



April 19, 2022

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

**RE: 404 Islington Street, Tax Map 145, Lot 33
REQUEST FOR CONDITIONAL USE PERMIT**

Dear Mr. Chellman:

This office represents 404 Islington Street, LLC. Please accept this correspondence as our request for a Conditional Use Permit pursuant to 10.1112.14 provide less than the minimum number of off-street parking spaces otherwise required under Section 10.1112.30 relative to the proposed renovation of the Martin Hill Inn at the above location. The proposed renovation will expand the number of guest units at the inn from seven to ten.

Submitted herewith are updated site plans, floor plans, trip generation report and a parking demand analysis as required under section 10.1112.141.

The parking configuration on site as it presently exists consists of ten spaces. As proposed, the parking will increase to eleven spaces. The ordinance requires 13 spaces. The parking demand analysis suggests that, under ITE guidelines, peak parking required would be for eight vehicles. Given the site has eleven spaces, which is between the ITE and city ordinance requirements, we believe the parking provided is sufficient.

The applicant maintains that the approval criteria set forth in Section 10.1112.14 are met:

10.1112.141. See Ambit Engineering parking demand analysis submitted herewith.

10.1112.142. The applicant believes that available on street parking along Islington Street, as well as nearby access to downtown public and private parking lots, mitigates the need to meet the ordinance requirements.

The property is .4 miles from the Bridge Street and Worth public lots and the Foundry Place garage. The High-Hanover garage is .6 miles away. The applicant is exploring the possibility of entering into an appropriate shared parking arrangement with the owner of 501 Islington Street utilizing that property, should the board require it. There are additional private

John K. Bosen
Admitted in NH & MA

Christopher P. Mulligan
Admitted in NH & ME

Molly C. Ferrara
Admitted in NH & ME

Austin Mikolaities
Admitted in NH

Bernard W. Pelech
1949-2021

surface lots within easy walking distance that may afford the opportunity in the future to provide additional parking, if necessary.

The applicant's operation of the inn shall be on a remote check-in model, whereby guests will be provided in advance with access codes to the building and individual rooms. When guests secure a room they are required to provide vehicle information (make, model, etc.). Each unit will have a designated parking space with the space corresponding with the guest unit. Video of access and location will be provided with check-in material and available through the Inn's website. Check-out will be 11AM and Check-in will be 4PM allowing for any delivery, maintenance, or janitorial vehicle requirements to take place within that five hour period. There will be no on-site custodial so there will not be a need for any more parking than the unit count.

This model will provide sufficient opportunities for the applicant to provide guests with multiple parking options in advance and coordinate the actual parking demand should that be necessary.

10.1112.143. The number of spaces is adequate and appropriate for the proposed use of the property given the factors enumerated above. In addition, guests will be based in the vibrant west end with easy pedestrian and bicycle access to a variety of services and attractions. Private services, such as ride sharing, will also likely be available for guests.

Thank you for your attention.

Sincerely,

John K. Bosen

John K. Bosen

JKB/

Enclosures

cc: 404 Islington Street, LLC (w/ encls.)
Ambit Engineering, Inc. (w/ encls.)

AMBIT ENGINEERING, INC.

CIVIL ENGINEERS AND LAND SURVEYORS

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

18 April, 2022

Trip Generation Calculation Site Redevelopment 404 Islington Street Portsmouth, NH

The purpose of this calculation is to identify the net change in vehicle trips expected to be generated by the site redevelopment at 404 Islington Street in Portsmouth, NH. Currently the property is developed with a 7 room Inn with a Caretaker Apartment in a total of two buildings. The plan is to remodel the Caretaker Apartment into 2 rooms and add another room for a Proposed 10 room Inn on the lot.

In developing the expected trips, Ambit Engineering considered the standard trip generation rates and equations published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021). The land use category that best correlates with the existing use is Motel (ITE Land Use Code 320) for the Inn. The Caretaker Apartment land use category that best correlates with the existing use is Single-Family Attached Housing (ITE Land Use Code 215). The trip rates are based upon the existing and proposed uses within the project. They are summarized below for the **Weekday AM and PM Peak Hour, & Daily Weekday. (Data not supplied for Saturday trips)**

Trip Generation Summary

Existing – Weekday AM Peak Hour

Single Family Attached Housing (0.55 trips per dwelling unit)	$0.55 \times 1 \text{ unit} = 1 \text{ trip}$
Motel (0.40 trips per dwelling unit)	$0.40 \times 7 \text{ rooms} = 3 \text{ trips}$
Total	4 trips

Proposed – Weekday AM Peak Hour

Motel (0.40 trips per dwelling unit)	$0.40 \times 10 \text{ rooms} = 4 \text{ trips}$
Total	4 trips

Existing – Weekday PM Peak Hour

Single Family Attached Housing (0.61 trips per dwelling unit)	$0.61 \times 1 \text{ unit} = 1 \text{ trip}$
Motel (0.41 trips per dwelling unit)	$0.41 \times 7 \text{ rooms} = 3 \text{ trips}$
Total	4 trips

Proposed – Weekday PM Peak Hour

Motel (0.41 trips per dwelling unit)	$0.41 \times 10 \text{ rooms} = 4 \text{ trips}$
Total	4 trips

Existing – Weekday

Single Family Attached Housing (7.20 trips per dwelling unit)

7.2 x 1 unit = 7 trips

Motel (3.35 trips per dwelling unit)

3.35 x 7 rooms = 23 trips

Total

30 trips

Proposed - Weekday

Motel (3.35 trips per dwelling unit)

3.35 x 10 rooms = 34 trips

Total

34 trips

Trip Generation Impact

There is **no increase** in anticipated peak hour trips for both the **AM and PM peak hour**.

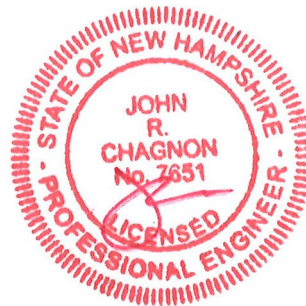
Weekday total trip increase is 4 trips. The anticipated increase in traffic is negligible and does not substantially alter the traffic conditions. The adjacent street network is designed for uses such as the proposed project.

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

Sincerely,

John Chagnon

John Chagnon, Project Manager



Single-Family Attached Housing (215)

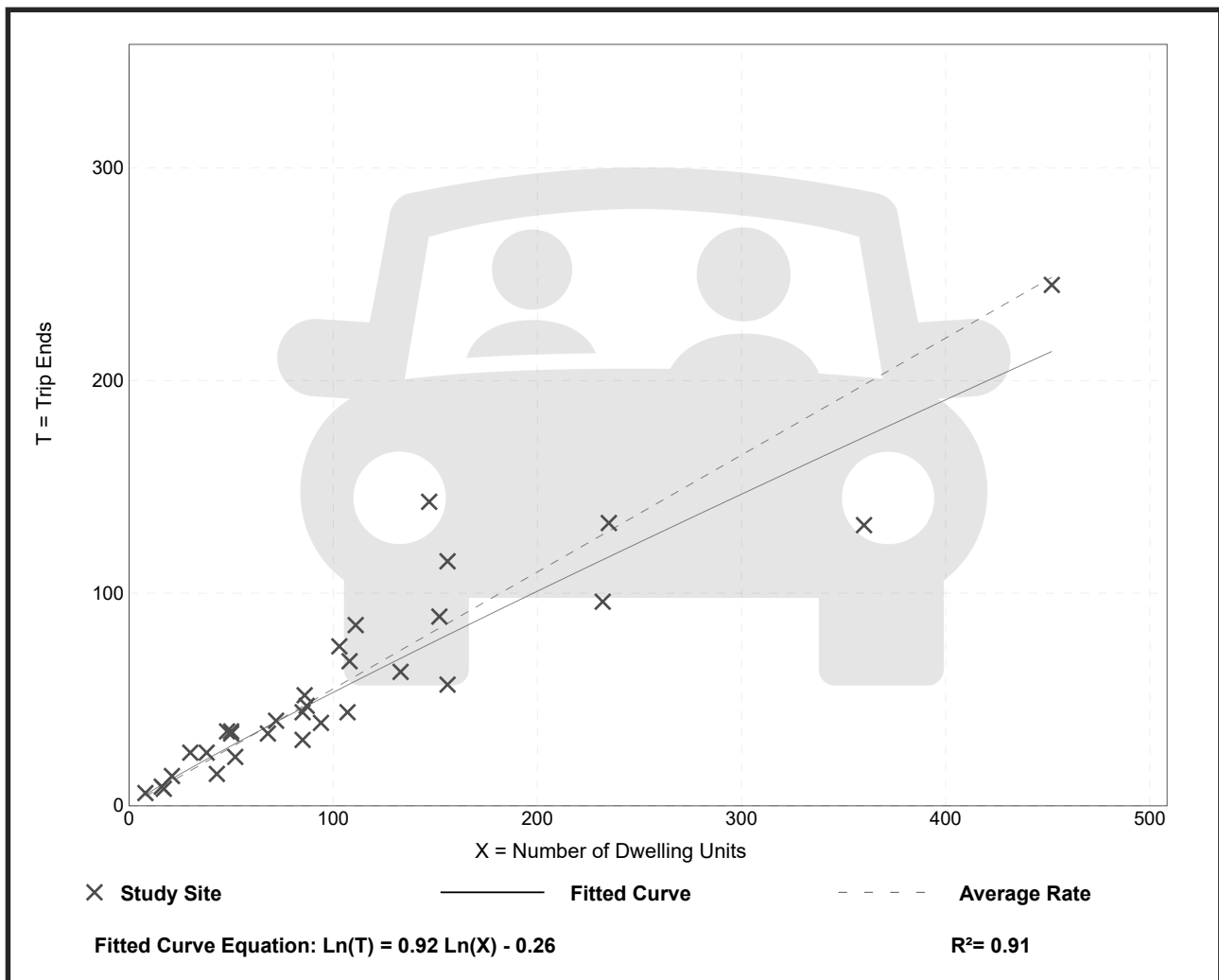
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 110
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.55	0.35 - 0.97	0.16

Data Plot and Equation



Motel (320)

