

HOEFLE, PHOENIX, GORMLEY & ROBERTS, PLLC
ATTORNEYS AT LAW

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December 27, 2023

HAND DELIVERED

Stephanie Casella, Planner
Portsmouth City Hall
1 Junkins Avenue
Portsmouth, NH 03801

Re: Rigz Enterprises, LLC, Owner/Applicant
Project location: 822 Route 1 Bypass
Tax Map 160, Lot 29
Business District

Dear Ms. Casella & Zoning Board Members:

On behalf of Rigz Enterprises, LLC (“Rigz” or “Applicant”) we are pleased to submit the following in support of an application zoning relief:

- Digital Application submitted via Viewpoint today.
- Owner’s Authorization.
- 12/27/2023 – Memorandum and exhibits in support of Variance Application.

We look forward to presenting this application to the Zoning Board at its January 23, 2024 meeting.

Very truly yours,



R. Timothy Phoenix
Monica F. Kieser

Enclosure

cc: Rigz Enterprises, LLC
Ross Engineering, LLC (email)
Gleason Architects (email)

DANIEL C. HOEFLE	R. PETER TAYLOR	GREGORY D. ROBBINS	OF COUNSEL:
R. TIMOTHY PHOENIX	ALEC L. MCEACHERN	PETER V. DOYLE	SAMUEL R. REID
LAWRENCE B. GORMLEY	KEVIN M. BAUM	MONICA F. KIESER	JOHN AHLGREN
STEPHEN H. ROBERTS	JACOB J.B. MARVELLEY	STEPHANIE J. JOHNSON	

Monica Kieser

From: RICHARD RIGAZIO <rigazio4@comcast.net>
Sent: Wednesday, December 27, 2023 9:58 AM
To: Monica Kieser
Subject: 822 US RT 1 Bypass

You don't often get email from rigazio4@comcast.net. [Learn why this is important](#)

Monica,

On behalf of Rigz Enterprises, LLC, I authorize Hoefle, Phoenix, Gormley & Roberts, PLLC to represent me in all land use matters related 822 US Route 1 Bypass (Map 160, Lot 29).

Richard Rigazio, Member
Rigz Enterprises, LLC

MEMORANDUM

To: Portsmouth Zoning Board of Adjustment (“ZBA”)
From: R. Timothy Phoenix, Esq.
Monica F. Kieser, Esq.
Date: December 27, 2023
Re: Rigz Enterprises, LLC, Owner/Applicant
Project location: 822 Route 1 Bypass
Tax Map 160, Lot 29
Business District

Dear Chair Eldridge and Zoning Board Members:

On behalf of Rigz Enterprises, LLC (“Rigz” or “Applicant”) we are pleased to submit this memorandum and attached exhibits in support of zoning relief to be considered by the ZBA at its January 23, 2024 meeting.

I. EXHIBITS

- A. Plan Set – Ross Engineering, LLC.
 - Existing Conditions Plan
 - Site Plan
- B. Architectural Elevations
- C. Site Photographs.
- D. Tax Map 160.

II. PROPERTY/PROPOSAL

822 Route 1 Bypass is a 29,603 s.f. lot on the northbound side of the Bypass with 208.97 ft. of frontage on the Bypass and 65.14 ft. along Burkitt Street (“the Property”). The Property is located in the Business District and developed two curb cuts, an outdated 1,995 s.f. building and 8 parking spaces. The Property contains insufficient open space for today’s zoning requirements. Motorists frequently traverse the Property from Burkitt Street to easily access the Bypass. The southwest abutter, also accesses the Bypass over the Property.

For many years, the Property was used as a gas station and convenience store. Rigz purchased the Property in August of 2022, removed the pumps and underground gas tanks, and ceased operations. Rigz will establish a new convenience store with an expansion of the existing building and addition/reconfiguration of parking (“the Project”). The proposed parking spaces must accommodate the traffic flow on the Property. Accordingly, 7 of the 18 proposed spaces are in the 20 ft. front yard setback requiring a variance.

III. RELIEF REQUIRED

- 1) **PZO §10.1113.20 – Location of Parking Facilities** – to permit parking between the principal building and the Street.
- 2) **PZO §10.1113.40 – Setback from Lot Lines** – to permit 7 parking spaces in the front yard setback.

IV. VARIANCE REQUIREMENTS

1. **The variance will not be contrary to the public interest**
2. **The spirit of the ordinances observed**

The first step in the ZBA's analysis is to determine whether granting a variance is not contrary to the public interest and is consistent with the spirit and intent of the ordinance, considered together pursuant to Malachy Glen Associates, Inc v. Town of Chichester, 155 NH 102 (2007) and its progeny. Upon examination, it must be determined whether granting a variance "would unduly and to a marked degree conflict with the ordinance such that it violates the ordinances basic zoning objectives." Id. "Mere conflict with the ordinance is not enough." Id.

The Portsmouth Zoning Ordinance (PZO§10.121) was enacted for the general purpose of promoting the health, safety and welfare in accordance with the Master plan by regulating:

1. **The use of land, buildings and structures for business, industrial, residential and other purposes** – The Property is located on the Route 1 Bypass in the Business District and contains an outdated building most recently used as a gas station/convenience store. The renovated and expanded building will support a permitted retail use.
2. **The intensity of land use, including lot sizes, building coverage, building height and bulk, yards and open space** – The expanded building complies with all dimensional requirements and the overall open space will slightly increase to 15.6%, conforming to the zoning requirements.
3. **The design of facilities for vehicular access, circulation, parking and loading** – The Project includes the required parking spaces in locations which preserves existing accessways to and from Lot 43 and Burkitt Street.
4. **The impacts on properties of outdoor lighting, noise, vibration, stormwater runoff and flooding** – The use is permitted and the Project increases open space and retains the existing stockade fence and vegetation, screening the abutting residential lots. A drain line which runs under building will be relocated. Other impacts of the expansion will be reviewed by the Planning Board.
5. **The preservation and enhancement of the visual environment** – The parking space includes expanded landscaped curbing at the front of the lot and the renovated building will improve the façade of the Property compared to existing conditions.
6. **The preservation of historic districts buildings and structures of historic or architectural interest** – The Property is not in the historic district and the existing building is of no architectural interest.

7. The protection of natural resources, including groundwater, surface water, wetlands, wildlife habitat and air quality – There are no nearby natural resources. Existing vegetation will be retained and expanded, landscaped curbing will bound the parking spaces in the front setback will be property will be served by municipal water and sewer. The proposed landscaping and preserved wooded area to the rear (approximately one-third of the area) will protect natural resources.

The variances are required because available parking spaces are limited by the Property's configuration, location of the existing building, access from Burkitt, and access to and from Lot 43. Parking spaces within the front setback are also located on other Bypass properties. Clearly, granting the variances does not "in a marked degree conflict with the ordinance such that it violates the ordinance's basic zoning objectives." Malachy Glen, supra, the New Hampshire Supreme Court also held:

One way to ascertain whether granting the variance would violate basic zoning objectives is to examine whether it would alter the essential character of the locality. Another approach to [determine] whether granting the variance violates basic zoning objectives is to examine whether granting the variance would threaten the public health, safety or welfare. (Emphasis Added)

The Property is located in the Business District on the Route 1 Bypass among other commercial uses, some of which also have parking in their respective front yard setbacks. Here, the location of the 7 spaces and the distance from the lot line to the traveled portion of the road allow sufficient sight lines. Accordingly, granting the variances for parking spaces in between the building and the road, and approving 7 spaces within the front yard setback will neither alter the essential character of the locality nor threaten the public health safety or welfare.

3. Substantial justice will be done by granting the variance.

If "there is no benefit to the public that would outweigh the hardship to the applicant" this factor is satisfied. Harborside Associates, L.P. v. Parade Residence Hotel, LLC, 162 N.H. 508 (2011). That is, "any loss to the [applicant] that is not outweighed by a gain to the general public is an injustice." Malachy Glen, supra at 109.

Rigz is constitutionally entitled to the use of the lot as he sees fit, including the expansion, renovation, and site improvements, subject only to the effect of the Project on the parking requirements. "The right to use and enjoy one's property is a fundamental right protected by both the State and Federal Constitutions." N.H. CONST. pt. I, arts. 2, 12; U.S. CONST. amends. V, XIV; Town of Chesterfield v. Brooks, 126 N.H. 64 (1985) at 68. Part I,

Article 12 of the New Hampshire Constitution provides in part that “no part of a man's property shall be taken from him, or applied to public uses, without his own consent, or that of the representative body of the people.” Thus, our State Constitutional protections limit the police power of the State and its municipalities in their regulation of the use of property. L. Grossman & Sons, Inc. v. Town of Gilford, 118 N.H. 480, 482 (1978). “Property” in the constitutional sense has been interpreted to mean not the tangible property itself, *but rather the right to possess, use, enjoy and dispose of it*. Burrows v. City of Keene, 121 N.H. 590, 597 (1981) (emphasis added).

