

**BY: VIEWPOINT & HAND DELIVERY**

November 22, 2023

City of Portsmouth  
Attn: Stefanie Casella, Planner  
Zoning Board of Adjustment  
1 Junkins Avenue  
Portsmouth, NH 03801

**RE: Variance Application of Go Lo, Inc. and James A. Labrie Revocable Trust of 1991  
2059 Lafayette Road, Tax Map 268, Lots 12-13**

Dear Stefanie,

Please find a copy of the following materials relative to the above referenced zoning application filed through Viewpoint for property located at 2059 Lafayette Road, Portsmouth:

- 1) Landowner Letter of Authorization;
- 2) Narrative to Variance Application;
- 3) Existing and Proposed Conditions Plans;
- 4) Architectural Plan Set (Floor Plans, Elevations and Photographs);

A copy of the above application materials is being delivered to the Planning Department. Should you have any questions or concerns regarding the enclosed application materials, do not hesitate to contact me at your convenience.


Sincerely,



Derek R. Durbin, Esq.

**Go-Lo, Inc. and James A. Labrie Revocable Trust of 1991**, record owners of the properties located at 2059 Lafayette Road, Tax Map 268, Lot 12 and 13, Portsmouth, NH (the "Property"), hereby authorize **Durbin Law Offices, PLLC, Altus Engineering, Inc. and McHenry Architecture, PLLC** to file any zoning, planning or other municipal permit applications with the City of Portsmouth for said Property and to appear before its land use boards. This Letter of Authorization shall be valid until expressly revoked in writing.

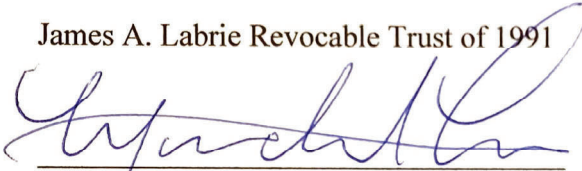
Go-Lo, Inc.



Michael G. Labrie,  
Duly Authorized Officer

July 19, 2023

James A. Labrie Revocable Trust of 1991



Michael G. Labrie, Trustee  
Duly Authorized

July 19, 2023

**CITY OF PORTSMOUTH  
ZONING APPLICATION NARRATIVE**

Go-Lo, Inc  
James A. Labrie Revocable Trust of 1991  
(Owner/Applicant)  
Tax Map 268, Lots 12, 13  
2059 Lafayette Road  
Portsmouth, NH 03801

**Existing Conditions of the Property**

2059 Lafayette Road consists of two (2) separate parcels of land identified on Tax Map 268 as Lots 12 and 13 (the “Property”). The two parcels of land are currently developed and utilized together as one property. The Property has a total land area of 27,444 square feet. The Property is situated at the intersection of Lafayette Road and Hoover Drive and is zoned MRB. The Labrie family first acquired an interest in the Property in 1967.

The Property contains a 2-story mixed use building with a finished lower level. The existing building was constructed in the early 1970s and has undergone several expansions and renovations over the years. There is a large parking area consisting of 17 spaces in front of the building along Lafayette Road and additional parking area consisting of 6 spaces in the rear.<sup>1</sup> The front of the Property along Lafayette Road has over 150’ of uncontrolled access. A portion of the paved parking area actually encroaches into the ROW. There are two additional access points on Hoover Drive. The first access point is less than 20’ from the intersection with Lafayette Road. The second access point is just over 120’ from the Lafayette Road intersection.

The Property is an island in terms of how it is zoned. It is the only MRB-zoned property in this area of Portsmouth. **Exhibit A**. The neighborhood immediately surrounding the Property is zoned SRB and consists primarily of single-family homes and some apartments. The large Elwyn Park neighborhood is situated immediately to the rear of the Property. The Westerly apartment complex is located on the property directly across Hoover Drive to the south. It is zoned SRB but consists of two separate multi-family buildings each containing 24 units. The zoning relief necessary to construct this building was granted in 2017, including a variance under Section 10.521 to allow 3,769 square feet of lot area per dwelling unit.

**Historical Use**

From approximately 1974 to 1994, the lower two levels of the left side of the building were occupied by Chug-a-Lug, a busy convenience store. Chug-a-Lug was replaced by the Lafayette Animal Hospital until it moved in 2021. The top floor contains 3 two-bedroom apartments.

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<sup>1</sup> These spaces are not shown on the Existing Conditions Survey.

After the right-side addition to the building was constructed in the early 1980s, it was occupied by a large real estate agency for many years. After the real estate agency's departure, the space was leased to an insurance company. It now serves as office space for Dockham Builders.

Since the Lafayette Animal Hospital vacated the building in 2021, the Labries have had difficulty renting the approximately 3,400 square foot space the animal hospital occupied. A change of use would require a full-scale renovation to bring the building into compliance with current code and make the space functional for a new tenant. The space has been listed for rent since the Animal Hospital vacated and has generated very little interest from prospective tenants.

### **Existing Non-Conformities**

#### **Parking in Front Yards**

In its existing condition, the Property is non-conforming in multiple respects, as more specifically outlined below.

**Section 10.1113.20:** Parking spaces for the building are located within both the primary and secondary front yards in front of the building.

**Section 10.533:** The building and existing parking areas are located within 80' of the centerline of Lafayette Road and/or 30' from the sideline of the ROW. The building has a setback of 42'. The parking area along Lafayette Road has a 0' setback from the ROW.

### **Proposed Improvements and Use**

The Labries are proposing a 7,200 square foot, two-level, multi-family building with 8 residential units on the Property. The new building would have 21 parking spaces, 16 of which would be located on the ground floor of the building. An additional 5 uncovered parking spaces would be located near the entrance to the Property off of Hoover Drive. Interior and exterior bike and moped parking would also be provided.

As part of the redevelopment plan, the curb cut and access from Lafayette Road will be eliminated. The sea of pavement and associated parking in front of the building will be removed and replaced with landscaping. Access to the Property will be achieved through a relocated curb cut along Hoover Drive, which will be situated over 50' from the intersection with Lafayette Road. The redeveloped site has been designed to accommodate the City's proposed 6' wide multi-use path, which will create a more walkable, pedestrian-bicycle friendly environment along Lafayette Road. The plans also account for the DOT's improvement plan for the Lafayette Road corridor.

Open space will increase by 11.8% (3,240 sf.). Building coverage will be limited to just 26.2% where 40% is permitted by the Ordinance. A new fence and enhanced vegetated buffer are proposed along the easterly and northerly borders of the Property. Landscaping will be added throughout the Property. Impervious surface will be reduced by 3.9% and a new stormwater management system will be added to the Property. The Property was developed prior to any

stormwater management permitting requirements, thus untreated runoff leaves the site discharging onto abutting properties.

### **Prior Application (August 2023)**

On August 15, 2023, the Applicant sought four (4) variances relative to its plans to construct an 8,800 square foot building on the Property with 16 residential units. The Board voted to *deny* the request on the grounds that the application “did not observe the spirit of the ordinance and did not present hardship.” **Exhibit B.**

Under the standards set forth by the New Hampshire Supreme Court in the case of Fisher v. City of Dover, unless a “material change of circumstances affecting the merits of the application has [] occurred” or the application is “materially differs in nature and degree from its predecessor,” the Board may not reach the merits of a subsequent application. 120 N.H. 187, 190 (1980).

The current variance request satisfies the Fisher v. City of Dover standard. The prior application involved a building that was 1,600 square feet larger and would have contained 16 dwelling units as opposed to the 8 currently proposed. The change in density results in a proposed lot area per dwelling unit of 3,430 sq. ft. versus 1,715 sf. as previously proposed. In addition, the building that is currently proposed will be situated farther back on the Property thus eliminating the need for setback relief under Section 10.533 of the Ordinance.

### **Zoning Relief Summary**

To redevelop the Property as proposed, the following variances are required:

1. Section 10.1113.20 to allow parking to be located in the secondary front yard and in front of the Hoover Drive side of the proposed building.
2. Section 10.521 to allow lot area per dwelling unit of 3,430 sf. where 7,500 sf. is required.

### **Additional Approvals**

In addition to needing zoning relief to redevelop the Property, the Labries will also need lot merger and site plan approval from the Planning Board. It can be reasonably anticipated through the Technical Review and Planning Board processes that some elements of the plans may change.

### **Variance Criteria**

**Granting the variances will not be contrary to the spirit and intent of the Zoning Ordinance or the public interest.**

In the case of Chester Rod & Gun Club, Inc. v. Town of Chester, the Court noted that since the provisions of all ordinances represent a declaration of public interest, any variance will, in some measure, be contrary to the ordinance, but to be contrary to the public interest or injurious to

public rights of others, "the variance must 'unduly, and in a marked degree' conflict with the ordinance such that it violates the ordinance's 'basic zoning objectives.'" Id. The Court observed that "[t]here are two methods of ascertaining whether granting a variance would violate an ordinance's basic zoning objectives: (1) examining whether granting the variance would alter the essential character of the neighborhood or, in the alternative; and (2) examining whether granting the variance would threaten the public health, safety, or welfare." Id.

The existing building on the Property is "tired". It suffers from physical and functional obsolescence. It no longer complies with current building codes. The space previously utilized by the Lafayette Animal Hospital was built-out for a very specific purpose (veterinarian clinic). This has made it difficult to re-rent the commercial space or make adaptive reuse of it. Moreover, rehabilitating the building would do little to improve the conditions of the Property or bring into greater compliance with the Ordinance.