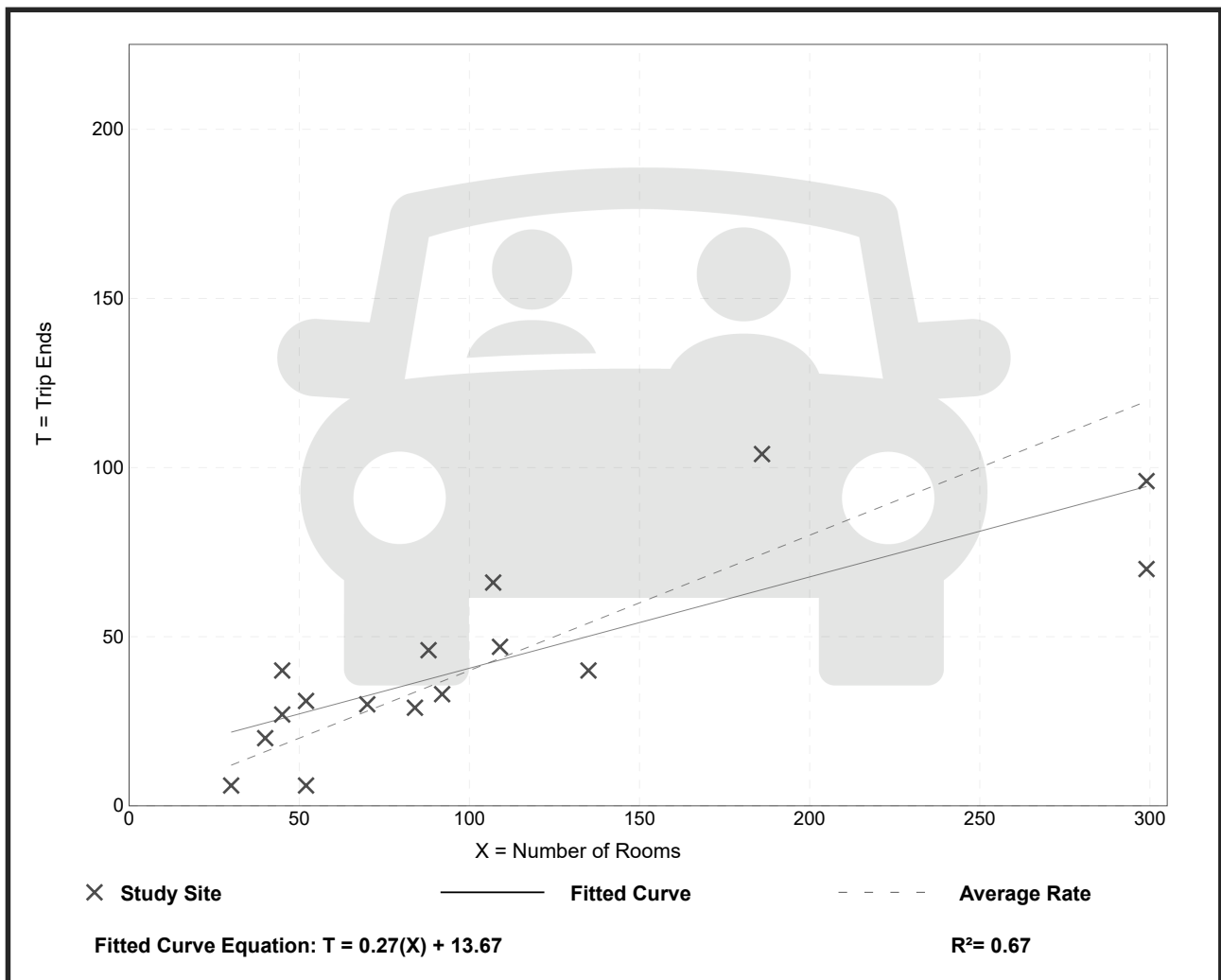
Vehicle Trip Ends vs: Rooms
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. Num. of Rooms: 108
 Directional Distribution: 41% entering, 59% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.40	0.12 - 0.89	0.16

Data Plot and Equation



Single-Family Attached Housing (215)

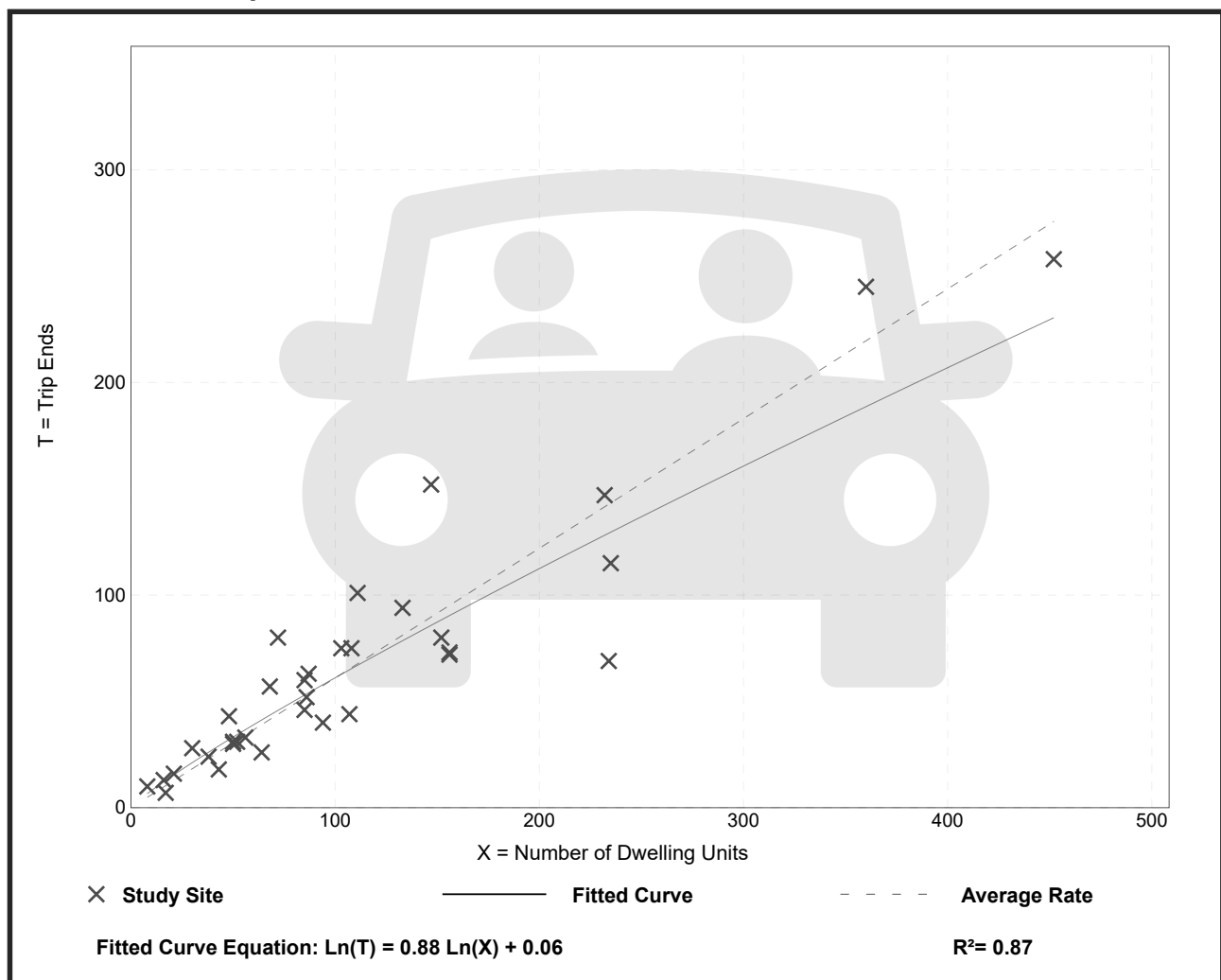
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 34
Avg. Num. of Dwelling Units: 110
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.29 - 1.25	0.18

Data Plot and Equation



Motel (320)

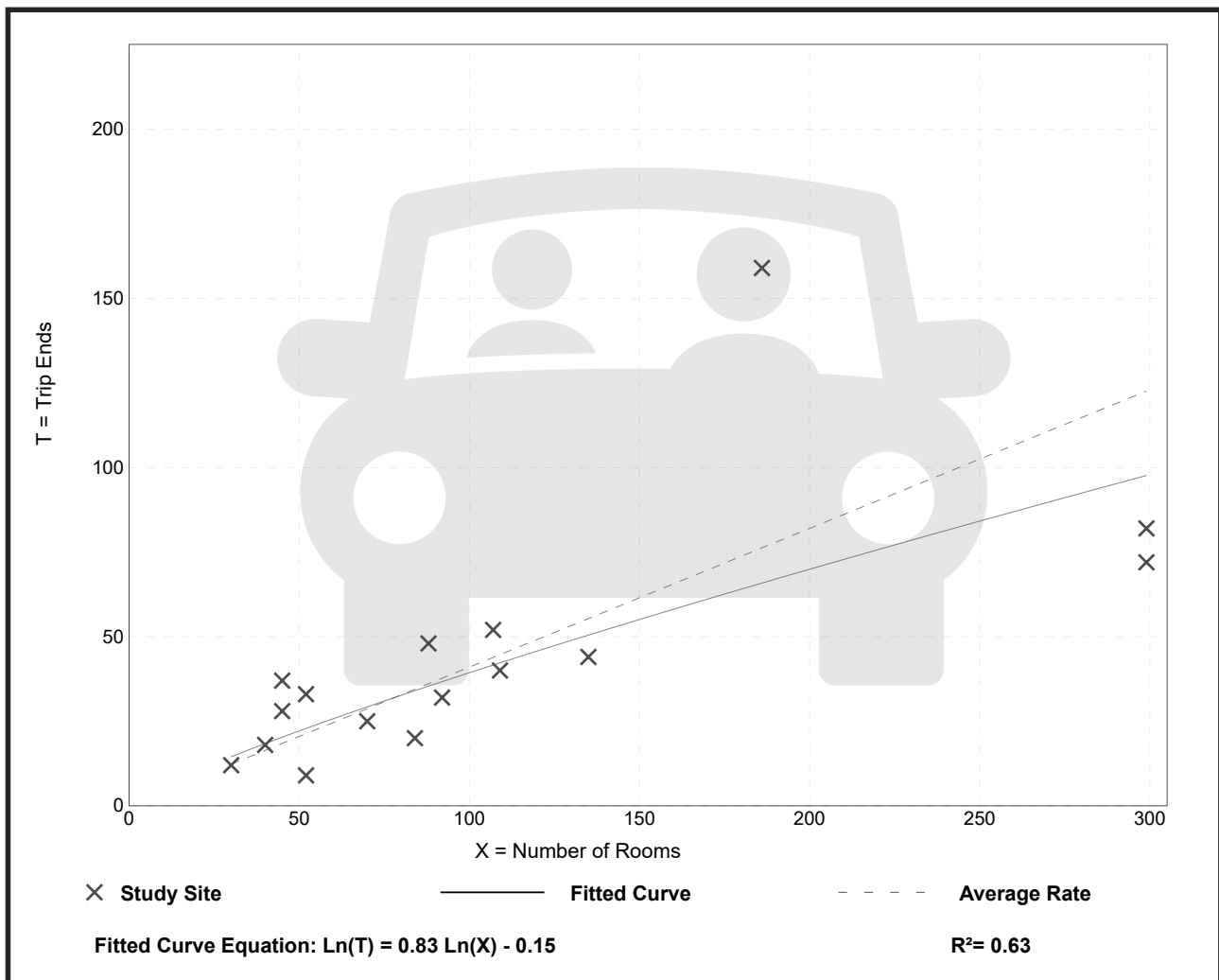
Vehicle Trip Ends vs: Rooms
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. Num. of Rooms: 108
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.41	0.17 - 0.85	0.21

Data Plot and Equation



Single-Family Attached Housing (215)

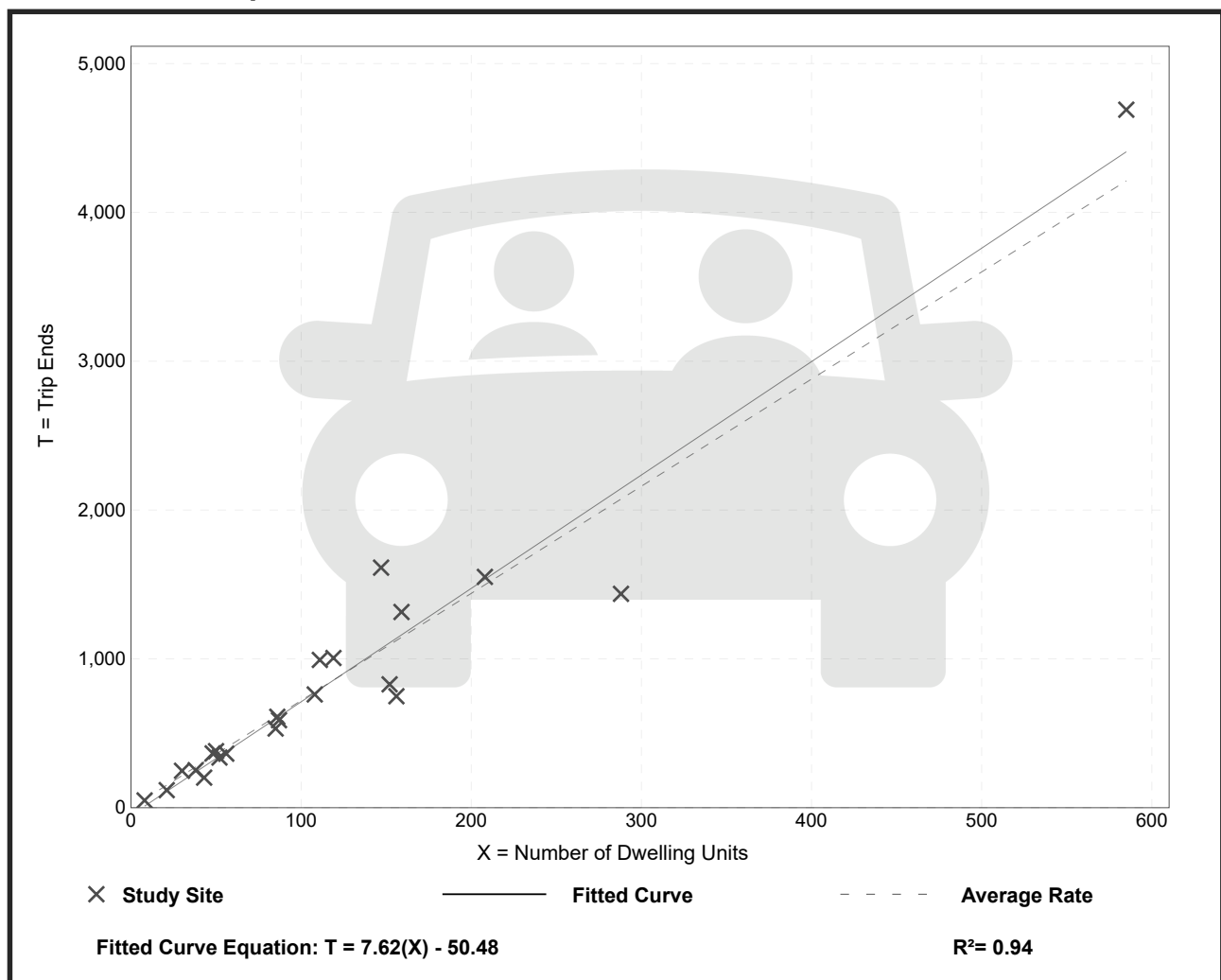
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Motel (320)