The Supreme Court has also held that zoning ordinances must be reasonable, not arbitrary and must rest upon some ground of difference having fair and substantial relation to the object of the regulation. Simplex Technologies, Inc. v. Town of Newington, 145 N.H. 727, 731 (2001); Chesterfield at 69.

Rigz reasonably seeks to expand and renovate the existing outdated structure to house a permitted business. Because the goals of the zoning ordinance to protect sight lines and reduce traffic conflicts and are all met by the Project, the public will not benefit from denying the variances. Denial of any variance, however, greatly harms Rigz who will be unable to reasonably improve the Property with an expanded building for its business. Accordingly, the loss to the applicant from denial of the variance far exceeds any gain to the public from such denial.

4. Granting the variances will not diminish surrounding property values

The proposed use is entirely permitted and retains a buffer to the abutting residential properties. Allowing parking spaces to be sited in front of the principal building, and permitting 7 parking spaces in the front yard will have no impact on the value of surrounding properties.

5. Denial of the variances results in an unnecessary hardship

a. Special conditions distinguish the property/project from others in the area-

The Property is currently developed with an existing building, dictating the location of any addition. The residential lots behind the Property are entitled to a 50 ft. buffer between the lot line and commercial off street parking, access lanes, or vehicular maneuvering. PZO §10.1113.31. Finally, the Property is burdened by existing traffic into and out of Lot 43 and in and out of Burkitt Street. These factors combine to create special conditions.

- b. No fair and substantial relationship exists between the general public purposes of the ordinance and its specific application in this instance.

Requirements relating to parking space location are designed to preserve the character of the area, maintain sightlines, and reduce traffic conflicts. The Property is located in the Business Zone and seeks to establish a permitted use in a newly expanded and improved building. The parking spaces located in front of the building prevent vehicular circulation near the abutting residential properties, while the expanded landscaped curbing provides a delineated area for 7 spaces. Relatively few spaces in the front setback, and the distance to the traveled portion of the road maintains sightlines for those existing the Property. Accordingly, there is no fair and substantial relationship between the purposes of the requirement and its application to the Project.

- c. The proposed use is reasonable.

If the use is permitted, it is deemed reasonable. Vigeant v. Hudson, 151 NH 747 (2005). The proposal is a permitted commercial use supported by adequate parking. Accordingly, this prong of the hardship criteria is satisfied and denial would result in an unnecessary hardship to Rigz.

V. CONCLUSION

For all of the reasons herein stated, Rigz respectfully requests that the Portsmouth Zoning of Adjustment grant the requested variances.

Respectfully submitted,

Rigz Enterprises, LLC

By:



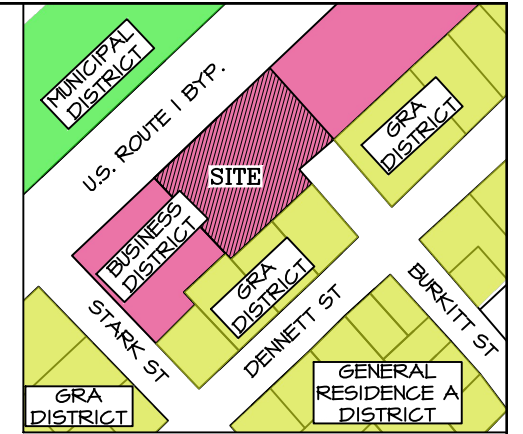
R. Timothy Phoenix, Esq.
Monica F. Kieser, Esq.

LEGEND

- ◆ MONUMENT TO BE SET
- ⊙ MONUMENT FOUND
- ⊕ UTILITY POLE
- 6' STOCKADE FENCE
- GRANITE CURB
- ⊗ LIGHT POLE
- ⊕ DRAIN MANHOLE
- ⊕ SEWER MANHOLE
- CATCH BASIN
- WATER LINE
- GAS LINE
- SEWER LINE
- DRAIN LINE