With the redevelopment of the Property, parking in the primary front yard and in front of the Lafayette side of the building will be eliminated as will the 150'+ of uncontrolled access to the Property along Lafayette Road where vehicles had to back into the ROW to leave the Property. Landscaping and a future multi-use pathway will replace the area that presently serves as access and parking along Lafayette Road. This will confer a benefit upon the public by making the area safer for vehicles, pedestrians and cyclists entering and exiting the Property or simply passing by it by eliminating the accident potential associated with the existing conditions of the Property.

The two existing access points on Hoover Drive will be eliminated and replaced with a single curb cut that will be more than 50' from the intersection with Lafayette Road. This will alleviate a significant traffic-safety issue with respect to the existing access point that is approximately 20' from the intersection with Lafayette Road. The existing access on Hoover Drive impedes site lines for traffic entering Lafayette Road from Hoover Drive. The relocated access will allow for adequate site lines and improved traffic flow on Hoover Drive.

Landscaping enhancements will be made throughout the Property to give it a much greener appearance and create better vegetated buffers for surrounding properties. Open space will be increased by 11.8% and building coverage will remain well under the 40% allowed (26.2%). The applicable building setbacks will be observed. The Property will be brought into greater compliance with the Ordinance with respect to the Lafayette Road setback and the elimination of parking in the primary front yard setback. Substantial improvements will also be made to better manage stormwater runoff, including a nearly 4% reduction in impervious surface coverage.

The proposed use will be more conforming and consistent to the character of the surrounding neighborhood than many, if not all, permitted alternative uses of the Property under MRB zoning. It will result in a *significant* decrease in the weekday vehicular traffic that the Property has historically generated with the veterinarian clinic use and the prior convenience store use, as set forth in the Traffic Impact Statement prepared by Altus Engineering on November 22, 2023. **Exhibit C.**

A larger building used for a higher-intensity commercial purpose and/or combined with a 3-unit residential use would also be out of character with the surrounding neighborhood which is

characterized by residential uses. The proposed use is less intense but scaled similarly to the Westerly in terms of its density (3,430 sf. of lot area per dwelling unit versus 3,769 sf.). MRB zoning allows for a much higher intensity use than what is proposed. What is proposed will create a natural progression from the Westerly apartments and Gateway District uses to the north to the surrounding single-family uses to the west and south.

For the foregoing reasons, granting the variances will not negatively alter the essential character of the neighborhood. To the contrary, it will have a positive effect on the surrounding neighborhood and add 8 housing units to a scarce housing market. In the end, the site improvements, particularly the additional open space, landscaping enhancements, and changes in how the Property is accessed, will greatly benefit public health, safety and welfare.

**Substantial Justice will be done in granting the variances.**

To determine whether substantial justice is done, the Board must balance the equities between the rights of a private landowner and the public interest in deciding whether to grant or deny a variance request. The “only guiding rule is that any loss to the individual that is not outweighed by a gain to the general public is an injustice.” New Hampshire Office of State Planning, *The Board of Adjustment in New Hampshire, A Handbook for Local Officials* (1997); [\*Malachy Glen Assocs., Inc. v. Town of Chichester\*, 155 N.H. 102 \(2007\)](#).

There would be no public benefit served by denying the variances. The only rationale for denying the variances would be to enforce strict compliance with the Ordinance, which defeats the entire purpose for why the variance process exists.

MRB zoning allows for a large-scale mixed-use or commercial building of a higher intensity use to be constructed on the Property by right (i.e. convenience store (6am-11pm, gym, bank, laundromat, day care, school, etc.)). Anyone that develops the Property will inevitably seek the maximum yield the land can produce by right under the Ordinance and will not have to consider the context or character of the surrounding area. However, granting the variances would result in a more benign use that honors and respects the residential character of the area and directly benefits the public and the city, consistent with other projects the Labrie family has developed locally. In the present case, the loss to the landowner of denying the variances outweighs any potential gain to the public.

**Surrounding property values will not be diminished by granting the variance.**

During its deliberations in August 2023, the Board did *not* find that a larger, 16-unit residential building would diminish surrounding property values. Therefore, it would be illogical now for the Board to conclude that a smaller, 8-unit building that more nearly conforms to the Ordinance would diminish surrounding property values.

The Westerly property is located directly across the street and has a similar density, albeit on a much larger scale (48 units versus 8). The Westerly development has not negatively altered surrounding property values and was deemed to be consistent with the spirit and intent of the

Ordinance when the Board granted the variances necessary for it to be constructed in 2017. The area has not changed significantly since the Westerly was constructed.

Using the Westerly as a comparison, it is fair to conclude that the redevelopment of 2059 Lafayette Road will not diminish surrounding property values. To the contrary, it should add to surrounding property values when you consider the appealing nature of the design and numerous site improvements associated with it, including the removal of pavement and impervious surface, enhanced landscaping and vegetated buffers, increased open space, and reconfigured access.

**Literal enforcement of the provisions of the Ordinance would result in an any unnecessary hardship.**

The Property has a myriad of special conditions that distinguish it from surrounding properties. The most prominent special condition of the Property is its MRB zoning designation. There are no other properties zoned MRB in this area of Portsmouth. See Exhibit A. From a zoning perspective, it is a unicorn. The Property's MRB zoning designation is clearly a product of the property's historical use and has nothing to do with the City's objectives for the Property or the surrounding area. The entire surrounding neighborhood is zoned SRB. The closest properties that are zoned MRB are located downtown and along a small section of Sagamore Road. The MRB zoning designation for the Property is inconsistent with the residential character of the surrounding neighborhood. In the case of *Belanger v. Nashua*, the NH Supreme Court opined: "[w]hile we recognize the desired interrelationship between the establishment of a plan for community development and zoning, we believe that municipalities must also have their zoning ordinances reflect the current character of neighborhoods." 121 N.H. 389 (1981). In the present case, the zoning associated with 2059 Lafayette Road does not reflect the character of the neighborhood.

The Property is much larger than most of the properties that surround it. It is capable of supporting a relatively large commercial use in addition to the 3 residential units which are permitted by right on the Property. MRB zoning allows for up to 8 dwelling units on a lot subject to the 7,500 square foot lot area per dwelling unit restriction. The dwelling unit density restriction in the MRB zone assumes that any residential use will be combined with a commercial use, hence the building coverage allowance (40%) is much higher in the MRB zone than it is in the residential zoning districts. In this instance, the lot area per dwelling unit requirement cannot be met; however, the Applicant is not proposing any commercial use of the Property. In the end, the Applicant is essentially seeking a trade-off of commercial density for residential density given how uniquely situated the Property is. This trade off will ultimately result in less building density and intensity of use than what is contemplated by MRB zoning and a use of the Property that is more conforming and consistent to the surrounding residential neighborhood.

The Property will be brought into greater conformance with the Ordinance by placing the new building further from the Lafayette Road ROW and eliminating the 17 paved parking spaces in the primary front yard. The paved parking spaces being provided in the secondary front yard are in excess of what the Ordinances requires but the Applicant is voluntarily providing them as a benefit to the surrounding neighborhood to ensure that visitors of the Property do not park on the



street. Granting the variances will improve public safety and create a more pedestrian/bicycle friendly environment along Lafayette Road, consistent with the City's objectives for this area.

The only relief needed to redevelop the Property as proposed is the 'use'/density variance related to the number of residential dwelling units. Granting this relief will bring the Property into greater overall conformance with the City's building, planning, and zoning regulations and objectives and result in significant improvements to the conditions of the Property. It will also result in a tastefully designed code-compliant building and attractive property, an increase in open space, less impervious surface, safer ingress and egress, an updated stormwater management system, and better vegetated buffers to neighboring properties. As such, there is no fair and substantial relationship between the Ordinance provisions and their strict application to the Property.

The proposed use is reasonable given the unique location and size of the Property, which sets it apart from other neighboring lots. Granting the 'use' variance will bring the Property into greater conformity with the surrounding neighborhood and its residential character. The redevelopment will result in less building density and intensity of use than is otherwise allowed by MRB zoning. The proposed use is consistent with the spirit and intent of the Ordinance, which contemplates up to 8 residential units on a lot in the MRB zoning district.

