

AMBIT ENGINEERING, INC. CIVIL ENGINEERS AND LAND SURVEYORS

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

25 May 2022

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

RE: Application for Parking CUP Approval, Tax Map 145, Lot 33, Martin Hill Inn, 404 Islington Street

Dear Chair Chellman and Planning Board members:

On behalf of 404 Islington Street, LLC, we submit herewith the attached package for a Parking Conditional Use Permit at the site. In support thereof, we are submitting a Site Plan set with the associated exhibits and requirements. This proposal is to expand the number of guest units at the inn from seven to ten. Currently there is a caretaker cottage that will be converted to guest units. The parking required for the use will be provided on site, however the Portsmouth Zoning Ordinance requires 1.25 spaces per unit which requires 13 spaces. Since 11 spaces will be provided this application is before you for approval. The project received HDC Approval for an exterior ramp. The only other exterior revision is the addition of one parking space. The project received TAC Approval (CUP) at the May 3, 2022 Technical Advisory Committee Meeting subject to stipulations. The stipulations, as well as our responses to the stipulations in **bold** text, are listed below:

Items to be addressed prior to Planning Board approval:

1. Applicant explores and identifies supplemental parking opportunities to meet parking requirements as defined in the ordinance and present findings to Planning Board.

Included in this submission is a letter from the owner of 54 Court Street who is willing to enter into an agreement to provide overflow parking, as needed, and if required by the Board. The property is a location that is 6 blocks from the Martin Hill Inn. As part of the facility operations, guest who are required to park in overflow parking will have a choice of either valet service or Uber to get back and forth to their vehicles. Both services will be free of charge for any guests of the Martin Hill Inn. As described in the letter from Bosen and Associates, the Inn works on a remote check-in model, whereby vehicle parking demand will be known well in advance of arrivals.

Prior to Building Permit Issuance:

2. Applicant obtains special exception approval per section 10.440 of the Zoning Ordinance

As noted this requirement will be applied for after Planning Board approval of the CUP; determined to be the proper procedure by the TAC Committee and Planning Staff.

The following plans are included in our submission:

- Standard Boundary Survey – This shows the existing boundary of the parcel. Please note that the property has frontage on Islington *and* Union Streets. Parking is located directly off Union Street and also via an access from Union Street in an easement.
- Existing Conditions Plan C1 – This plan shows the current property improvements on the property and highlights the removal of an existing tree to create an additional parking space.
- Site Plan C2 – This plan shows the location of a proposed additional parking space. The 10 existing parking spaces have functioned for many years.

Please also find the attached in support of this proposal:

CUP Request Rationale
Trip Generation Memo
Parking Demand Memo
Letter indicating available off-site parking (Google Map location)
Site Photographs
HDC Approval

We look forward to your review of this submission and our in person presentation at the Planning Board meeting. For the reasons stated, we respectfully request the Planning Board grant the Parking Conditional Use Permit. Thank you for your time and attention to this proposal.

Sincerely,

John Chagnon

John R. Chagnon, PE
CC: 404 Islington Team



Bosen & Associates
ATTORNEYS AT LAW

May 25, 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 54 Court 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)	<u>0.55 x 1 unit = 1 trip</u>
Motel (0.40 trips per dwelling unit)	<u>0.40 x 7 rooms = 3 trips</u>
Total	4 trips

Proposed – Weekday AM Peak Hour

Motel (0.40 trips per dwelling unit)	<u>0.40 x 10 rooms = 4 trips</u>
Total	4 trips

Existing – Weekday PM Peak Hour

Single Family Attached Housing (0.61 trips per dwelling unit)	<u>0.61 x 1 unit = 1 trip</u>
Motel (0.41 trips per dwelling unit)	<u>0.41 x 7 rooms = 3 trips</u>
Total	4 trips

Proposed – Weekday PM Peak Hour

Motel (0.41 trips per dwelling unit)	<u>0.41 x 10 rooms = 4 trips</u>
Total	4 trips

Existing – Weekday

Single Family Attached Housing (7.20 trips per dwelling unit)	<u>7.2 x 1 unit = 7 trips</u>
Motel (3.35 trips per dwelling unit)	<u>3.35 x 7 rooms = 23 trips</u>
Total	30 trips

Proposed - Weekday

Motel (3.35 trips per dwelling unit)	<u>3.35 x 10 rooms = 34 trips</u>
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)

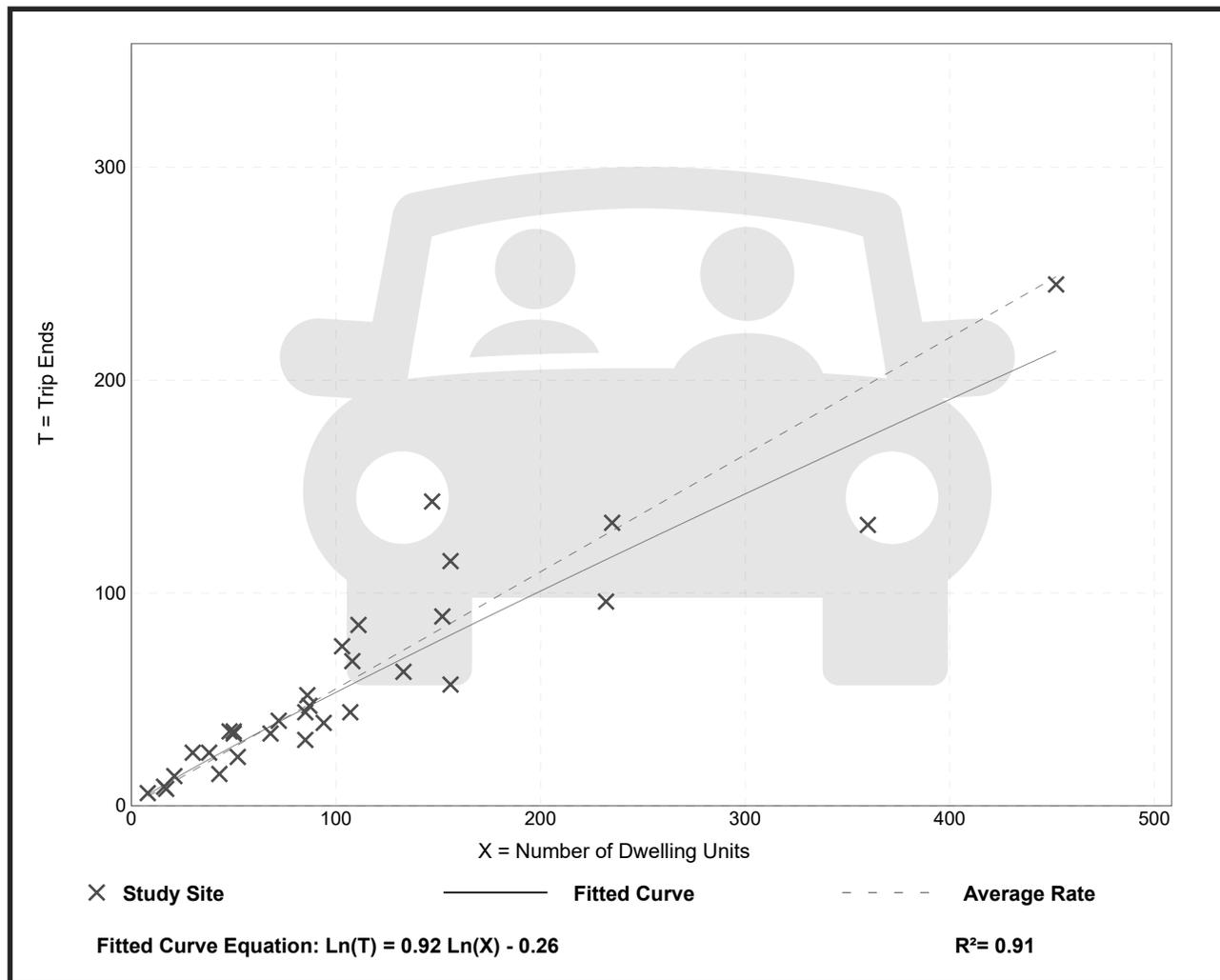
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

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)