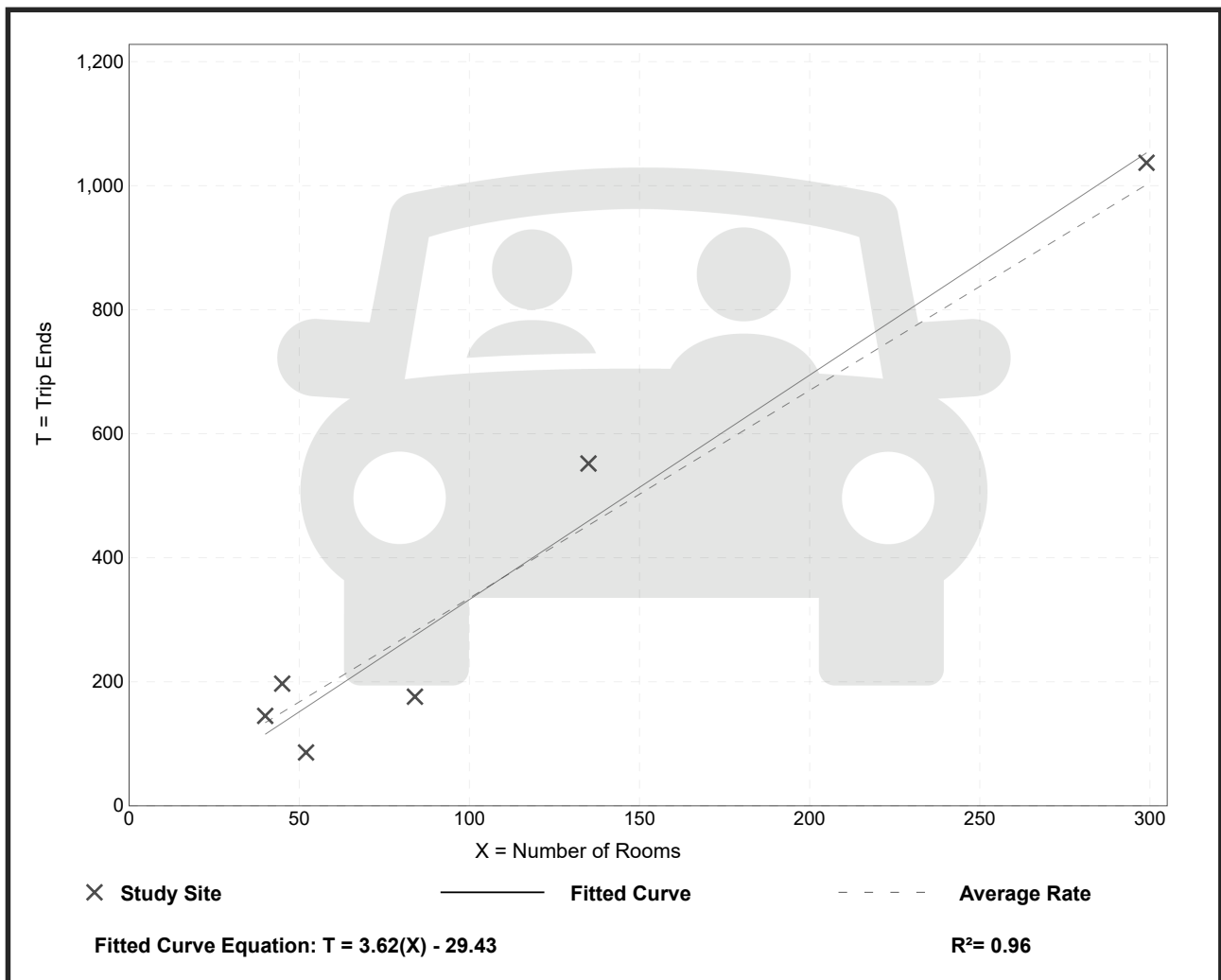
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Rooms: 109
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
3.35	1.65 - 4.38	0.87

Data Plot and Equation



AMBIT ENGINEERING, INC.

CIVIL ENGINEERS AND LAND SURVEYORS

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

18 April, 2022

Parking Demand Memo Site Redevelopment 404 Islington Street Portsmouth, NH

The purpose of this document is to compare the parking demand based on ITE Source Data with the City of Portsmouth Ordinance parking requirements for the site redevelopment at 404 Islington Street in Portsmouth, NH. The net change in parking demand expected to be generated by the redevelopment, compared to the existing condition, will be detailed. Currently the property is developed with a 7 room Inn with a Caretaker Apartment in a total of two buildings. The plan is to remodel the Caretaker Apartment into 2 rooms and add another room for a Proposed 10 room Inn on the lot.

In developing the expected parking demand, Ambit Engineering considered the standard parking generation rates and equations published in the Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition (2010). The land use category that best correlates with the existing use for the Inn is Motel (ITE Land Use Code 320). The Caretaker Apartment land use category that best correlates with the existing use is Low / Mid Rise Apartment (ITE Land Use Code 221). The parking generation is based upon the peak period of parking for the existing and proposed uses within the project. They are summarized below for **Weekday Peak Period**.

Parking Summary

Existing – Weekday Peak Parking

Low / Mid Rise Apartment (1.2 vehicles per dwelling unit)

Motel (0.71 vehicles per occupied room)

Total

1.2 x 1 unit = 1 vehicles

0.71 x 7 rooms = 5 vehicles

6 vehicles

Proposed – Weekday Peak Parking

Motel (0.71 vehicles per occupied room)

Total

0.71 x 10 rooms = 8 vehicles

8 vehicles

Existing City of Portsmouth Parking Demand

Apartment - over 750 SF (1.3 vehicles per unit)

Inn (1.25 vehicles per guest room)

Total

1.3 x 1 = 1.3 vehicles

1.25 x 7 rooms = 8.75 vehicles

10 vehicles

Proposed City of Portsmouth Parking Demand

Inn (1.25 vehicles per guest room)

Total

1.25 x 10 rooms = 12.5 vehicles

13 vehicles

Parking Impact

There is **an increase** in anticipated parking required for the site redevelopment. The increase is between 2 (ITE) to 3 (COP) vehicles. The proposed includes the addition of one parking space to the site. The anticipated increase in parking demand is negligible and does not substantially alter the parking conditions in the neighborhood. As mitigation to a potential impact the developer is working to find acceptable and suitable potential off-site parking arrangements, should the demand exceed the on-site parking supply.

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

Sincerely,

John Chagnon

John Chagnon, Project Manager

Land Use: 221

Low/Mid-Rise Apartment

United States:

Suburban:

Skokie, IL (1964); Glendale, CA (1978); Irvine, CA (1981); Newport Beach, CA (1981); Dallas, TX (1982); Farmers Branch, TX (1982); Euless, TX (1983, 1984); Baytown, TX (1984); Syracuse, NY (1987); Devon, PA (2001); Marina del Rey, CA (2001); Milburn, NJ (2001); Parsippany, NJ (2001); Springfield, NJ (2001); Westfield, NJ (2001); Beaverton, OR (2002); Hillsboro, OR (2002); Portland, OR (2002); Vancouver, WA (2002); Goleta, CA (2008); Ventura, CA (2008); Englewood, CO (2009)

Urban:

Dallas, TX (1982, 1983); San Francisco, CA (1982); Syracuse, NY (1984, 1987); Santa Barbara, CA (1994); Long Beach, CA (2000); Santa Monica, CA (2001); San Diego, CA (2001)

4th Edition Source Numbers

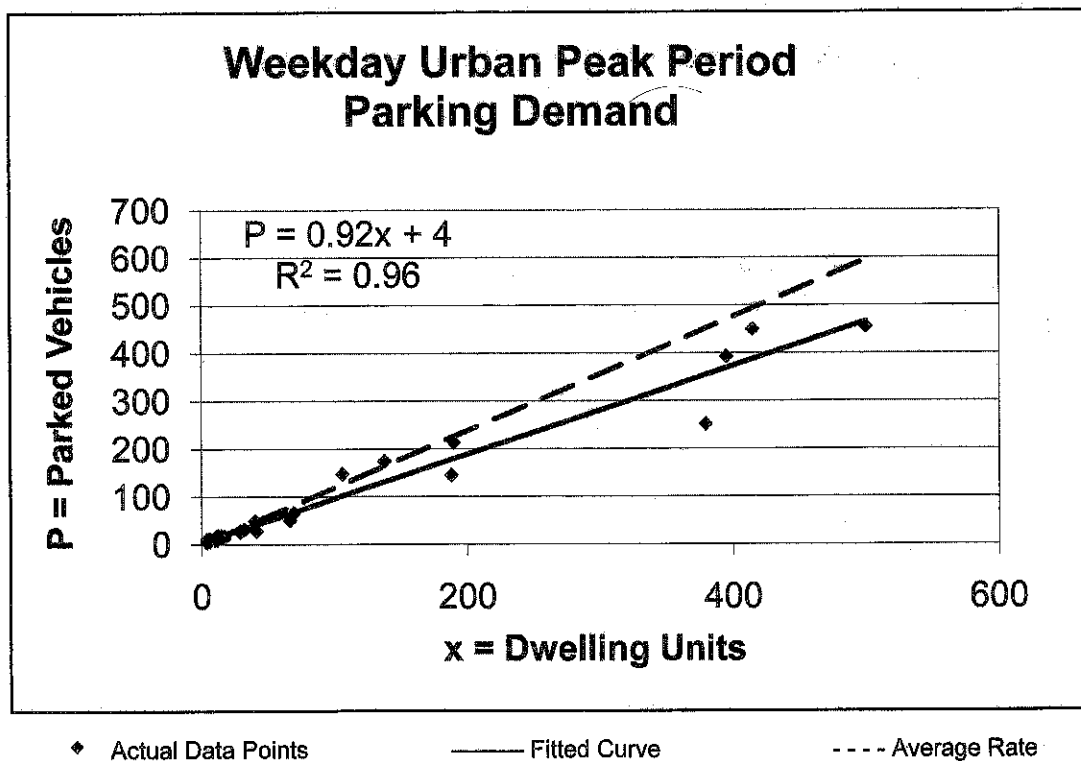
1007, 1015, 1114, 1137

Land Use: 221

Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs. Dwelling Units
On a Weekday
Location: Urban

Statistic	Peak Period Demand
Peak Period	10:00 p.m.–5:00 a.m.
Number of Study Sites	40
Average Size of Study Sites	70 dwelling units
Average Peak Period Parking Demand	1.20 vehicles per dwelling unit
Standard Deviation	0.42
Coefficient of Variation	35%
95% Confidence Interval	1.07–1.33 vehicles per dwelling unit
Range	0.66–2.50 vehicles per dwelling unit
85th Percentile	1.61 vehicles per dwelling unit
33rd Percentile	0.93 vehicles per dwelling unit



Land Use: 320

Motel

Description

Motels are places of lodging that provide sleeping accommodations and often a restaurant. Motels generally offer free on-site parking and provide little or no meeting space and few (if any) supporting facilities. Exterior corridors accessing rooms—immediately adjacent to a parking lot—commonly characterize motels. Hotel (Land Use 310), all suites hotel (Land Use 311), business hotel (Land Use 312) and resort hotel (Land Use 330) are related uses.

