

**SITE PLAN REVIEW TECHNICAL ADVISORY COMMITTEE
PORTSMOUTH, NEW HAMPSHIRE**

WORK SESSION

**Conference Room A
City Hall, Municipal Complex, 1 Junkins Avenue**

2:00 PM

July 9, 2024

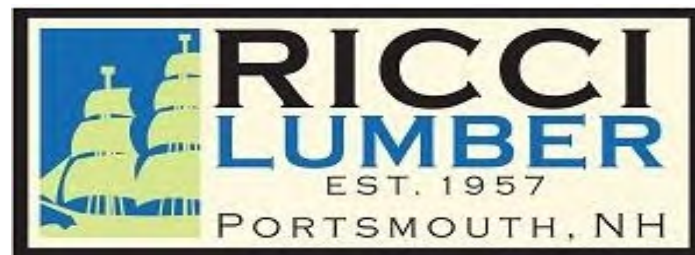
AGENDA

2:00 PM 105 Bartlett Street
Portsmouth Lumber & Hardware LLC, Owner
Tighe & Bond, Engineer
(LUTW-24-8)

Site Plan Approval



Proposed Improvements Yard Operations For



July 1, 2024

**Submitted to: Portsmouth TAC
For: July Work Session**



Ricci Lumber Improvements& Upgrades

Submittal Table of Contents

- **Pages 2-4** **Our Project Narrative.**
- **Pages 5-10** **Tighe & Bond Civil Plans**
- **Pages 11-22** **CT Darnell Building Designs & Layouts**
- **Page 23** **Demolition Plan**
- **Page 24** **Variance Letter from the city**
- **Page 25** **Letter from Landowner concerning Lots**
- **Page 26** **Statement on Railroad Access**

Ricci Lumber Improvements& Upgrades

Submitted July 1, 2024

Our History:

Ricci Lumber was founded in 1957 by Mr. Ricci at 105 Bartlett St which was in the middle of an active B&M railroad yard. Because of its location, he used the property to bring in railcars of masonry products for his construction business for many years. When the ability to acquire lumber and plywood in bulk for his projects developed in the mid-50's, he seized the opportunity and began storing it at this location. Not long after, other masons on the Seacoast began purchasing their lumber needs along with bags of cement directly from Mr. Ricci. By 1956, being the savvy businessman he was, the plans to convert the dry storage building into a retail building center began to take shape. By the summer of 1957, the business was ready to launch with a small hardware offering and a more robust line of building materials. The store in total was no more than 900sft with undercover warehouse space of approximately 5000sft and very limited outdoor storage still surrounded by an active railyard. With more than 16 regionally owned outlets for building materials and hardware within 10 miles our growth was slow but very steady. Over the next 40 plus years as Boston & Maine began to decommission the Portsmouth rail yard, we were able to either acquire or lease additional property from them allowing further growth. The remaining aging storage buildings that now populate the property are remnants of those early years of progress back in the 70's and 80's. After hundreds of repairs to these structures to keep them viable as well as their limited storage methods, their usefulness for a modern lumberyard has reached a bitter end.

Our Prospect:

With the upcoming development occurring in the rear of the lumberyard, its footprint will be consuming a significant portion of our yard operations, under cover storage and related lay down areas for the everyday products we sell. Though we can't say that we are sorry to see those two leaning "barns" disappear from the landscape, the protection they provide for weather sensitive products is immeasurable. When they come down this fall, we will be faced with little to no locations to store these types of items. Additionally, the loss of lot space, particularly when it comes to the ground volume pallets of lumber take up, amplifies the problems we are about to encounter. Knowing this was inevitable, there was an engineer hired a few years back that specializes in space utilization and maximization of efficiencies for the lumber industry. The most recent lumber racking constructed on the site came out of his initial study and are the first steps in what is a very comprehensive plan. These new structures have improved the visuals of the property by replacing those eye sore, overly mature edifices from the grounds with a cleaner, modern look as well as shielding most stored products from outside view. With the deficiencies forth coming in ground level storage space, all his designs are centered around going vertical were ever possible to gain capacity. Then with the looming consequences of the millpond development not too far on the horizon, there is a pressing need to accelerate our present long-term plans for improvements. Since our work session back in February we hired Tighe & Bond to study the land side of our request who is a working closely with our building and site engineers revising and re-revising plans to adapt to the overall project needs. Everything we are looking to do in these proposals for improvements is to properly utilize the remaining space in the operation so we can continue to run safely and efficiently. These new structures are really nothing more than racking and roofs meant to hold and protect material from the elements. The designs presented incorporate the tried-and-true modern-day approach for planning a lumberyard while accounting for any impact we might have on this or any surrounding properties.

Ricci Lumber Improvements& Upgrades

The Execution of the project:

Once our project has been approved and accepted by the City of Portsmouth, the implementation of our vision will begin. Since we have existing working structures sitting in the same locations as the new proposed buildings, along with continued business operations, the planning at each phase of construction will be crucial. Unlike a greenfield venture with open land that can be completed all at once, the demolition and reconstruction of each structure will take significantly more time and effort. Because of these reasons, our proposed phases for the project will be somewhat dynamic depending on the season, demolition timing, the metal frame availability, labor to assemble, groundwork, concrete installation and the business conditions.

- Phase 1 Building Two - 3 sided Shed Building (See Map)
 - Demolition of existing buildings (Cement Shed and Cant. Shed Two)
 - Groundwork begins
 - Concrete is installed
 - Construction begins on new Building
- Phase 2 Building One - Drive Through Building (See Map)
 - Demolition of existing buildings (Warm Room, Lunchroom and Cant. Shed One)
 - Groundwork Begins
 - Concrete is installed
 - Construction begins of the new building
- Phase 3 Entrance Gate area
 - The Shack will be shifted to the far side of gate opening
 - Gate is made wider to allow large trucks to enter and exit.
 - New gates are installed to control traffic and security.
- Phase 4 New Millwork Warehouse (See Map)
 - Demolition of existing building (Existing millwork barn)
 - Groundwork begins
 - Concrete is installed
 - Construction begins on the new building
- Phase 5 Existing Buildings deemed part of the rear development.
 - This would be the barns and any outbuildings that are not on our site.
 - Demolition of these structures
 - Complete groundwork to allow proper access and storage of products.
- Phase 6 Create the needed open space/permeable surfaces, drainage necessary to achieve compliance.
 - Plantings, Curbs or untarred areas would be completed
 - Drainage plan would be completed per the agreement with the city
 - Complete resurfacing of the yard and parking areas
- Phase 1-5 (Extra) - Fencing\Gates
 - This will be ongoing as buildings get built and the yard gets modified for both security and safety.