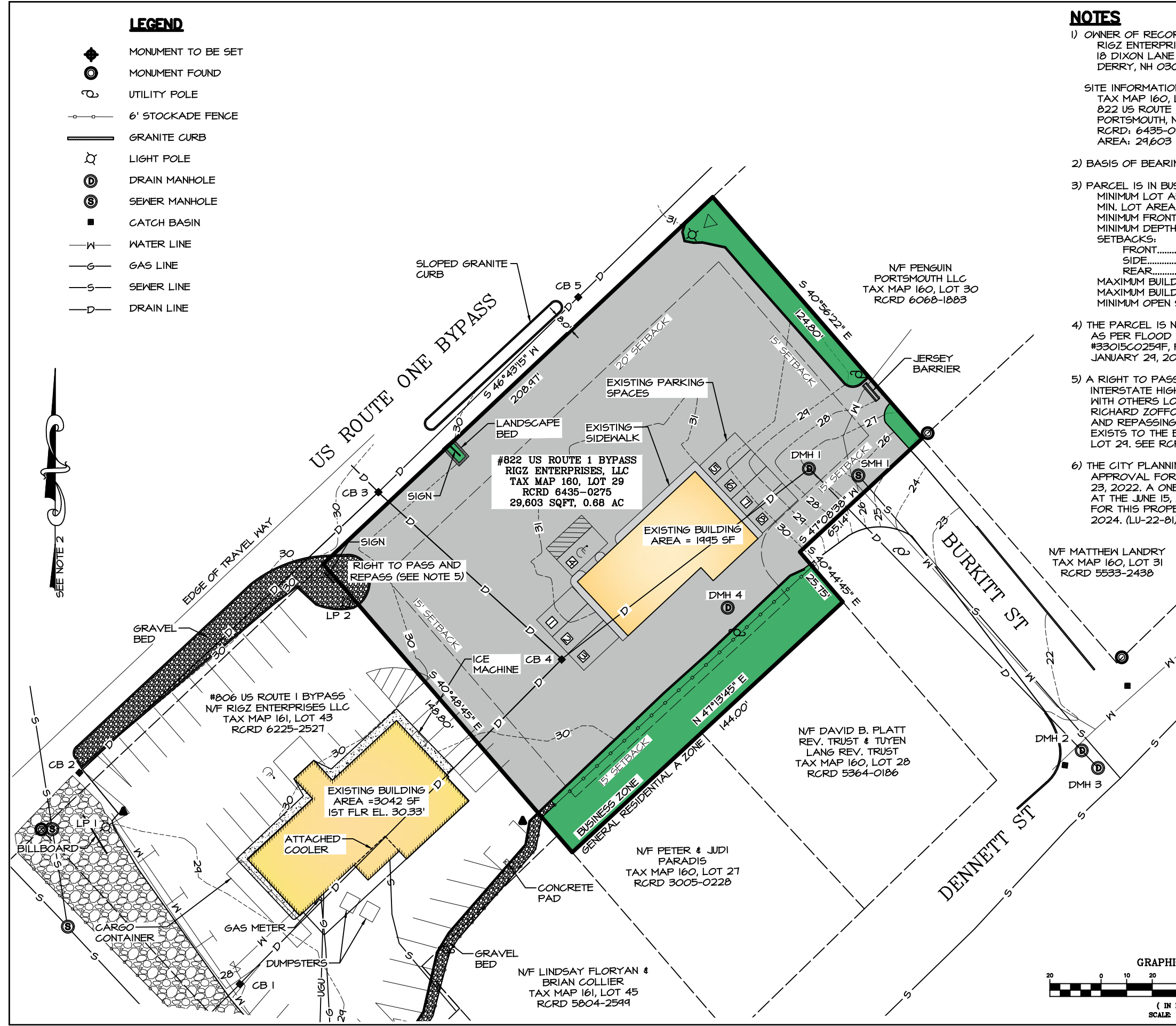
NOTES

- 1) OWNER OF RECORD:
RIGZ ENTERPRISES, LLC
18 DIXON LANE
DERRY, NH 03038
- SITE INFORMATION:
TAX MAP 160, LOT 29
822 US ROUTE 1 BYPASS
PORTSMOUTH, NH 03801
RCRD: 6435-0275
AREA: 29,603 SF, 0.68 ACRES
- 2) BASIS OF BEARING HELD FROM PLAN REFERENCE #1.
- 3) PARCEL IS IN BUSINESS ZONE (B):
MINIMUM LOT AREA.....20,000 SF
MIN. LOT AREA PER DWELLING UNIT.....2,500 SF
MINIMUM FRONTAGE.....100 FT
MINIMUM DEPTH.....80 FT
SETBACKS:
FRONT.....20 FT
SIDE.....15 FT
REAR.....15 FT
MAXIMUM BUILDING HEIGHT.....50 FT
MAXIMUM BUILDING COVERAGE.....35%
MINIMUM OPEN SPACE.....15%
- 4) THE PARCEL IS NOT WITHIN A FEMA FLOOD ZONE,
AS PER FLOOD INSURANCE RATE MAP
#33015C0254F, PANEL 254 OF 681, DATED
JANUARY 29, 2021. VERTICAL DATUM IS NAVD 1988.
- 5) A RIGHT TO PASS AND REPASS FROM THE
INTERSTATE HIGHWAY USING THE EXITS IN COMMON
WITH OTHERS LOCATED ON LAND FORMERLY OF D.
RICHARD ZOFFOLI FOR PURPOSES OF PASSING
AND REPASSING TO THE INTERSTATE HIGHWAY
EXISTS TO THE BENEFIT OF LOT 43 OVER LAND OF
LOT 29. SEE RCRD 2781-1490.
- 6) THE CITY PLANNING BOARD GRANTED SITE PLAN
APPROVAL FOR #806 US ROUTE 1 BYPASS ON JUNE
23, 2022. A ONE YEAR EXTENSION WAS GRANTED
AT THE JUNE 15, 2023 PLANNING BOARD MEETING
FOR THIS PROPERTY, WHICH WILL EXPIRE JUNE 23,
2024. (LU-22-81)



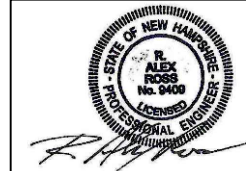
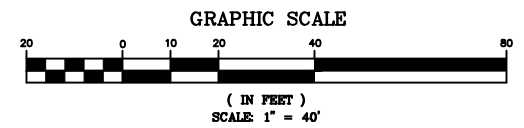
**LOCUS PLAN
N.T.S.**

EXHIBIT A



REFERENCE PLANS

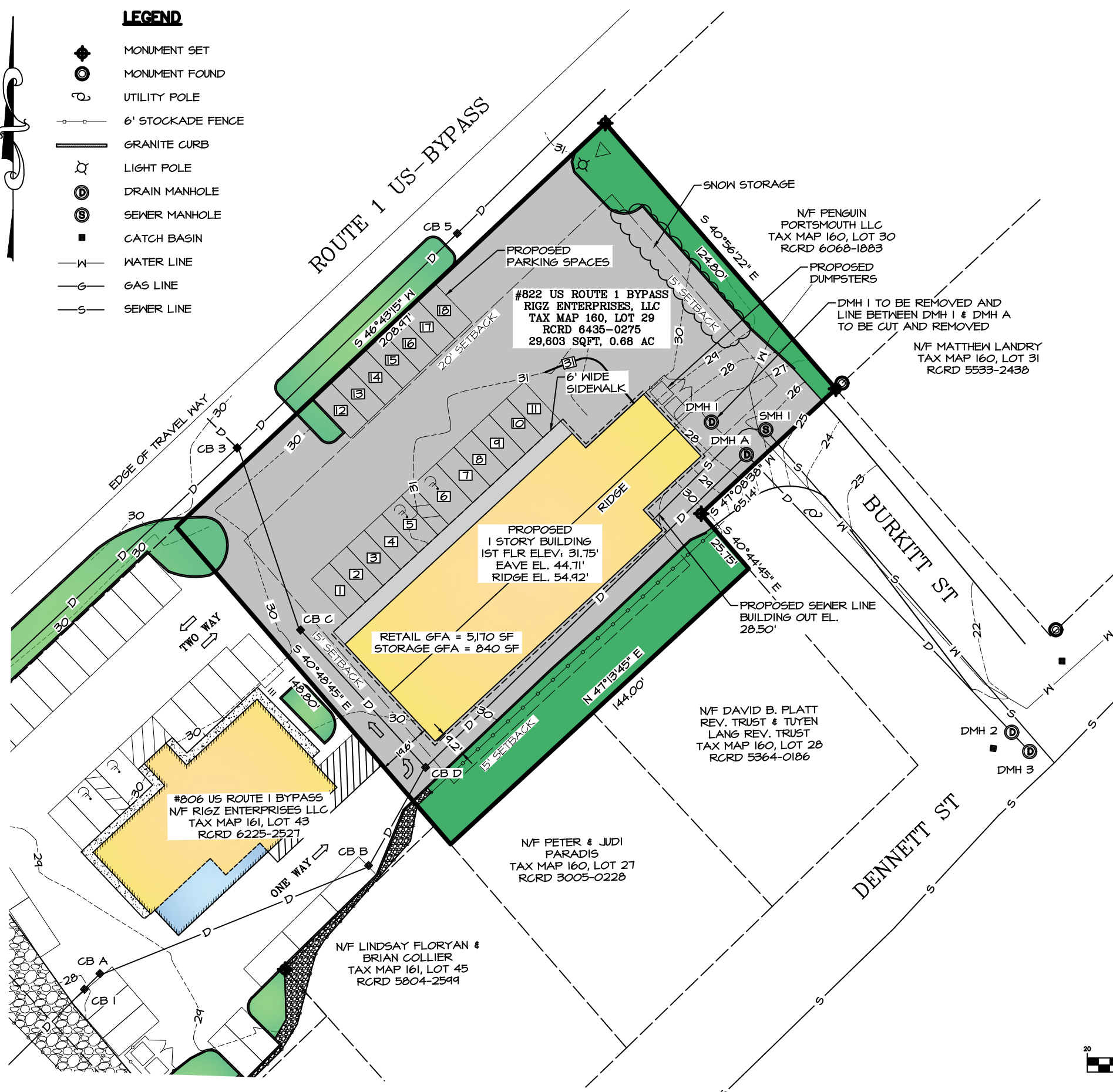
- 1) "MAINE-NEW HAMPSHIRE INTERSTATE BRIDGE AUTHORITY PISCATAQUA RIVER BRIDGE" BY MOULTON ENGINEERING CO. DATED AUGUST 1954.
- 2) "SITE PLAN FOR HENRY S. DUTKOWSKI MOMMA D'S CASA DI PASTA, 806 US ROUTE 1 BYPASS & STARK STREET" BY MILLETTE, SPRAGUE & COLWELL, INC. DATED JULY 15, 2004.
- 3) "CONDOMINIUM SITE PLAN PREPARED FOR SOLANO GROUP LLC DENNETT STREET CORNER CONDOMINIUMS" BY ATLANTIC SURVEY CO, INC. DATED APRIL, 2014. RCRD D-38341



2	12/27/2023	ZBA SUBMITAL
1	10/20/2023	PRELIMINARY
ISS.	DATE	DESCRIPTION OF ISSUE
SCALE	1" = 40'	
CHECKED	A.ROSS	
TRAVN	D.D.D.	
CHECKED		
ROSS ENGINEERING, LLC		
Civil/Structural Engineering & Surveying 909 Islington St. Portsmouth, NH 03801 (603) 433-7560		
CLIENT	RIGZ ENTERPRISES LLC 18 DIXON LANE DERRY, NH 03038	
TITLE	EXISTING CONDITIONS PLAN	
822 US ROUTE 1 BYPASS PORTSMOUTH, NH 03801 TAX MAP 160, LOT 29		
JOB NUMBER	DWG. NO.	ISSUE
23-010	1 OF 2	2

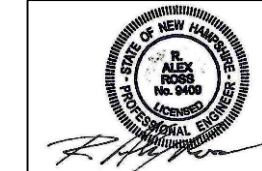
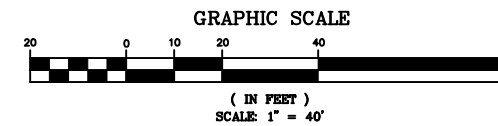
LEGEND