Database Description

The database consisted of all suburban sites with the exception of two urban sites. Parking demand at the suburban sites was similar to that of the urban sites and, therefore, the data were combined and analyzed together.

- Parking supply ratio: 1.0 space per room (three study sites).

Four study sites reported the presence of an on-site restaurant.

Parking demand data for the study sites were reported for only a few discontinuous hours. Therefore, no specific peak period was defined. The average peak parking demand reported was simply the average of all peak counts within the time periods for which data were provided, regardless of the timeframe. Additional continuous parking demand studies are needed to better define peaking characteristics for this land use.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately estimate parking generation characteristics for the site.

Study Sites/Years

Schiller Park, IL (1965); Lincolnwood, IL (1967); Elyria, OH (1970); Galthersburg, MD (1981); Northglenn, CO (1982); Kent, WA (2008); Seattle, WA (2008)

4th Edition Source Number

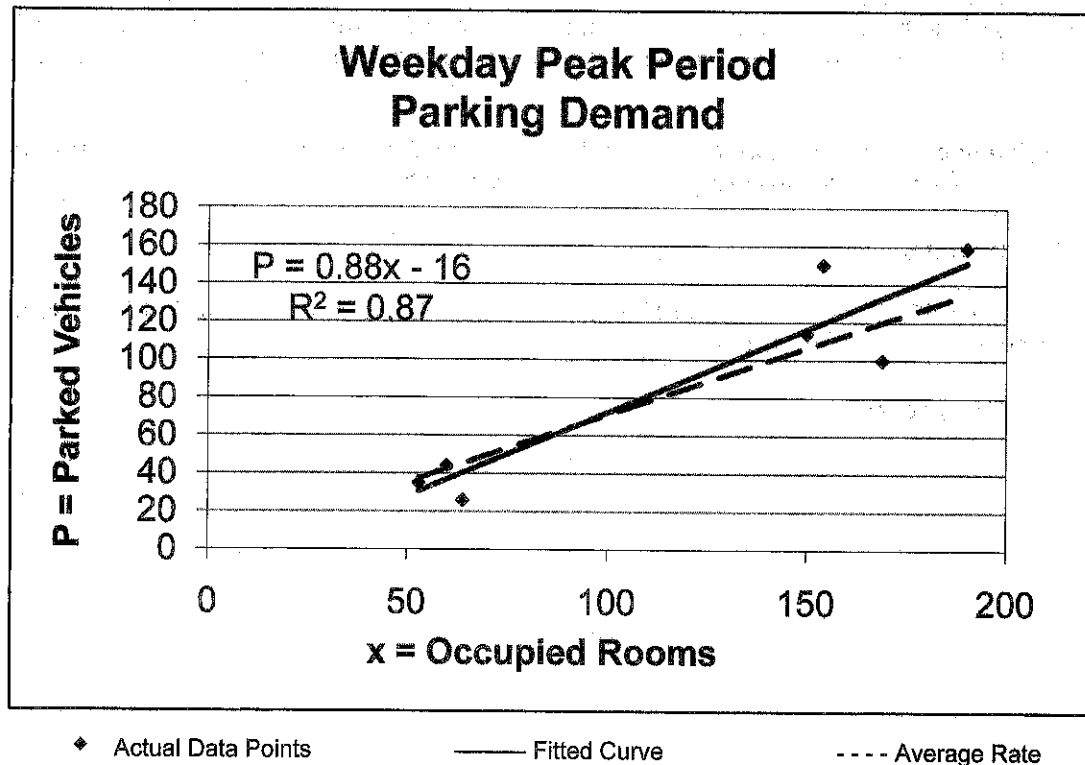
1101

Land Use: 320 Motel

Average Peak Period Parking Demand vs. Occupied Rooms On a Weekday

Statistic	Peak Period Demand
Peak Period	Varies*
Number of Study Sites	7
Average Size of Study Sites	120 occupied rooms
Average Peak Period Parking Demand	0.71 vehicles per occupied room
Standard Deviation	0.18
Coefficient of Variation	26%
Range	0.41–0.97 vehicles per occupied room
85th Percentile	0.85 vehicles per occupied room
33rd Percentile	0.66 vehicles per occupied room

* Refer to the "Database Description" section for an explanation of the undefined peak parking period.



SITE PHOTOGRAPHS; PARKING AREAS



Parking Area 1



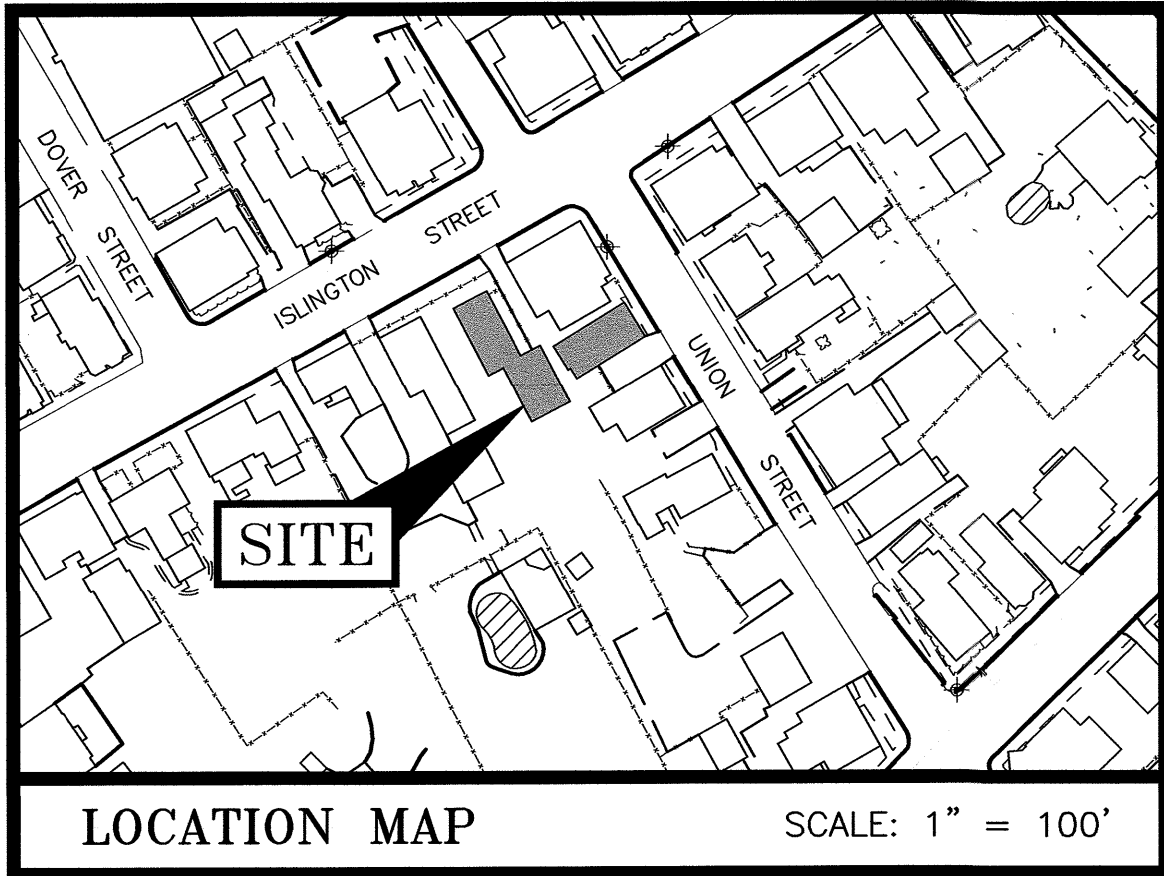
Parking Area 2



Parking Area 3



Access Easement



LEGEND:

N/F	NOW OR FORMERLY
RP	RECORD OF PROBATE
RCRD	ROCKINGHAM COUNTY
RR SPK	RAILROAD SPIKE
11/21	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
■ RR SPK SET	RAILROAD SPIKE SET
■ NHHB	NHDOT BOUND FOUND
■ TB	TOWN BOUND
■ BND w/DH	BOUND WITH DRILL HOLE
■ ST BND w/DH	STONE BOUND WITH DRILL HOLE

LENGTH TABLE

LINE	BEARING	DISTANCE
L1	N62°24'01"E	40.00'
L2	S27°45'24"E	47.60'
L3	N60°12'25"E	56.28'
L4	S30°16'55"E	39.00'
L5	S59°14'36"W	58.05'
L6	S27°45'24"E	44.50'
L7	S29°30'56"E	41.85'
L8	S60°19'34"W	39.82'

EASEMENT LENGTH TABLE

LINE	BEARING	DISTANCE
E1	N59°45'13"E	63.75'
E2	S30°14'47"E	15.00'
E3	S59°45'13"W	48.94'
E4	S29°30'56"E	25.07'
E5	S53°00'51"W	15.13'

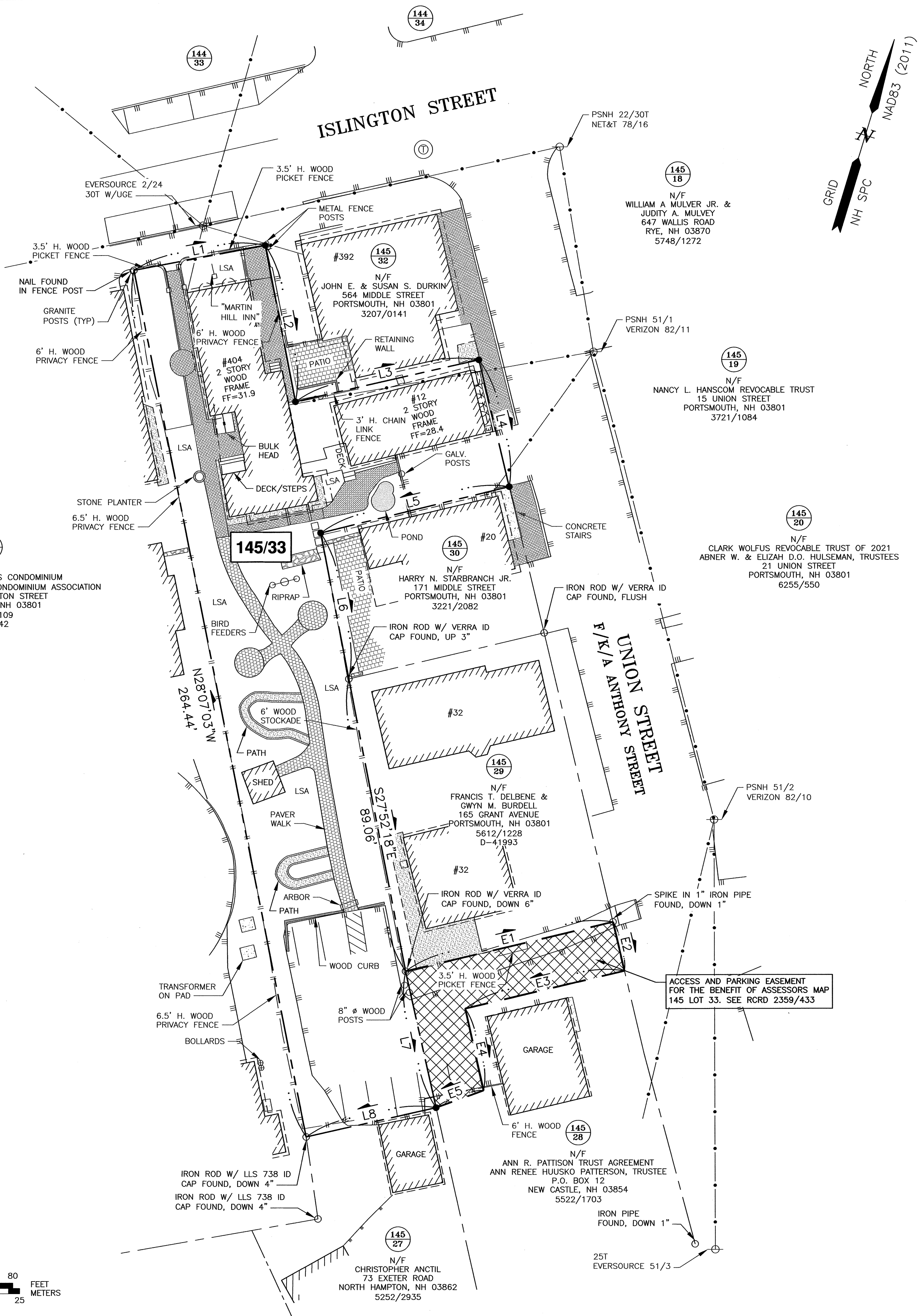
EASEMENT AREA: 1,347 S.F.