Ricci Lumber Improvements& Upgrades

Additional Information:

1. Ed Hayes will be reaching out to the railroad for temporary permission to access their side of the lot line to construct the exterior of the buildings as we received for the last two structures.
2. Storm Water Separation will be addressed when construction begins so to minimize the disruption in the yard and parking lot.
3. No new lumber shed\cantilever storage structure will be electrified in the main yard.
4. There will be no changes in the current security lighting situation. Additional lighting for night work is no longer necessary with our standard hours of operation.
5. When constructed, the new millwork storage barn will be electrified for internal lighting.
6. The updated locations of the new buildings are far beyond any requirement for a shoreline relief review.
7. The traffic pattern is now shown properly on the submitted designs.
8. Ed Hayes will be submitting a letter for certification that the lots in question will remain under the same ownership and agreements so that no hardship is created for either lot. This will also ensure that the fire and police departments will have unimpeded access to all parts of the property through various entry points.
9. There will be three entry/exit points on the property through security gates. The rear gate nearest the new development, the main gate nearest the parking lot and the forward gate nearest Bartlett St behind the design center.
10. Any new chain-link fence installed will conform to the city regulations unless we seek and get approval from the ZDA for additional height relief.
11. Existing chain-link, unless disturbed, will remain as it currently exists.
12. The walls of the sheds that are closest to the railroad tracks will be constructed with heavy gauge steel panels as they are with the recently built structures of similar construction.
13. The closest distance of the new proposed buildings to the railroad tracks is greater than 35' and is beyond the minimum required.
14. Once the new road is accepted by the city, the lumberyard will get a proper address for the 911 system.

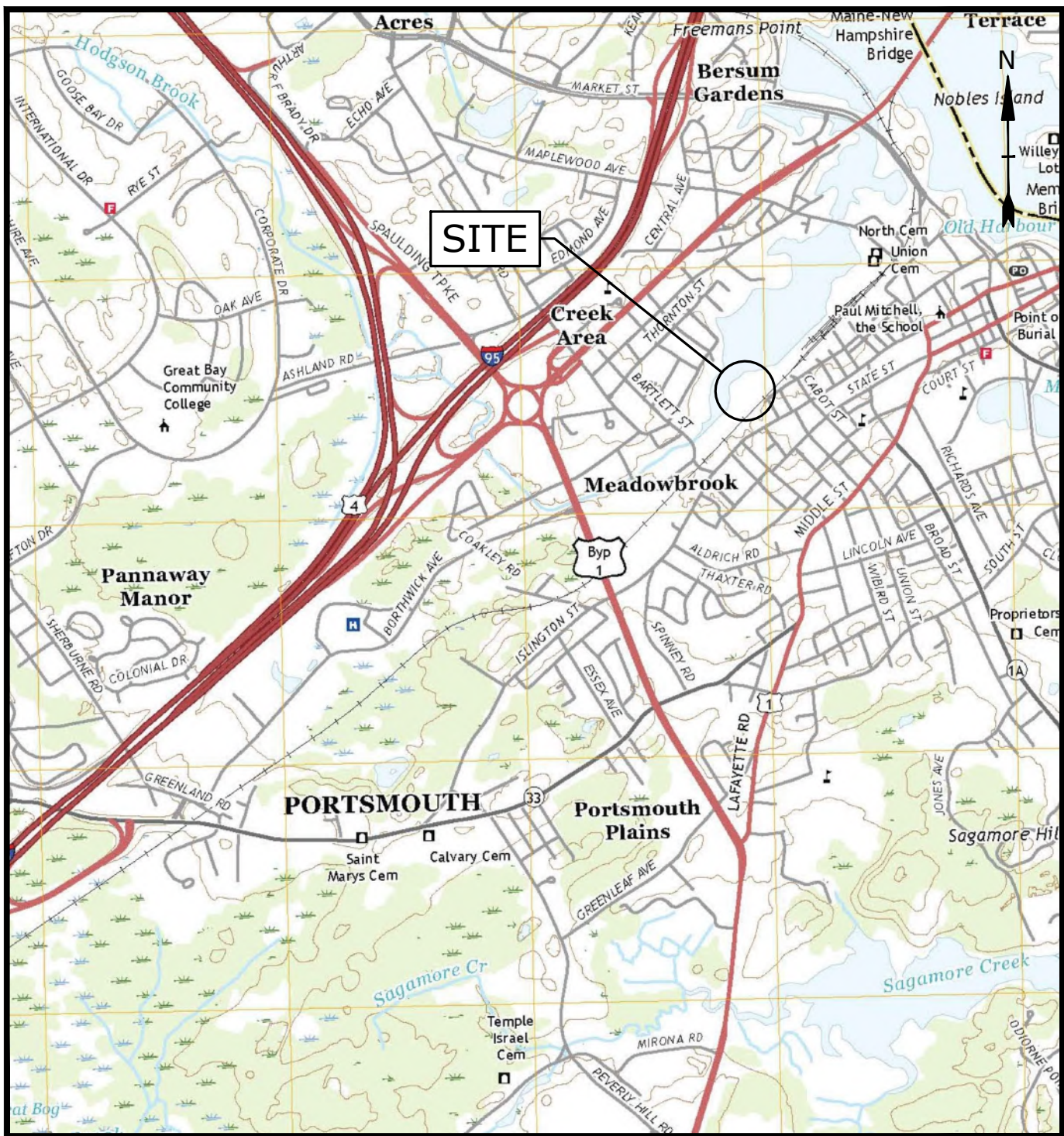
PROPOSED LUMBER SHEDS

105 BARTLETT STREET

PORTSMOUTH, NEW HAMPSHIRE

JULY 1, 2024

LIST OF DRAWINGS		
SHEET NO.	SHEET TITLE	LAST REVISED
	COVER SHEET	4/18/2024
C-101	OVERALL EXISTING CONDITIONS AND DEMOLITION PLAN	3/29/2024
C-102	SITE PLAN	4/18/2024
C-103	GRADING, DRAINAGE & EROSION CONTROL PLAN	4/18/2024
C-104	UTILITIES PLAN	4/18/2024



LOCATION MAP
SCALE: 1" = 2000'

PREPARED BY:

Tighe&Bond

177 CORPORATE DRIVE
PORTSMOUTH, NEW HAMPSHIRE 03801
603-433-8818

APPLICANT:

PORTSMOUTH HARDWARE & LUMBER, LLC
105 BARTLETT STREET
PORTSMOUTH, NH 03801

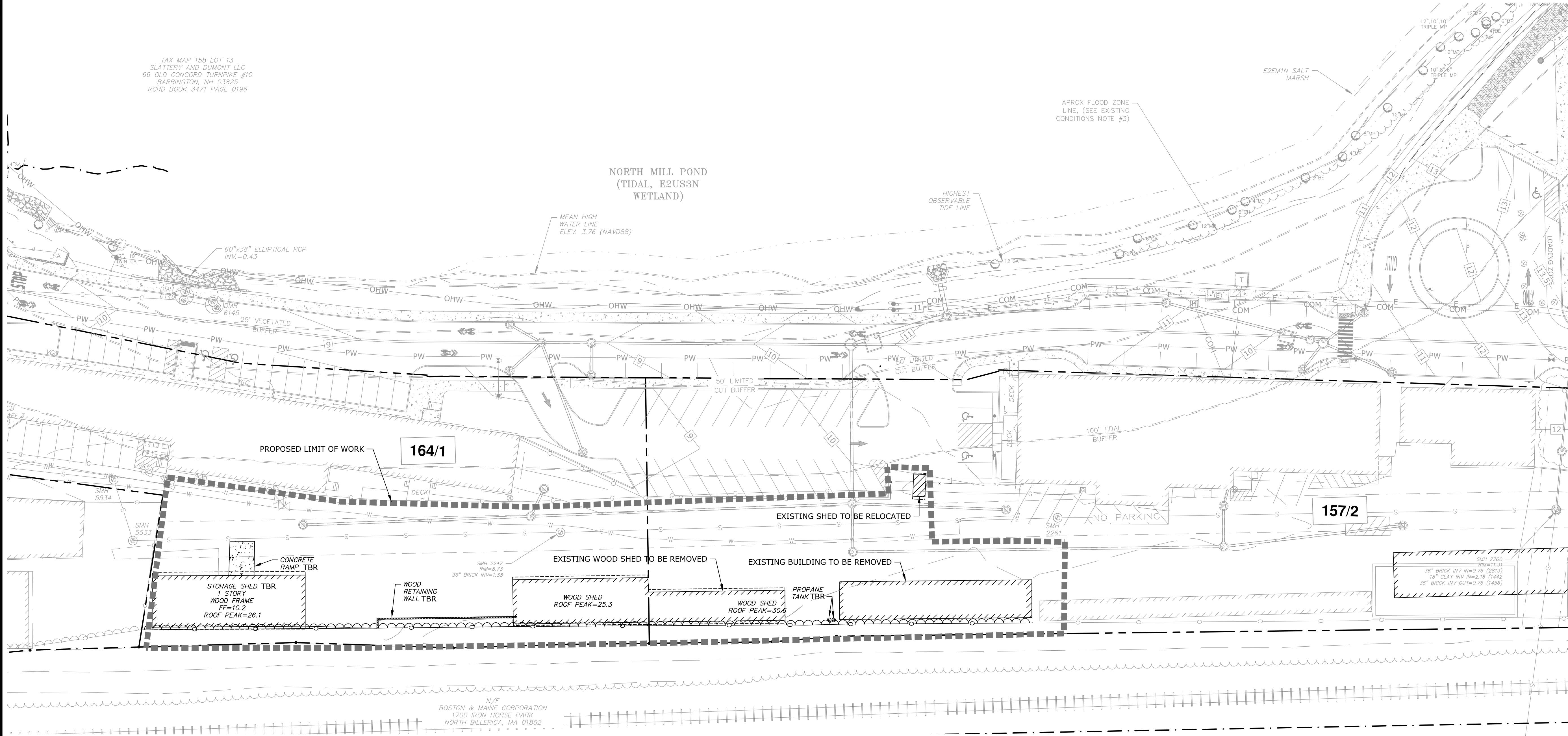
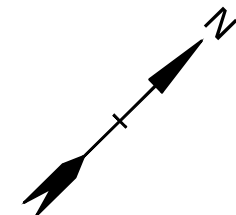
OWNERS:

TAX MAP 157 LOT 2
TAX MAP 164, LOT 1
PORTSMOUTH HARDWARE & LUMBER, LLC
105 BARTLETT STREET
PORTSMOUTH, NH 03801

SURVEYOR:

AMBIT ENGINEERING, INC.
200 GRIFFIN ROAD - UNIT 3
PORTSMOUTH, NEW HAMPSHIRE 03801

TAC WORK SESSION PLAN
COMPLETE SET 5 SHEETS



EXISTING CONDITIONS PLAN NOTES:

- EXISTING CONDITIONS ARE BASED ON A FIELD SURVEY BY AMBIT ENGINEERING, INC., DATED 3/5/2018.
- HIGHEST OBSERVABLE TIDE LINE (HOTL) DELINEATION ORIGINALLY PERFORMED BY STEVEN D. RIKER, CWS #219, ON 8/8/2017, AND FIELD LOCATED BY AMBIT ENGINEERING, INC. ON 8/9/2017. ON OCTOBER 29 AND DECEMBER 2, 2019, LEONARD LORD, PhD, CSS, CWS #014 OF TIGHE & BOND REVIEWED AND ASSESSED 2,000+/- LINEAR FEET OF TIDAL WETLANDS AND BUFFERS ALONG THE NORTH MILL POND AND DELINEATED THE ISOLATED INLAND WETLAND. THE WETLAND DELINEATION REVIEW WAS BASED ON CRITERIA SPECIFIED IN THE CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL, TECHNICAL REPORT Y-87-1 (JANUARY 1987), AND THE REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION (JANUARY 2012). THE HIGHEST OBSERVABLE TIDE LINE WAS REVIEWED BASED ON THE DEFINITION FOUND IN NH DEPARTMENT OF ENVIRONMENTAL SERVICES WETLAND RULES, ENV-WT 602.23. THE HOTL WAS DEEMED ACCURATE AND THE PREVIOUS 2017 DELINEATION WAS ACCEPTED BY TIGHE & BOND. WETLANDS WERE CLASSIFIED BASED ON CLASSIFICATION OF WETLANDS AND DEEPWATER HABITATS OF THE UNITED STATES (COWARDIN ET AL., 1979). ON AUGUST 16, 2023, TIGHE & BOND RE-VERIFIED THE PREVIOUS HOTL AND WETLAND DELINEATIONS BASED ON THE SAME CRITERIA LISTED ABOVE. THE 2017 AND 2019 HOTL AND WETLAND DELINEATION WAS DEEMED ACCURATE AND WAS ACCEPTED AGAIN BY TIGHE & BOND.
- PER NHDES WETLAND RULE ENV-WT 603.07(b)(6)b., THE COASTAL FUNCTIONAL ASSESSMENT REPORT ("WETLAND DELINEATION AND ASSESSMENT OF FUNCTIONS AND VALUES"; DATED APRIL 2020 AND REVISED THROUGH JANUARY 2021; PROVIDED AS APPENDIX D OF THE ORIGINAL NHDES WETLANDS PERMIT APPLICATION SUBMISSION) WAS COMPLETED BY LEONARD LORD, PhD, CSS, CWS #014 OF TIGHE & BOND AND STAMPED ON JANUARY 27, 2021.
- FLOOD HAZARD ZONES: "AE ELEV. 9" (SPECIAL FLOOD HAZARD AREA) AND "X" (NOT A SPECIAL FLOOD HAZARD AREA), PER FIRM MAP #33015C0259E, DATED 5/17/05.

REFERENCE PLANS:

- "PROPOSED SUBDIVISION PLANS, CLIPPER TRADERS, LLC" PREPARED BY AMBIT ENGINEERING, INC., DATED DECEMBER 14, 2018.
- "PROPOSED LOT LINE RELOCATION PLANS, CLIPPER TRADERS, LLC, PORTSMOUTH LUMBER & HARDWARE, LLC & IRON HORSE PROPERTIES LLC" PREPARED BY AMBIT ENGINEERING, INC., DATED JUNE 22, 2020.
- "PROPOSED MULTI-FAMILY DEVELOPMENT" PREPARED BY TIGHE & BOND, INC., DATED MARCH 15, 2024.