### **Conclusion**

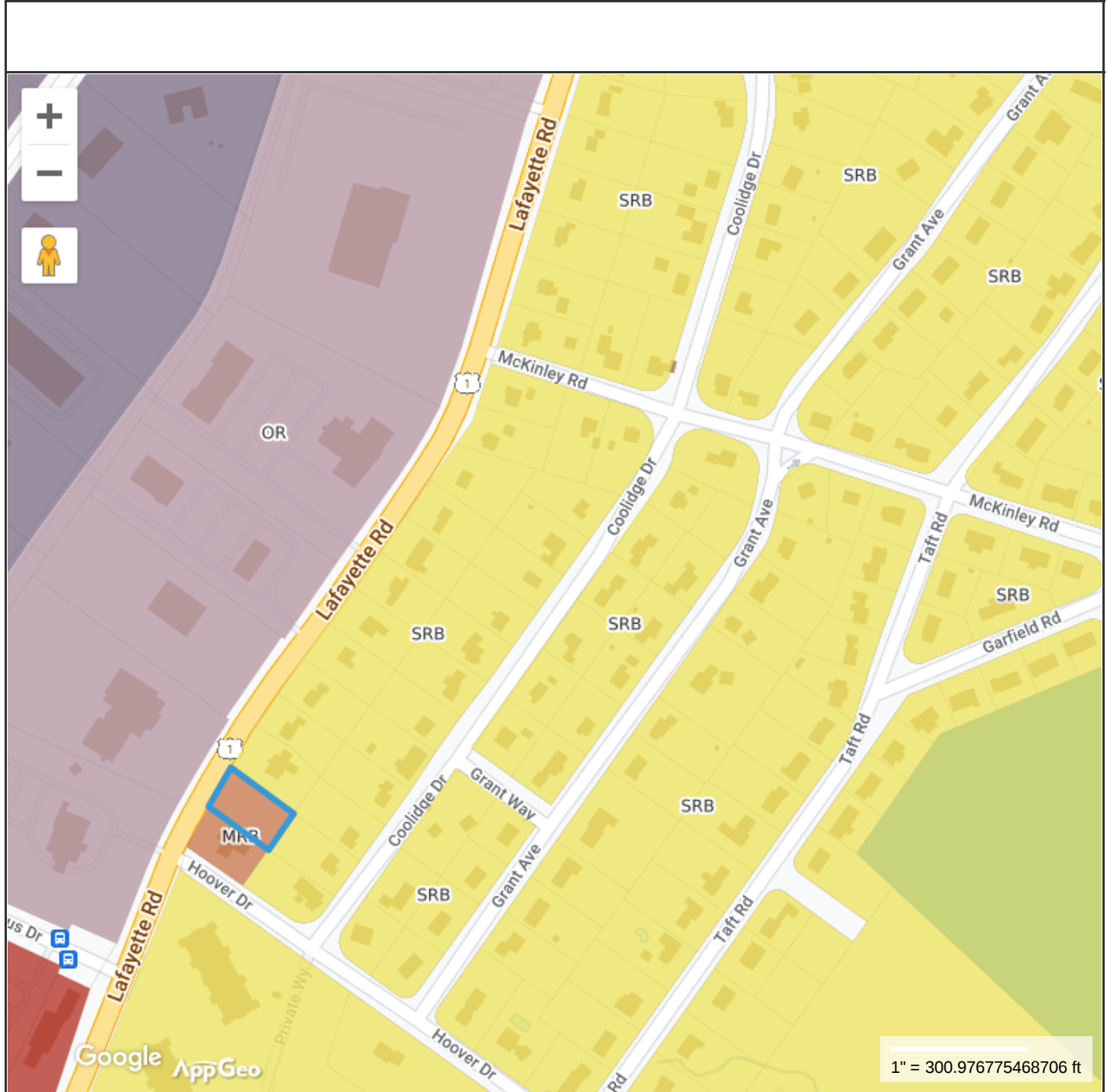
The Labries thank you for your time and consideration of their application and respectfully request your approval of the variances being requested.

November 22, 2023

Respectfully Submitted,  
Go-Lo, Inc.  
James A. Labrie Revocable Trust of 1991



By: Derek R. Durbin, Esq.  
DURBIN LAW OFFICES PLLC  
144 Washington Street  
Portsmouth, NH 03801  
(603)-287-4764  
derek@durbinlawoffices.com



**Property Information**

**Property ID** 0268-0012-0000  
**Location** LAFAYETTE RD  
**Owner** LABRIE JAMES A REVO TRUST OF 1991



**MAP FOR REFERENCE ONLY  
NOT A LEGAL DOCUMENT**

City of Portsmouth, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.








Geometry updated 06/21/2023  
Data updated 3/9/2022

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

# Map Theme Legends

## Zoning

### Residential Districts

	R	Rural
	SRA	Single Residence A
	SRB	Single Residence B
	GRA	General Residence A
	GRB	General Residence B
	GRC	General Residence C
	GA/MH	Garden Apartment/Mobile Home Park




### Mixed Residential Districts

	MRO	Mixed Residential Office
	MRB	Mixed Residential Business
	G1	Gateway Corridor
	G2	Gateway Center



### Business Districts

	GB	General Business
	B	Business
	WB	Waterfront Business



### Industrial Districts

	OR	Office Research
	I	Industrial
	WI	Waterfront Industrial






### Airport Districts

	AIR	Airport
	AI	Airport Industrial
	PI	Pease Industrial
	ABC	Airport Business Commercial


### Conservation Districts

	M	Municipal
	NRP	Natural Resource Protection


### Character Districts

	CD5	Character District 5
	CD4	Character District 4
	CD4W	Character District 4-W
	CD4-L1	Character District 4-L1
	CD4-L2	Character District 4-L2




### Civic District

	Civic District
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### Municipal District

	Municipal District
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### Overlay Districts

	OLOD	Osprey Landing Overlay District
	Downtown Overlay District	
	Historic District	

City of Portsmouth



Exhibit B  
**CITY OF PORTSMOUTH**

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

**ZONING BOARD OF ADJUSTMENT**

August 21, 2023

Go-Lo Inc. c/o Labrie  
PO BOX 300  
Rye, New Hampshire 03870-0300

**RE: Board of Adjustment request for property located at 2059 Lafayette Road (LU-23-116)**

Dear Property Owner:

The Zoning Board of Adjustment, at its regularly scheduled meeting of **Tuesday, August 15, 2023**, considered your application for demolishing the existing structure and constructing a two-story residential building containing 16 living units which requires the following: 1) Variance from Section 10.1113.20 to allow parking to be located in front of the principal building; 2) Variance from Section 10.533 to allow a structure to be located 58 feet from the centerline of Lafayette Roads where 80 feet is required; 3) Variance from Section 10.521 to allow 1,715 square feet of lot area per dwelling unit where 7,500 square feet is required; and 4) Variance from Section 10.440 Use #1.53 to allow 16 units where eight (8) are permitted.

Said property is shown on Assessor Map 268 Lot 13 and lies within the Mixed Residential (MRB) District. As a result of said consideration, the Board voted to **deny** the request because the proposal did not observe the spirit of the ordinance and did not present a hardship.

The Board's decision may be appealed up to thirty (30) days after the vote. Please contact the Planning Department for more details about the appeals process.

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

Very truly yours,

Phyllis Eldridge, Chair of the Zoning Board of Adjustment

cc:

Derek Durbin, Durbin Law Offices PLLC  
Eric Weinrieb, Altus Engineering, Inc.

# Findings of Fact | Variance

## City of Portsmouth Zoning Board of Adjustment

Date: 8/15/2023

Property Address: 2059 Lafayette Rd

Application #: LU-23-116

Decision: **Deny**

### Findings of Fact:

Effective August 23, 2022, amended RSA 676:3, It now reads as follows: The local land use board shall issue a final written decision which either approves or disapproves an application for a local permit and make a copy of the decision available to the applicant. **The decision shall include specific written findings of fact that support the decision. Failure of the board to make specific written findings of fact supporting a disapproval shall be grounds for automatic reversal and remand by the superior court upon appeal, in accordance with the time periods set forth in RSA 677:5 or RSA 677:15, unless the court determines that there are other factors warranting the disapproval.** If the application is not approved, the board shall provide the applicant with written reasons for the disapproval. If the application is approved with conditions, the board shall include in the written decision a detailed description of all conditions necessary to obtain final approval.

The proposed application meets/does not meet the following purposes for granting a Variance:

Section 10.233 Variance Evaluation Criteria	Finding (Meets Criteria)	Relevant Facts
10.233.21 Granting the variance would not be contrary to the public interest.		
10.233.22 Granting the variance would observe the spirit of the Ordinance.	<b>NO</b>	<ul style="list-style-type: none"> <li>• The proposal will alter the essential characteristics of the neighborhood.</li> <li>• The property is surrounded by SRB neighborhoods and is in an MRB one and doesn't comport with the spirit of MRB because it does not have a business component and does not comport with the spirit of the ordinance.</li> </ul>
10.233.23 Granting the variance would do substantial justice.		
10.233.24 Granting the variance would not diminish the values of surrounding properties.		

<p>10.233.25 Literal enforcement of the provisions of the Ordinance would result in an unnecessary hardship.</p> <p>(a)The property has special Conditions that distinguish it from other properties in the area. AND</p> <p>(b)Owing to these special conditions, a fair and substantial relationship does not exist between the general public purposes of the Ordinance provision and the specific application of that provision to the property; and the proposed use is a reasonable one. OR</p> <p>Owing to these special conditions, the property cannot be reasonably used in strict conformance with the Ordinance, and a variance is therefore necessary to enable a reasonable use of it.</p>	<p><b>NO</b></p>	<ul style="list-style-type: none"> <li>• No hardship presented for the need of 16 units</li> </ul>
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**Civil  
Site Planning  
Environmental  
Engineering**

133 Court Street  
Portsmouth, NH  
03801-4413

## TRAFFIC IMPACT STATEMENT

Date: November 22, 2023

Subject: 2059 Lafayette Road  
Tax Map 268, Lots 12 and 13

Altus Engineering, LLC (Altus) respectfully submits a Traffic Impact Statement in order to determine the potential impacts on the transportation infrastructure associated with the redevelopment of 2059 Lafayette Road in Portsmouth, New Hampshire.

The existing mixed-use commercial-residential building is located at the intersection of Lafayette Road/US Route 1 and Hoover Drive. The existing building was originally constructed in the early 1970's and has undergone several expansions and renovations over the years. Historically, it had a retail convenience store on the first floor that generated a significant amount of traffic. Over time the convenience store model changed. Small standalone convenience stores are generally no longer viable without a gas service station component.

The existing developed area is comprised of two separate lots that are integrated and currently used as a single parcel. The total lot area is approximately 27,444 SF.

The site has over 150-feet of uncontrolled access from Route 1 with a small, raised island as a separator. With less than 40-feet between the head of the parking stalls and the State right-of-way, access and parking maneuverability extends into the right-of-way.

There are two additional points of access from Hoover Drive. One access point is less than 20-feet from the intersection with Route 1 which can impede the sight lines for traffic entering Route 1 from Hoover Drive.

The second point access point on Hoover Drive is over 120-feet from the Lafayette Road intersection and provides service to a couple of parking spaces and loading for the retail component of the property. This access point is generally safe and currently sees a very small volume of traffic.