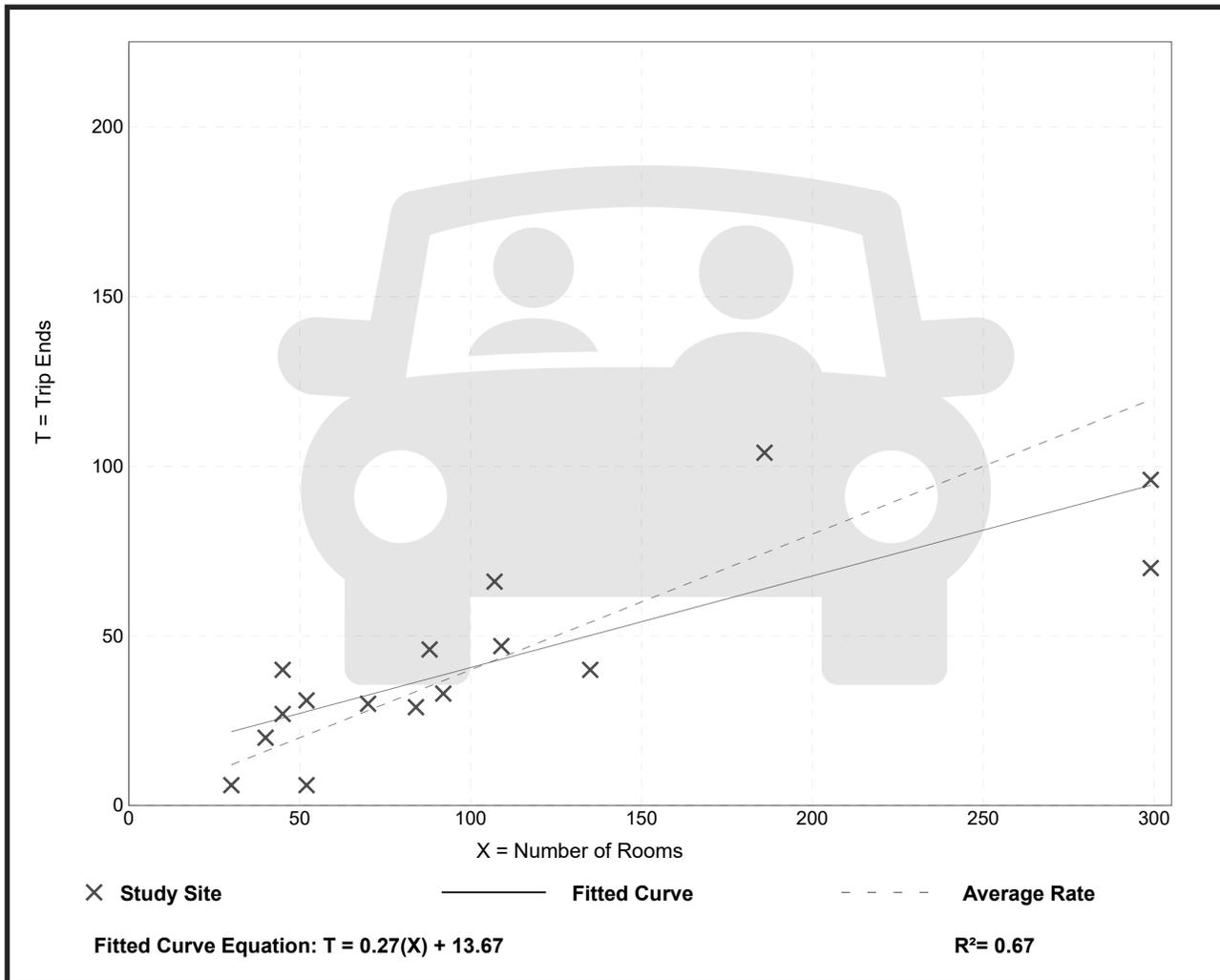
Vehicle Trip Ends vs: Rooms
On a: Weekday,
AM Peak Hour of Generator

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)

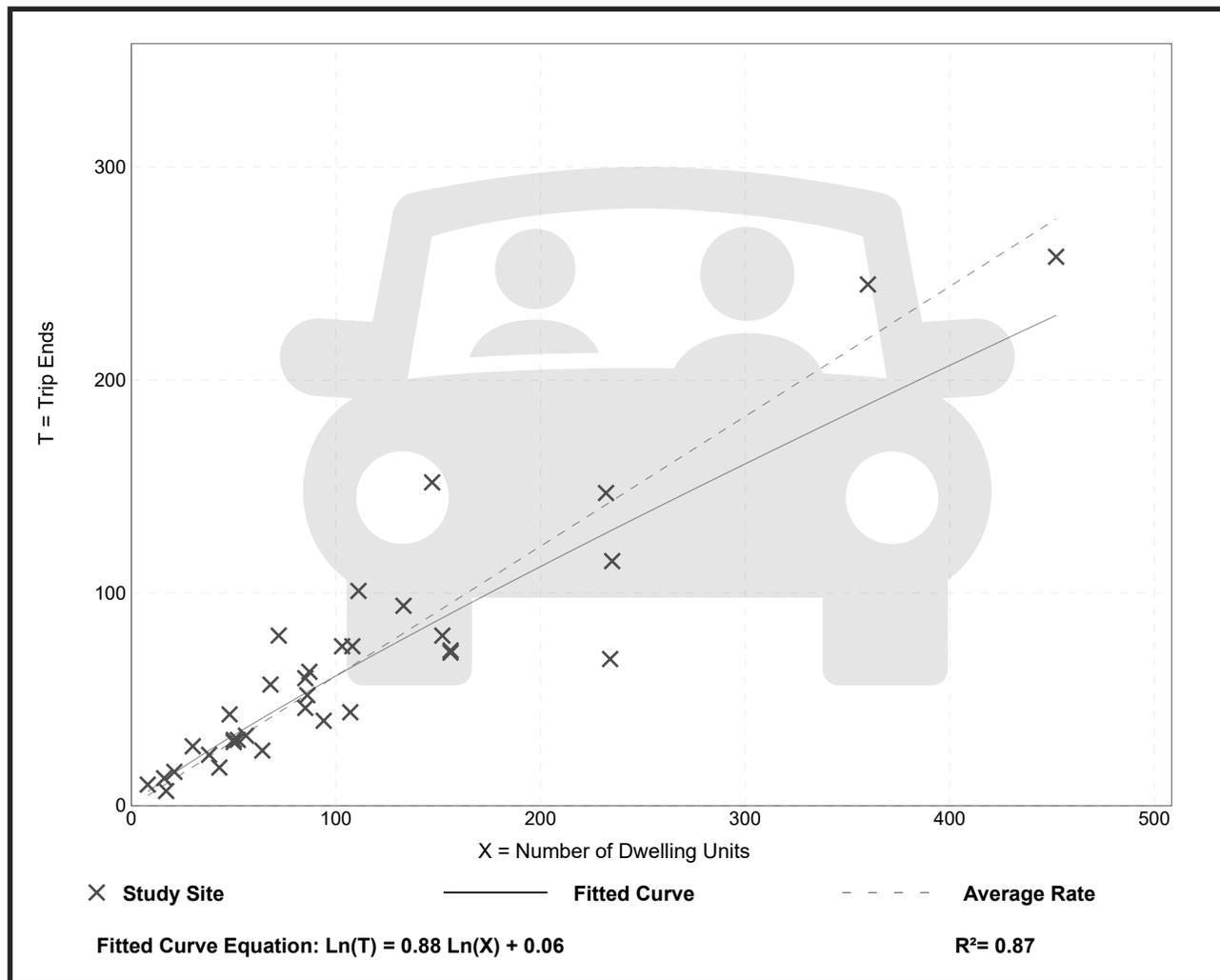
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

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)

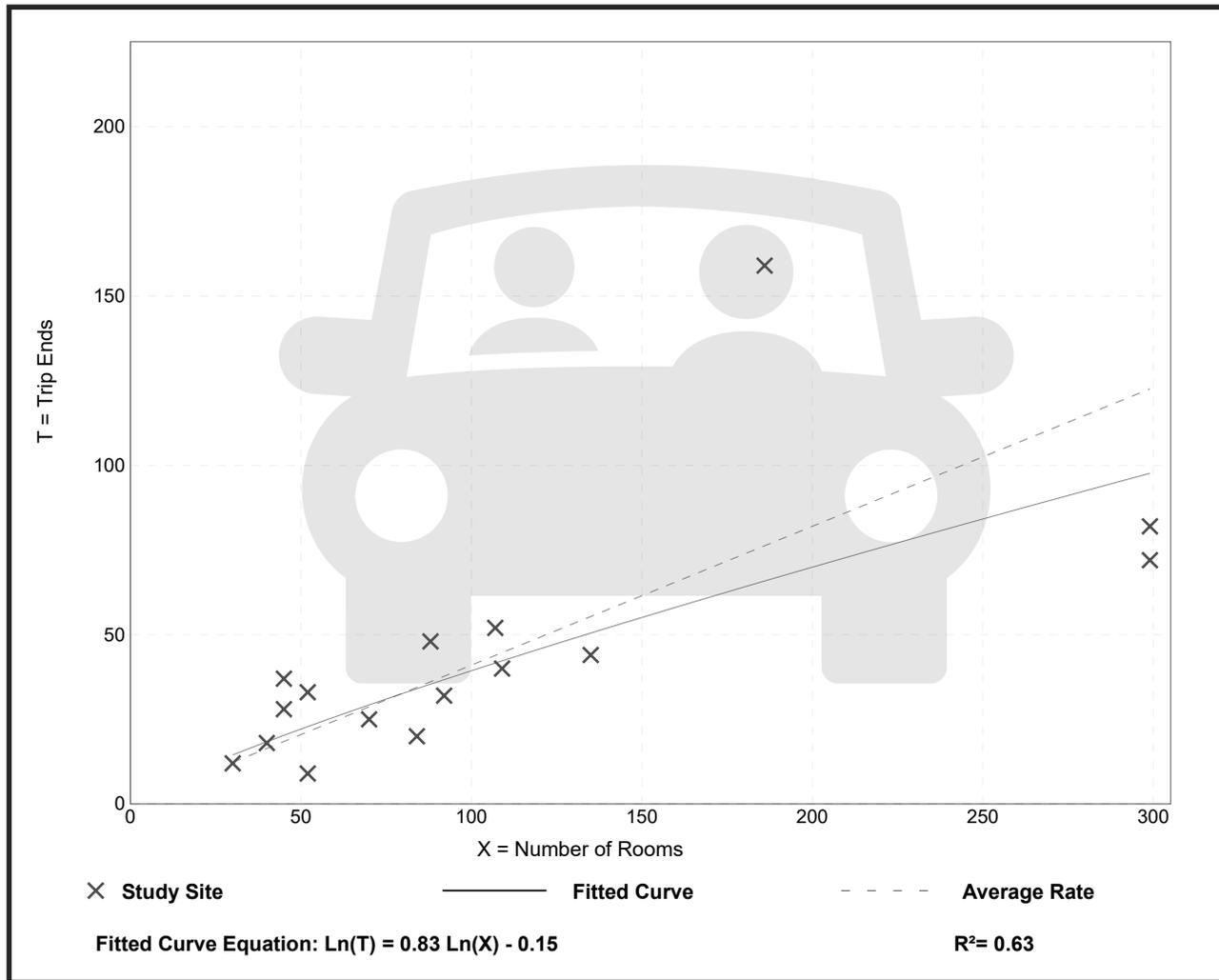
Vehicle Trip Ends vs: Rooms
On a: Weekday,
PM Peak Hour of Generator

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)