LEGEND

- APPROXIMATE LIMIT OF PROPOSED SAW CUT
- LIMIT OF WORK
- PROPOSED SILT SOCK
- APPROXIMATE LIMIT OF PAVEMENT TO BE REMOVED
- AREA OF INVASIVE SPECIES TO BE REMOVED
- PROPOSED CONSTRUCTION EXIT
- LOCATION OF PROPOSED BUILDING
- INLET PROTECTION SILT SACK
- TBR TO BE REMOVED
- BLDG BUILDING
- TYP TYPICAL
- COORD COORDINATE

PROPOSED LUMBER SHEDS

Ricci Lumber Sheds

105 Bartlett Street
Portsmouth,
New Hampshire

MARK	DATE	DESCRIPTION
PROJECT NO:	C-0960-006	
DATE:	April 30, 2024	
FILE:	R-5091-001_C-DSGN.DWG	
DRAWN BY:	NHW	
CHECKED:	NAH	
APPROVED:	PMC	

EXISTING CONDITIONS PLAN

SCALE: AS SHOWN

C-101

SITE DATA:
PROJECT LOCATION: TAX MAP 157, LOT 2
TAX MAP 164, LOT 1

SITE ZONING DISTRICT: 105 BARTLETT STREET
PORTSMOUTH, NEW HAMPSHIRE
CHARACTER DISTRICT 4 (CD4-W)
WEST END INCENTIVE OVERLAY DISTRICT

EXISTING USE: LUMBER YARD

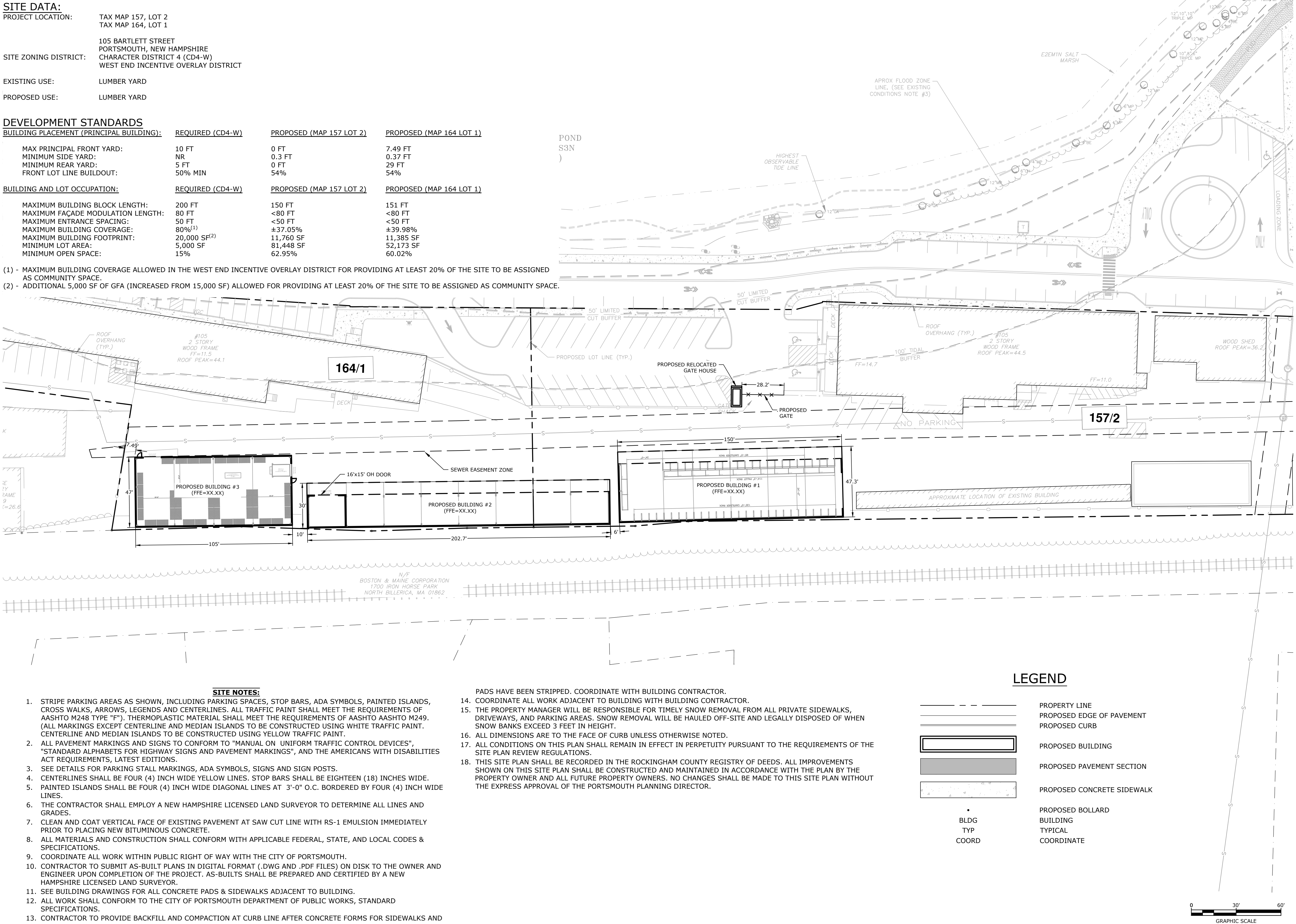
PROPOSED USE: LUMBER YARD

DEVELOPMENT STANDARDS

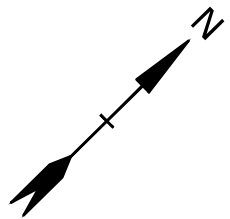
BUILDING PLACEMENT (PRINCIPAL BUILDING):	REQUIRED (CD4-W)	PROPOSED (MAP 157 LOT 2)	PROPOSED (MAP 164 LOT 1)
MAX PRINCIPAL FRONT YARD:	10 FT	0 FT	7.49 FT
MINIMUM SIDE YARD:	NR	0.3 FT	0.37 FT
MINIMUM REAR YARD:	5 FT	0 FT	29 FT
FRONT LOT LINE BUILDOUT:	50% MIN	54%	54%

BUILDING AND LOT OCCUPATION:	REQUIRED (CD4-W)	PROPOSED (MAP 157 LOT 2)	PROPOSED (MAP 164 LOT 1)
MAXIMUM BUILDING BLOCK LENGTH:	200 FT	150 FT	151 FT
MAXIMUM FAÇADE MODULATION LENGTH:	80 FT	<80 FT	<80 FT
MAXIMUM ENTRANCE SPACING:	50 FT	<50 FT	<50 FT
MAXIMUM BUILDING COVERAGE:	80% ⁽¹⁾	±37.05%	±39.98%
MAXIMUM BUILDING FOOTPRINT:	20,000 SF ⁽²⁾	11,760 SF	11,385 SF
MINIMUM LOT AREA:	5,000 SF	81,448 SF	52,173 SF
MINIMUM OPEN SPACE:	15%	62.95%	60.02%

- (1) - MAXIMUM BUILDING COVERAGE ALLOWED IN THE WEST END INCENTIVE OVERLAY DISTRICT FOR PROVIDING AT LEAST 20% OF THE SITE TO BE ASSIGNED AS COMMUNITY SPACE.
- (2) - ADDITIONAL 5,000 SF OF GFA (INCREASED FROM 15,000 SF) ALLOWED FOR PROVIDING AT LEAST 20% OF THE SITE TO BE ASSIGNED AS COMMUNITY SPACE.