The building uses have changed over the years. Up until the early 90's a portion of the building was a moderately high-volume convenience store. More recently it has been:

- 3 apartment dwelling units
- 1,500 SF of office space
- 3,400 SF of veterinary clinic

The owner proposes to raze the building and construct 8-apartment units with garage/covered parking.

The site will be reconfigured to eliminate all access onto Lafayette Road and create a single point of access on the lesser travelled Hoover Drive. The driveway is over 50-feet from the stop bar, providing ample separation to the intersection.

Altus reviewed available information on the NHDOT website regarding any improvements to the Route 1 corridor. NHDOT project 29640 which includes improvements to US Route 1 from Constitution Avenue north to Wilson Road is noted on the July 22, 2022, ten-year plan as being in the design phase. They also note that construction is expected to occur in the years 2025 and 2026. The improvements on the east side of Lafayette Road include a 5-foot-wide bike lane and a 5.5-foot-wide sidewalk. Per the City of Portsmouth Planning requirements, the design meets the DOT requirements by providing the 6-foot wide multiple-use path.

The following assessment is based on Trip Generation, 11th edition, prepared by the Institute of Transportation Engineers (ITE) and published September 2021. We examined the existing and proposed traffic projections for multiple scenarios, the average daily traffic for both a weekday and Saturday and the peak hour generator AM and PM for a weekday. We have defaulted to the AM and PM peak hour of generator versus the peak hour of adjacent street traffic as this resulted in a slightly higher number of trip ends.

## EXISTING USES

We have characterized the existing uses from the ITE Land Use Code:

Affordable Housing – Income limits (223)  
Unspecified office space (712)  
Veterinary Clinic (640)

Existing uses  
3 apartments  
1,500 SF unspecified small office space  
3,400 veterinary clinic

### Weekday vehicle trip ends

Apartments	11.49
Unspecified office space	21.59
Veterinary clinic	<u>73.10</u>
TOTAL	106.18

### Saturday average daily vehicle trip ends

Apartments	13.11
Unspecified office space	0.00
Veterinary clinic	<u>0.00</u>
	13.11



Traffic Impact Statement  
2059 Lafayette Road  
Portsmouth, NH  
November 22, 2023

Weekday AM peak hour of generator

Apartments	1.56
Unspecified office space	3.92
Veterinary clinic	<u>12.68</u>
	18.16

Weekday PM peak hour of generator

Apartments	1.17
Unspecified office space	4.73
Veterinary clinic	<u>13.02</u>
	18.92

Historically the offices and veterinary clinic were open on Saturday's. ITE assumes that both uses only conduct business Monday through Friday. As such, the existing Saturday trips noted above underestimate recent conditions.

**PROPOSED USE**

We have characterized the proposed project in the ITE Land Use Code (LUC) 220, Multifamily housing (low rise) to develop the project traffic generation.

Proposed use  
8 low rise apartment units

Weekday vehicle trip ends

Apartments	53.92
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Saturday average daily vehicle trip ends

Apartments	36.40
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Weekday AM peak hour of generator

Apartments	3.76
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Weekday PM peak hour of generator

Apartments	4.56
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**COMPARISON**

Weekday vehicle trip ends

Existing	106.18
Proposed	<u>53.92</u>
	-52.26

Saturday average daily vehicle trip ends

Existing	13.11
Proposed	<u>36.40</u>
	23.29

Weekday AM peak hour of generator

Existing	18.16
Proposed	<u>3.76</u>
	-14.40

Weekday PM peak hour of generator

Existing	18.92
Proposed	<u>4.56</u>
	-14.36

The study demonstrates that during all weekday conditions there is a significant decrease in the weekday traffic associated with converting the site from an office/retail/apartment complex to a residential use.

Because ITE identifies that veterinary clinics and offices are generally closed on Saturday's, it is assumed that no traffic will be generated. Thus, it is easy to conclude for a weekend that there will be a modest increase in the traffic generated when going from 3 apartments to 8 dwelling units. However, the veterinary clinic did operate on Saturdays to accommodate working pet owners. Thus, it is presumed that even if they had half the weekday average daily trip ends, then the proposed use will be a reduction on an average Saturday under current/recent conditions.

Historically, the veterinary clinic, 3,400 SF was a convenience store, ITE LUC 851. It is expected that if the clinic were converted back to the Chug-a-Lug market that we would expect to see up to 3,686 vehicle trip ends on a typical Saturday.

The NHDOT Transportation Data Management System maintains traffic counts on roads under their jurisdiction. They have data at the intersection of Ocean Road and Route 1 (6,200 feet south) as well as Route 1 and Greenleaf Avenue (5,100 feet north).

In 2021, the annual average daily traffic (AADT) counts on Route 1 at the Greenleaf intersection was 16,077 vehicles per day. In 2022, the counts dropped to 9,859 which in Altus' opinion appears to be an anomaly. The proposed weekday vehicle trip ends from the development is expected to be 54 vehicle trip ends per day, which is 0.5-percent of the annual average daily traffic on Route 1.

Traffic Impact Statement  
2059 Lafayette Road  
Portsmouth, NH  
November 22, 2023

In conclusion, it is Altus' opinion that constructing 8-residential units on the property will reduce the traffic generated on weekdays, Saturday's and will have modest increase on Sundays. It will not have a detrimental impact on the adjacent traffic patterns or cause congestion on the roadway system.

Respectfully submitted,

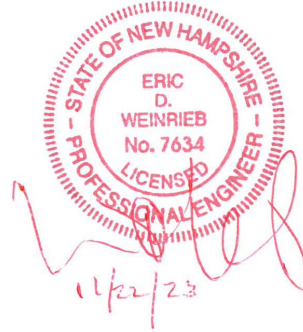
**ALTUS ENGINEERING**



Eric D. Weinrieb, PE  
President

Enclosure

wde/5361 traffic memo.DOCX



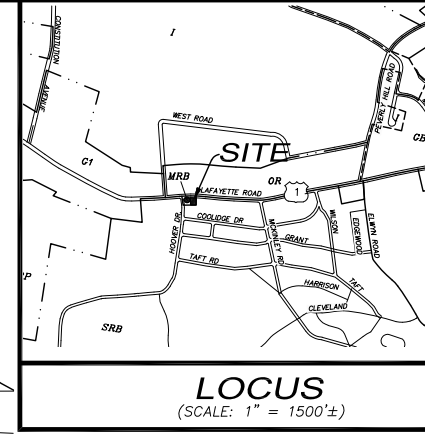
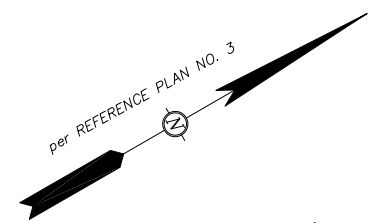
**SITE NOTES**

- DESIGN INTENT - THIS PLAN IS INTENDED TO DEPICT A 8-UNIT RESIDENTIAL DEVELOPMENT SITE TOGETHER WITH ASSOCIATED PARKING ON GROUND LEVEL, 2 FLOORS ABOVE, ACCESS AND SITE IMPROVEMENTS.
- THE BASE PLAN USED HERE WAS DEVELOPED FROM PRELIMINARY "EXISTING CONDITIONS PLAN, LAFAYETTE ROAD, PORTSMOUTH, NH" BY JAMES VERRA AND ASSOCIATES, INC., DATED 1/29/2002.
- ZONE: MRB (MIXED RESIDENTIAL BUSINESS)
- DIMENSIONAL REQUIREMENTS:**

