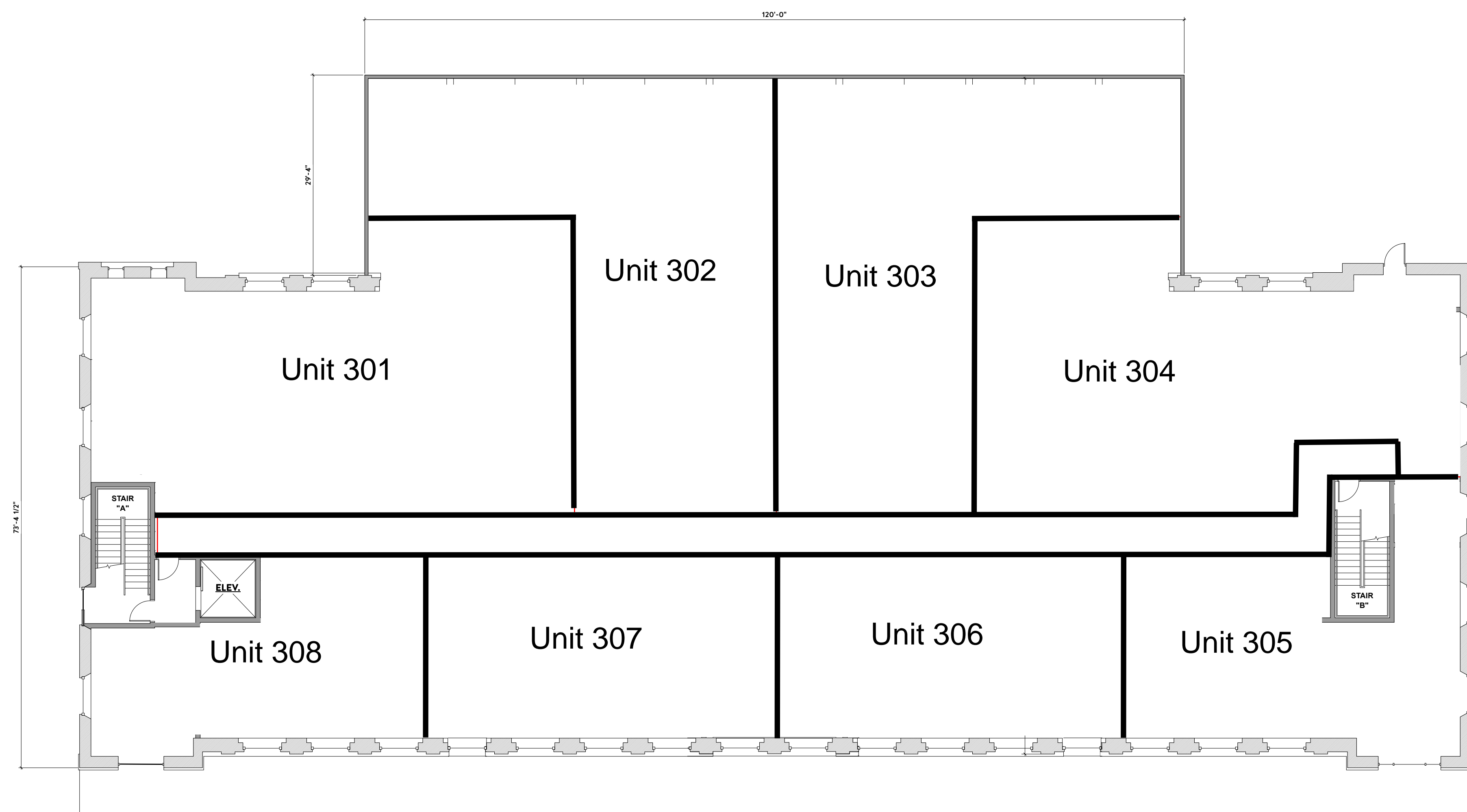
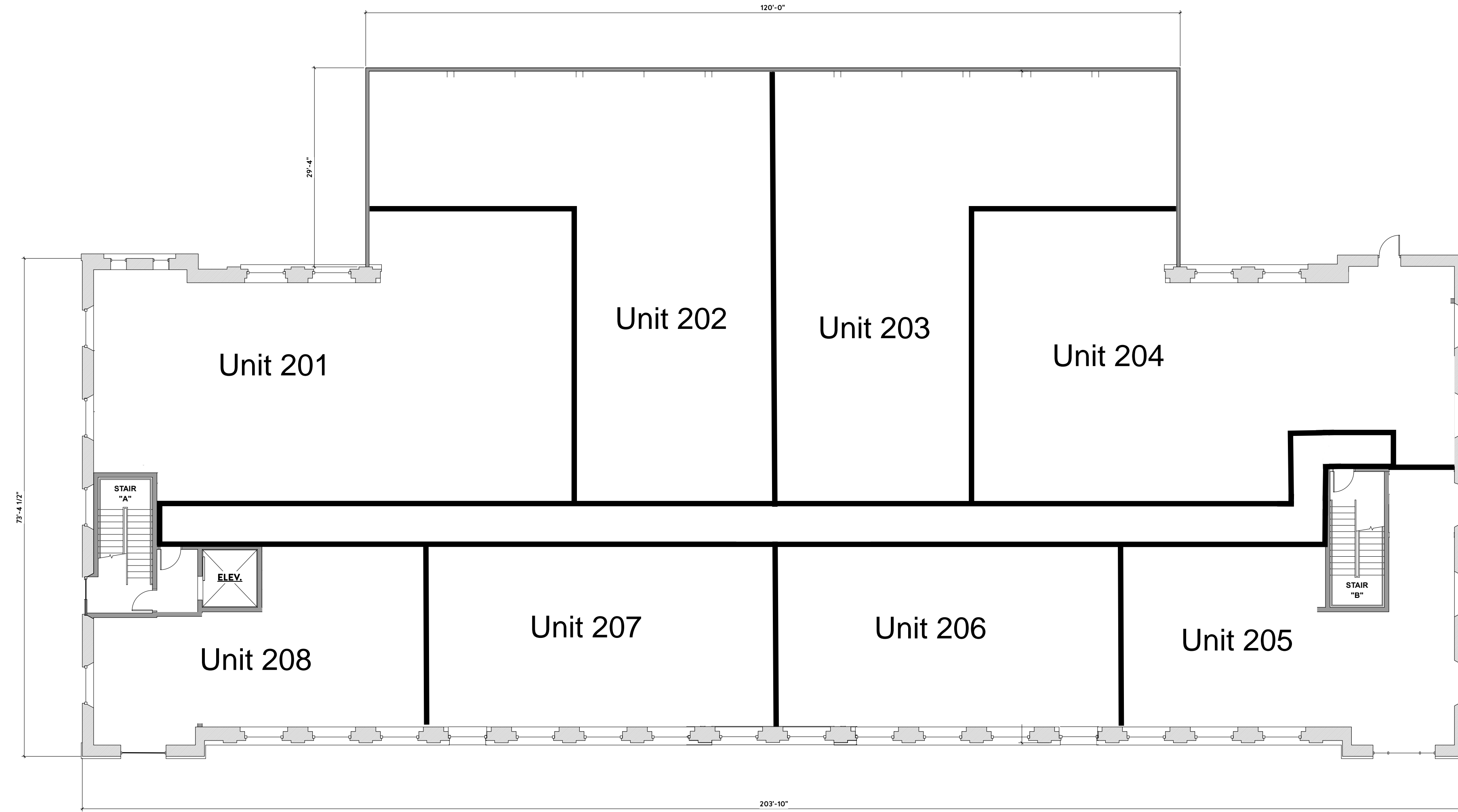
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Building "A" Floorplans

1st Floor Parking Plan (Commercial Units Shown, Residential Requested)



2nd Floor & 3rd Floor (Typical)



4th Floor (Typical) & Penthouse

