

G-5088-01
May 4, 2023

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

Re: **Preliminary Conceptual Consultation
505 U.S. Route 1 Bypass - Proposed Redevelopment**

Dear Chairman Chellman:

On behalf of Giri Hotel Management (owner/applicant) we are pleased to submit one (1) set of hard copies and one electronic file (.pdf) of the following information to support a request for a Preliminary Conceptual Consultation for the above referenced project:

- Conceptual Site Plan, dated May 2, 2023;
- Conceptual Aerial Overlay Exhibit, dated May 2, 2023;
- Owners Authorization, dated May 4, 2023

The proposed project is located at 505 U.S. Route 1 Bypass which is identified as Map 234 Lot 5 on the City of Portsmouth Tax Maps and currently consists of a 56-room motel with associated parking. This parcel of land is located in the General Business district and is bound to the north by Coakley Road, the east by U.S. Route 1 Bypass and south & west by Hodgson Brook.

The proposed project consists of the demolition of the existing motel and the construction of a 5-story, 122-key hotel (Cambria) with first floor parking and a 1-story fast food restaurant/coffee shop with an accessory drive-through (Starbucks). The project will include associated site improvements such parking, pedestrian access, utilities, stormwater management, lighting and landscaping.

The project will include two (2) driveways off Coakley Road. The main driveway will be a two-way access that is approximately 400 feet west of the Coakley Road/Route 1 Bypass intersection and will reduce the width of a large curb cut that exists there today. The secondary driveway will be a one-way exit only that will utilize an existing curb at the north corner of the property. An existing curb cut on Route 1 Bypass and an existing curb cut on Coakley Road are eliminated as part of this concept design.

As currently conceptually designed, this project would require Conditional Use Permits (CUP) from the Planning Board for improvements within the 100-foot wetland buffer, for a reduction in required parking and for a drive-through as accessory use. As depicted on the Conceptual Site Plan, the project will also require a special exception for the hotel-use and variances from the Zoning Board of Adjustment (ZBA) for the location of the parking, drive-through lane and dumpsters. As such, we are seeking to first meet with the Planning Board for initial feedback on the concept prior to submitting formal applications to the ZBA for relief.

This property has unique site constraints in that it is a corner lot bound by two streets to the front and Hodgson Brook to the rear. The project team feels the relief that would be sought for this concept will be reasonable requests given the site's existing condition and the significant environmental benefit the project will provide for Hodgson Brook.



The proposed parking and buildings have been situated in a manner such that all impervious surface will be removed within at 25-feet of Hodgson Brook and all buildings will be removed within at 150-feet of Hodgson Brook. As noted above, the project will require a CUP from the Planning Board for a reduction in the parking requirement through use of a parking demand analysis. Per the City of Portsmouth zoning, this concept would require 177 parking spaces. Utilizing data from the the Institute of Transportation Engineers (ITE) Parking Generation Manual for a preliminary parking demand analysis, the average peak parking demand for this conceptual program is 111 spaces where 115 are provided in this concept. This reduction in the parking required will not only eliminate unnecessary impervious surface but also will be beneficial for the implementation of buffer improvements along Hodgson Brook.

Overall, this concept will reduce impervious surface within the 100-foot buffer by approximately 12,500 SF and will enhance water quality with the addition of stormwater treatment practices that do not currently exist on the site. In addition to removing pavement that goes right up to the edge of the brook, the concept identifies opportunities for buffer enhancement along the brook.

As per Section 2.4.2.1 of the Site Plan Regulations, the proposed project is required to meet with the Planning Board for Preliminary Conceptual Consultation Phase. Thus, the applicant respectfully requests to be placed on the May 18, 2023, Planning Board meeting agenda for the Preliminary Conceptual Consultation Phase.

If you have any questions or need any additional information, please contact me by phone at (603) 433-8818 or by email at pmcrimmins@tighebond.com.