Tighe&Bond



PROPOSED LUMBER SHEDS

Ricci Lumber Sheds

105 Bartlett Street
Portsmouth,
New Hampshire

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PROJECT NO:	C-0960-006	
DATE:	April 30, 2024	
FILE:	R-5091-001_C-DSGN.DWG	
DRAWN BY:	NHW	
CHECKED:	NAH	
APPROVED:	PMC	

SITE PLAN

SCALE: AS SHOWN

C-102

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Ricci Lumber Sheds

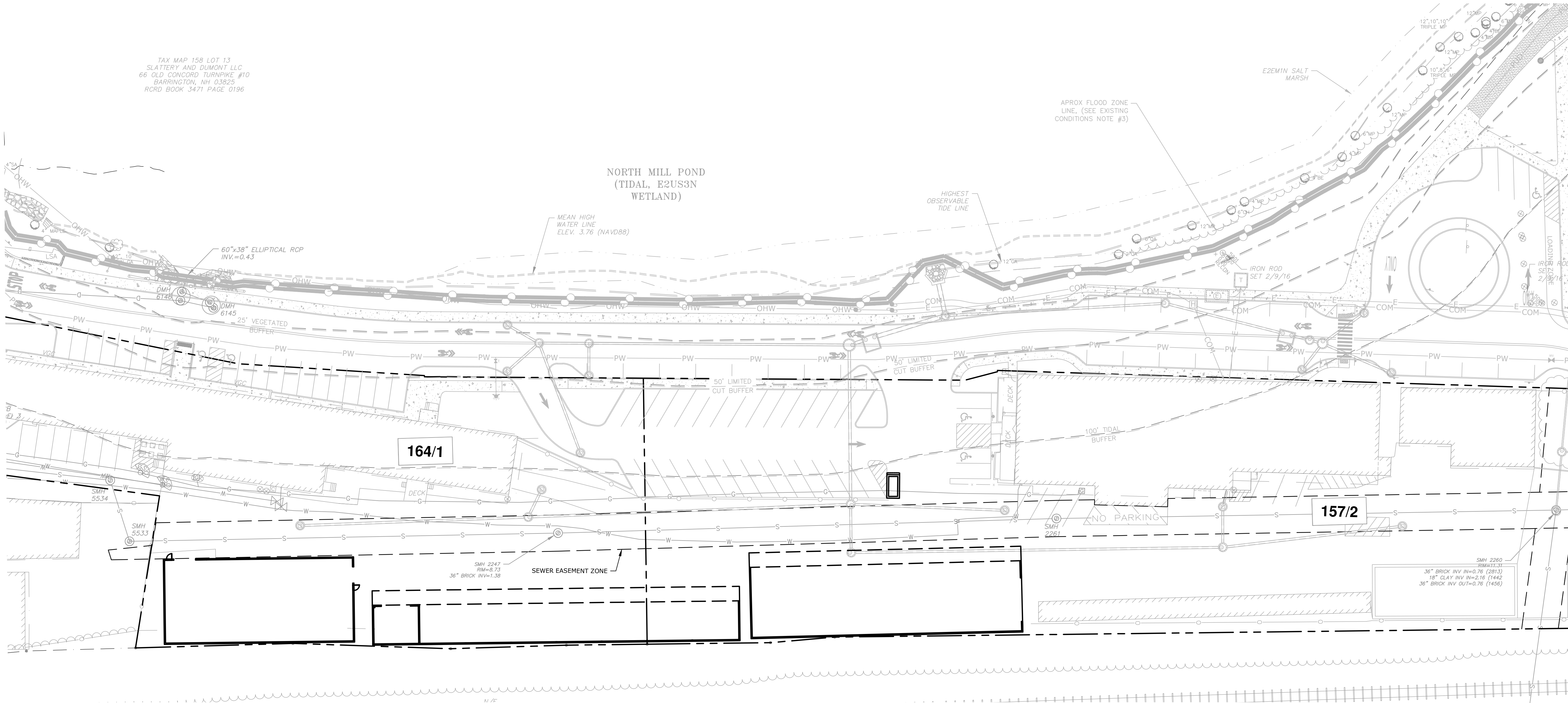
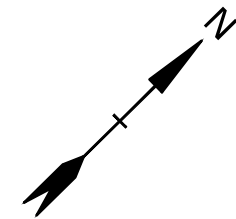
GRADING, DRAINAGE & EROSION CONTROL PLAN

C-103

- COORDINATE
TOP OF CURB
BOTTOM OF CURE
HEADWALL

0 30' 60'

GRAPHIC SCALE



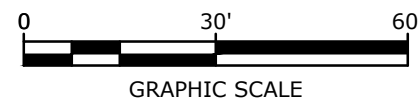
UTILITY NOTES:

- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES, AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK AT NO ADDITIONAL COST TO THE OWNER.
- COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY COMPANY.
 - NATURAL GAS - UNITIL
 - WATER/SEWER - CITY OF PORTSMOUTH
 - ELECTRIC - EVERSOURCE
 - COMMUNICATIONS - CONSOLIDATED COMMUNICATIONS & COMCAST
- SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.
- SEE GRADING, DRAINAGE & EROSION CONTROL PLAN FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
- ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, CEMENT LINED DUCTILE IRON PIPE.
- ALL WATER MAIN INSTALLATIONS SHALL BE PRESSURE TESTED AND CHLORINATED AFTER CONSTRUCTION PRIOR TO ACTIVATING THE SYSTEM. CONTRACTOR SHALL COORDINATE CHLORINATION AND TESTING WITH THE CITY OF PORTSMOUTH WATER DEPARTMENT.
- ALL SEWER PIPE SHALL BE PVC SDR 35 UNLESS OTHERWISE STATED.
- COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAYS WITH THE CITY OF PORTSMOUTH.
- CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ABUTTING PROPERTIES THROUGHOUT CONSTRUCTION.
- CONNECTION TO EXISTING WATER MAIN SHALL BE CONSTRUCTED TO CITY OF PORTSMOUTH STANDARDS.
- EXISTING UTILITIES TO BE REMOVED SHALL BE CAPPED AT THE MAIN AND MEET THE DEPARTMENT OF PUBLIC WORKS STANDARDS FOR CAPPING OF WATER AND SEWER SERVICES.
- ALL ELECTRICAL MATERIAL WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, LATEST EDITION, AND ALL APPLICABLE STATE AND LOCAL CODES.
- THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE BUILDING DRAWINGS AND THE APPLICABLE UTILITY COMPANIES.
- ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
- ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
- THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO THE COMPLETION OF THIS PROJECT.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, BOXES, FITTINGS, CONNECTORS, COVER PLATES, AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THESE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL.
- CONTRACTOR SHALL PROVIDE EXCAVATION, BEDDING, BACKFILL AND COMPACTION FOR NATURAL GAS SERVICES.
- A 10-FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18-INCH MINIMUM OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER/SANITARY SEWER CROSSINGS.