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- MONUMENT FOUND
- ⊕ UTILITY POLE
- 6' STOCKADE FENCE
- GRANITE CURB
- ⊙ LIGHT POLE
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MINIMUM DEPTH.....80 FT
SETBACKS:
FRONT.....20 FT
SIDE.....15 FT
REAR.....15 FT
MAXIMUM BUILDING HEIGHT.....50 FT
MAXIMUM BUILDING COVERAGE.....35%
MINIMUM OPEN SPACE.....15%
- 3) COVERAGES:
BUILDING COVERAGE
EXISTING BUILDING COVERAGE
BUILDING.....1995 SF
EXISTING STRUCTURE.....1995 SF
BUILDING COVERAGE 1,995 / 29,603 = 6.7%
PROPOSED BUILDING COVERAGE
BUILDING.....6010 SF
PROPOSED STRUCTURE.....6010 SF
BUILDING COVERAGE 6010/29603 = 20.3%
- OPEN SPACE**
EXISTING OPEN SPACE
BUILDING COVERAGE.....1,995 SF
ASPHALT.....22,877 SF
SIDEWALK.....331 SF
RETAINING WALL.....26 SF
GRANITE CURB.....127 SF
TOTAL LOT COVERAGE.....25,356 SF
EXISTING OPEN SPACE = 29603-25356 = 4247 SF
EXISTING OPEN SPACE = 4247 / 29603 = 14.3%
PROPOSED OPEN SPACE
BUILDING COVERAGE.....6,010 SF
ASPHALT DRIVEWAY.....18,143 SF
SIDEWALK.....660 SF
GRANITE CURB.....183 SF
TOTAL LOT COVERAGE.....24,996 SF
PROPOSED OPEN SPACE = 29603-24996 = 4607 SF
PROPOSED OPEN SPACE = 4607 / 29603 = 15.6%
- 4) PARKING REQUIREMENTS
PARKING SPACES
AS PER PORTSMOUTH ZONING ORDINANCE 10.1112.321,
PARKING SPACES FOR RETAIL USE SHALL BE 1 SPACE
PER 300 SF OF GROSS FLOOR AREA.
5,170 SF GFA x 1 SPACE/300 GFA = 17.2 = 18 SPACES
18 SPACES REQUIRED
18 SPACES PROVIDED
PARKING SETBACKS
AS PER PORTSMOUTH ZONING ORDINANCE 10.1113.40
OFF-STREET PARKING AREAS, ACCESSWAYS,
MANEUVERING AREAS AND TRAFFIC AISLES SERVING
USES IN A BUSINESS DISTRICT SHALL BE AS FOLLOWS
FRONT PARKING SETBACK.....20 FEET
- 5) THIS SITE PLAN SHALL BE RECORDED IN THE
ROCKINGHAM COUNTY REGISTRY OF DEEDS.
- 6) ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL
BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE
WITH THE PLAN BY THE PROPERTY OWNER AND ALL
FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE
MADE TO THIS SITE PLAN WITHOUT THE EXPRESS
APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.
- 7) AS PER THE PORTSMOUTH ZONING
ORDINANCE THE GRADE PLANE SHALL
BE THE FINISHED GRADE LEVEL
ADJOINING THE BUILDING AT ALL
EXTERIOR WALLS. WHEN THE FINISHED
GROUND LEVEL SLOPES AWAY FROM
EXTERIOR WALLS, THE REFERENCE
PLANE SHALL BE ESTABLISHED BY THE
LOWEST POINTS WITHIN THE AREA
BETWEEN THE BUILDING AND THE LOT
LINE, OR WHEN THE LOT LINE IS MORE
THAN 6 FEET FROM THE BUILDING,
BETWEEN THE BUILDING AND A POINT 6
FEET FROM THE BUILDING. THE GRADE
PLANE WAS FOUND TO BE 29.90'
- 8) BUILDING HEIGHT FOR A PITCHED, HIP,
OR GAMBREL ROOF IS CALCULATED
AS THE VERTICAL MEASUREMENT FROM
THE GRADE PLANE TO THE MIDWAY
POINT BETWEEN THE LEVEL OF THE
EAVES AND THE HIGHEST POINT ON
THE ROOF RIDGE AS PER PORTSMOUTH
ZONING ORDINANCE. THE LEVEL OF
THE EAVES IS 44.71'. THE HIGHEST
RIDGE IS 54.92'. THE MIDPOINT IS
49.82'.
- 9) THE BUILDING HEIGHT WAS DETERMINED
TO BE 19.92' USING A MIDPOINT HEIGHT
OF 49.82' AND A GRADE PLANE OF
29.90'.
- 10) SITE CONDITIONS SHOWN ON LOT 43
ARE PROPOSED.



2	12/27/2023	ZBA SUBMITAL	
1	10/20/2023	PRELIMINARY	
ISS.	DATE	DESCRIPTION OF ISSUE	
SCALE	1" = 40'		
CHECKED	A.ROSS		
TRAVN	D.D.D.		
CHECKED			
ROSS ENGINEERING, LLC Civil/Structural Engineering & Surveying 909 Islington St. Portsmouth, NH 03801 (603) 433-7560			
CLIENT RIGZ ENTERPRISES LLC 18 DIXON LANE DERRY, NH 03038			
TITLE SITE PLAN			
822 US ROUTE 1 BYPASS PORTSMOUTH, NH 03801 TAX MAP 160, LOT 29			
JOB NUMBER	DWG. NO.	ISSUE	
23-010	2 OF 2	2	

THE CITY - BUILDING ONE

822 US ROUTE 1 BYPASS

PORTSMOUTH,, NEW HAMPSHIRE

Gleason Architects
P.O. BOX 596
STRATHAM, NH 03885



603 772-7370

INDEX TO DRAWINGS

ARCHITECTURAL

A1 - FOUNDATION PLAN, FIRST FLOOR PLAN, DETAILS AND DOOR SCHEDULE
A2 - ELEVATIONS, SECTION AND ROOF FRAMING PLAN

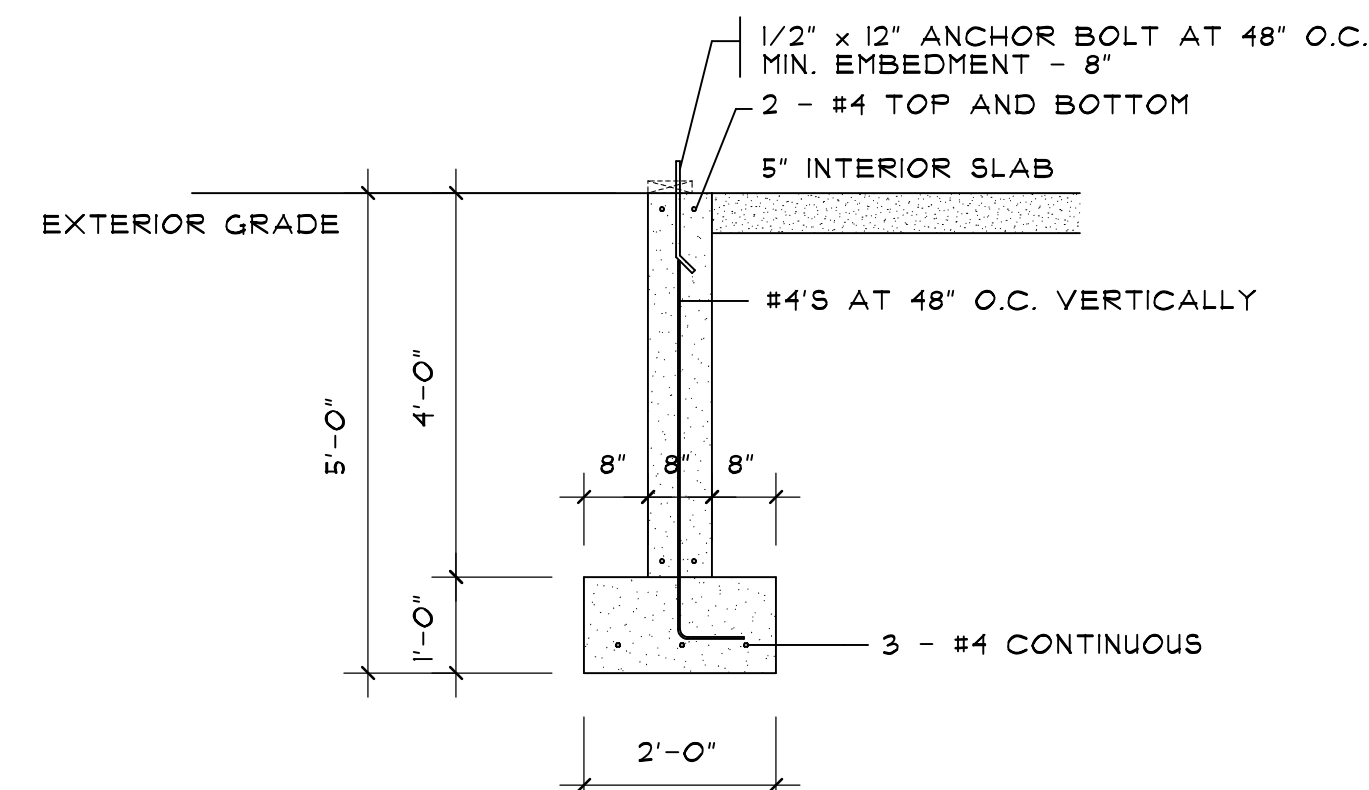
GENERAL NOTES

1. All work meets state, local and 2015 IBC Codes.
2. Contractor(s) must visit the job site prior to submitting a bid.
3. It is assumed the soil bearing capacity is 2000 psf or better.
4. Footings are to be placed on undisturbed soil, a minimum of one (1) foot below the frost line.
5. Provide 2" rigid insulation around the foundation perimeter to 4' below grade.
6. All wood on concrete is to be pressure treated lumber with sill seal and insulation.
7. Poured in place concrete is to be 3000 psi or better.
8. Concrete slabs are to have 6/6 10x10 w.w.f., 6 mil poly vapor barrier over 6" of crush stone or gravel, unless noted otherwise.
9. Use anchor bolts at 4'-0" on center on foundation walls.
10. Exterior walls are to be 2 x 6 wood studs, min. no. 2 grade, at 16" on center with lateral bracing, 1/2" gypsum board interior 1/2" sheathing exterior and "building wrap". The walls will have full batt insulation or equal.
11. Interior walls are to be 2 x 4 wood studs at 16" on center with 1/2" gypsum board each side.
12. All material used in the construction of this building will be new. No used or reconditioned material is permitted.
13. All interior finishes are to be determined by the contract with the owner.
14. Notify the architect immediately if conditions are different than indicated on the plans.
15. Any changes to these plans must be reviewed and approved by the owner(s) and the architect.
16. These drawings are prepared for the owner(s) to meet local and state codes. Any deficiencies must be noted and architect contacted to review those deficiencies.