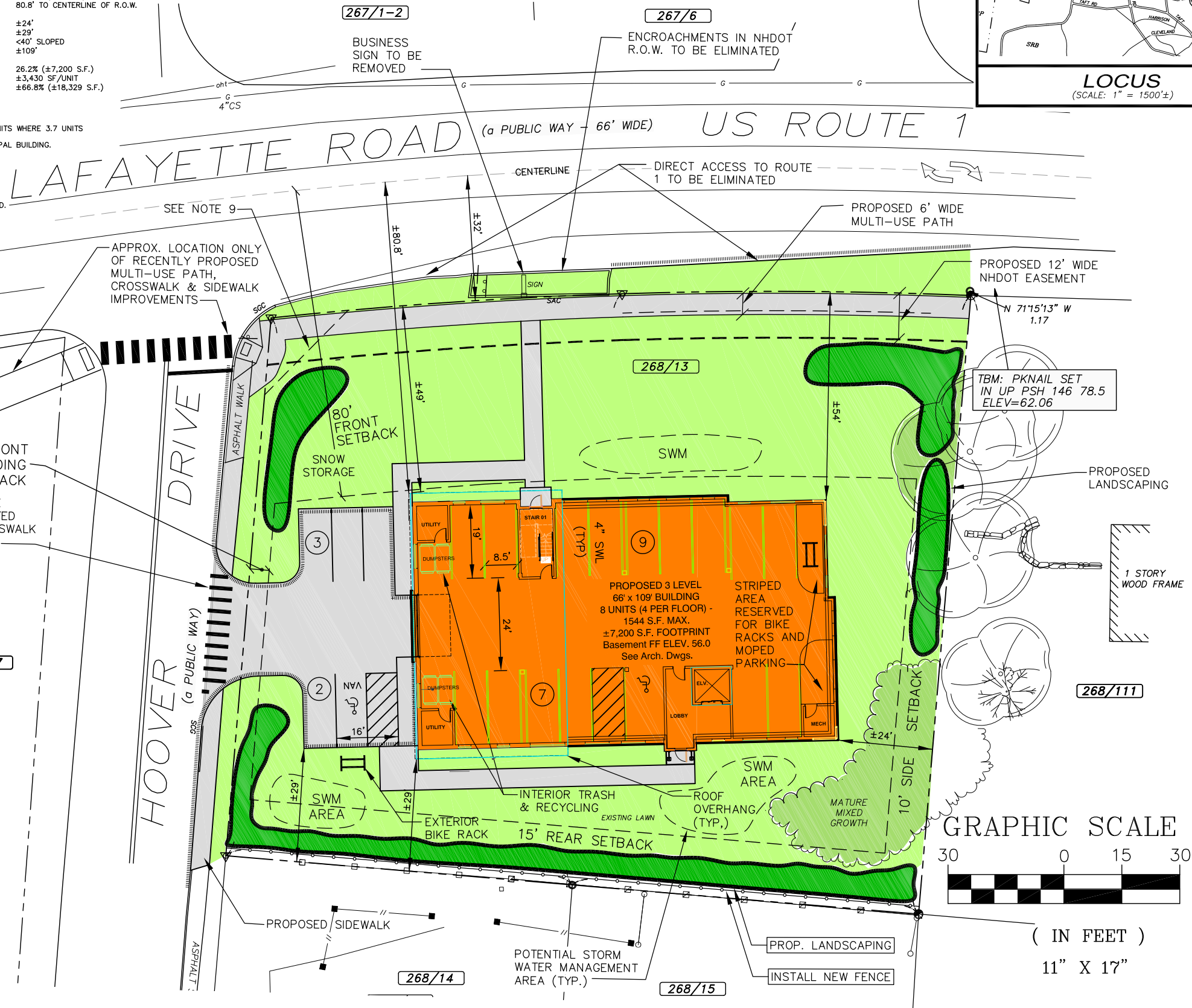
	REQUIRED	EXISTING	PROPOSED
MIN. LOT AREA:	7,500 S.F. (0.17 ACRE)	±27,444 S.F. (±0.63 AC.)	±27,444 S.F. (±0.63 AC.)
MIN. STREET FRONTAGE:	100' (ON LAFAYETTE ROAD)	181.36' (EXISTING)	181.36' (EXISTING)
MIN. LOT DEPTH:	80'	139.72' (EXISTING)	139.72' (EXISTING)
FRONT SETBACK:	* >80' TO LAFAYETTE RD. CL OR 30' TO R.O.W.	0' TO R.O.W.	80.8' TO CENTERLINE OF R.O.W.
SIDE SETBACK:	** 10'	±95'	±24'
REAR SETBACK:	** 15'	±39'	±29'
MAX. BUILDING HEIGHT:	40' (SLOPED), 30' (FLAT)	<40' SLOPED	<40' SLOPED
MAX. BUILDING FOOTPRINT:	N/A (MULTI-FAMILY)	±70'	±109'
MAX. BUILDING COVERAGE:	N/A	9.3% (±2,560 S.F.)	26.2% (±7,200 S.F.)
LOT AREA/DWELLING UNIT:	7,500 SF	N/A	±3,430 SF/UNIT
MIN. OPEN SPACE:	25%	55.0% (±15,089 S.F.)	±66.8% (±18,329 S.F.)

\* FRONT SETBACK IS FROM BOTH STREET ADDRESS STREET AND ACCESS STREET  
 \*\* SIDE & REAR SETBACKS IN RELATION TO FRONT STREET ADDRESS STREET  
 \*\*\* OPEN SPACE INCLUDES WALKS
- ZONING SECTION 10.521 - VARIANCE FROM ZONING BOARD OF ADJUSTMENT REQUIRED TO ALLOW 8 UNITS WHERE 3.7 UNITS ARE ALLOWED.  
 ZONING SECTION 10.1113.20 - TO ALLOW PARKING IN THE FRONT YARD AND IN FRONT OF THE PRINCIPAL BUILDING.
- DENSITY CALCULATIONS:**  
 0.63 ACRES (27,444 S.F.)  
 27,444 S.F. / 7,500 S.F. = 3.7 UNITS ALLOWED  
 8 UNITS PROPOSED (±3,430 S.F./UNIT)
- LANDSCAPING BUFFER & PRIVACY FENCE SHALL BE INSTALLED AS APPROVED BY THE PLANNING BOARD.

- PARKING REQUIREMENTS:**  
 DWELLING UNITS: 1.3 SPACES PER DWELLING UNIT >750 S.F.  
 8 UNITS x 1.3 = 10.4 SPACES REQUIRED PLUS  
 VISITOR PARKING: 1 SPACE PER 5 D.U. OR PORTION = 1.6 SPACES REQUIRED = 12 SPACES REQUIRED, 21 SPACES PROVIDED
- THERE SHALL BE NO VISION OBSTRUCTIONS LOCATED IN THE AREA CREATED BY MEASURING 20' IN EACH DIRECTION FROM A CORNER LOT STREET PROPERTY LINE CORNER.
- IMPERVIOUS AREA COVERAGE NOTE:**  
 EXISTING BUILDING & DECK (±2,560 SF) + EXISTING PVMNT/CONCRETE (±9,700 SF) + EXISTING WALK (±95 SF) = ±12,355 SF (45.0%)  
 PROP. BUILDING (±7,200 SF) + PR. PAVEMENT (±1,915 SF) + PR. WALKS (±2,175 SF) = ±11,290 SF (41.1%)



**ALTUS ENGINEERING**  
 133 Court Street Portsmouth, NH 03801  
 (603) 433-2335 www.altus-eng.com



**NOT FOR CONSTRUCTION**  
 ISSUED FOR: **BOARD OF ADJUSTMENT**  
 ISSUE DATE: **NOVEMBER 21, 2023**

**REVISIONS**

NO.	DESCRIPTION	BY	DATE
0	INITIAL SUBMISSION	EDW	11/21/23

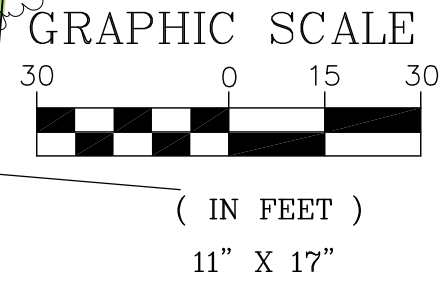
DRAWN BY: \_\_\_\_\_ RLH  
 APPROVED BY: \_\_\_\_\_ EDW  
 DRAWING FILE: 5361-10-25-2023.DWG

**SCALE:**  
 22" x 34" - 1" = 15'  
 11" x 17" - 1" = 30'

**OWNER/APPLICANT:**  
 TAX MAP 268, LOT 12  
**JAMES A. LABRIE REV. TRUST OF 1991**  
 PO BOX 300 RYE, NH 03870  
 RCRD BOOK 5378/PAGE 2236  
 TAX MAP 268, LOT 13  
 GO-LO, INC. c/o LABRIE  
 P.O. BOX 300 RYE, NH 03870  
 RCRD BOOK 1486/PAGE 0393

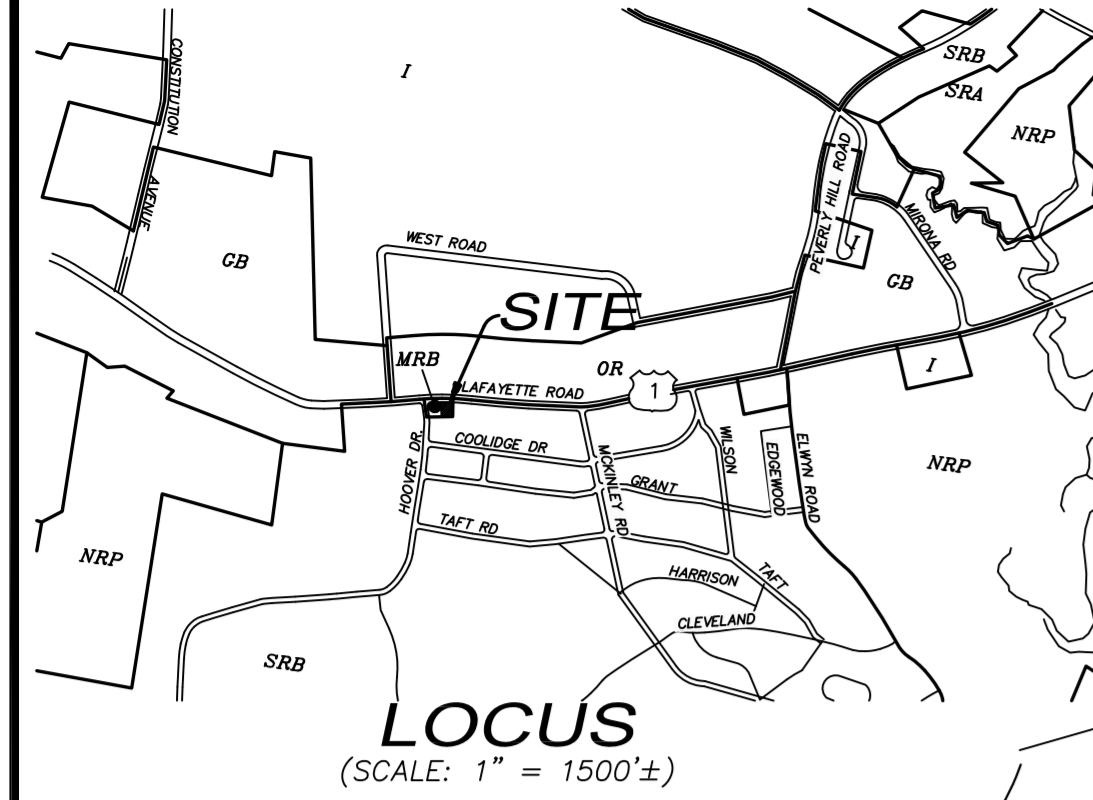
**PROJECT:**  
**SITE REDEVELOPMENT**  
 TAX MAP 268, LOT 12 & 13  
 2059 LAFAYETTE ROAD PORTSMOUTH, NH 03801