- THE CONTRACTOR SHALL CONTACT "DIG-SAFE" 72 HOURS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL HAVE THE "DIG-SAFE" NUMBER ON SITE AT ALL TIMES.
- CONTRACTOR TO SUBMIT AS-BUILT PLANS ON REPRODUCIBLE MYLARS AND IN DIGITAL FORMAT (.DWG FILES) TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT. AS-BUILTS SHALL BE PREPARED AND CERTIFIED BY A NEW HAMPSHIRE LICENSED LAND SURVEYOR OR PROFESSIONAL ENGINEER.
- SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN
- HYDRANTS, GATE VALVES, FITTINGS, ETC. SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTSMOUTH.
- COORDINATE TESTING OF SEWER CONSTRUCTION WITH THE CITY OF PORTSMOUTH.
- ALL SEWER PIPE WITH LESS THAN 6' OF COVER IN PAVED AREAS OR LESS THAT 4' OF COVER IN UNPAVED AREAS SHALL BE INSULATED.
- CONTRACTOR SHALL COORDINATE ALL ELECTRIC WORK INCLUDING BUT NOT LIMITED TO: CONDUIT CONSTRUCTION, MANHOLE CONSTRUCTION, UTILITY POLE CONSTRUCTION, OVERHEAD WIRE RELOCATION, AND TRANSFORMER CONSTRUCTION WITH POWER COMPANY.
- CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION, PARTICULARLY WATER MAIN AND GAS MAIN CONSTRUCTION AS TO MAINTAIN CONTINUOUS SERVICE TO ABUTTING PROPERTIES. CONTRACTOR SHALL COORDINATE TEMPORARY SERVICES TO ABUTTERS WITH THE UTILITY COMPANY AND AFFECTED ABUTTER.
- SITE LIGHTING SPECIFICATIONS, CONDUIT LAYOUT AND CIRCUITRY FOR PROPOSED SITE LIGHTING AND SIGN ILLUMINATION SHALL BE PROVIDED BY THE PROJECT ELECTRICAL ENGINEER.
- CONTRACTOR SHALL CONSTRUCT ALL UTILITIES AND DRAINS TO WITHIN 10' OF THE FOUNDATION WALLS AND CONNECT THESE TO SERVICE STUBS FROM THE BUILDING.
- ALL CONDITIONS ON THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS.

LEGEND

	EXISTING STORM DRAIN
	EXISTING SANITARY SEWER
	EXISTING WATER
	EXISTING GAS
	EXISTING UNDERGROUND ELECTRIC
	EXISTING OVERHEAD UTILITY
	PROPOSED STORM DRAIN
	EXISTING CATCHBASIN
	EXISTING DRAIN MANHOLE
	EXISTING SEWER MANHOLE
	EXISTING HYDRANT
	EXISTING WATER VALVE
	EXISTING WATER SHUT OFF
	EXISTING GAS VALVE
	EXISTING GAS SHUT OFF
	EXISTING UTILITY POLE
	PROPOSED CATCHBASIN
	PROPOSED DRAIN MANHOLE
	PROPOSED LIGHT POLE BASE
	BUILDING
	TYPICAL
	COORDINATE
	VERIFY IN FIELD



PROPOSED LUMBER SHEDS

Ricci Lumber Sheds

105 Bartlett Street
Portsmouth,
New Hampshire

MARK	DATE	DESCRIPTION
PROJECT NO:	C-0960-006	
DATE:	April 30, 2024	
FILE:	R-5091-001_C-DSGN.DWG	
DRAWN BY:	NHW	
CHECKED:	NAH	
APPROVED:	PMC	

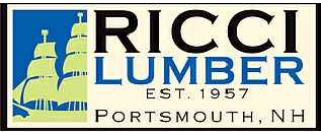
UTILITY PLAN

SCALE: AS SHOWN

C-104




RICCI LUMBER
PORTSMOUTH, NH
PROJECT DESCRIPTION: NEW SITE LAYOUT




KODIAK
BUILDING PARTNERS

PRELIMINARY ONLY
(NOT FOR CONSTRUCTION)



SUNBELT RACK
A Division of CAD LBM, LLC.
2255 Justin Trail | Alpharetta, GA | 30004
(PH) 800-353-0892
(FAX) 770-569-9944
www.Sunbelt-Rack.com