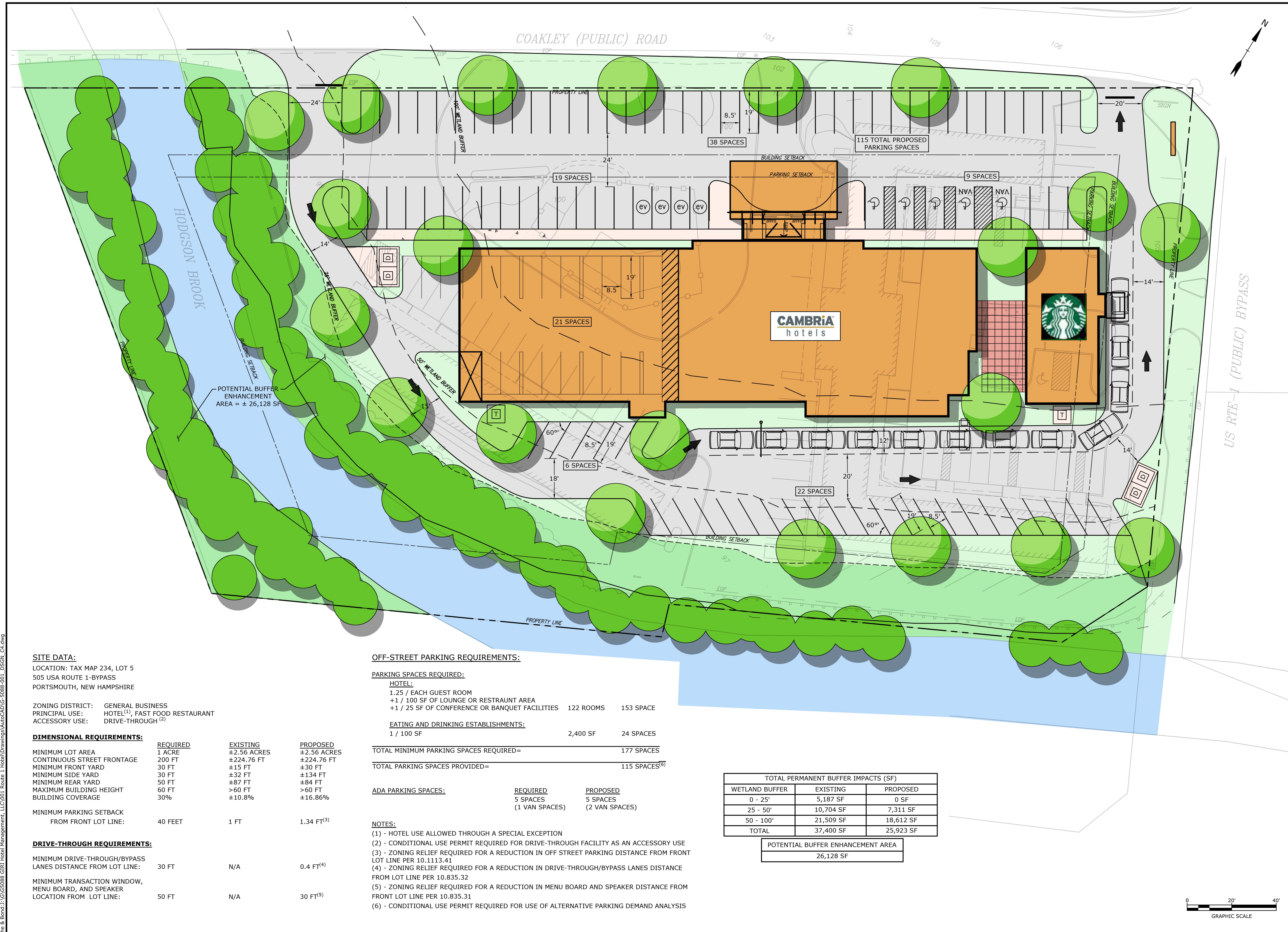
Sincerely,

TIGHE & BOND, INC.