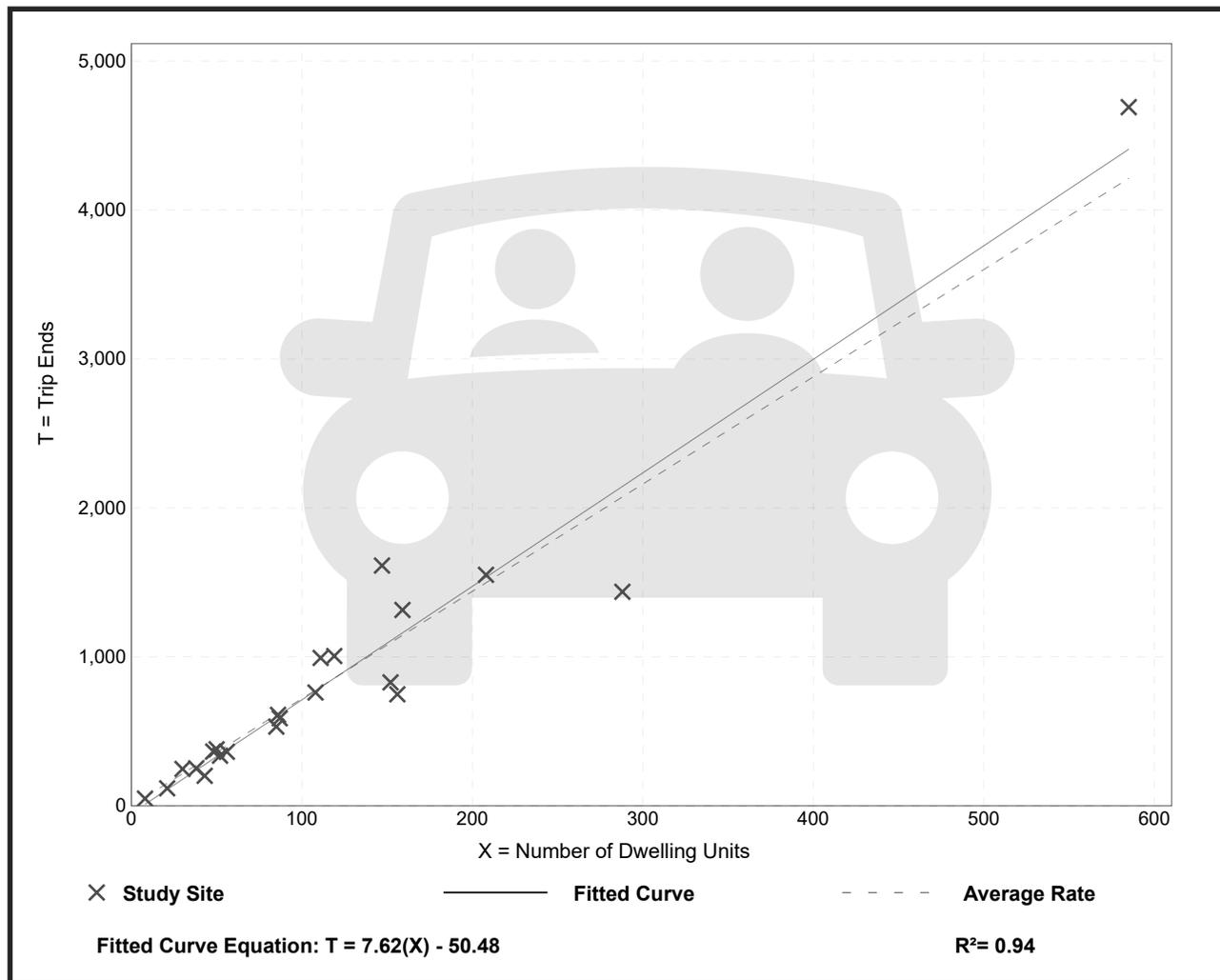
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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)

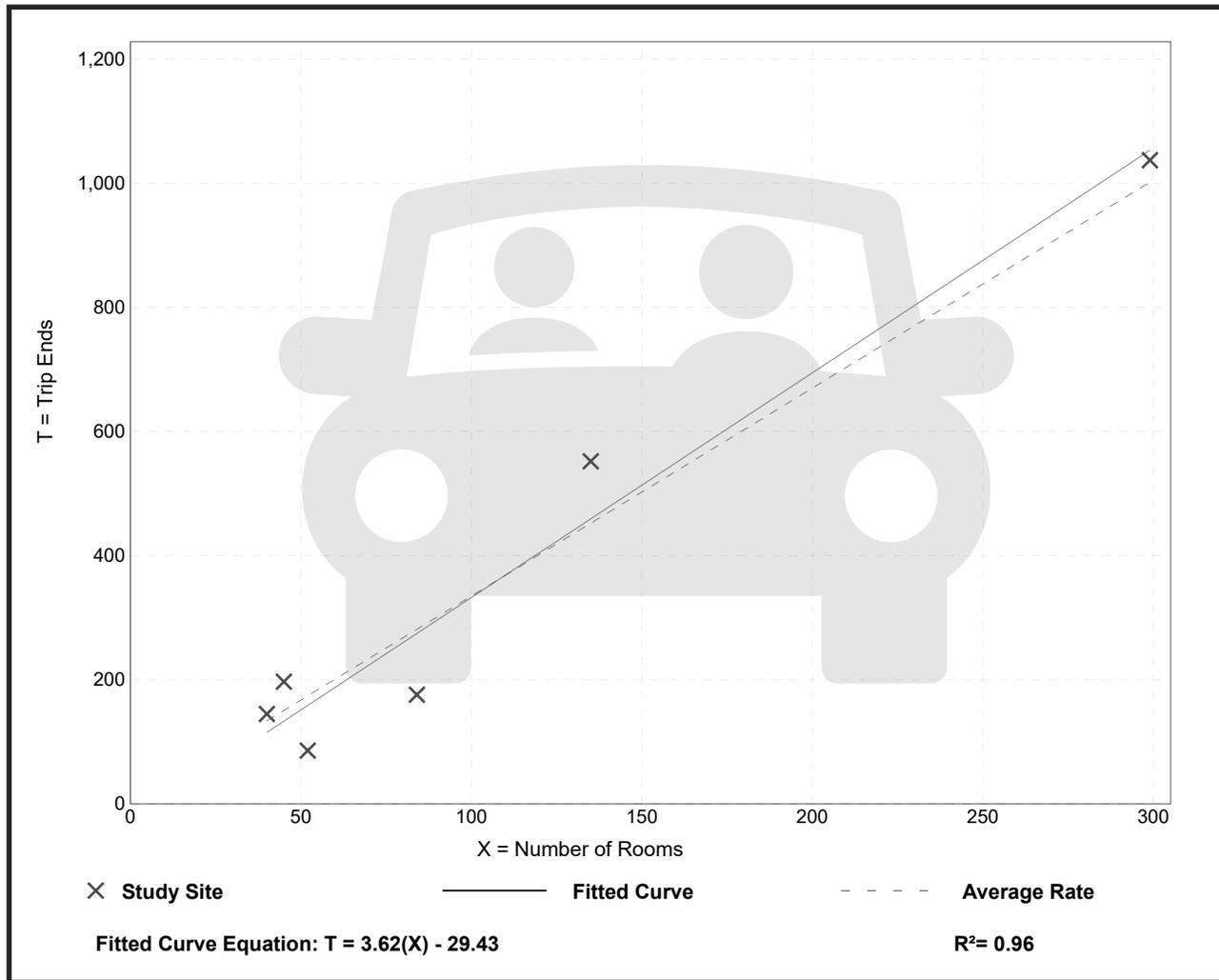
Vehicle Trip Ends vs: Rooms
On a: Weekday

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)

$$\underline{1.2 \times 1 \text{ unit} = 1 \text{ vehicles}}$$

Motel (0.71 vehicles per occupied room)

$$\underline{0.71 \times 7 \text{ rooms} = 5 \text{ vehicles}}$$

Total

6 vehicles

Proposed – Weekday Peak Parking

Motel (0.71 vehicles per occupied room)

$$\underline{0.71 \times 10 \text{ rooms} = 8 \text{ vehicles}}$$

Total

8 vehicles

Existing City of Portsmouth Parking Demand

Apartment - over 750 SF (1.3 vehicles per unit)

$$\underline{1.3 \times 1 = 1.3 \text{ vehicles}}$$

Inn (1.25 vehicles per guest room)

$$\underline{1.25 \times 7 \text{ rooms} = 8.75 \text{ vehicles}}$$

Total

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

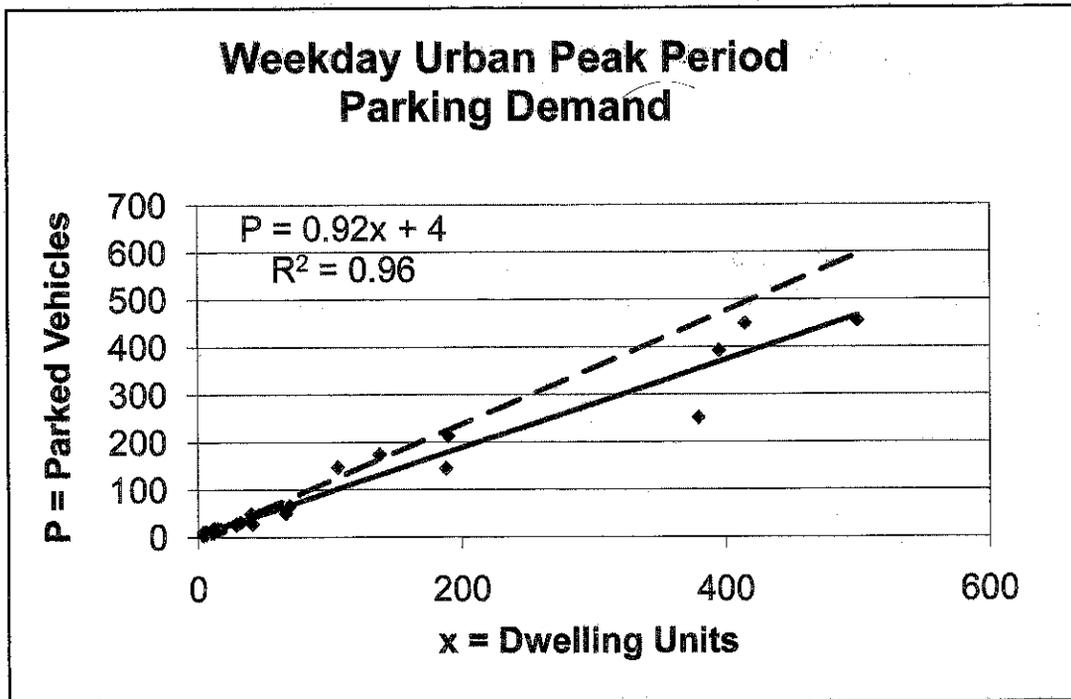
1007, 1015, 1114, 1137

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



◆ Actual Data Points

— Fitted Curve

---- Average Rate

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); Gaithersburg, MD (1981); Northglenn, CO (1982); Kent, WA (2008); Seattle, WA (2008)