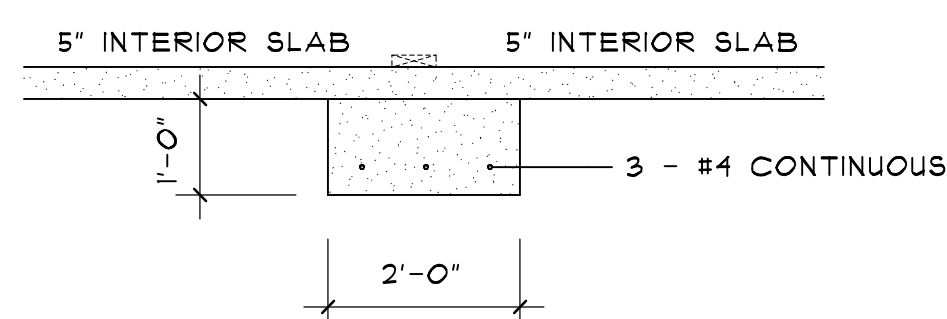
CODE REVIEW:

PROJECT: SINGLE STORY COMMERCIAL BUILDING - CONVENIENCE STORE
USE GROUP: MERCANTILE - M
TYPE OF CONSTRUCTION: 5B, WOOD FRAME, UNPROTECTED
HEIGHT - STORIES ALLOWED WITH SPRINKLER SYSTEM, BUILDING IS TWO STORY
BUILDING TO HAVE AN APPROVED SPRINKLER SYSTEM
AREA - 36,000 SF, SPRINKLERED, ACTUAL SQUARE FOOTAGE - 5480 SF
OCCUPANT LOAD - 5480 SF/40 SF PER PERSON - 92 PEOPLE (TABLE 1004.1.2
TABLE 1017.2 EXIT ACCESS TRAVEL DISTANCE - USE M, WITH SPRINKLER - 250 FEET

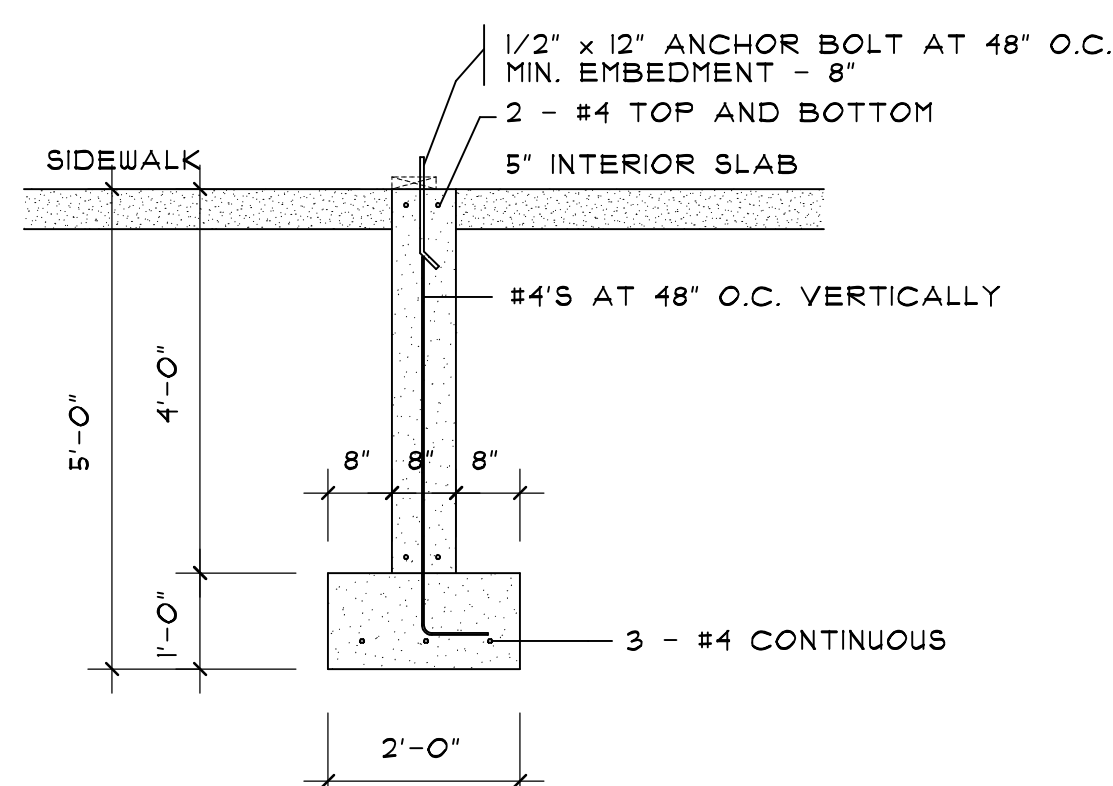
EXHIBIT B



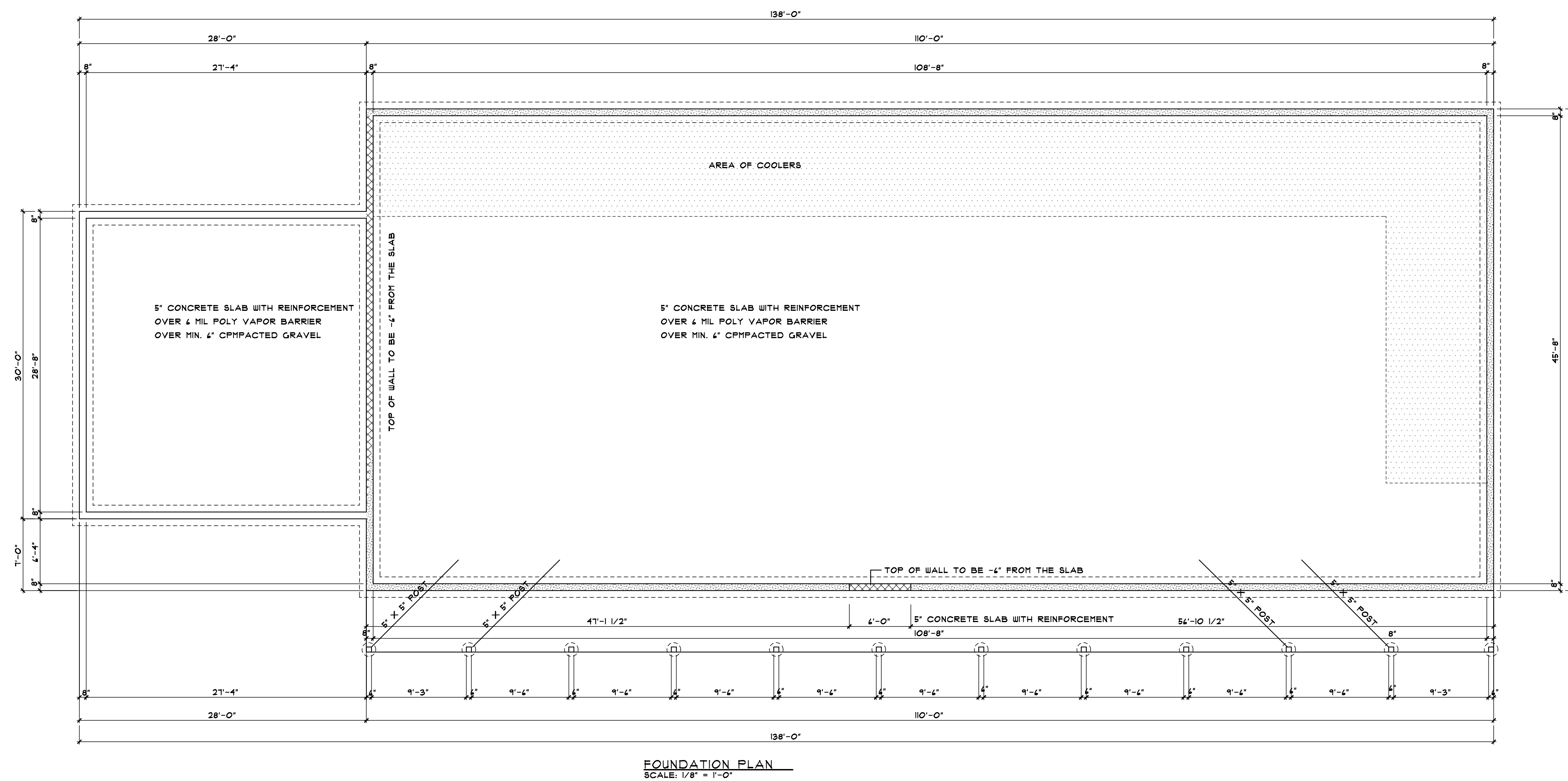
1 FOUNDATION SECTION
SCALE: 1/2" = 1'-0"