2255 Justin Trail | Alpharetta, GA | 30004
(PH) 800-353-0892
(FAX) 770-569-9944
www.Sunbelt-Rack.com

PROJECT NAME:
RICCI LUMBER
PORTSMOUTH, NH

SHEET DESCRIPTION:
COVER SHEET

SHEET NO:
D23-18025-00-CS-v04

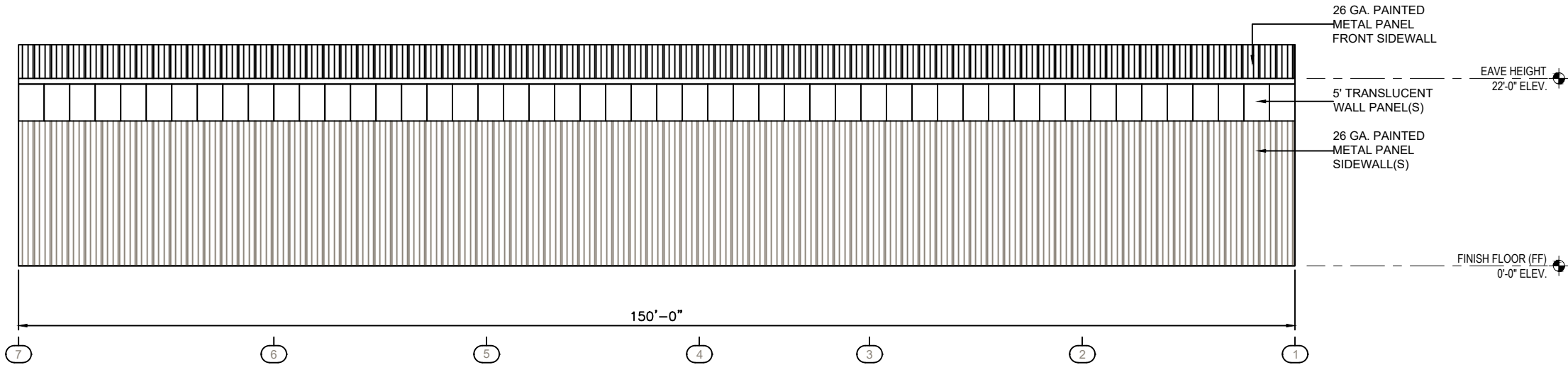
STRC #:
SHEET NO:
CS

SCALE:
AS NOTED

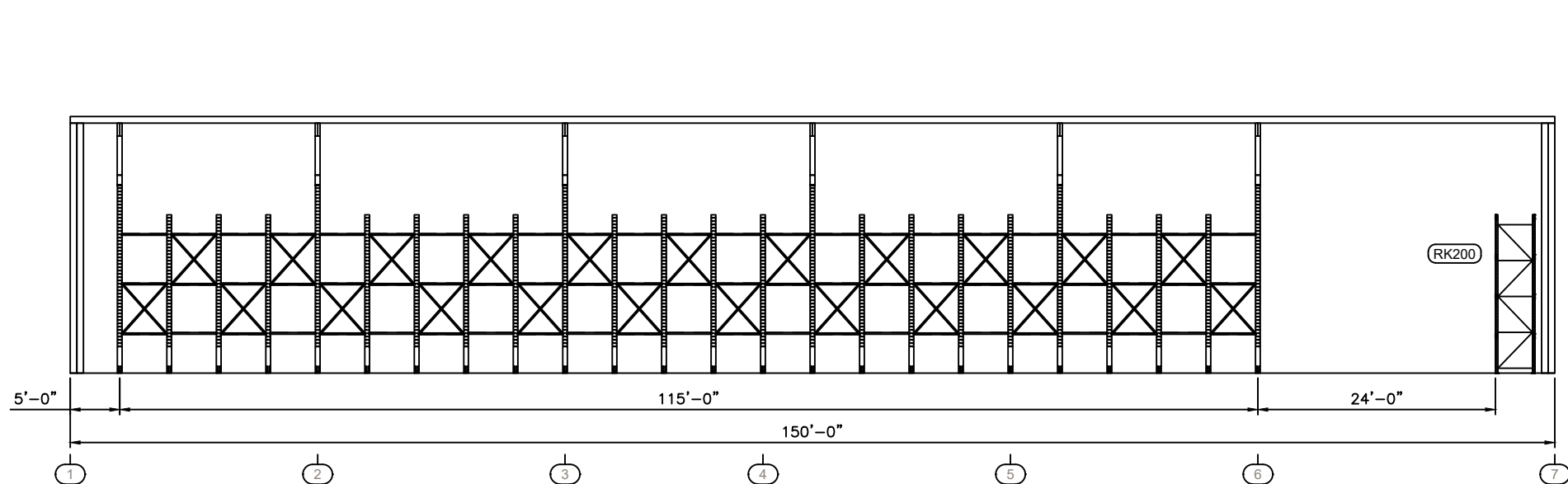
REV.	DATE	DESCRIPTION	DRFTCHKD	ENG
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01	12/14/2023	REVISED	EXAR	.
02	05/07/2024	REVISED	EXAR	.
03	06/12/2024	REVISED	EXAR	.
04	06/28/2024	REVISED	EXAR	.

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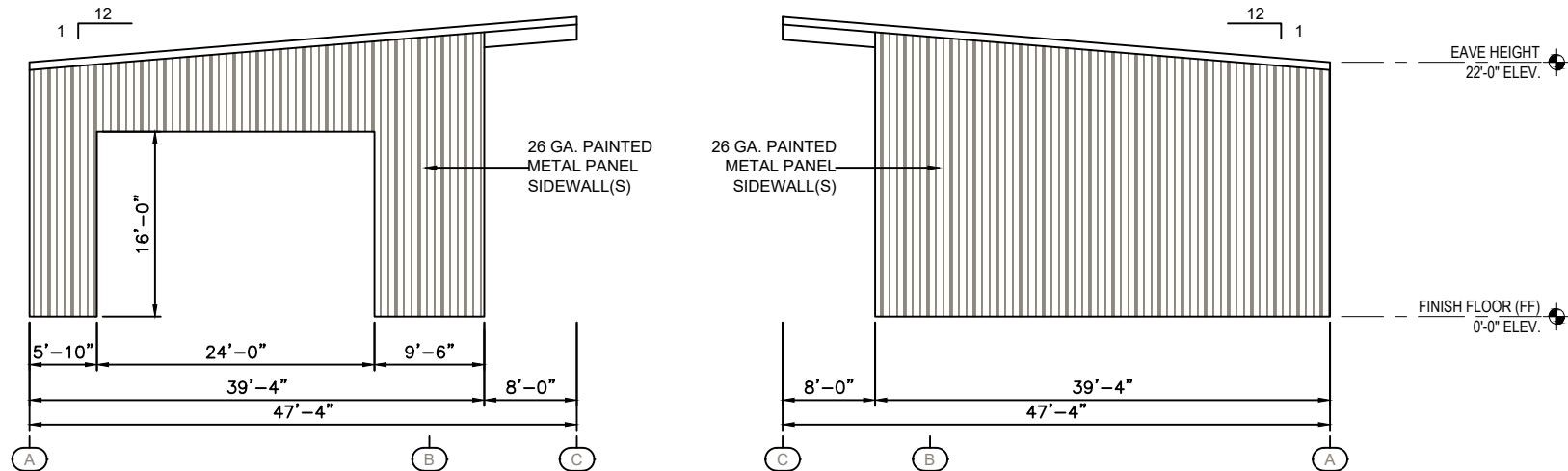
PLOT DATE: 6/28/2024 9:47 AM