4th Edition Source Number

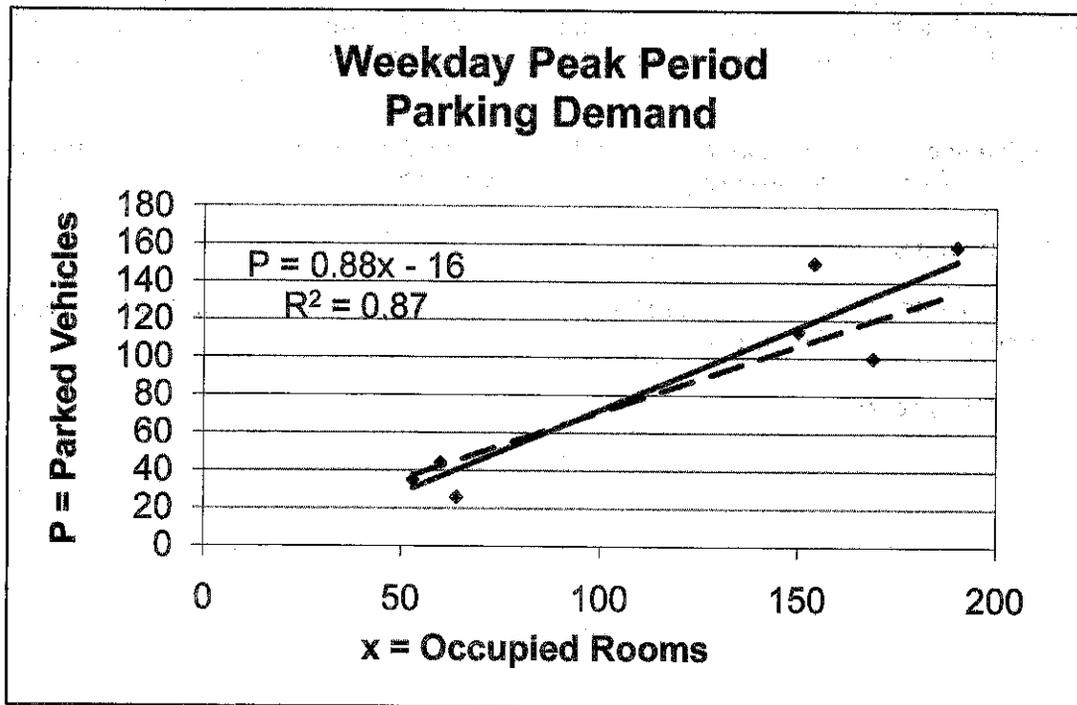
1101

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.



◆ Actual Data Points — Fitted Curve - - - Average Rate

Dear Brad

As the trustee for the Irene R Lebel Revocable Trust of 2014, owner of 54 Court St.,
Portsmouth NH. I am willing to enter into an arrangement with the owner of the Martin Hill Inn
for overflow parking as needed for up to as many as 5 parking spaces.

Have a nice day

Thomas Lebel


Thomas L. Lebel, TTEE

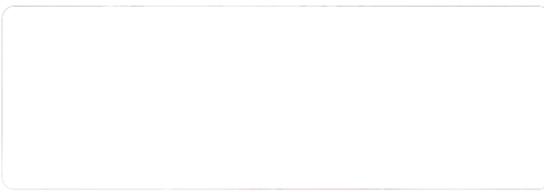
5.10.2022



54 Court St
Portsmouth, NH 03801
Building

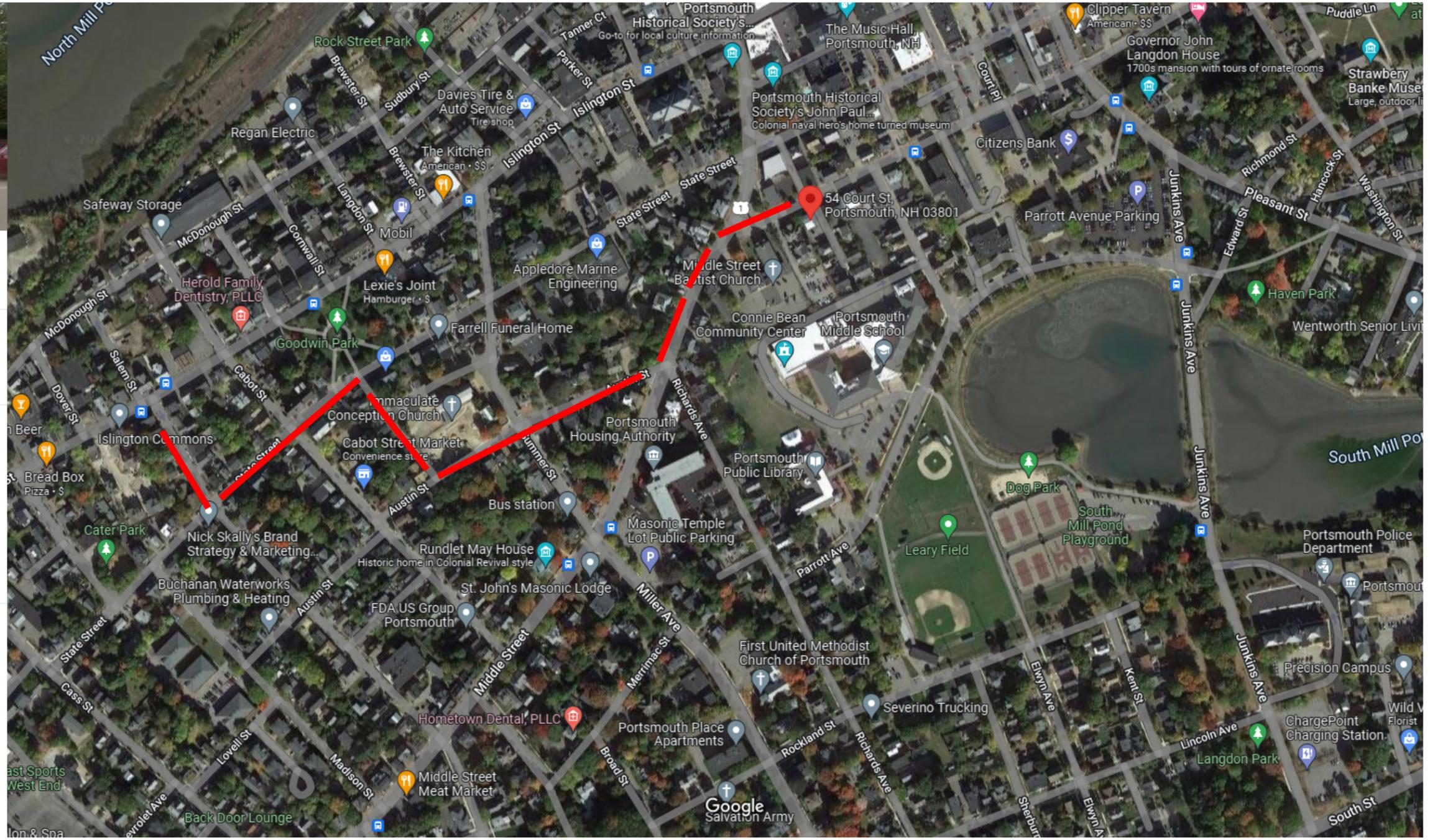
- Directions
- Save
- Nearby
- Send to phone
- Share

Photos



At this place

Life Styled Interior Design (LSID)
No reviews
Interior designer · Floor 1
Open · Closes 5PM