Patrick M. Crimmins, PE
Vice President

Copy: Giri Hotel Management
Bosen & Associates



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CAMBRIA HOTEL

GIRI HOTEL MANAGEMENT, LLC

505 USA ROUTE 1-BYPASS
PORTSMOUTH, NH

SITE DATA:

LOCATION: TAX MAP 234, LOT 5
505 USA ROUTE 1-BYPASS
PORTSMOUTH, NEW HAMPSHIRE

ZONING DISTRICT: GENERAL BUSINESS
PRINCIPAL USE: HOTEL⁽¹⁾, FAST FOOD RESTAURANT
ACCESSORY USE: DRIVE-THROUGH⁽²⁾

DIMENSIONAL REQUIREMENTS:

	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT AREA	1 ACRE	±2.56 ACRES	±2.56 ACRES
CONTINUOUS STREET FRONTAGE	200 FT	±224.76 FT	±224.76 FT
MINIMUM FRONT YARD	30 FT	±15 FT	±30 FT
MINIMUM SIDE YARD	30 FT	±32 FT	±134 FT
MINIMUM REAR YARD	50 FT	±87 FT	±84 FT
MAXIMUM BUILDING HEIGHT	60 FT	>60 FT	>60 FT
BUILDING COVERAGE	30%	±10.8%	±16.86%
MINIMUM PARKING SETBACK FROM FRONT LOT LINE:	40 FEET	1 FT	1.34 FT ⁽³⁾

DRIVE-THROUGH REQUIREMENTS:

MINIMUM DRIVE-THROUGH/BYPASS LANES DISTANCE FROM LOT LINE:	30 FT	N/A	0.4 FT ⁽⁴⁾
MINIMUM TRANSACTION WINDOW, MENU BOARD, AND SPEAKER LOCATION FROM LOT LINE:	50 FT	N/A	30 FT ⁽⁵⁾

OFF-STREET PARKING REQUIREMENTS:

PARKING SPACES REQUIRED:

HOTEL:			
1.25 / EACH GUEST ROOM			
+1 / 100 SF OF LOUNGE OR RESTAURANT AREA			
+1 / 25 SF OF CONFERENCE OR BANQUET FACILITIES	122 ROOMS	153 SPACE	

EATING AND DRINKING ESTABLISHMENTS:			
1 / 100 SF	2,400 SF	24 SPACES	

TOTAL MINIMUM PARKING SPACES REQUIRED= 177 SPACES

TOTAL PARKING SPACES PROVIDED= 115 SPACES⁽⁶⁾

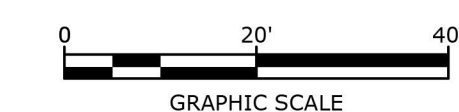
ADA PARKING SPACES:	REQUIRED	PROPOSED
	5 SPACES (1 VAN SPACES)	5 SPACES (2 VAN SPACES)

NOTES:

- (1) - HOTEL USE ALLOWED THROUGH A SPECIAL EXCEPTION
- (2) - CONDITIONAL USE PERMIT REQUIRED FOR DRIVE-THROUGH FACILITY AS AN ACCESSORY USE
- (3) - ZONING RELIEF REQUIRED FOR A REDUCTION IN OFF STREET PARKING DISTANCE FROM FRONT LOT LINE PER 10.1113.41
- (4) - ZONING RELIEF REQUIRED FOR A REDUCTION IN DRIVE-THROUGH/BYPASS LANES DISTANCE FROM LOT LINE PER 10.835.32
- (5) - ZONING RELIEF REQUIRED FOR A REDUCTION IN MENU BOARD AND SPEAKER DISTANCE FROM FRONT LOT LINE PER 10.835.31
- (6) - CONDITIONAL USE PERMIT REQUIRED FOR USE OF ALTERNATIVE PARKING DEMAND ANALYSIS

TOTAL PERMANENT BUFFER IMPACTS (SF)		
WETLAND BUFFER	EXISTING	PROPOSED
0 - 25'	5,187 SF	0 SF
25 - 50'	10,704 SF	7,311 SF
50 - 100'	21,509 SF	18,612 SF
TOTAL	37,400 SF	25,923 SF

POTENTIAL BUFFER ENHANCEMENT AREA
26,128 SF



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MARK	DATE	DESCRIPTION
PROJECT NO:	G5088-001	
DATE:	05/02/2023	
FILE:	G-5088-001_DSGN_C4.dwg	
DRAWN BY:	NHW/CJK	
DESIGNED/CHECKED BY:	NAH	
APPROVED BY:	PMC	

CONCEPTUAL SITE PLAN

SCALE: AS SHOWN