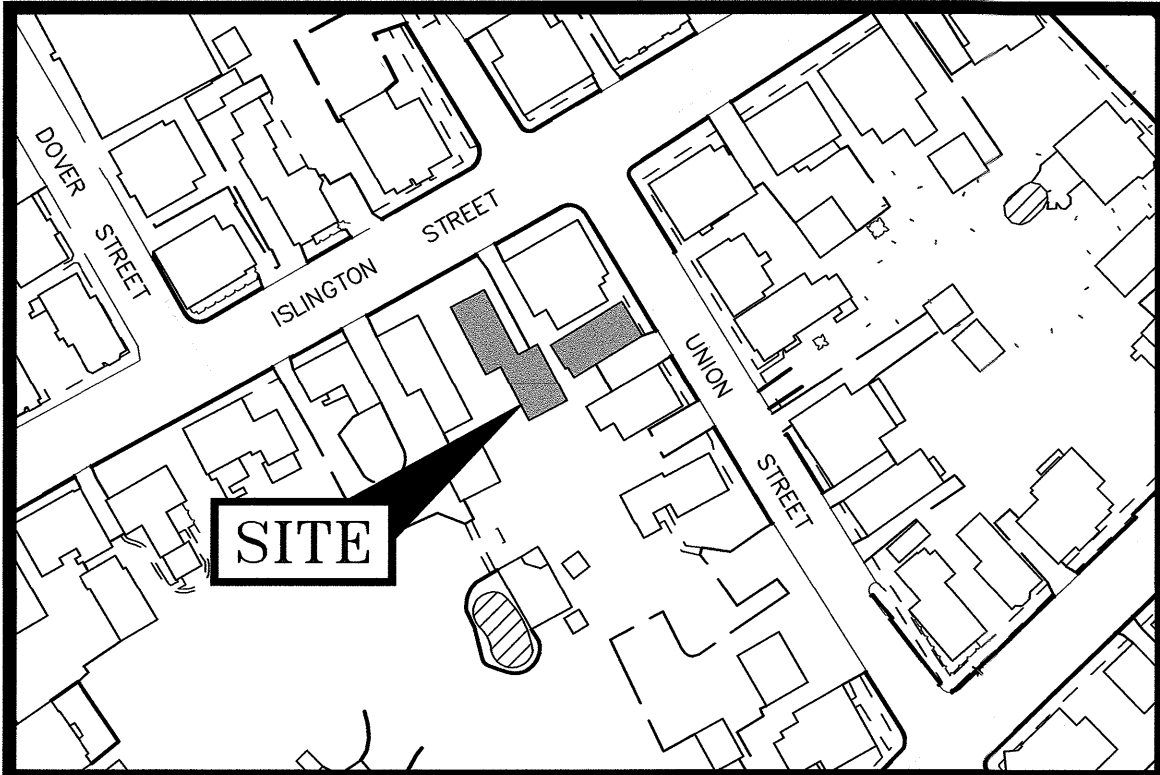
PLAN REFERENCES:

1) AMENDED CONDOMINIUM SITE PLAN ISLINGTON COMMONS CONDOMINIUM TAX MAP 145 - LOT 34. OWNER / DECLARANT: ISLINGTON COMMONS, LLC, 410-430 ISLINGTON STREET, CITY OF PORTSMOUTH, COUNTY OF ROCKINGHAM, STATE OF NEW HAMPSHIRE, SCALE: 1" = 20', PREPARED BY AMBIT ENGINEERING, INC., DATED OCTOBER 2019., RCRD D-42502.
2) PROPOSED SITE DEVELOPMENT PLANS 32 UNION STREET PORTSMOUTH, N.H. ASSESSOR'S PARCEL 145-29 RECORDING SITE PLAN, SCALE: 1"=10', PREPARED BY ALTUS ENGINEERING, INC., DATED DECEMBER 6, 2019, RCRD D-41993.

ABUTTERS:

144/33 N/F ANTONIOS & CHRISOUL TZORTZAKIS 413 ISLINGTON STREET PORTSMOUTH, NH 03801 2289/1117	144/34 N/F 401 OF A KIND CONDOS MASTER CARD 230 LAFAYETTE ROAD PORTSMOUTH, NH 03801 4609/2720
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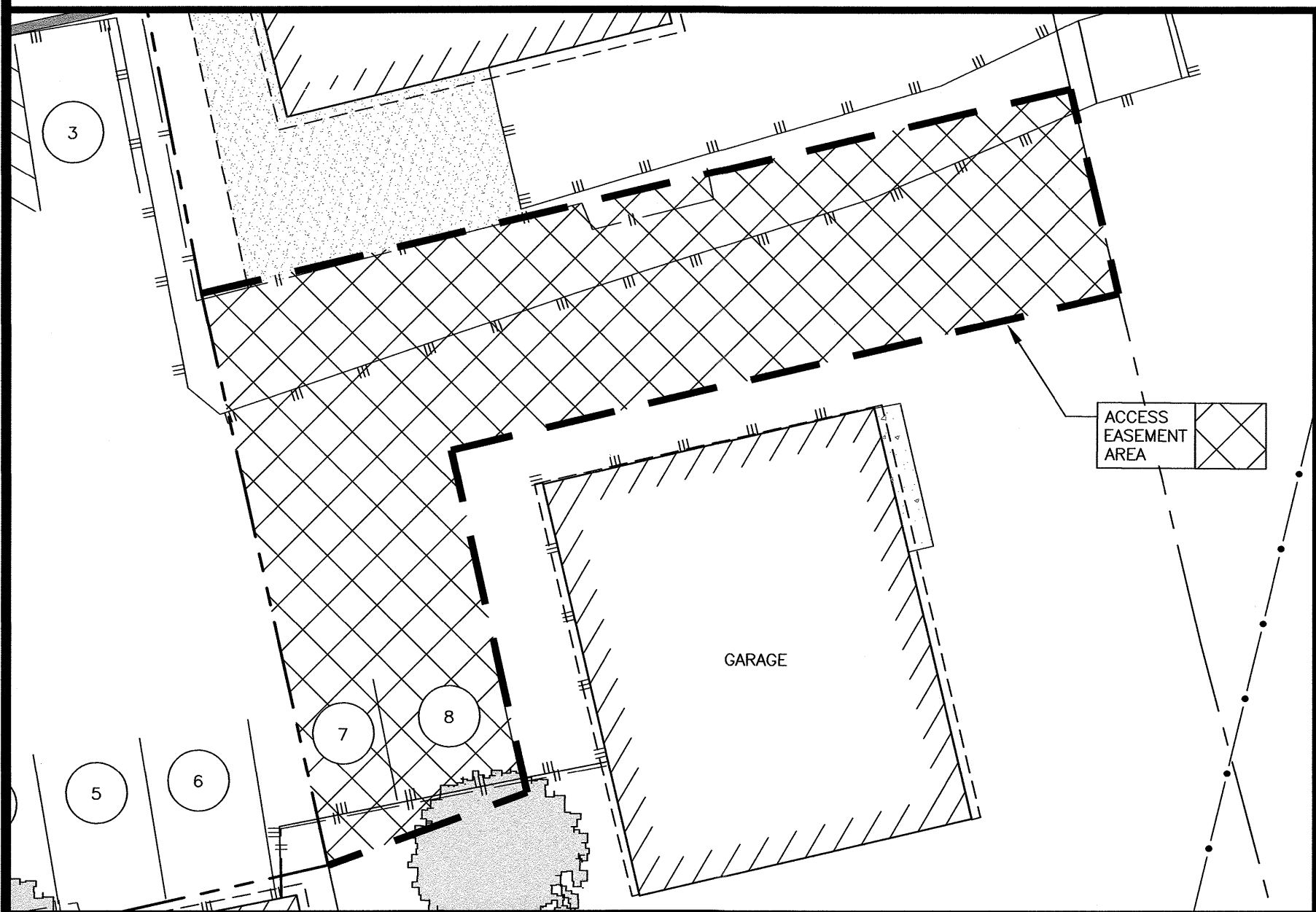


LOCATION MAP

SCALE: 1" = 100'

LEGEND:

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



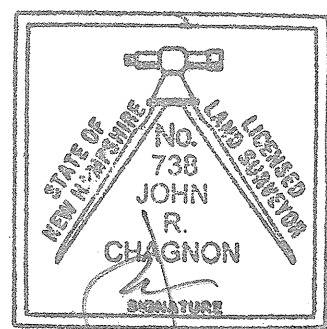
ACCESS EASEMENT

SCALE 1"=10'