SITE PHOTOGRAPHS; PARKING AREAS



Parking Area 1



Parking Area 2



Parking Area 3

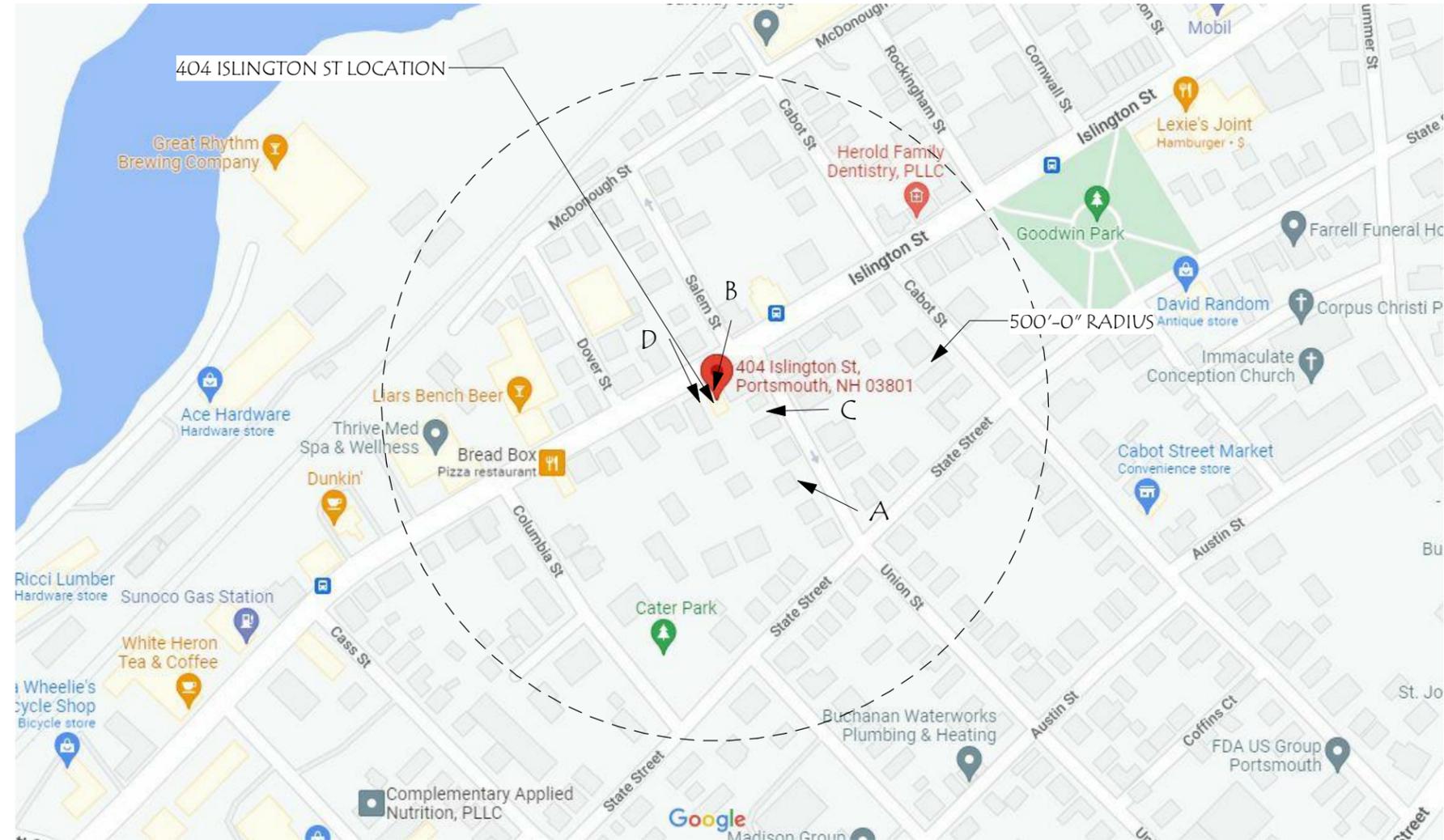
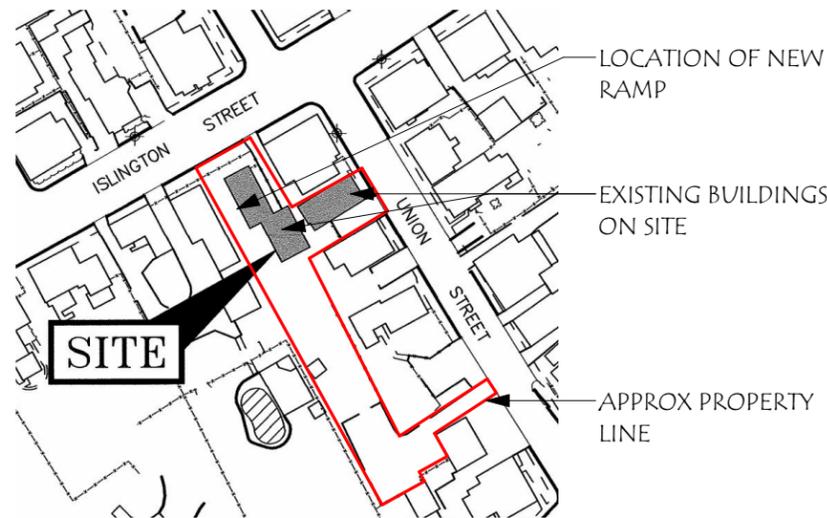


Access Easement

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



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:	2022050
PROJECT NO.:	05/25/22
DATE:	4/14/2022 10:14:02 AM

TITLE:	COVER SHEET
	1



ENTRANCE TO PARKING AREA
OF 404 ISLINGTON STREET

A: UNION STREET



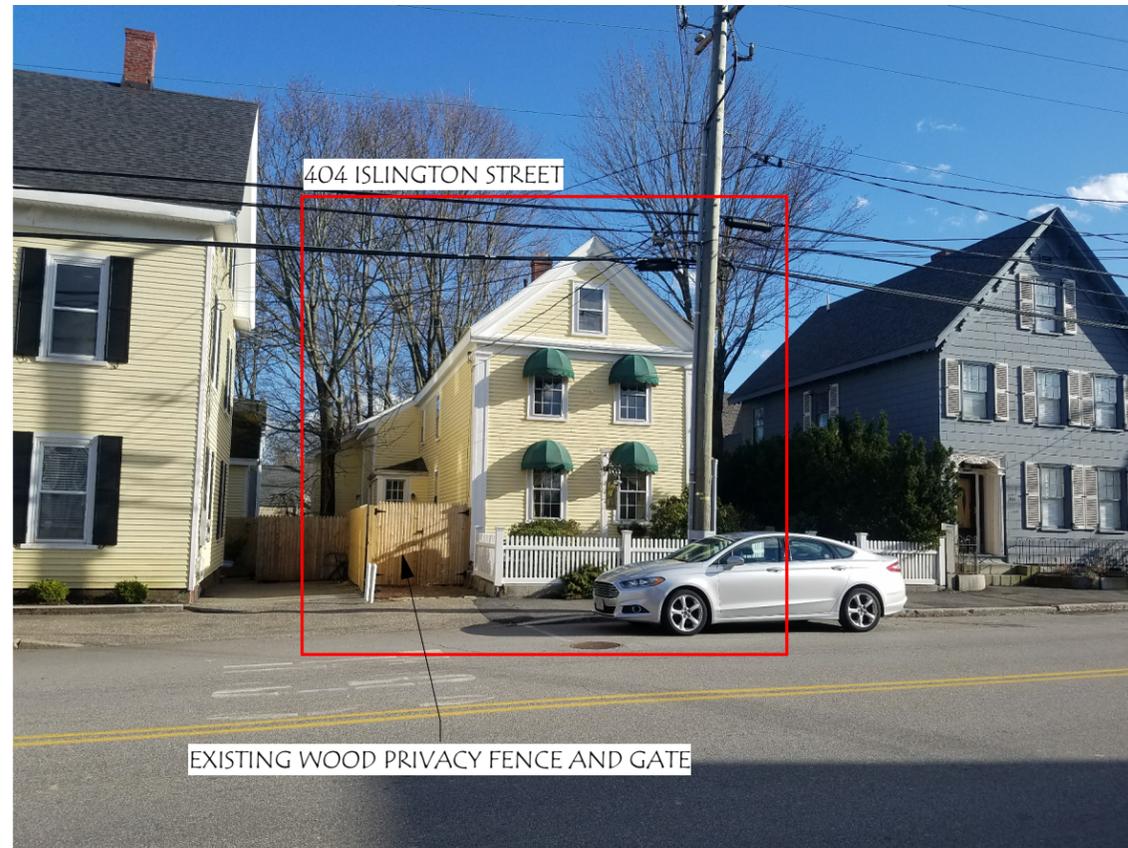
404 ISLINGTON STREET

B: ISLINGTON STREET



404 ISLINGTON STREET

C: UNION STREET



404 ISLINGTON STREET

EXISTING WOOD PRIVACY FENCE AND GATE

D: ISLINGTON STREET

MARTIN HILL INN

404 ISLINGTON ST.
PORTSMOUTH, NH, 03801

Revisions #	Description	Date

SCALE:	AUTHOR:
DRAWN BY:	CHECKER:
CHECKED BY:	2022.050
PROJECT NO.:	05/25/22
DATE:	