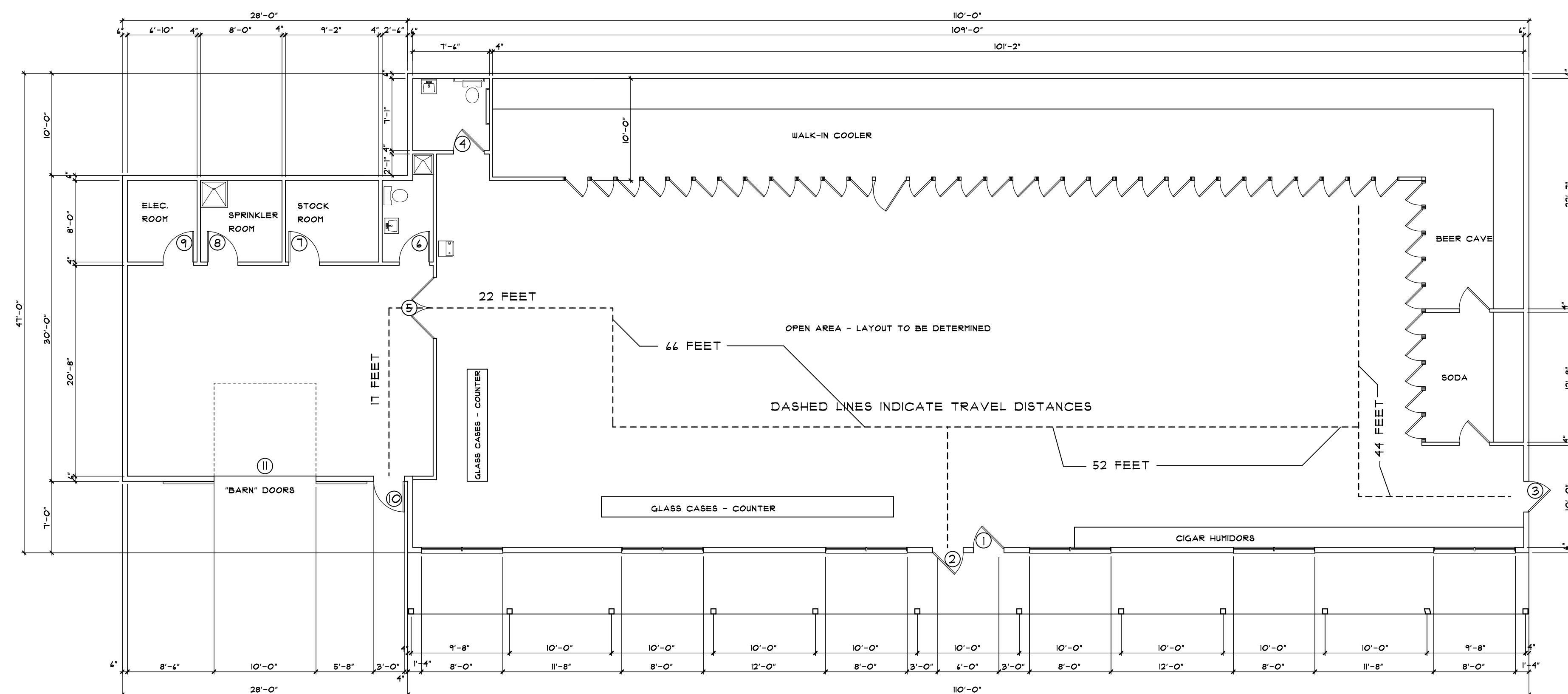
2 FOUNDATION SECTION
SCALE: 1/2" = 1'-0"



3 FOUNDATION SECTION
SCALE: 1/2" = 1'-0"



FOUNDATION PLAN
SCALE: 1/8" = 1'-0"



FLOOR PLAN
SCALE: 1/8" = 1'-0"

DOOR SCHEDULE

MARK	DOOR WIDTH	DOOR HEIGHT	REMARKS
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FIRST FLOOR

1.	3'-0"	7'-0"	AL./GLASS ENTRY DOOR
2.	3'-0"	7'-0"	AL./GLASS ENTRY DOOR
3.	3'-0"	6'-8"	HM DOOR HM FRAME
4.	3'-0"	6'-8"	SCWD DOOR HM FRAME SELF CLOSING
5.	FR. 3'-0"	6'-8"	DOUBLE ACTING IMPACT DOORS WITH KICK PLATES
6.	2'-6"	6'-8"	HM DOOR HM FRAME
7.	3'-0"	6'-8"	HM DOOR HM FRAME
8.	3'-0"	6'-8"	HM DOOR HM FRAME
9.	3'-0"	6'-8"	HM DOOR HM FRAME
10.	3'-0"	6'-8"	HM DOOR HM FRAME
11.	10'-0"	9'-0"	INSULATED OVERHEAD DOOR

NO.	DESCRIPTION OF REVISION	DATE

THE CITY - BUILDING ONE
822 US ROUTE 1 BYPASS
PORTSMOUTH, NEW HAMPSHIRE

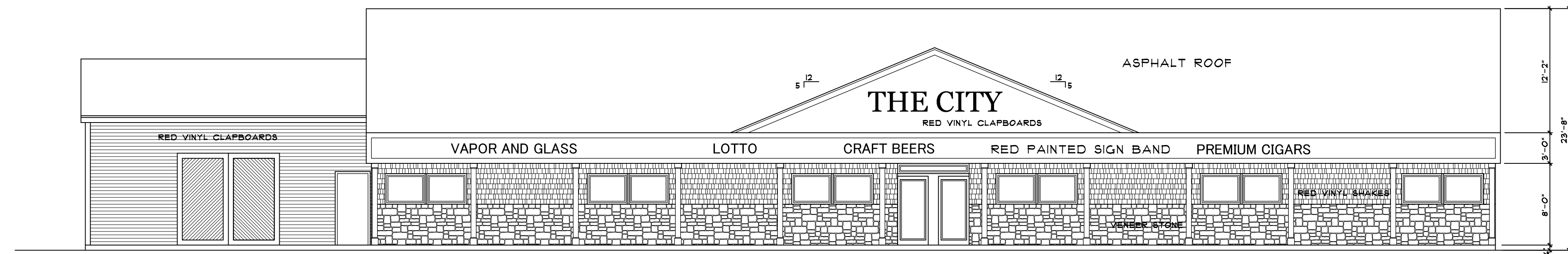
Gleason Architects
P.O. BOX 596
STRATHAM, NEW HAMPSHIRE 03885
603 772-7370



ARCHITECT

ENGINEER
DATE: 08/04/23
PROJECT NO. 202329
SHEET NO.