**TITLE:**  
**BOARD OF ADJUSTMENT SITE PLAN**  
 SHEET NUMBER:  
**1 of 1**

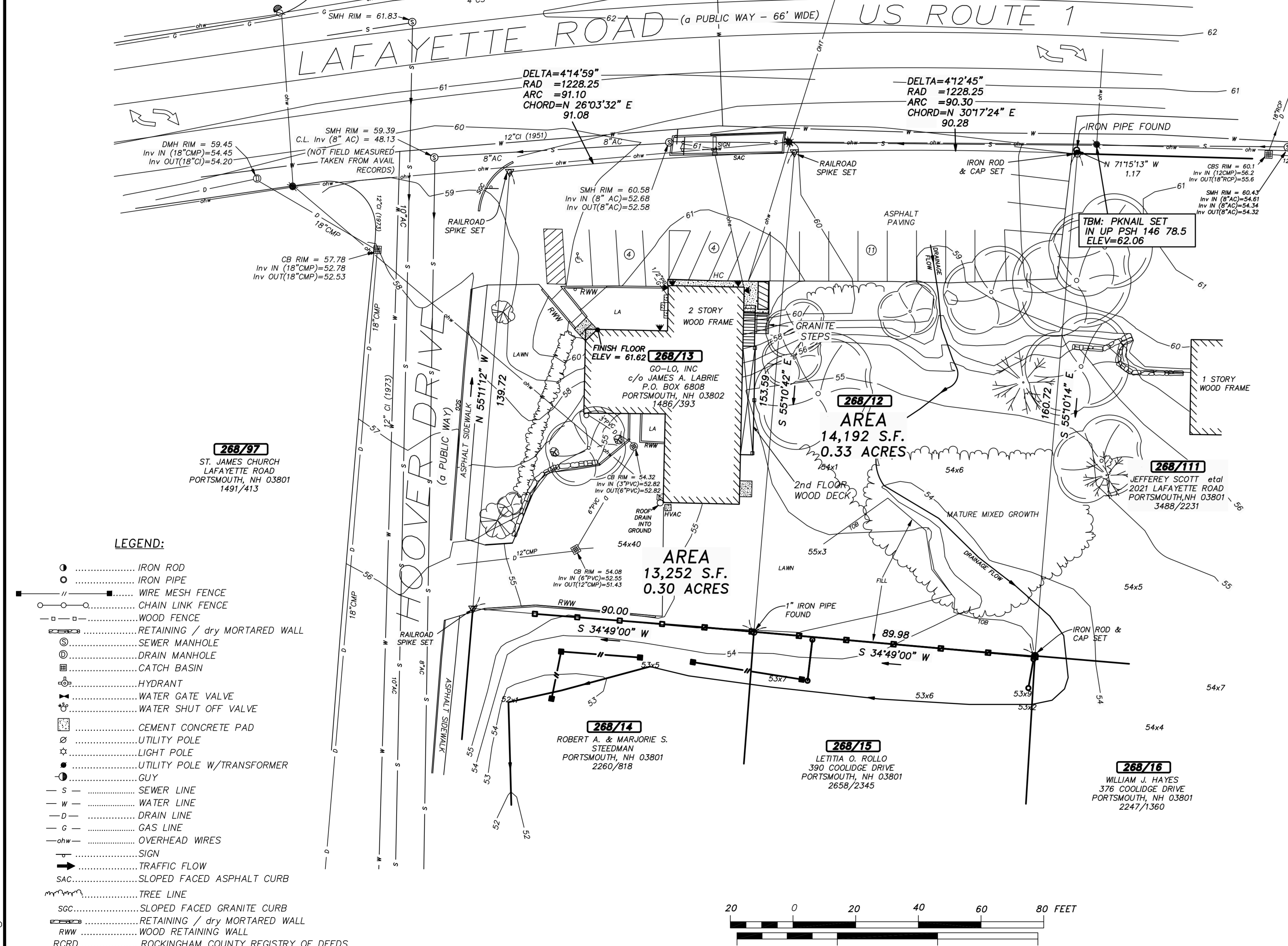


P5361





**LOCUS**  
(SCALE: 1" = 1500'±)



- LEGEND:**
- ..... IRON ROD
  - ..... IRON PIPE
  - — — WIRE MESH FENCE
  - — ○ CHAIN LINK FENCE
  - — — WOOD FENCE
  - — — RETAINING / dry MORTARED WALL
  - ⊙ ..... SEWER MANHOLE
  - ⊙ ..... DRAIN MANHOLE
  - ⊙ ..... CATCH BASIN
  - ⊙ ..... HYDRANT
  - ⊙ ..... WATER GATE VALVE
  - ⊙ ..... WATER SHUT OFF VALVE
  - ⊙ ..... CEMENT CONCRETE PAD
  - ⊙ ..... UTILITY POLE
  - ⊙ ..... LIGHT POLE
  - ⊙ ..... UTILITY POLE W/TRANSFORMER
  - ⊙ ..... GUY
  - S — ..... SEWER LINE
  - W — ..... WATER LINE
  - D — ..... DRAIN LINE
  - G — ..... GAS LINE
  - ohw — ..... OVERHEAD WIRES
  - — — SIGN
  - ..... TRAFFIC FLOW
  - SAC — ..... SLOPED FACED ASPHALT CURB
  - — — TREE LINE
  - SGC — ..... SLOPED FACED GRANITE CURB
  - — — RETAINING / dry MORTARED WALL
  - RWW — ..... WOOD RETAINING WALL
  - RCRD — ..... ROCKINGHAM COUNTY REGISTRY OF DEEDS

3544.dwg 02/06/02 11:44:01 AM AM EST

**267/1-2**  
SERVICE FEDERAL CREDIT UNION  
P.O. BOX 1268  
PORTSMOUTH, NH 03802  
1599/7

**267/6**  
STATE OF NEW HAMPSHIRE  
c/o NH DEPT. EMPLOYMENT SECURITY  
32 SOUTH MAIN STREET  
CONCORD, NH 03301  
3330/52

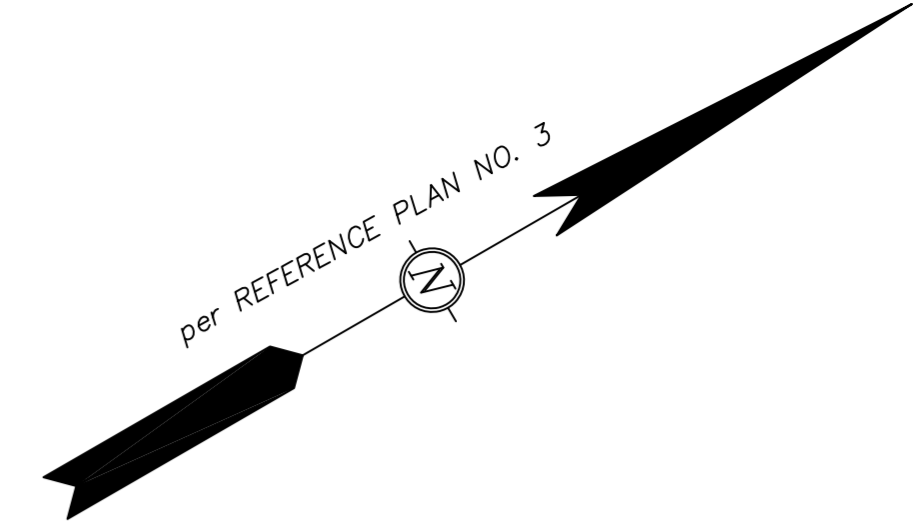
**268/97**  
ST. JAMES CHURCH  
LAFAYETTE ROAD  
PORTSMOUTH, NH 03801  
1491/413

**268/13**  
CO-LO, INC  
c/o JAMES A. LABRIE  
P.O. BOX 6808  
PORTSMOUTH, NH 03802  
1486/393

**268/14**  
ROBERT A. & MARJORIE S. STEEDMAN  
PORTSMOUTH, NH 03801  
2260/818

**268/15**  
LETITIA O. ROLLO  
390 COOLIDGE DRIVE  
PORTSMOUTH, NH 03801  
2658/2345

**268/16**  
WILLIAM J. HAYES  
376 COOLIDGE DRIVE  
PORTSMOUTH, NH 03801  
2247/1360

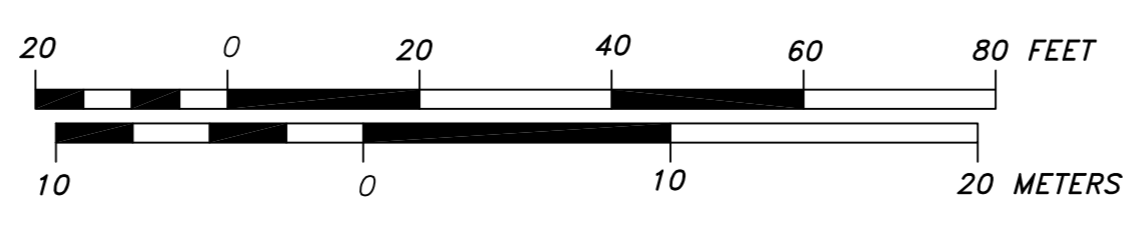


**NOTES:**

1. OWNER OF RECORD..... JAMES A. LABRIE  
ADDRESS..... P.O. BOX 6808, PORTSMOUTH, NH 03802  
DEED REFERENCE..... 2628/248  
TAX SHEET / LOT..... 268/12
2. ZONED:..... MRB FRONT YARD SETBACK..... 5'  
MINIMUM LOT AREA 7,500 S.F. SIDE YARD SETBACK..... 10'  
FRONTAGE..... 100' REAR YARD SETBACK..... 15'  
MAX. STRUCTURE COVERAGE...40% MIN. OPEN SPACE..... 25%
3. THE RELATIVE ERROR OF CLOSURE WAS LESS THAN 1 FOOT IN 15,000 FEET.
4. THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED UPON THE FIELD LOCATION OF ALL VISIBLE STRUCTURES (IE CATCH BASINS, MANHOLES, WATER GATES ETC.) AND INFORMATION COMPILED FROM PLANS PROVIDED BY UTILITY COMPANIES AND GOVERNMENTAL AGENCIES. ALL CONTRACTORS SHOULD NOTIFY, IN WRITING, SAID AGENCIES PRIOR TO ANY EXCAVATION WORK AND CALL DIG-SAFE @ 1-888-DIG-SAFE.
5. THE PARCEL SHOWN HEREON DOES NOT LIE WITHIN THE 100-YEAR FLOOD HAZARD ZONE AS DEPICTED ON FLOOD INSURANCE RATE MAP CITY OF PORTSMOUTH, NEW HAMPSHIRE, ROCKINGHAM COUNTY, COMMUNITY-PANEL NO. 330139 0025B, EFFECTIVE DATE MAY 17,1982, BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
6. ELEVATION DATUM: NGVD 1929: PRIMARY BENCH MARK: NHDOT # 379-0630.