TITLE: EXISTING CONTEXT	2
-------------------------------	---



VIEW A



VIEW B



VIEW C



VIEW D



VIEW E



VIEW F



VIEW G

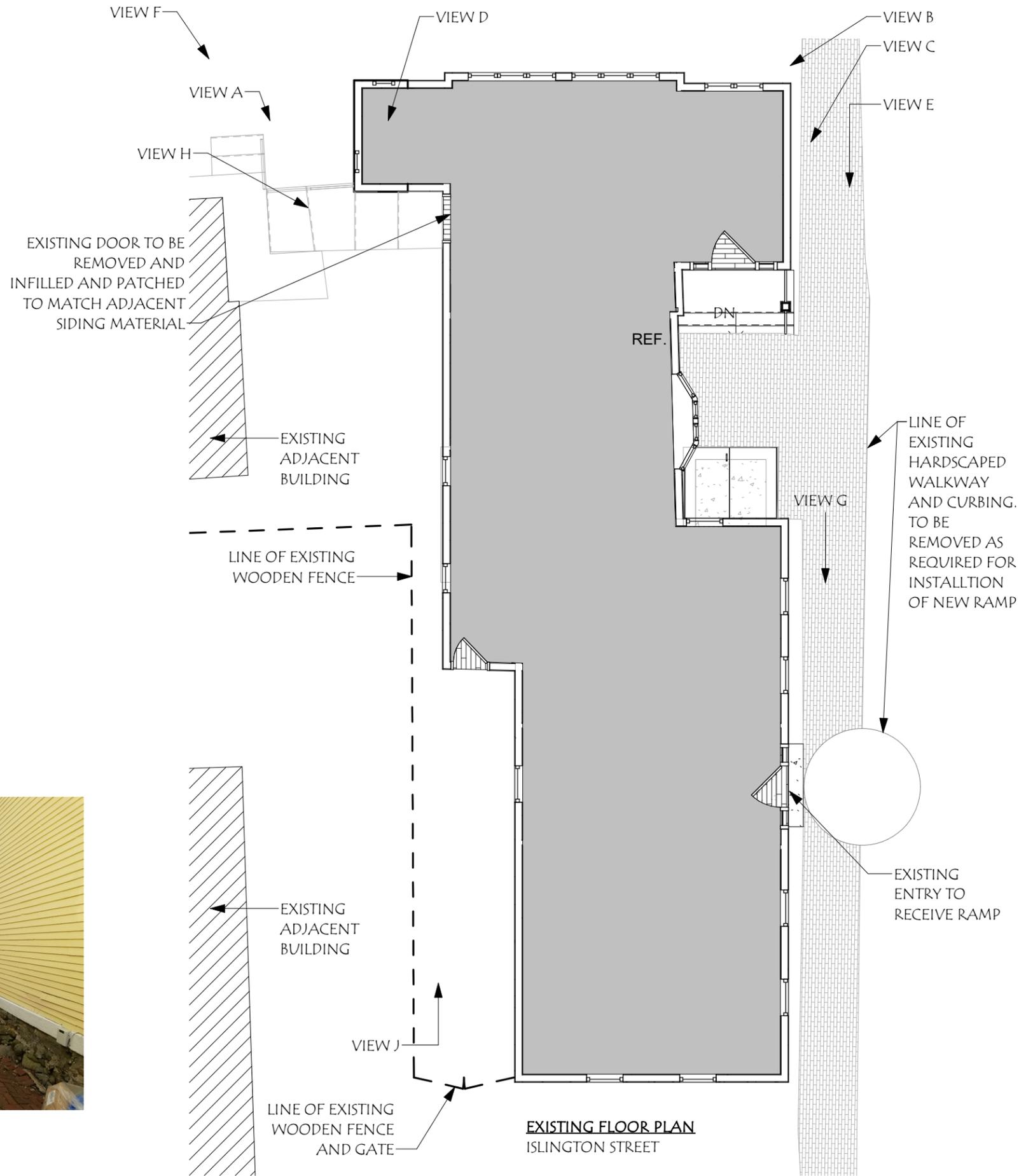
EXISTING ENTRY TO RECEIVE NEW RAMP



VIEW H



VIEW J



Revisions #	Description	Date

SCALE:	1/8" = 1'-0"
DRAWN BY:	SNH
CHECKED BY:	RJH
PROJECT NO.:	2022050
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)

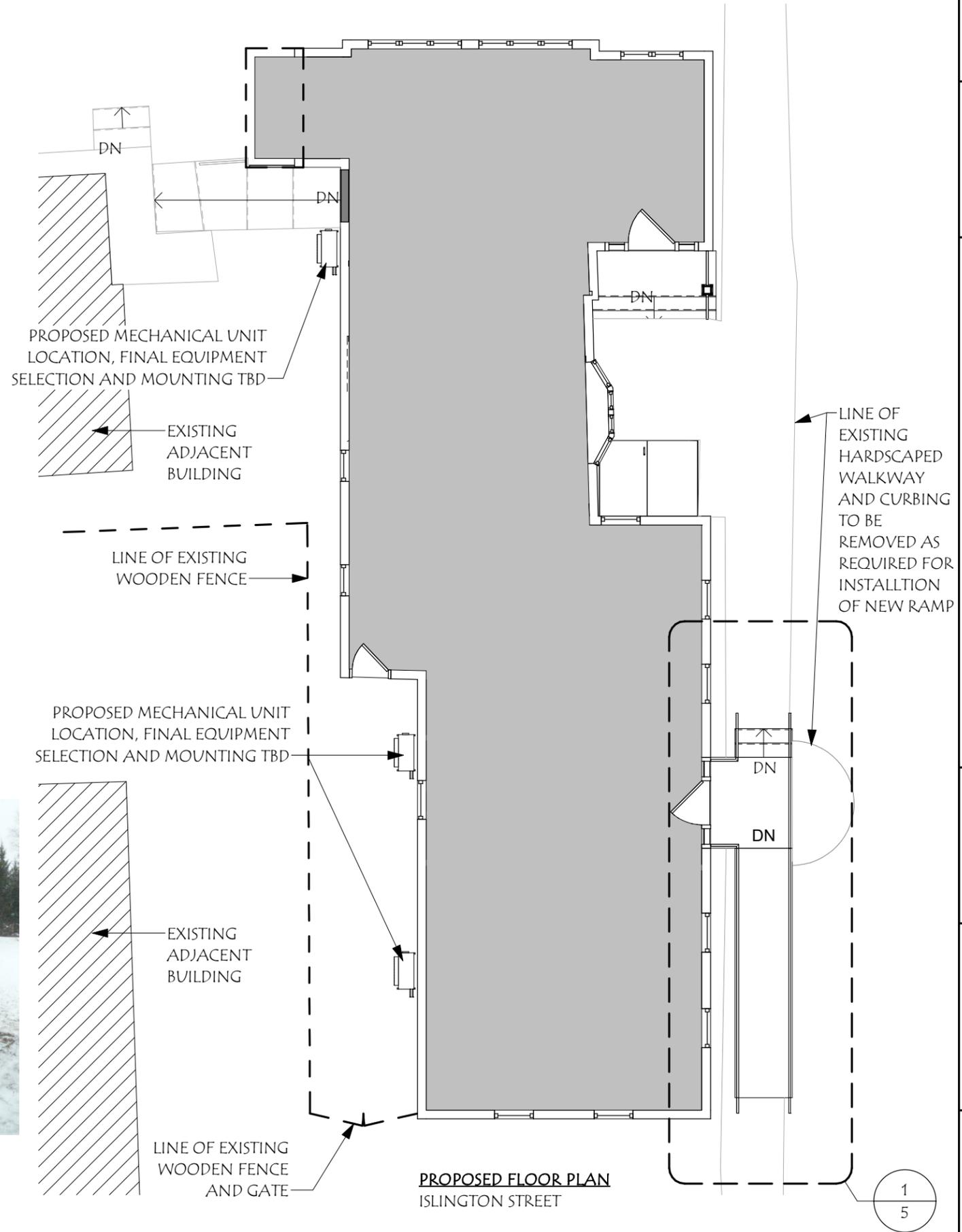
.94 in x 5.5 in x 16 ft (24 mm x 140mm x 487 cm)

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

**COMPOSITE DECKING OR APPROVED
EQUAL
FINAL COLOR TBD**



**MECHANICAL UNIT EXAMPLE
FINAL SELECTION AND MOUNTING TBD**



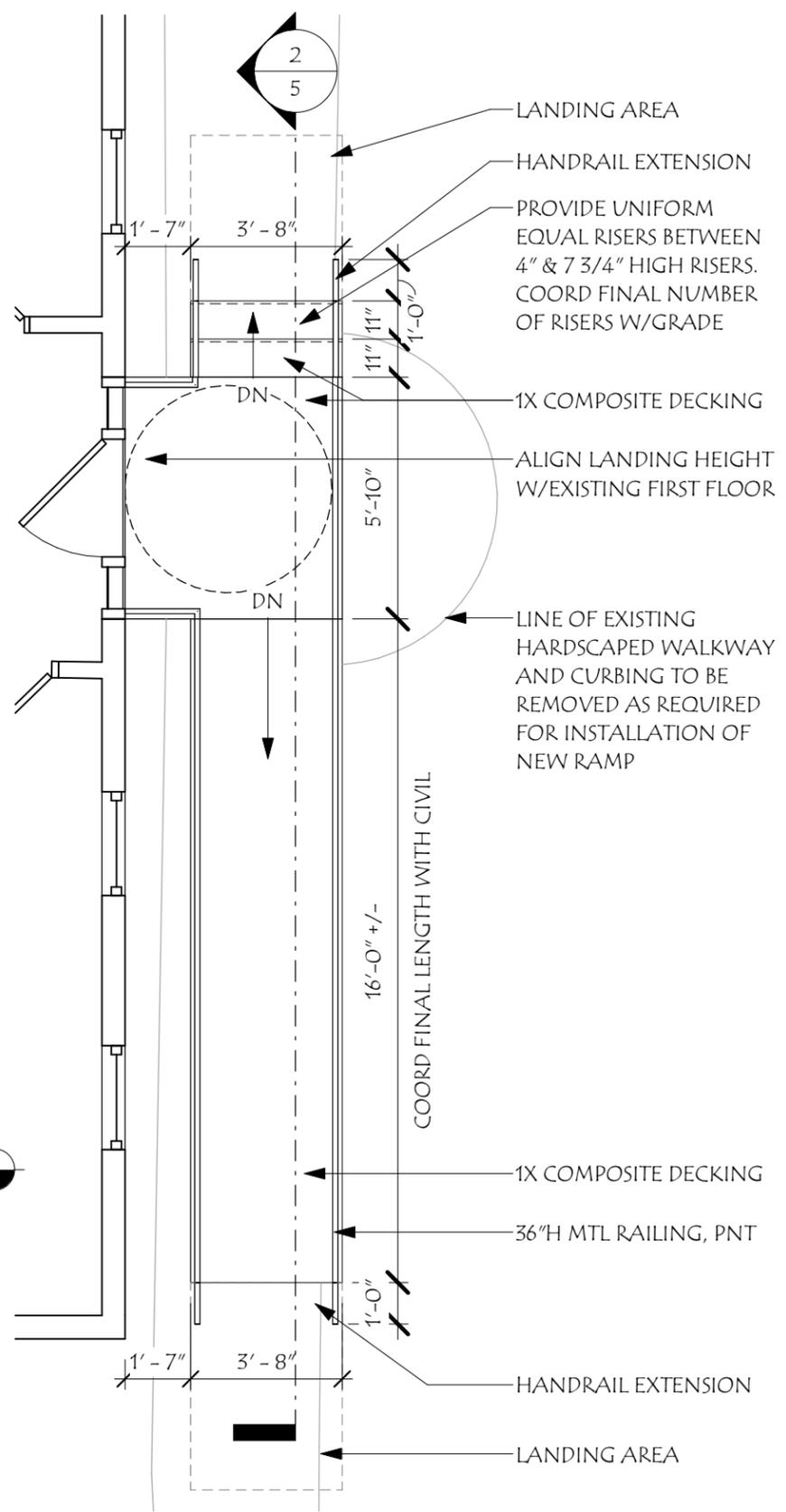
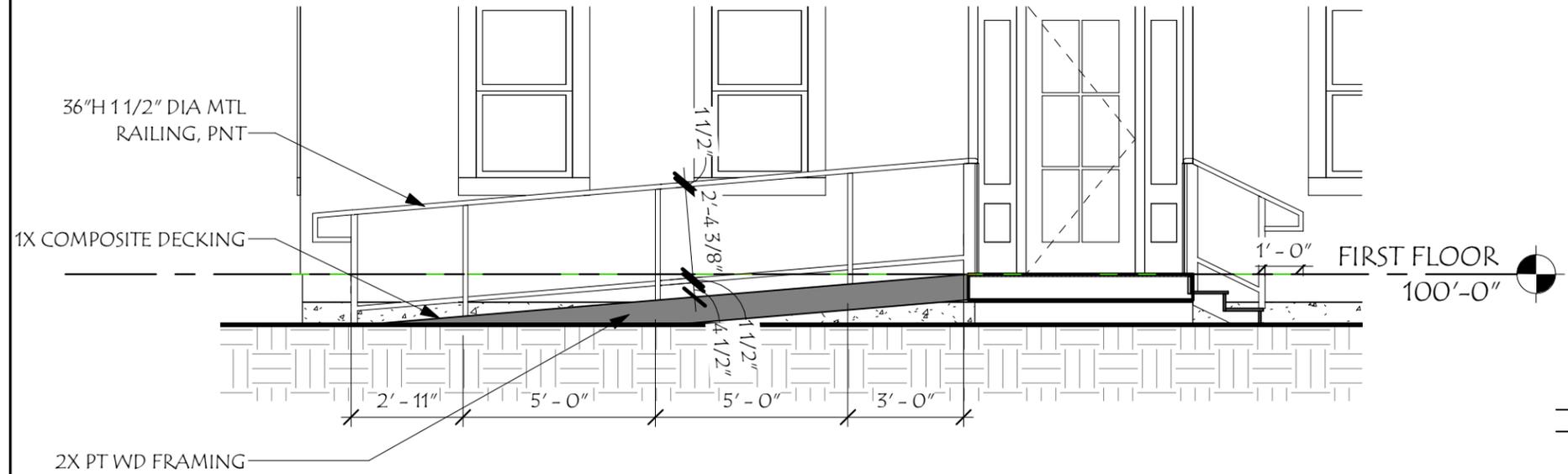
MARTIN HILL INN