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

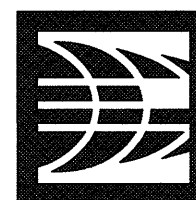
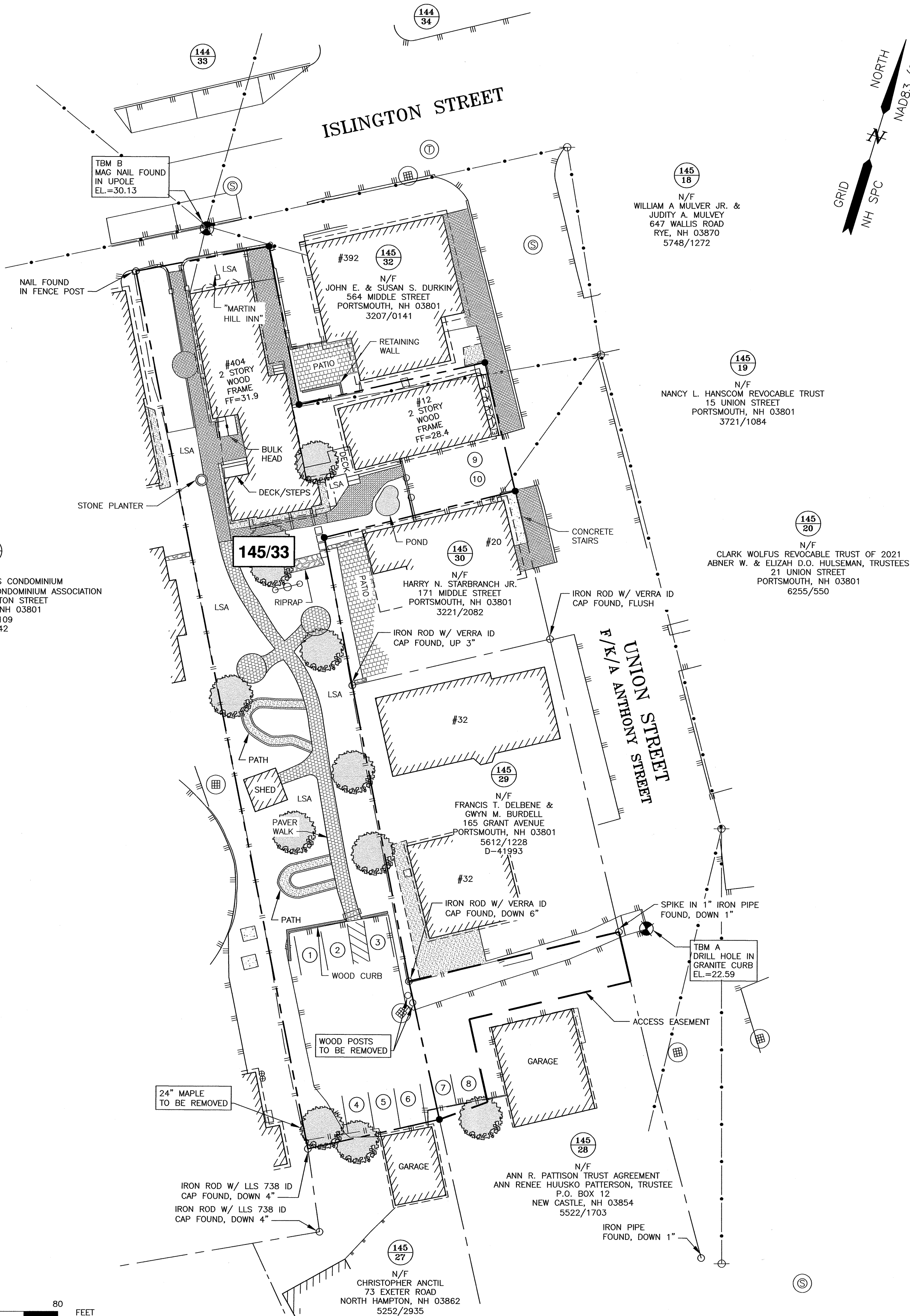
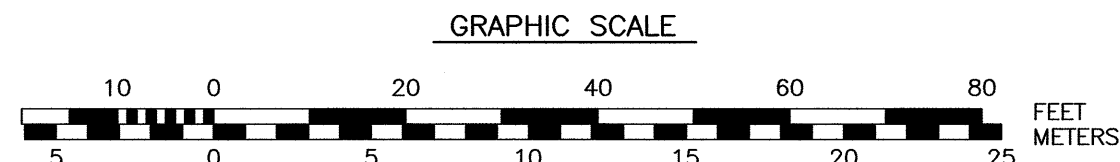
4.18.22
DATE



ABUTTERS:

- N/F ANTONIOS & CHRISOU TZOZAKIS
413 ISLINGTON STREET
PORTSMOUTH, NH 03801
2289/1117
- N/F 401 OF A KIND CONDOS MASTER CARD
230 LAFAYETTE ROAD
PORTSMOUTH, NH 03801
4609/2720

N/F ISLINGTON COMMONS CONDOMINIUM
C/O ISLINGTON COMMONS CONDOMINIUM ASSOCIATION
410-430 ISLINGTON STREET
PORTSMOUTH, NH 03801
6065/1109
D-41142



AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors

200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2135

NOTES:

- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 145 AS LOT 33.
- 2) OWNER OF RECORD:
404 ISLINGTON STREET, LLC
404 ISLINGTON STREET
PORTSMOUTH, NH 03801
5496/2593
- 3) PARCEL NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE DATE JANUARY 29, 2021.
- 4) EXISTING LOT AREA:
12,630 S.F.
0.2899 ACRES
- 5) PARCEL IS LOCATED IN THE CD4-L2 (CHARACTER DISTRICT 4-L2) ZONING DISTRICT.
- 6) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.
- 7) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.
- 8) THE PURPOSE OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS ON ASSESSOR'S MAP 145 LOT 33 IN THE CITY OF PORTSMOUTH.

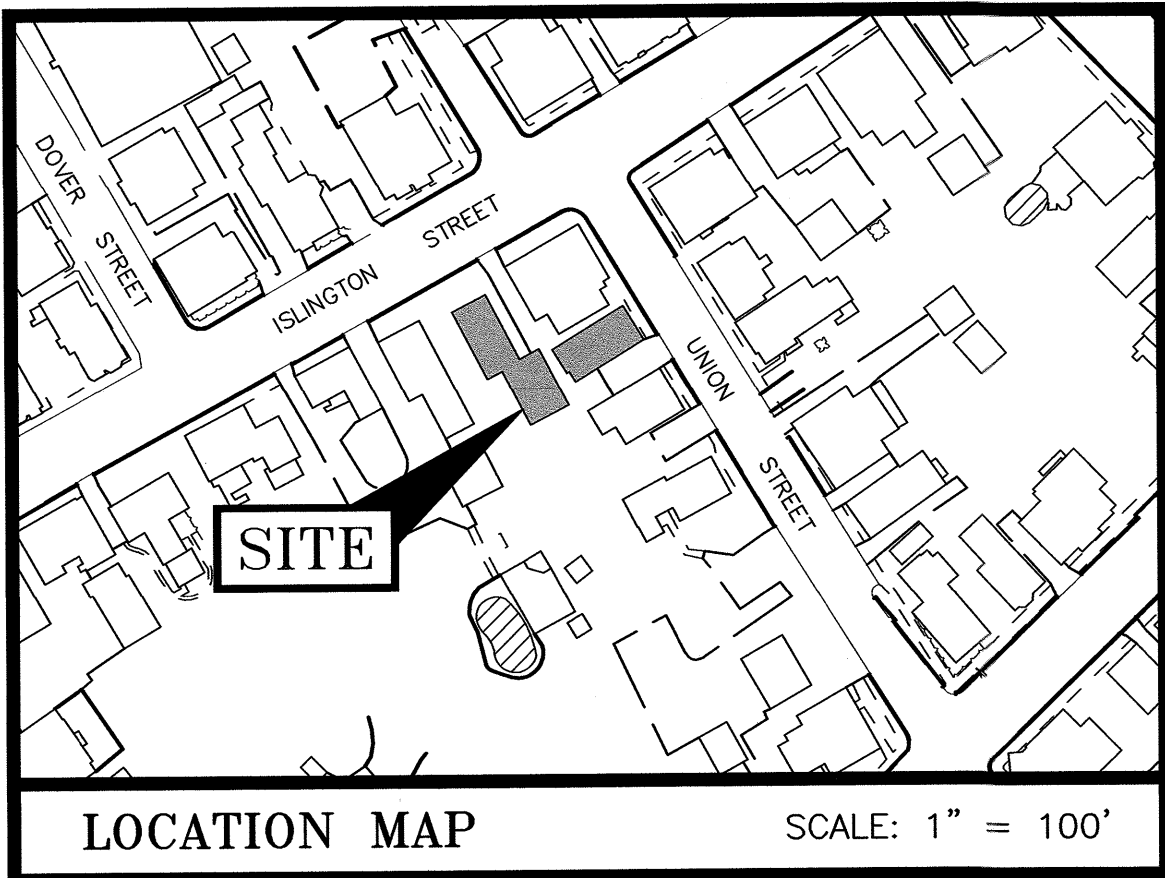
CUP PERMIT PLAN
404 ISLINGTON STREET
PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	4/18/22
REVISIONS		

SCALE: 1" = 20' APRIL 2022

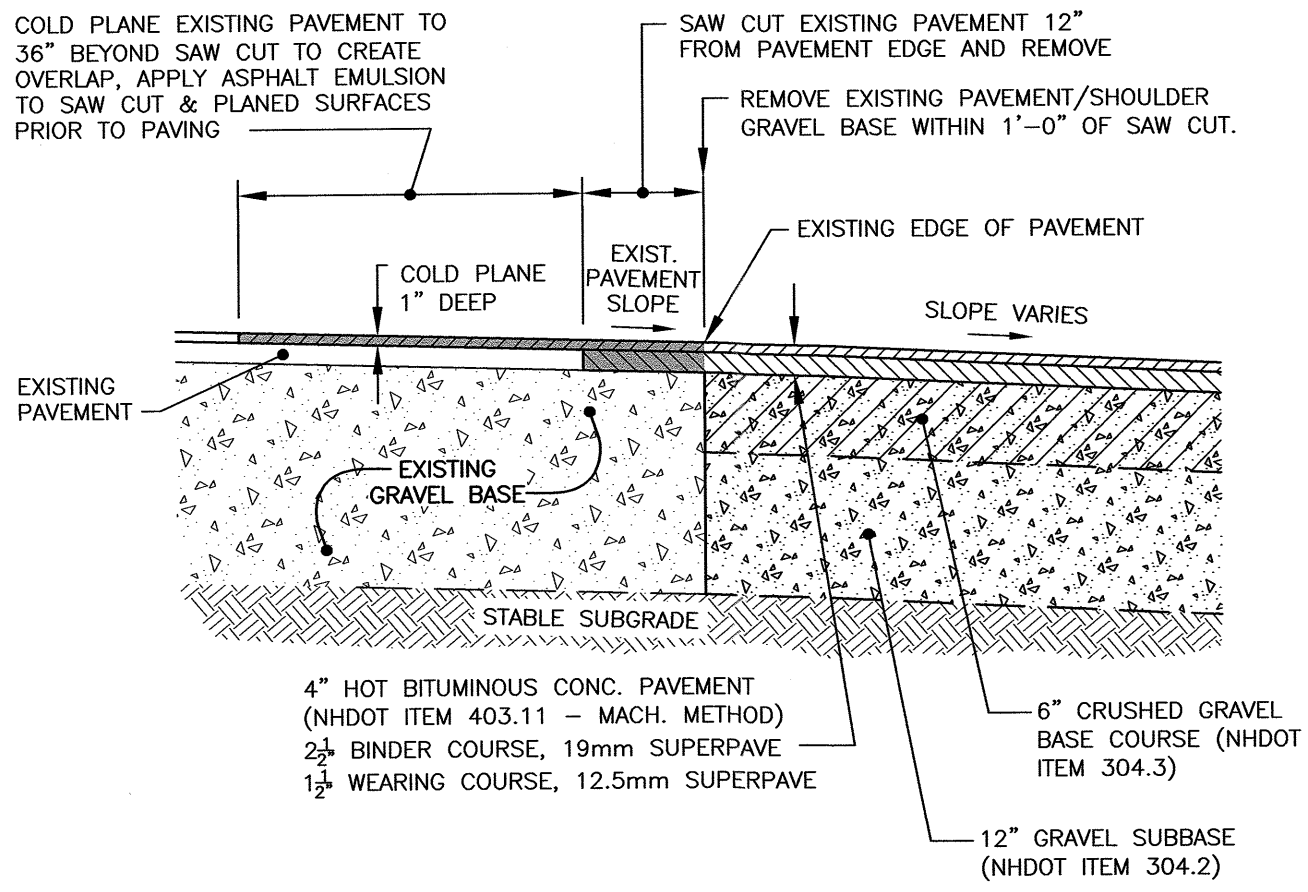
EXISTING CONDITIONS
PLAN

C1



LEGEND:

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



- NOTES:
- 1) PAVEMENT SHALL CONFORM TO NHDOT STANDARD SPECIFICATIONS - SECTION 401.
- 2) CRUSHED GRAVEL AND GRAVEL SUBBASE SHALL CONFORM TO NHDOT STANDARD SPECIFICATIONS - SECTION 304, TABLE 1E, AND SHALL BE COMPACTED AS INDICATED IN SECTION 304, 3.6 COMPACTION, AND 3.7 DENSITY TESTING, AND CITY OF PORTSMOUTH CONSTRUCTION STANDARDS, SECTION VIII B AND C.