**REFERENCE PLANS:**

1. PLAN OF LOTS, ELWYN PARK, PORTSMOUTH, NH, DATED MAY 1947, RCRD PLAN BK. 45 PG 8 (#01321).
2. PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 37, LAFAYETTE, ROAD, PORTSMOUTH, NH BY THE NH DEPARTMENT OF PUBLIC WORKS.
3. PLAN OF LOT NO. 69, "ELWYN PARK", PORTSMOUTH, N.H., DATED JUNE 1963, PLAN NO. L-373, FILE NO. 2320, BY JOHN W. DURGIN, CE.
4. PLAN OF LOT NO. 65, "ELWYN PARK", PORTSMOUTH, N.H., DATED JUNE 1963, PLAN NO. L-370, FILE NO. 2320, BY JOHN W. DURGIN, CE.
5. PLAN OF LOT NO'S 71-73, ELWYN PARK, PORTSMOUTH, N.H., DATED AUG. 1961, PLAN NO. 1-593, FILE NO. 2320, BY JOHN W. DURGIN, CE.



**ALTUS**  
ENGINEERING, INC.

133 COURT STREET PORTSMOUTH, NH 03801  
VOICE: (603) 433-2335

James Verra and Associates, Inc.  
**LAND SURVEYING REGULATORY APPROVALS**  
445 U.S. ROUTE 1 BYPASS, SUITE 2  
PORTSMOUTH, N.H. 03801  
603-436-3557 VOICE  
JOB NO: 21468

**ISSUED FOR:** APPROVAL  
**ISSUE DATE:** JANUARY 29, 2002  
**REVISIONS:**  
NO. DESC. BY DATE  
0 INITIAL SUBMISSION EDW

**DRAWN BY:** HRM  
**APPROVED BY:** JV  
**DRAWING FILE:** 21468.DWG

**SCALE:** 1"=20'

**OWNER:** JAMES A. LABRIE

**PROJECT:** TAX MAP 268 LOT 12  
LAFAYETTE RD  
PORTSMOUTH, NH

**TITLE:** EXISTING CONDITIONS PLAN

**SHEET NUMBER:** C-1

P:3534



# 2059 LAFAYETTE MULTI-FAMILY

ZONING BOARD OF ADJUSTMENT - NOVEMBER 2023, PORTSMOUTH, NEW HAMPSHIRE

GENERAL PROJECT DESCRIPTION:

- REMOVAL OF THE EXISTING BUILDING IN ITS ENTIRETY
- VARIOUS SITE IMPROVEMENTS, REFER TO CIVIL DRAWINGS FOR MORE INFORMATION
- PROPOSED STRUCTURE:
  1. 3 STORY STRUCTURE: 1 LEVEL OF PARKING, 2 LEVELS OF RESIDENTIAL UNITS
  2. 8 RESIDENTIAL UNITS
  3. 21 PARKING SPOTS: 16 INSIDE, 5 OUTSIDE

SHEET LIST	
Sheet Number	Sheet Name

C1	COVER
C2	EXISTING BUILDING
C3	CONTEXT IMAGES
C4	RTE 1 MULTI-FAMILY PRECEDENTS

A1	FIRST FLOOR PLAN
A2	SECOND & THIRD FLOOR PLAN
A3	ROOF PLAN
A4	NORTH ELEVATION (LAFAYETTE)
A5	WEST ELEVATION (HOOVER)
A6	SOUTH ELEVATION (REAR)
A7	EAST ELEVATION
A8	RENDERING FROM LAFAYETTE ROAD
A9	AERIAL RENDERING



2059 LAFAYETTE ROAD  
PORTSMOUTH, NH 03801



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**LAFAYETTE MULTI-FAMILY**  
2059 LAFAYETTE ROAD  
PORTSMOUTH, NH 03801