404 ISLINGTON ST.
PORTSMOUTH, NH, 03801

Revisions #	Description	Date

SCALE: 1/8" = 1'-0"	AUTHOR: [Blank]	CHECKER: [Blank]	PROJECT NO.: 2022050	DATE: 05/25/22
DRAWN BY: [Blank]	CHECKED BY: [Blank]	PROJECT NO.: 2022050	DATE: 05/25/22	4/14/2022 10:14:06 AM

TITLE: PROPOSED	4
-----------------	---



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

Revisions #	Description	Date

SCALE: 1/4" = 1'-0"	AUTHOR: []	CHECKER: []
DRAWN BY: []	PROJECT NO.: 2022050	DATE: 04/11/22
CHECKED BY: []	DATE: 4/14/2022 10:14:06 AM	

TITLE: PROPOSED	5
-----------------	---



CITY OF PORTSMOUTH

Planning Department
1 Junkins Avenue
Portsmouth, New
Hampshire 03801
(603) 610-7216

HISTORIC DISTRICT COMMISSION

May 17, 2022

404 Islington Street LLC
404 Islington Street
Portsmouth, New Hampshire 03801

RE: Certificate of Approval for Property Located at 404 Islington Street (LU-22-74)

Dear Property Owner:

The Historic District Commission, at its regularly scheduled meeting of **Wednesday, May 04, 2022**, considered your application for exterior renovations to an existing structure (removal and infill of (1) door, installation of mechanical equipment and installation of an ADA compliant ramp) as per plans on file in the Planning Department. Said property is shown on Assessor Map 145, Lot 333 and lies within the Character District 4-L2 (CD4-L2) and Historic Districts. As a result of said consideration, the Commission voted to **grant** the Certificate of Approval as presented.

Findings of Fact

A. Purpose and Intent

The proposed application meets the following objective(s) of the Historic District (as provided in Section 10.631.20 of the Zoning Ordinance):

-Conservation and enhancement of property values.

B. Review Criteria

The proposed application also meets the following review criteria of the Historic District (as provided in Section 10.635.70 of the Zoning Ordinance):

-Compatibility of innovative technologies with surrounding properties.

The Commission's decision may be appealed up to thirty (30) days after the vote. Any action taken by the applicant pursuant to the Commission's decision during this appeal period shall be at the applicant's risk. Please contact the Planning Department for more details about the appeals process.

Approvals may also be required from other City Committees or Boards. Once all required approvals have been received, applicant is responsible for applying for and securing a building permit from the Inspection Department prior to starting any project work.

This approval shall expire unless a building permit is issued within a period of one (1) year from the date granted by the Historic District Commission unless an extension is granted by the Commission in accordance with Section 10.636.70 of the Zoning Ordinance.

Please note that any changes or modifications to this application require review and

approval from the Commission prior to implementation and additional fees may apply.

The minutes and audio recording of this meeting are available by contacting the Planning Department.

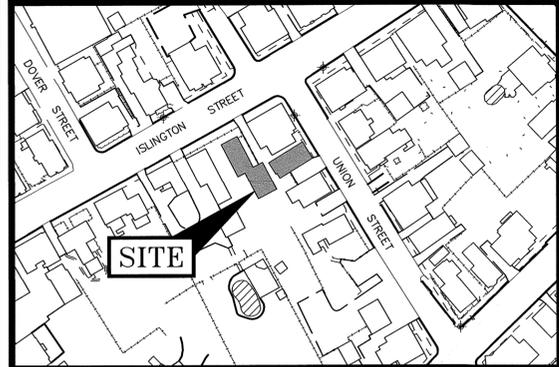
Very truly yours,

A handwritten signature in blue ink, appearing to read "N. Cracknell". The signature is stylized with a large initial "N" and a cursive "Cracknell".

Nicholas J. Cracknell, AICP, Principal Planner
for Jonathan Wyckoff, Chairman of the Historic District Commission

cc: Shanti Wolph, Chief Building Inspector
Rosann Maurice-Lentz, City Assessor

Danielle Cain, Market Square Architects
John K. Bosen, Esq., Bosen & Associates
John Chagnon, Ambit Engineering



LOCATION MAP SCALE: 1" = 100'

- LEGEND:**
- N/F NOW OR FORMERLY
 - RP RECORD OF PROBATE
 - RCRD ROCKINGHAM COUNTY
 - RR SPK RAILROAD SPIKE
 - 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
 - NHHD 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.

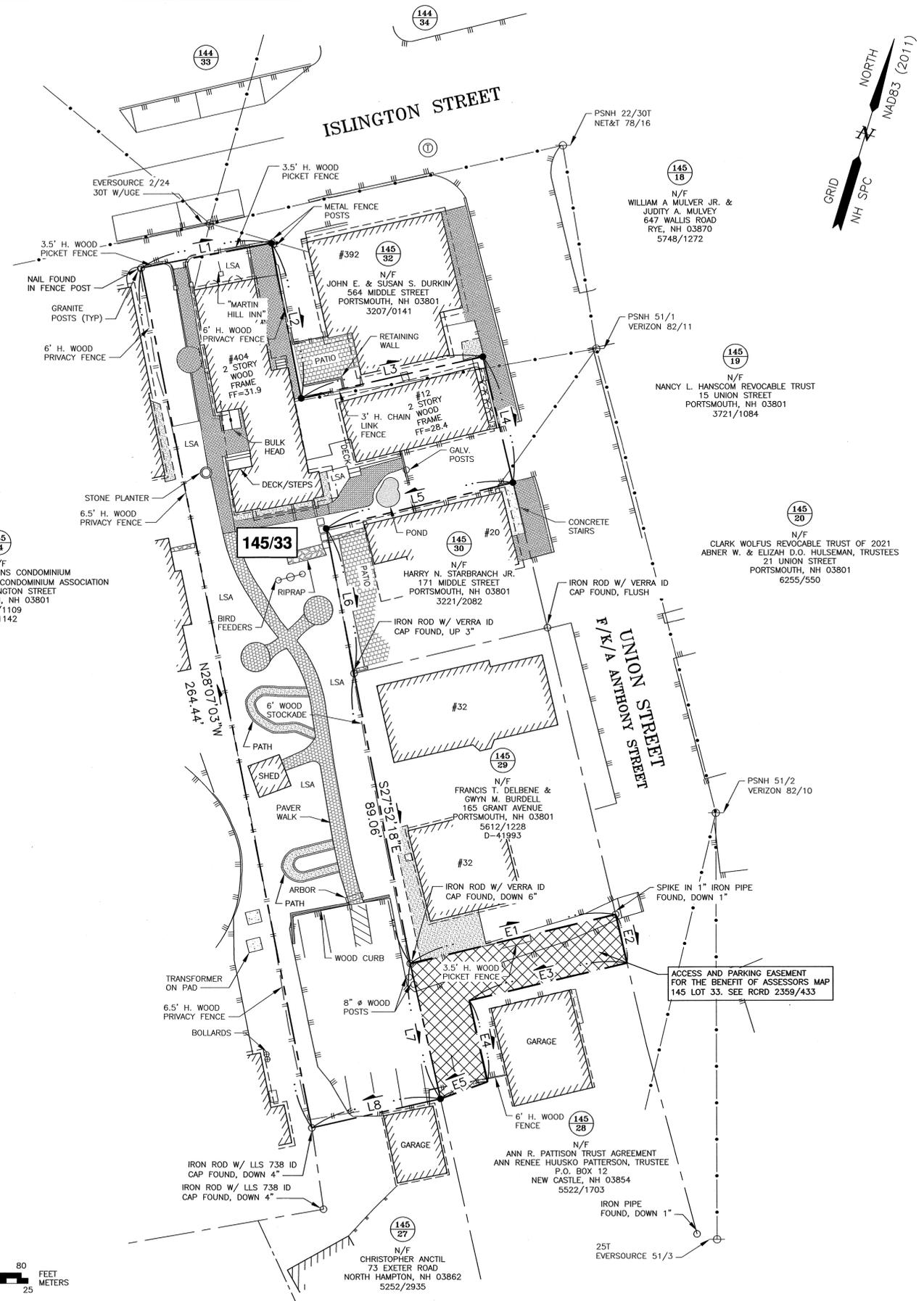
PLAN REFERENCES:

- 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:

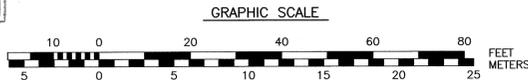
- 144 33 N/F ANTONIOS & CHRISOUL TZORTZAKIS 413 ISLINGTON STREET PORTSMOUTH, NH 03801 2289/1117
- 144 34 N/F 401 OF A KIND CONDOS MASTER CARD 230 LAFAYETTE ROAD PORTSMOUTH, NH 03801 4609/2720

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



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.