PAVEMENT / PAVEMENT JOINT DETAIL

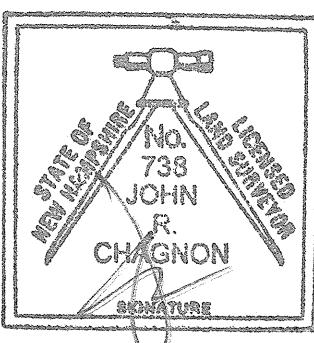
NTS

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

4.18.22

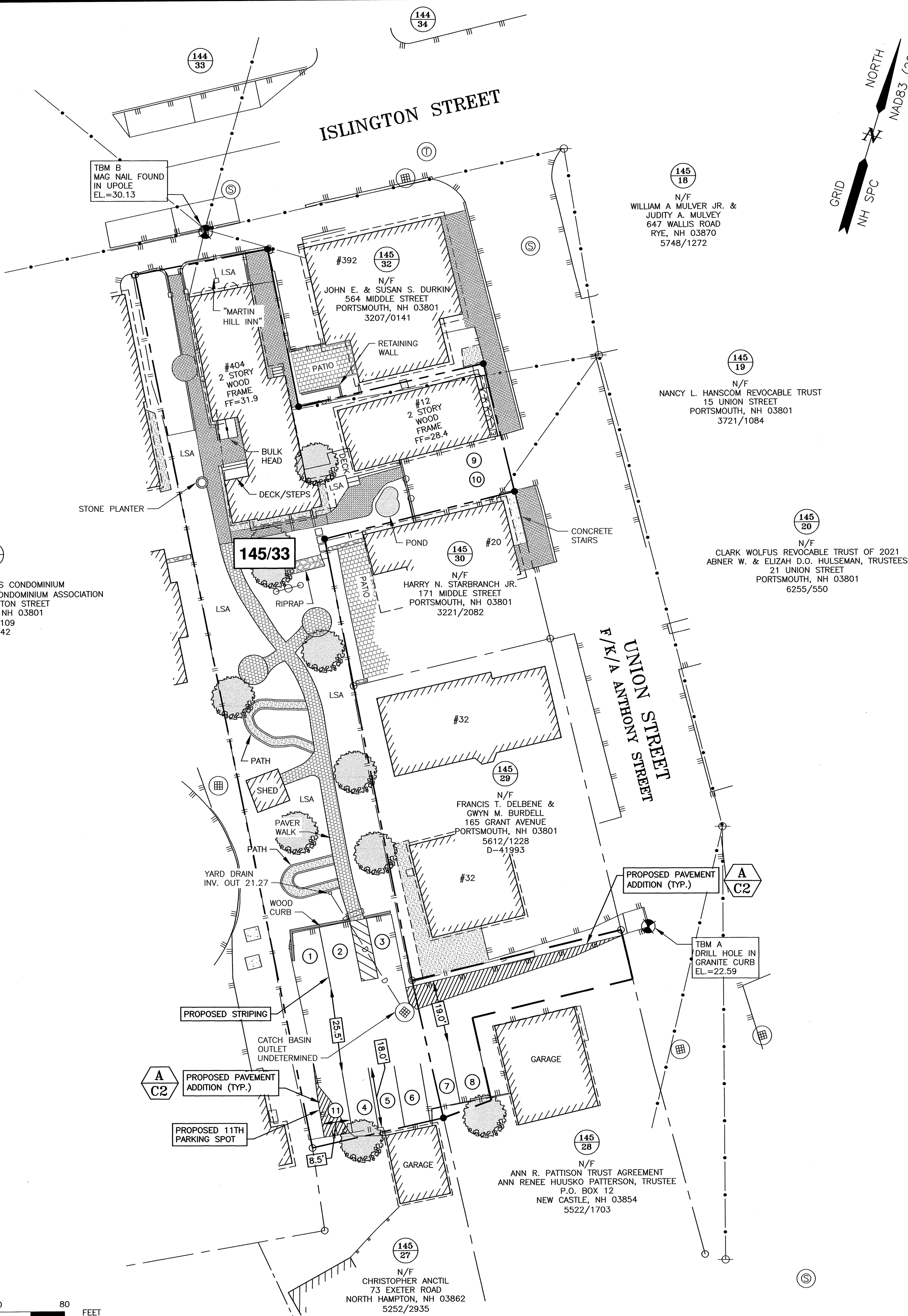
DATE



ABUTTERS:

- 144 33 N/F ANTONIOS & CHRISOUL TZORTZAKIS 413 ISLINGTON STREET PORTSMOUTH, NH 03801 2289/1117
- 144 34 N/F 401 OF A KIND CONDOS MASTER CARD 230 LAFAYETTE ROAD PORTSMOUTH, NH 03801 4609/2720

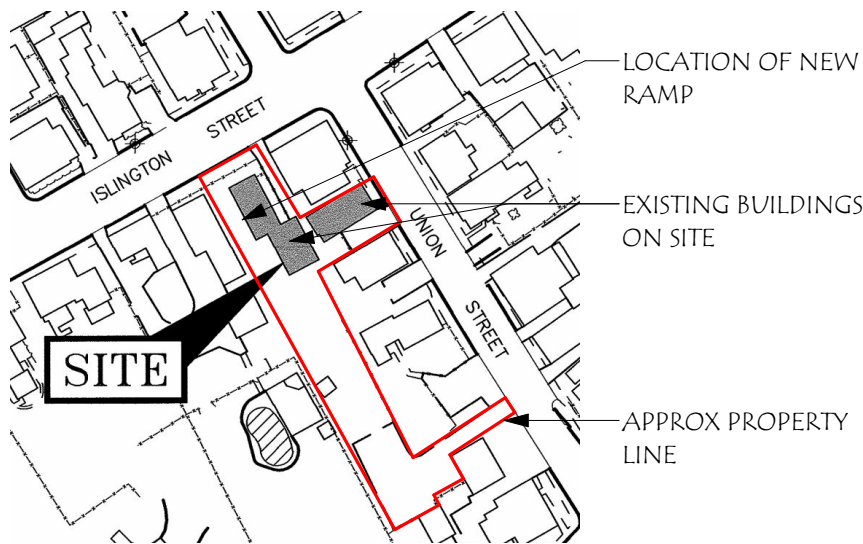
145 34 N/F ISLINGTON COMMONS CONDOMINIUM C/O ISLINGTON COMMONS CONDOMINIUM ASSOCIATION 410-430 ISLINGTON STREET PORTSMOUTH, NH 03801 6068/1109 D-41142



404 ISLINGTON STREET

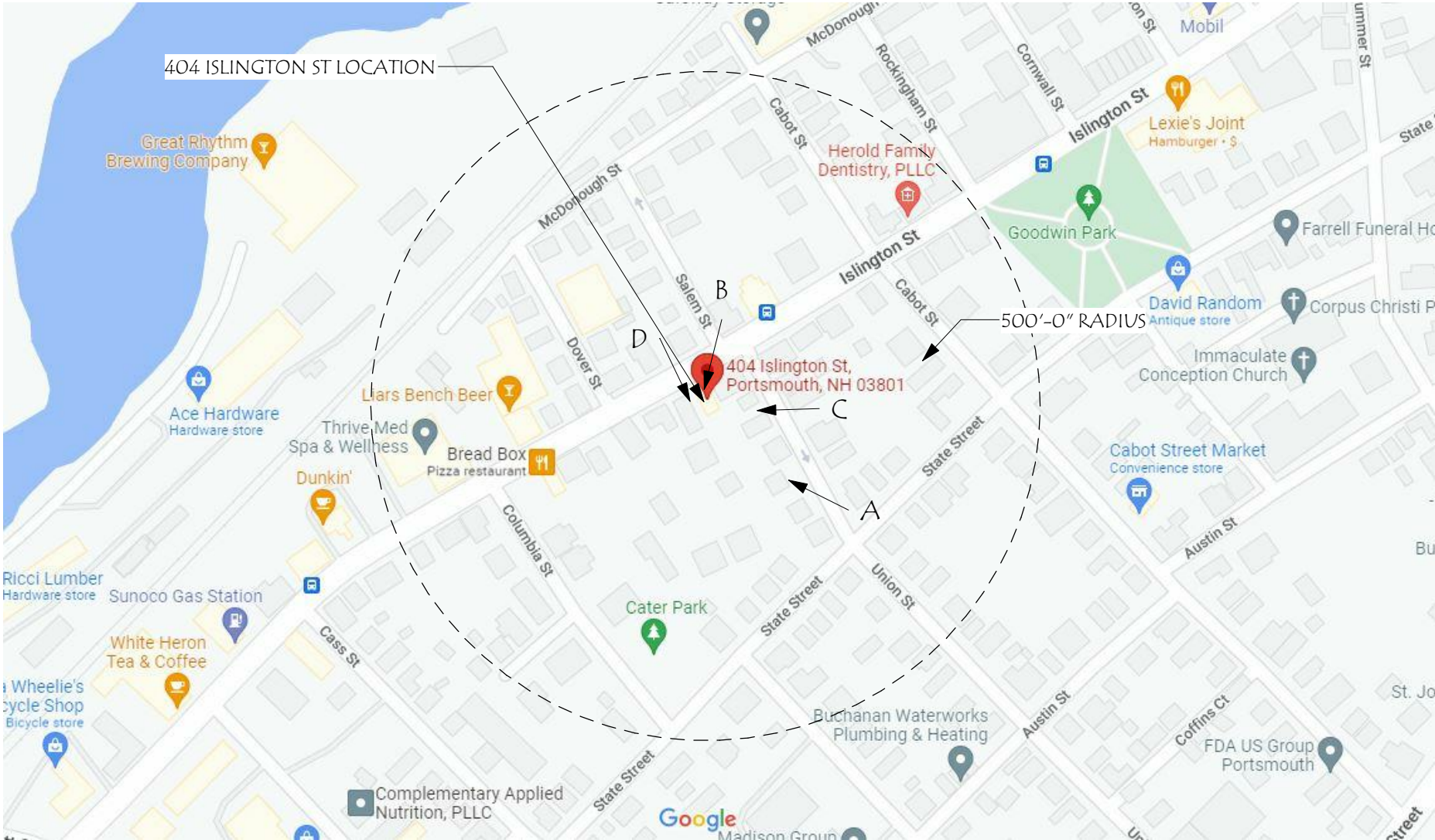
GENERAL PROJECT DESCRIPTION:

THIS PROJECT CONSISTS OF THE ADDITION OF A NEW ACCESSIBLE RAMP TO AN EXISTING STRUCTURE.