**COVER**  
ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

**McHENRY ARCHITECTURE**  
4 Market Street  
Portsmouth, New Hampshire

**C1**  
11/13/2023  
McHA: RD / MG  
NOT TO SCALE





2059 LAFAYETTE ROAD LOOKING SOUTH



2059 LAFAYETTE ROAD LOOKING EAST



2059 LAFAYETTE ROAD LOOKING NORTH



BUILDING APPROACH FROM SOUTH



BUILDING APPROACH FROM NORTH

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# LAFAYETTE MULTI-FAMILY

2059 LAFAYETTE ROAD  
PORTSMOUTH, NH 03801

# EXISTING BUILDING

ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

# McHENRY ARCHITECTURE

4 Market Street  
Portsmouth, New Hampshire

# C2

11/13/2023  
McHA: RD / MG  
NOT TO SCALE

# Locus





2021 LAFAYETTE ROAD: LEFT YARD ABUTTER



REAR YARD ABUTTERS FROM REAR YARD



COOLIDGE DRIVE: REAR YARD ABUTTERS



COOLIDGE DRIVE: REAR YARD ABUTTERS



COOLIDGE DRIVE: REAR YARD ABUTTERS



2010 LAFAYETTE ROAD



2032 LAFAYETTE ROAD



2100 LAFAYETTE ROAD

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# LAFAYETTE MULTI-FAMILY

2059 LAFAYETTE ROAD  
PORTSMOUTH, NH 03801

# CONTEXT IMAGES

ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

## McHENRY ARCHITECTURE

4 Market Street  
Portsmouth, New Hampshire

C3

11/13/2023  
McHA: RD / MG  
NOT TO SCALE





2075 LAFAYETTE ROAD (ABUTTER): 0.1 MILES AWAY



70 CONSTITUTION AVENUE: 0.7 MILES AWAY



55 OCEAN ROAD: 1.3 MILES AWAY



3400 LAFAYETTE ROAD: 1.5 MILES AWAY



150 US ROUTE 1 BYPASS: 1.7 MILES AWAY



35 HODGDON WAY: 2.4 MILES AWAY



30-50 CATE STREET: 2.5 MILES AWAY

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# LAFAYETTE MULTI-FAMILY

2059 LAFAYETTE ROAD  
PORTSMOUTH, NH 03801

# RTE 1 MULTI-FAMILY PRECEDENTS

ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

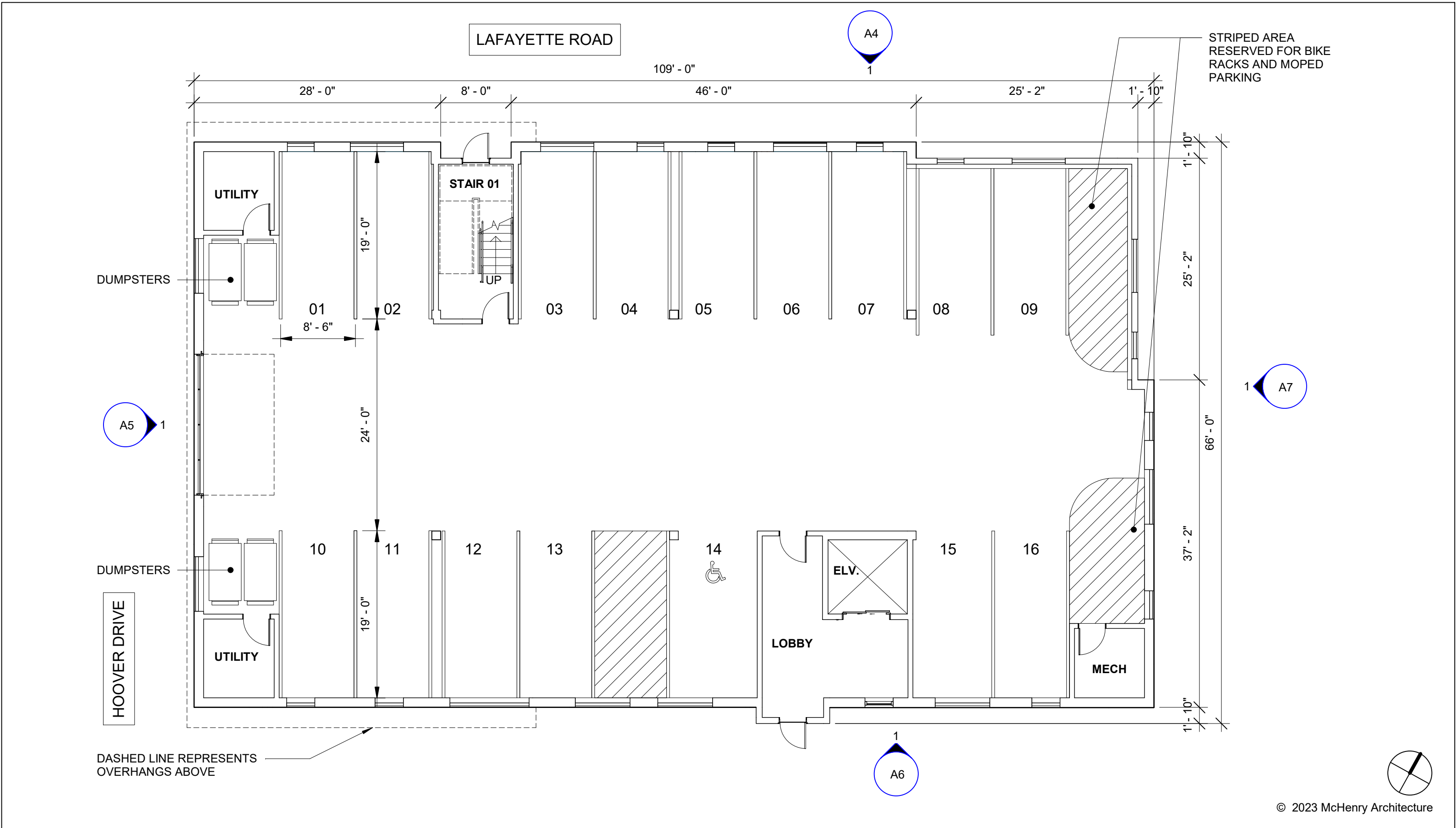
## McHENRY ARCHITECTURE

4 Market Street  
Portsmouth, New Hampshire

### C4

11/13/2023  
McHA: RD / MG  
NOT TO SCALE





**LAFAYETTE MULTI-FAMILY**  
 2059 LAFAYETTE ROAD  
 PORTSMOUTH, NH 03801

**FIRST FLOOR PLAN**  
 ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

**McHENRY ARCHITECTURE**  
 4 Market Street  
 Portsmouth, New Hampshire

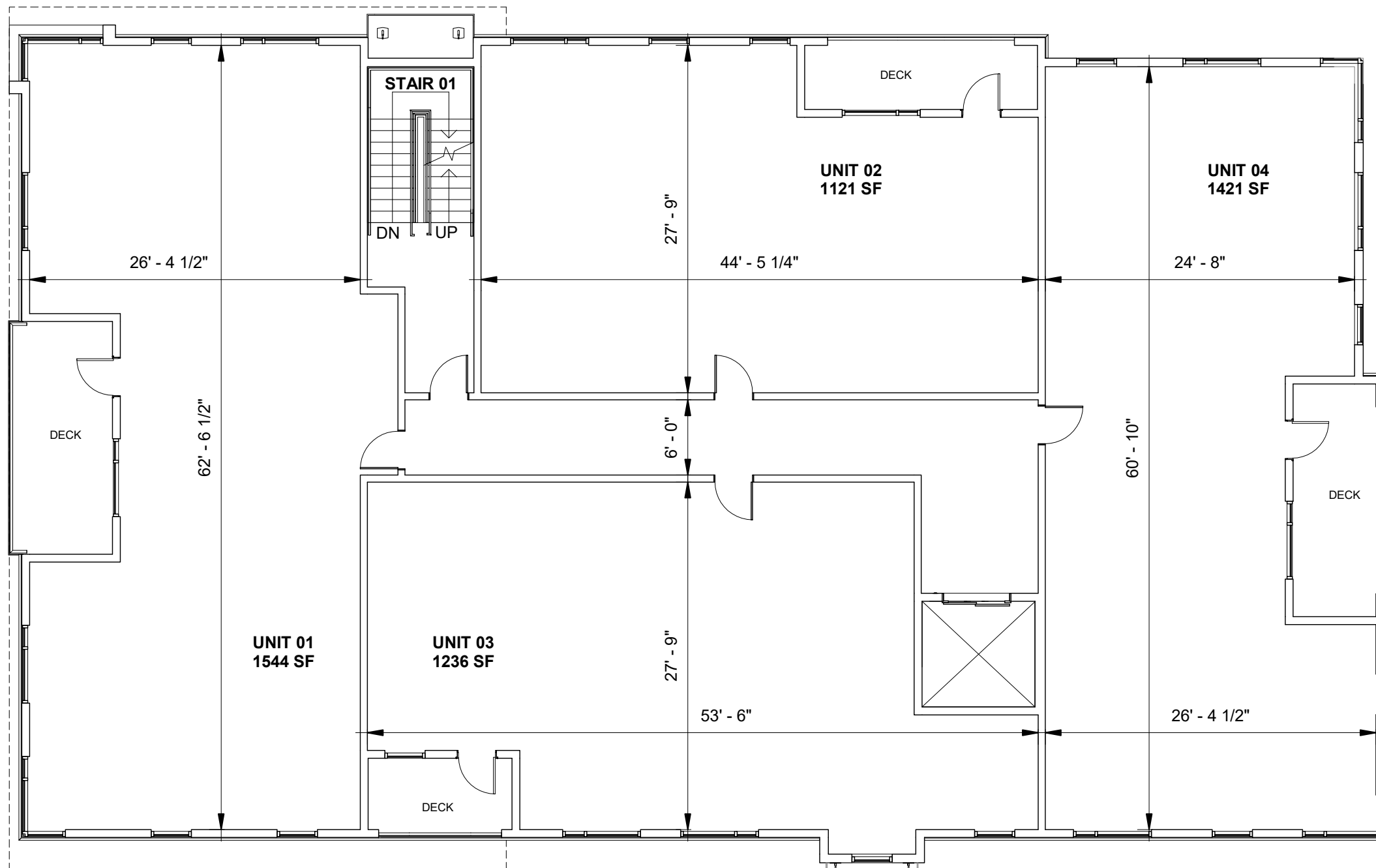
**A1**

11/13/2023  
 McHA: RD / MG  
 Scale: 1" = 10'-0"

LAFAYETTE ROAD

A4

1



A7

1

A5

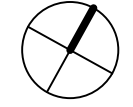
1

HOOVER DRIVE

DASHED LINE REPRESENTS OVERHANGS ABOVE

A6

1



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**LAFAYETTE MULTI-FAMILY**  
 2059 LAFAYETTE ROAD  
 PORTSMOUTH, NH 03801

**SECOND & THIRD FLOOR PLAN**  
 ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

**McHENRY ARCHITECTURE**  
 4 Market Street  
 Portsmouth, New Hampshire

A2

11/13/2023  
 McHA: RD / MG  
 Scale: 1" = 10'-0"

LAFAYETTE ROAD

A4

1

A7

1

FLAT ROOF FOR MECHANICAL EQUIPMENT

1 1/2" / 1'-0"

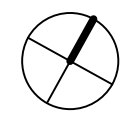
A5

1

HOOVER DRIVE

A6

1



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LAFAYETTE MULTI-FAMILY

2059 LAFAYETTE ROAD  
PORTSMOUTH, NH 03801

ROOF PLAN

ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

McHENRY ARCHITECTURE

4 Market Street  
Portsmouth, New Hampshire

A3

11/13/2023

McHA: RD / MG

Scale: 1" = 10'-0"



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**LAFAYETTE MULTI-FAMILY**  
 2059 LAFAYETTE ROAD  
 PORTSMOUTH, NH 03801

**NORTH ELEVATION (LAFAYETTE)**  
 ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

**McHENRY ARCHITECTURE**  
 4 Market Street  
 Portsmouth, New Hampshire

**A4**

11/13/2023  
 McHA: RD / MG  
 Scale: 1" = 10'-0"



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**LAFAYETTE MULTI-FAMILY**  
 2059 LAFAYETTE ROAD  
 PORTSMOUTH, NH 03801

**WEST ELEVATION (HOOVER)**  
 ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

**McHENRY ARCHITECTURE**  
 4 Market Street  
 Portsmouth, New Hampshire

**A5**

11/13/2023  
 McHA: RD / MG  
 Scale: 1" = 10'-0"



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**LAFAYETTE MULTI-FAMILY**  
 2059 LAFAYETTE ROAD  
 PORTSMOUTH, NH 03801

**SOUTH ELEVATION (REAR)**  
 ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

**McHENRY ARCHITECTURE**  
 4 Market Street  
 Portsmouth, New Hampshire

**A6**

11/13/2023  
 McHA: RD / MG  
 Scale: 1" = 10'-0"



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**LAFAYETTE MULTI-FAMILY**  
 2059 LAFAYETTE ROAD  
 PORTSMOUTH, NH 03801

**EAST ELEVATION**

ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

**McHENRY ARCHITECTURE**  
 4 Market Street  
 Portsmouth, New Hampshire

**A7**

11/13/2023  
 McHA: RD / MG  
 Scale: 1" = 10'-0"





© McHENRY ARCHITECTURE  
4 Market Street, Portsmouth, NH 03801

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**LAFAYETTE MULTI-FAMILY RENDERING FROM LAFAYETTE ROAD**

2059 LAFAYETTE ROAD  
PORTSMOUTH, NH 03801

ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

**McHENRY ARCHITECTURE**

4 Market Street  
Portsmouth, New Hampshire

**A8**

11/13/2023  
McHA: EW / RD  
NOT TO SCALE





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4 Market Street, Portsmouth, NH 03801

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**LAFAYETTE MULTI-FAMILY**  
2059 LAFAYETTE ROAD  
PORTSMOUTH, NH 03801

**AERIAL RENDERING**

ZONING BOARD OF ADJUSTMENT - DECEMBER 2023

**McHENRY ARCHITECTURE**  
4 Market Street  
Portsmouth, New Hampshire

**A9**

11/13/2023  
McHA: EW / RD  
NOT TO SCALE