I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.



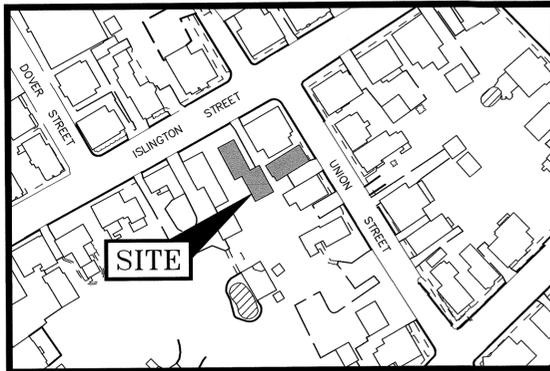
JOHN R. CHAGNON, LLS 738 DATE 3-15-22

AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

- NOTES:**
- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH 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 RESULTS OF A STANDARD BOUNDARY SURVEY ON ASSESSOR'S MAP 145 LOT 33 IN THE CITY OF PORTSMOUTH.
 - 9) PARCEL IS BENEFITED BY A 15' WIDE ACCESS AND PARKING EASEMENT OVER ASSESSOR'S MAP 145 LOT 28 AS RESERVED IN RCRD 2359/433.

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	3/15/22

STANDARD BOUNDARY SURVEY
TAX MAP 145 LOT 33
OWNER OF RECORD:
404 ISLINGTON STREET, LLC
PROPERTY LOCATED AT:
404 ISLINGTON STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

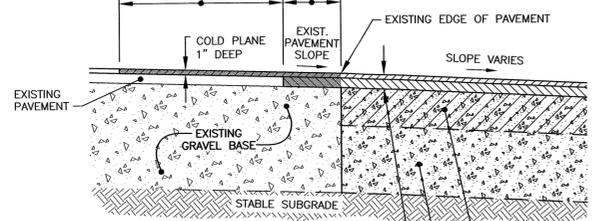


LOCATION MAP SCALE: 1" = 100'

LEGEND:

- N/F NOW OR FORMERLY
- RP RECORD OF PROBATE
- RCRD ROCKINGHAM COUNTY REGISTRY OF DEEDS
- RR SPK RAILROAD SPIKE
- MAP 11/LOT 21
- 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
- NHNB NHDOT BOUND FOUND
- TB TOWN BOUND
- BND w/DH BOUND WITH DRILL HOLE
- ST BND w/DH STONE BOUND WITH DRILL HOLE

COLD PLANE EXISTING PAVEMENT TO 36" BEYOND SAW CUT TO CREATE OVERLAP. APPLY ASPHALT EMULSION TO SAW CUT & FLARED SURFACES PRIOR TO PAVING



- 4" HOT BITUMINOUS CONC. PAVEMENT (NHDOT ITEM 403.11 - MACH. METHOD)
- 2 1/2" BINDER COURSE, 19mm SUPERPAVE
- 1 1/2" WEARING COURSE, 12.5mm SUPERPAVE
- 6" CRUSHED GRAVEL BASE COURSE (NHDOT ITEM 304.3)
- 12" GRAVEL SUBBASE (NHDOT ITEM 304.2)

- 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.

A C2 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.

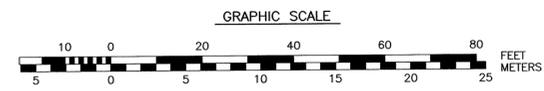
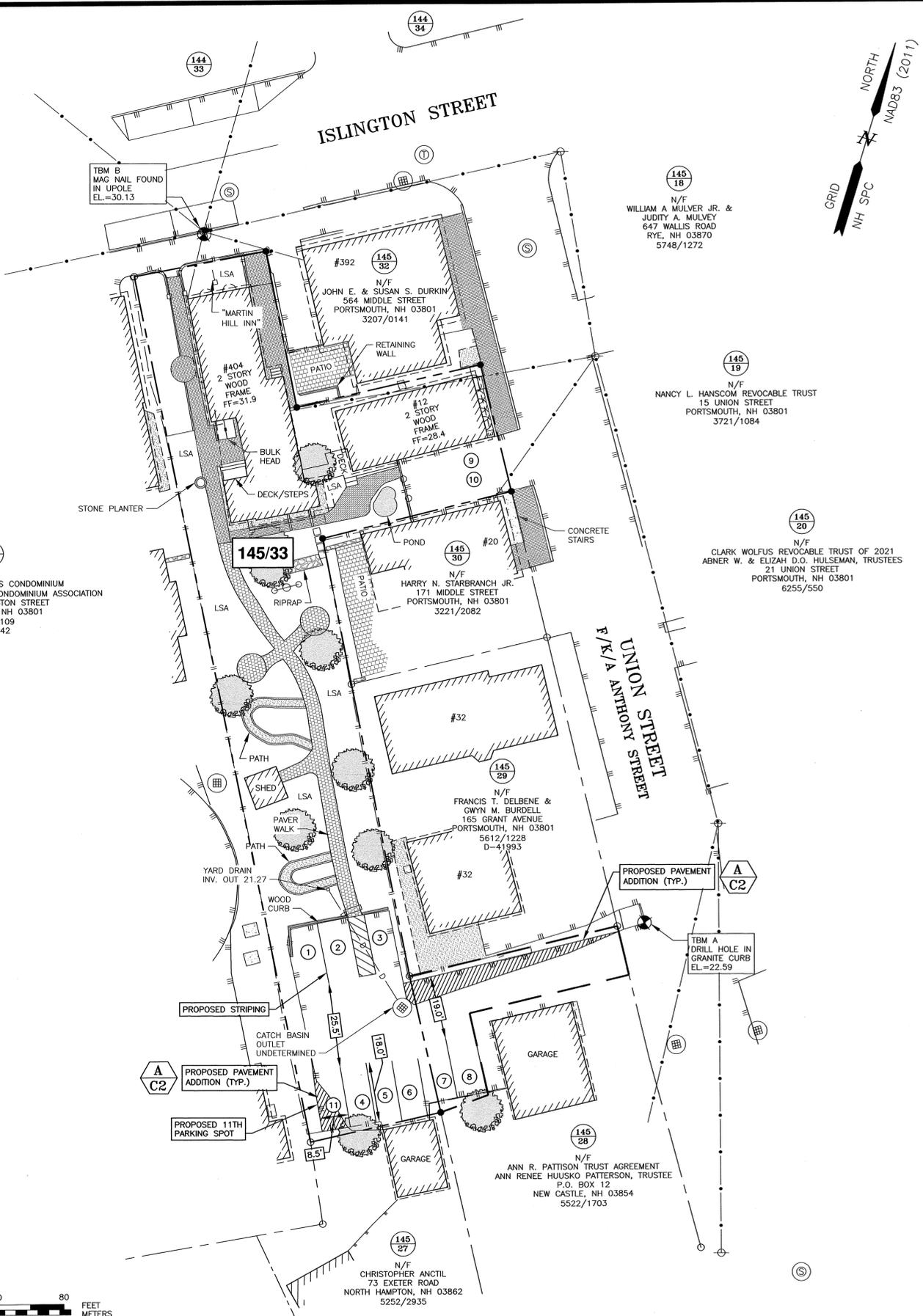
JOHN R. CHAGNON, LLS 738 DATE 4.18.22



ABUTTERS:

- 144 33 N/F ANTONIOS & CHRISOU 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



AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

- NOTES:
- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 145 AS LOT 33.
 - 2) OWNER OF RECORD: 404 ISLINGTON STREET, LLC 404 ISLINGTON STREET PORTSMOUTH, NH 03801 5496/2593
APPLICANT: CSQ REALTY, LLC 137 P STREET APT. 2 SOUTH BOSTON, MA 02127
 - 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.
 - 8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.
 - 9) THE PURPOSE OF THIS PLAN IS TO SHOW CHANGES TO THE USE AT ASSESSOR'S MAP 145 LOT 33 IN THE CITY OF PORTSMOUTH.
 - 10) PARCEL IS BENEFITED BY A 15' WIDE ACCESS AND PARKING EASEMENT OVER ASSESSOR'S MAP 145 LOT 28 AS RESERVED IN RCRD 2359/433.
 - 11) PROPOSED USE: 10 GUEST ROOM INN.
 - 12) REQUIRED PARKING: 10 GUEST ROOMS X 1.25 SPACES PER GUEST ROOM = 13 SPACES REQUIRED. 11 SPACES PROVIDED.

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

NO.	DESCRIPTION	DATE
1	ADDITIONAL PARKING, TREE REMOVAL	4/18/22
0	ISSUED FOR COMMENT	4/5/22
REVISIONS		



SCALE: 1" = 20' APRIL 2022

SITE PLAN C2