ZONING SUMMARY:

ZONING DISTRICT: CD4-L2
LOT SIZE: 12,630 SF
REQUIRED LOT AREA PER DWELLING UNIT:
BUILDING HEIGHT: 35'-0" ALLOWED
GROUND FLOOR ABOVE SIDEWALK: 11'-0" MIN
MIN GROUND STORY HEIGHT: ~8'-6" EXISTING



MARKET SQUARE ARCHITECTS
5121 Bee Cave Road, Suite 106
Austin, TX 78746
PH: 512.330.0330

HISTORIC DISTRICT COMMISSION
WORKSESSION/
PUBLIC HEARING
MAY 2022

MARTIN HILL INN
404 ISLINGTON ST.
PORTSMOUTH, NH, 03801

Revisions:	Description	Date

SCALE:	Author
DRAWN BY:	Checker
CHECKED BY:	2022030
PROJECT NO.:	03/25/22
DATE:	4/14/2022 10:14:02 AM

TITLE:	COVER SHEET
1	

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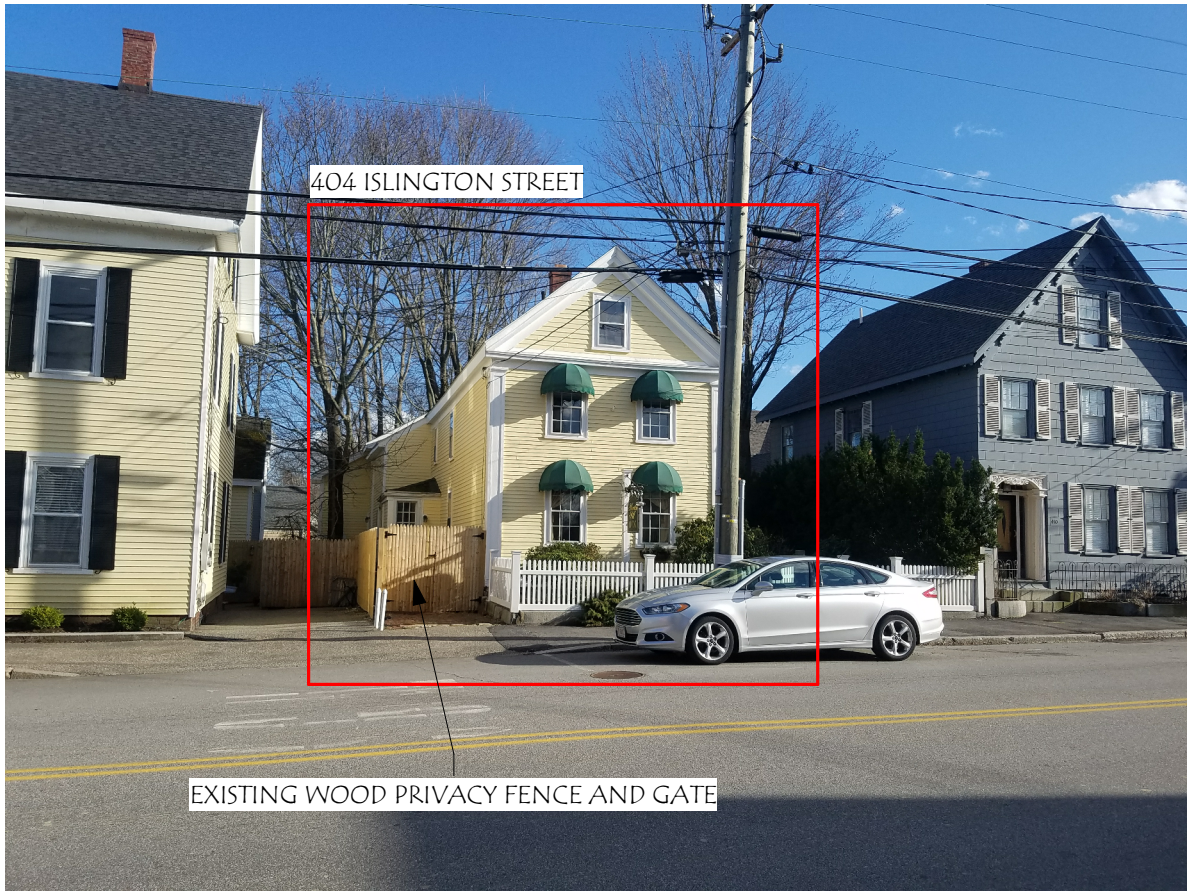
A: UNION STREET



B: ISLINGTON STREET



C: UNION STREET



D: ISLINGTON STREET

Revisions:	Description	Date
#		

SCALE:	AUTHOR
DRAWN BY:	CHECKER
CHECKED BY:	2022030
PROJECT NO.:	03/25/22
DATE:	

TITLE: EXISTING CONTEXT	2
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VIEW A



VIEW B



VIEW C



VIEW D



VIEW E



VIEW F



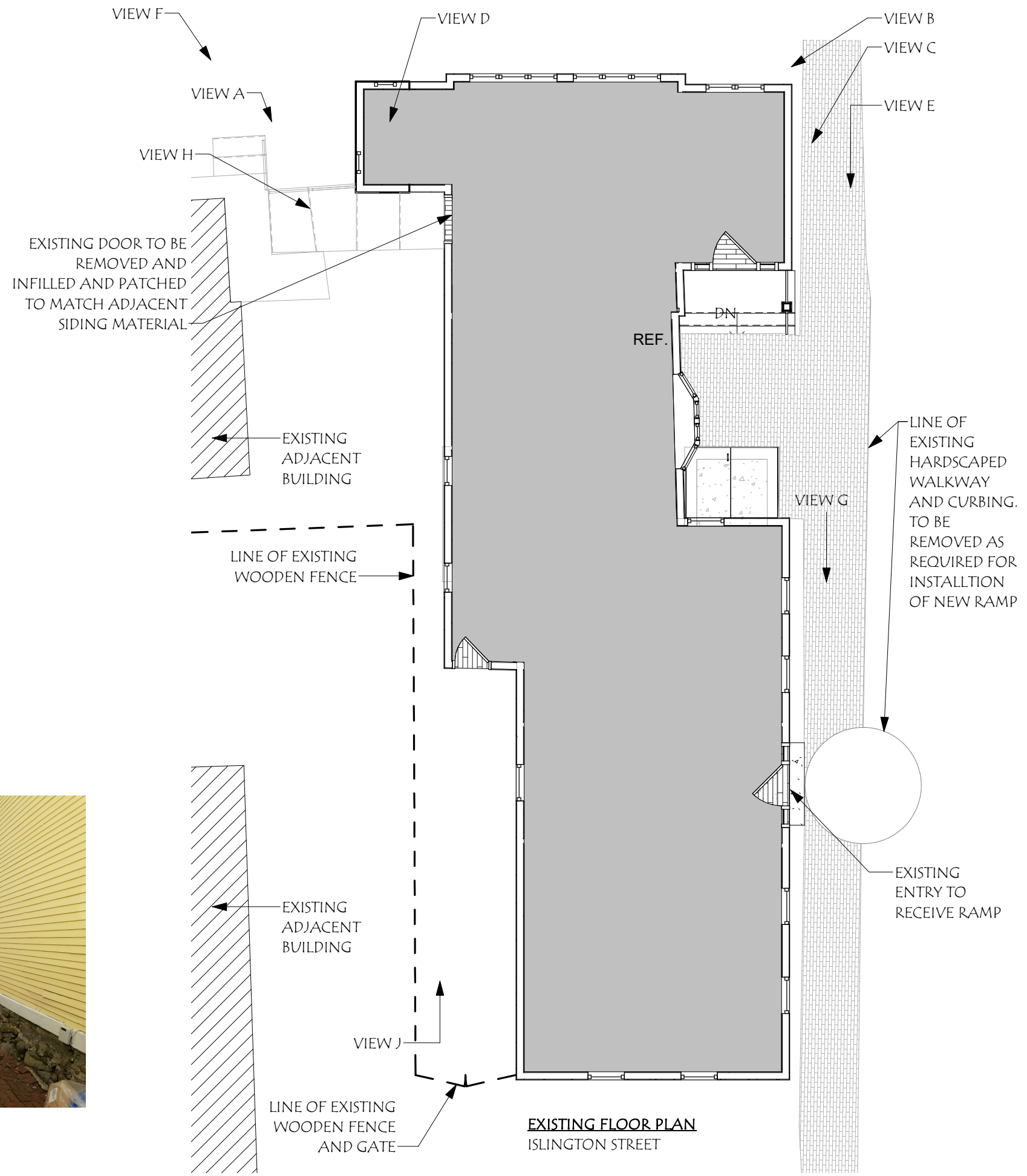
VIEW G



VIEW H



VIEW J



Revisions:	Description	Date
#		
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

SCALE:	1/8" = 1'-0"
DRAWN BY:	SNH
CHECKED BY:	RJH
PROJECT NO.:	2022030
DATE:	04/14/22

TITLE:	EXISTING PLAN
	3



METAL RAILING EXAMPLE

Trex Enhance® Composite Decking



1" Square Edge Board

Our square edge boards install traditionally like wood—with deck screws.

Actual Dimensions

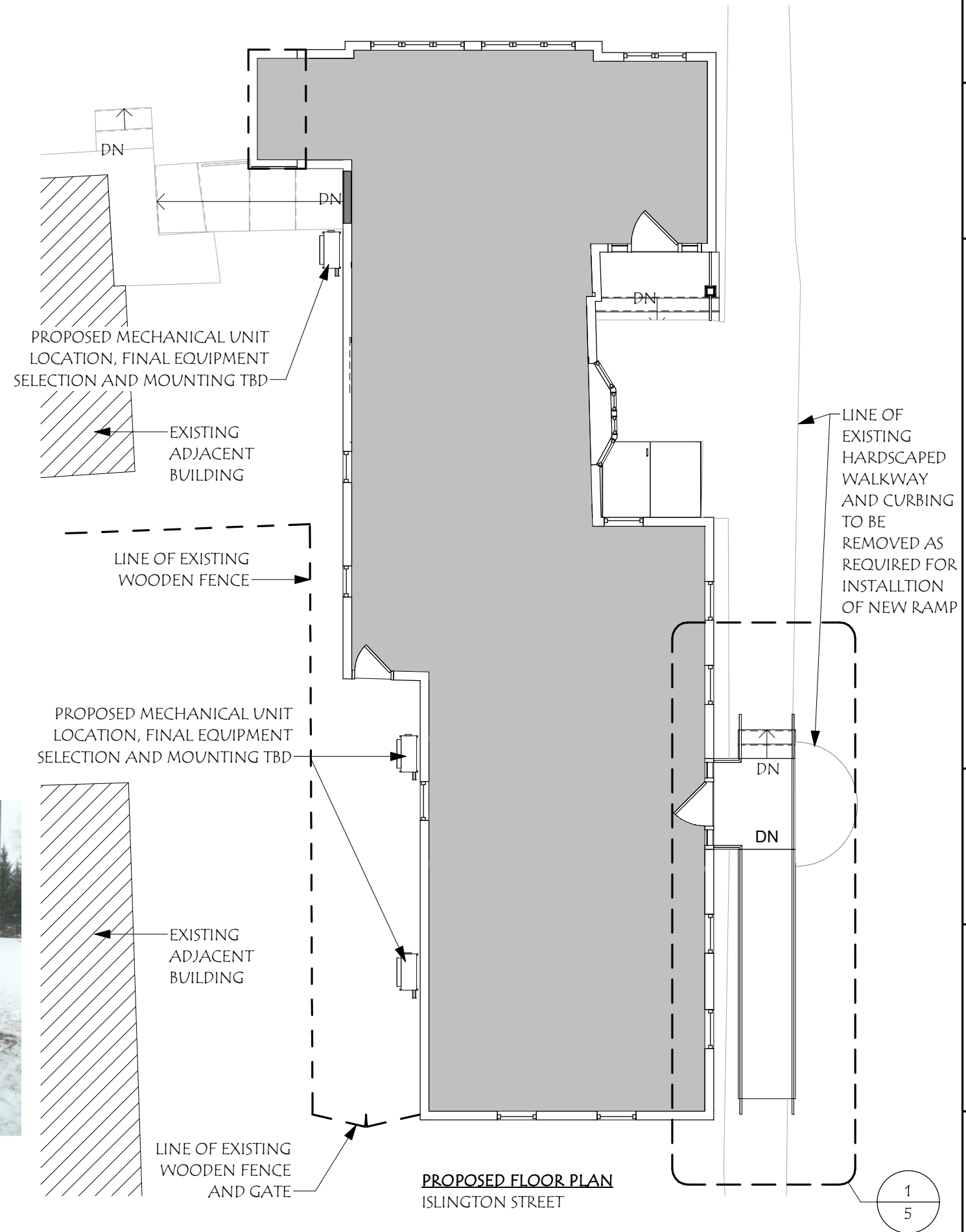
.94 in x 5.5 in x 12 ft (24 mm x 140mm x 365 cm)

.94 in x 5.5 in x 16 ft (24 mm x 140mm x 487 cm)

.94 in x 5.5 in x 20 ft (24 mm x 140mm x 609 cm)



MECHANICAL UNIT EXAMPLE
FINAL SELECTION AND MOUNTING TBD



Revisions:	Description	Date
#		

SCALE:	1/8" = 1'-0"
DRAWN BY:	Author
CHECKED BY:	Checker
PROJECT NO.:	2022030
DATE:	03/25/22

TITLE:	PROPOSED
	4