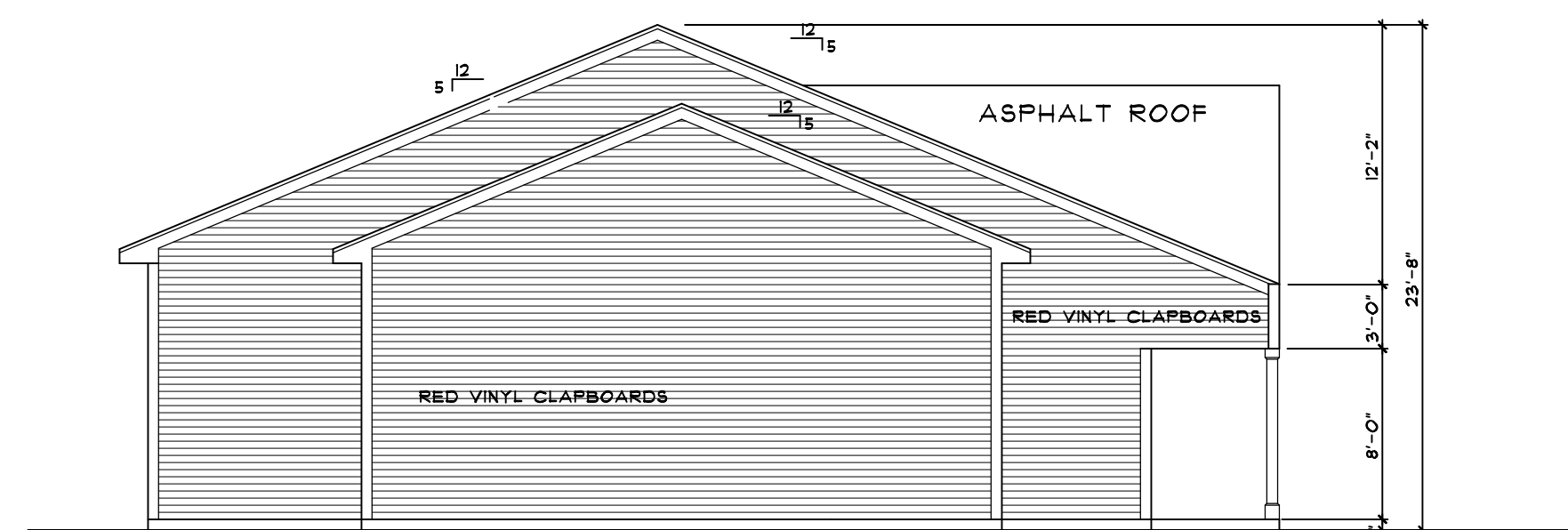
A-1
OF SHEETS



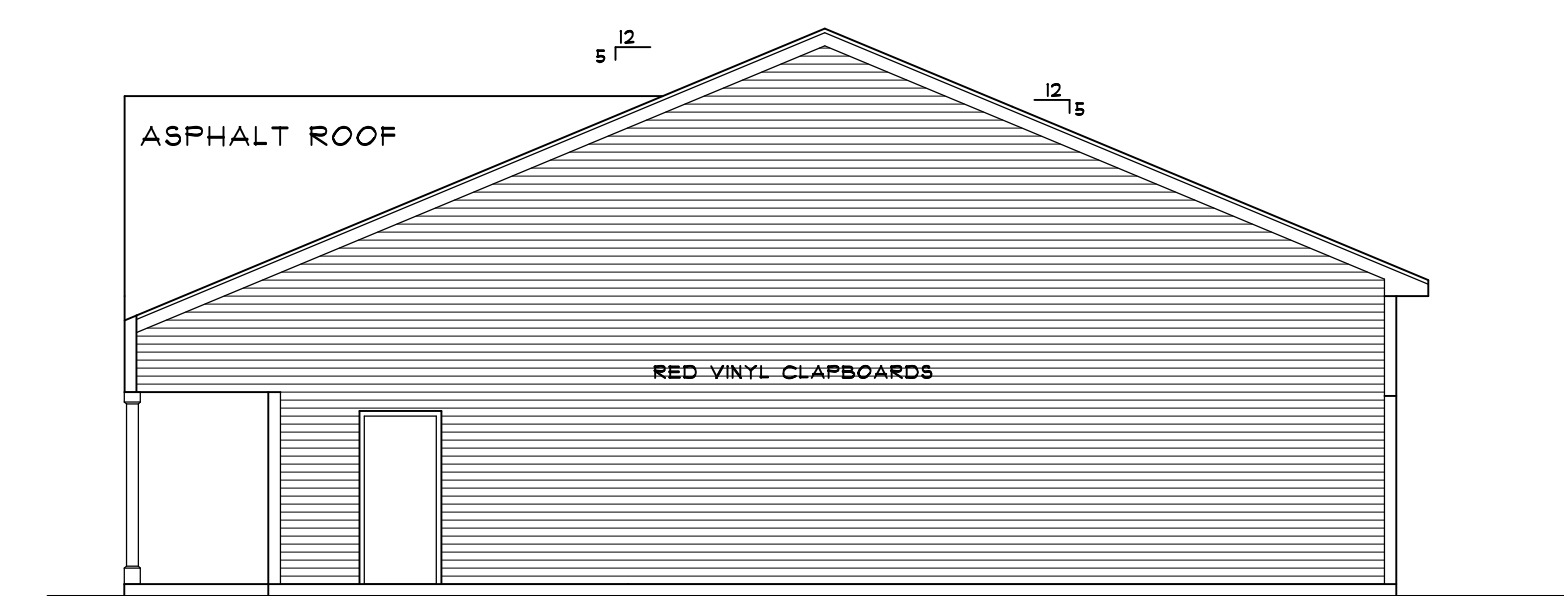
FRONT ELEVATION
SCALE: 1/8" = 1'-0"



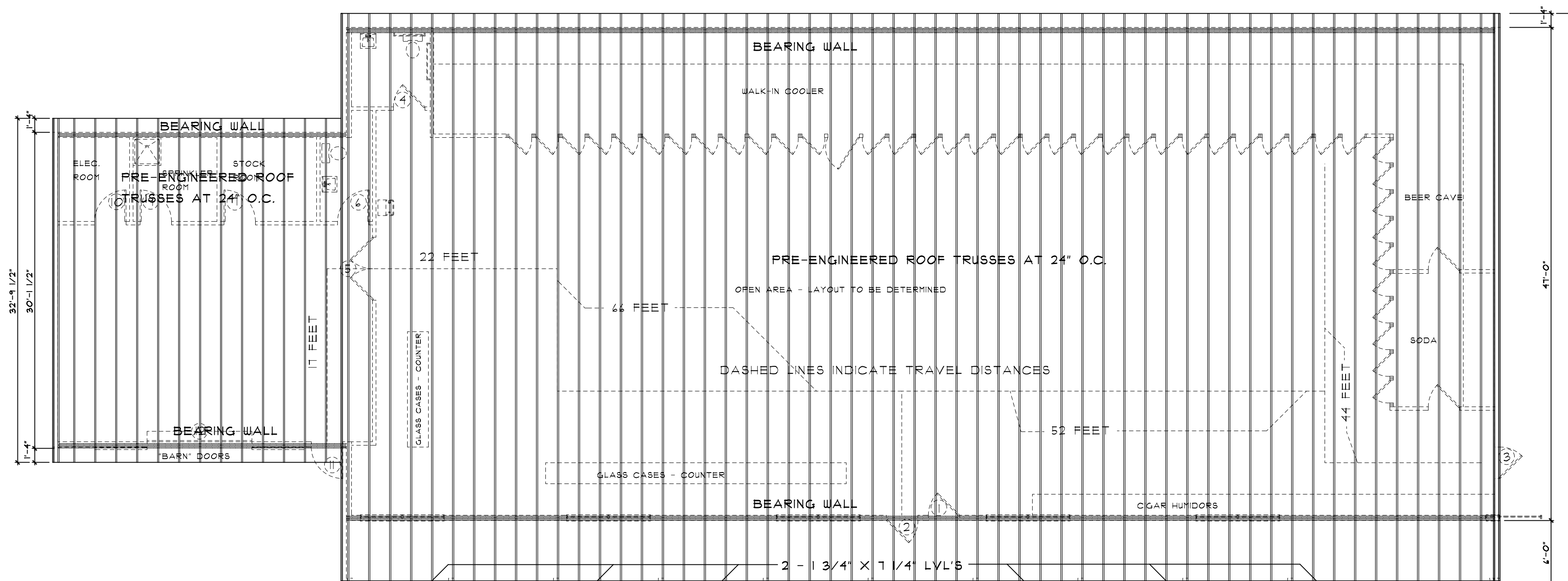
REAR ELEVATION
SCALE: 1/8" = 1'-0"



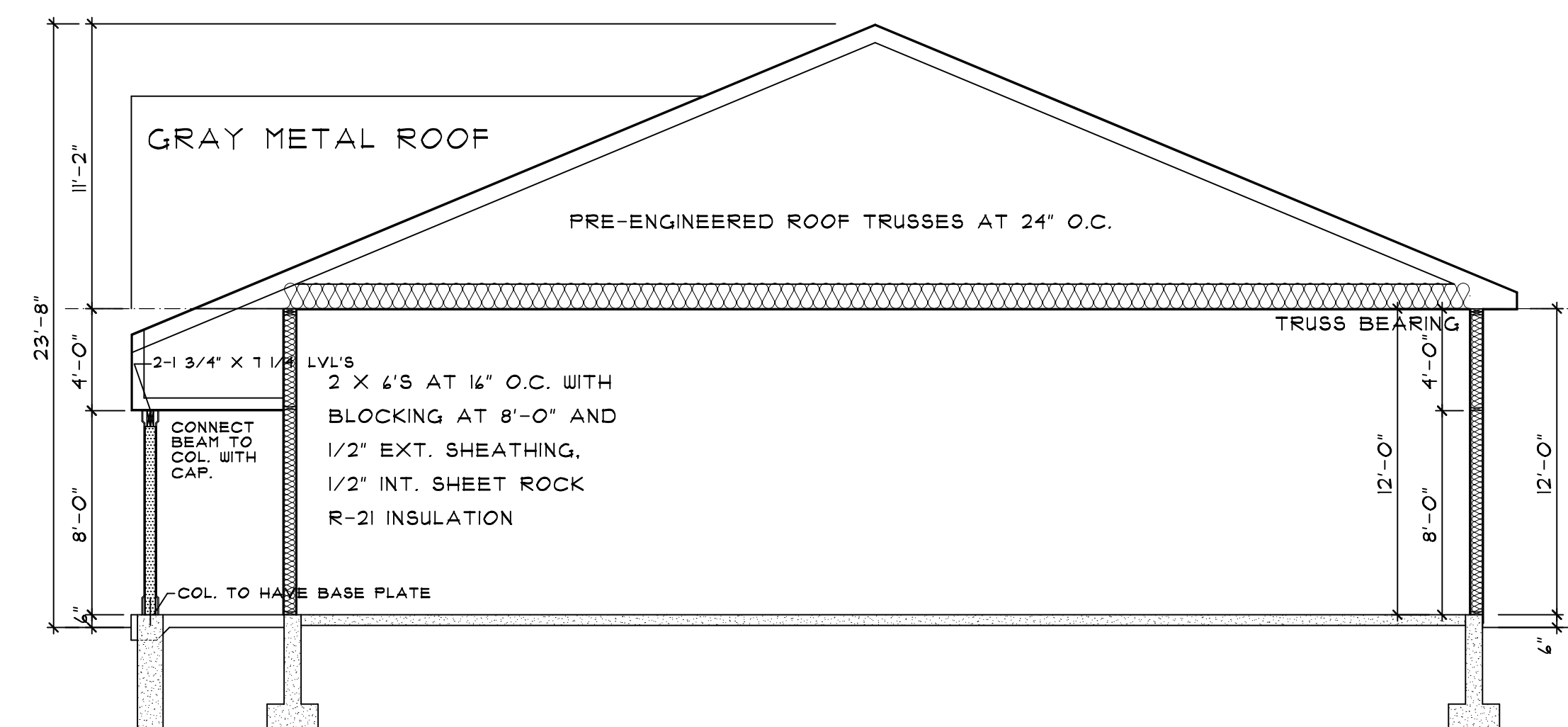
LEFT SIDE ELEVATION
SCALE: 1/8" = 1'-0"



RIGHT SIDE ELEVATION
SCALE: 1/8" = 1'-0"



ROOF FRAMING PLAN
SCALE: 1/8" = 1'-0"



SECTION
SCALE: 3/16" = 1'-0"

NO.	DESCRIPTION OF REVISION	DATE

THE CITY - BUILDING ONE
822 US ROUTE 1 BYPASS
PORTSMOUTH, NEW HAMPSHIRE

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ARCHITECT

ENGINEER
DATE: 08/04/23
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SHEET NO.

A-2

OF SHEETS

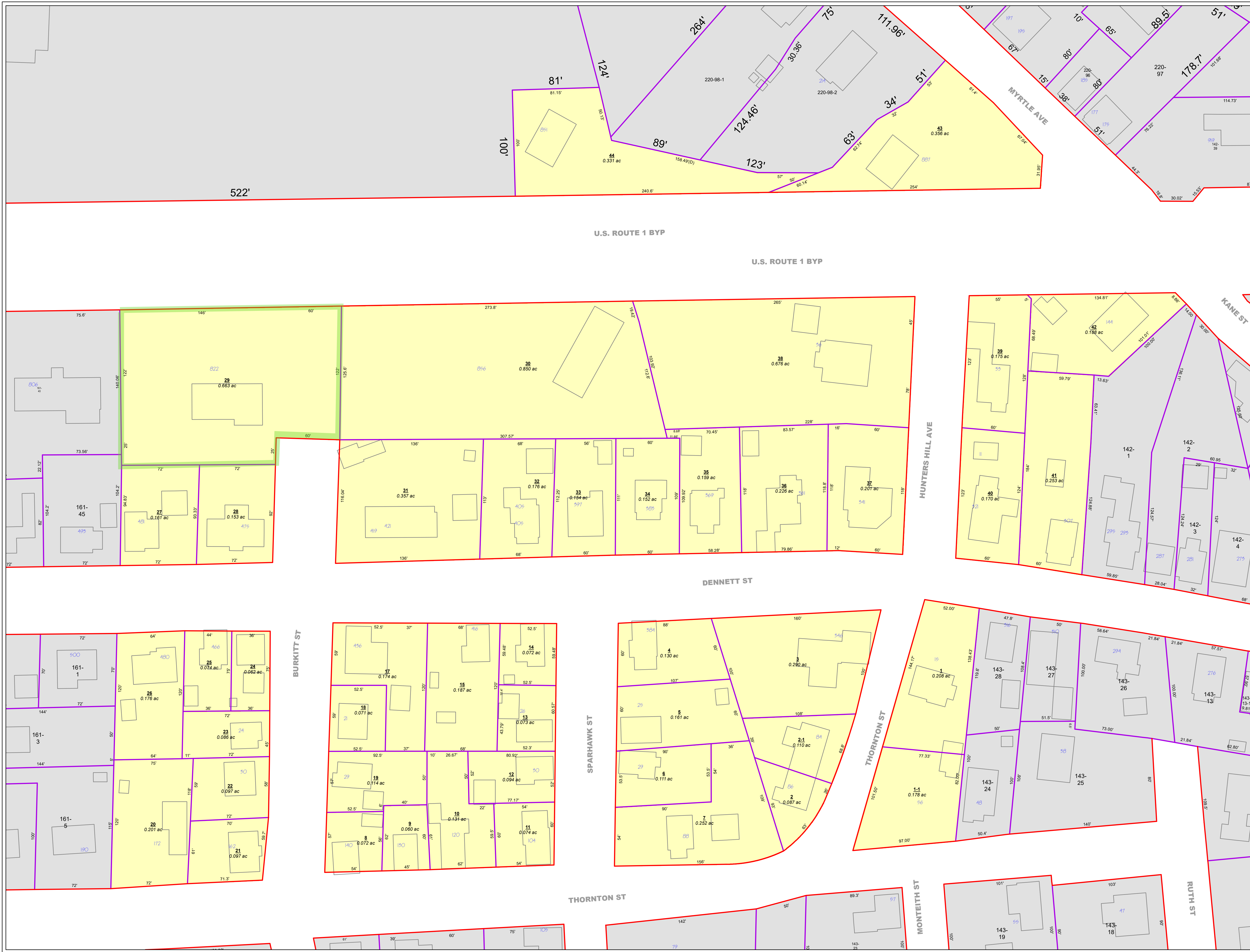


Imagery ©2023 Google, Imagery ©2023 Airbus, Maine GeoLibrary, Maxar Technologies, U.S. Geological Survey, USDA/FPAC/GEO, Map data ©2023 100 ft



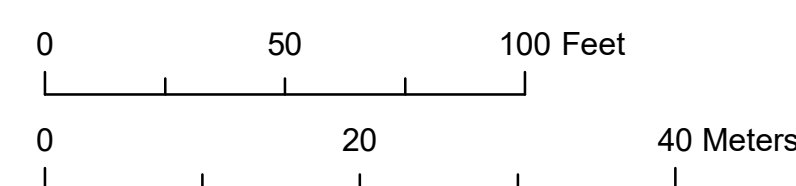
822





- Partial Legend**
 See the cover sheet for the complete legend.
- 7-5A** Lot or lot-unit number
 - 2.56 ac Parcel area in acres (ac) or square feet (sf)
 - 25 Address number
 - 233-137 Parcel number from a neighboring map
 - 68' Parcel line dimension
 - Street name
- SIMS AVE**
 Street name
- Parcel/Parcel boundary
 - Parcel/ROW boundary
 - Water boundary
 - Structure (1994 data)
- Parcel covered by this map
 - Parcel from a neighboring map (see other map for current status)

EXHIBIT D



This map is for assessment purposes only. It is not intended for legal description or conveyance. Parcels are mapped as of April 1. Building footprints are 2006 data and may not represent current structures. Streets appearing on this map may be paper (unbuilt) streets. Lot numbers take precedence over address numbers. Address numbers shown on this map may not represent posted or legal addresses.