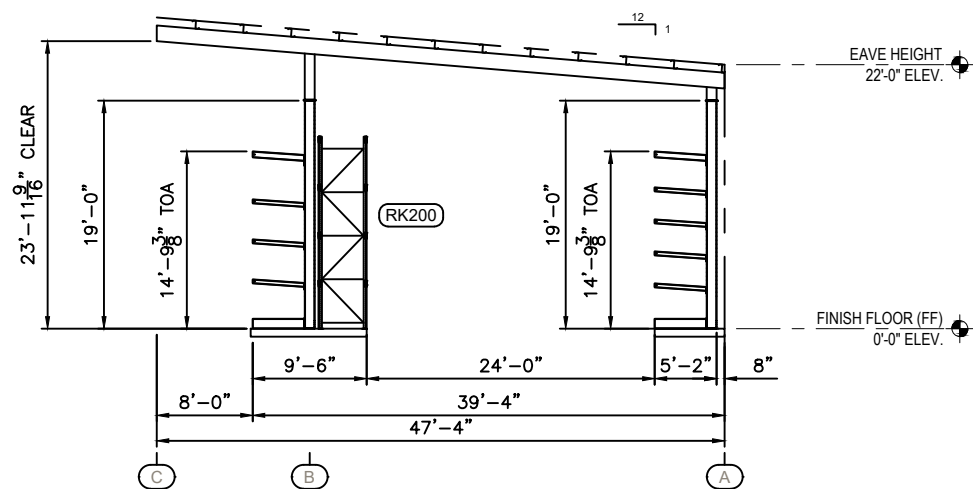
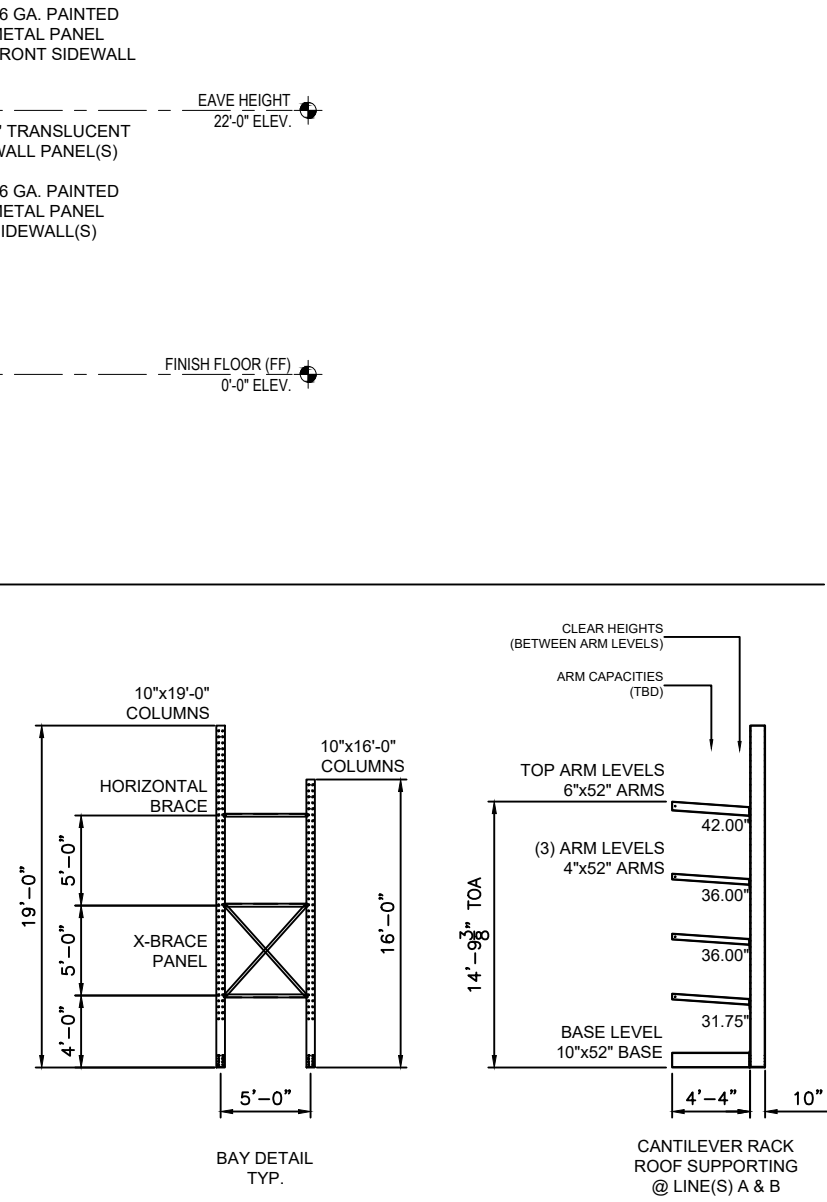
100 SIDEWALL ELEVATION @ LINE A
A200 SCALE: 3/16" = 1'-0"



100 SIDE ELEVATION @ LINE B
A200 SCALE: 3/16" = 1'-0"

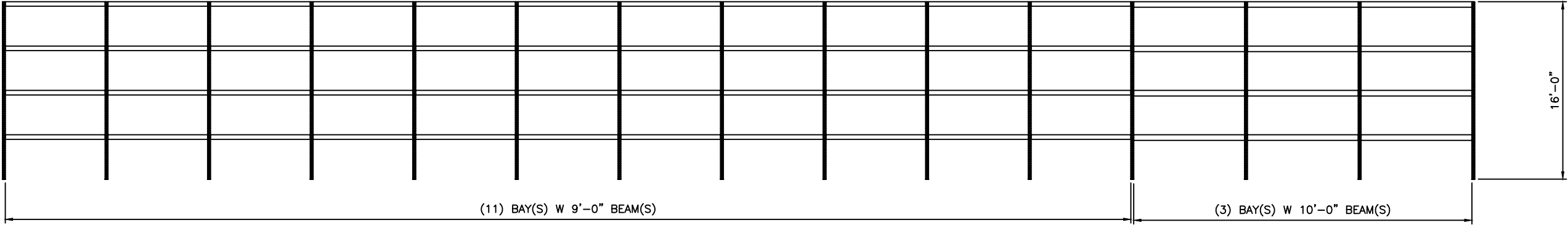


100 CANTILEVER RACK ELEVATION(S)
A200 SCALE: 3/16" = 1'-0"

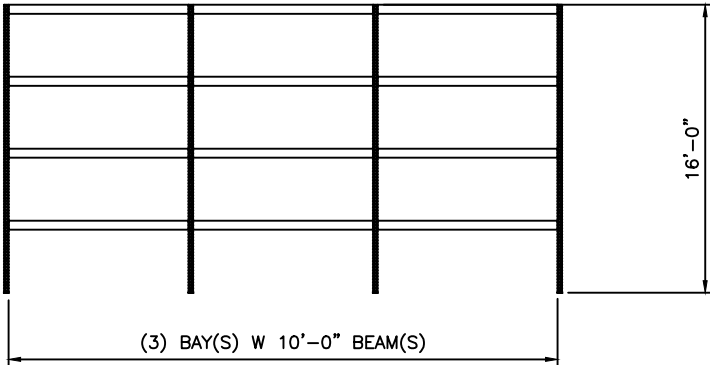


REV.	DATE	DESCRIPTION	DRFTHK	ENG
03	06/12/2024	PRELIMINARY DESIGN	EXAR	
PRELIMINARY ONLY (NOT FOR CONSTRUCTION)				
SUNBELT RACK A Division of CAD LBM, LLC. 2255 Justin Trail / Alpharetta, GA 30004 (PH) 800-553-0892 (FAX) 770-569-9944 www.Sunbelt-Rack.com www.CT-Darnell.com				
PROJECT NAME: RICCI LUMBER PORTSMOUTH, NH			SALES PERSON: CLINT	
SHEET DESCRIPTION: SINGLE AISLE DRIVE-THRU RACK ELEVATION(S)			PROJECT NUMBER: Q23-18025	
SHEET NO.: D23-18025-01-A200-v04			PLOT DATE: 6/28/2024 9:47 AM	
STRC #: 01			SHEET NO.: A200	
SCALE: AS NOTED				

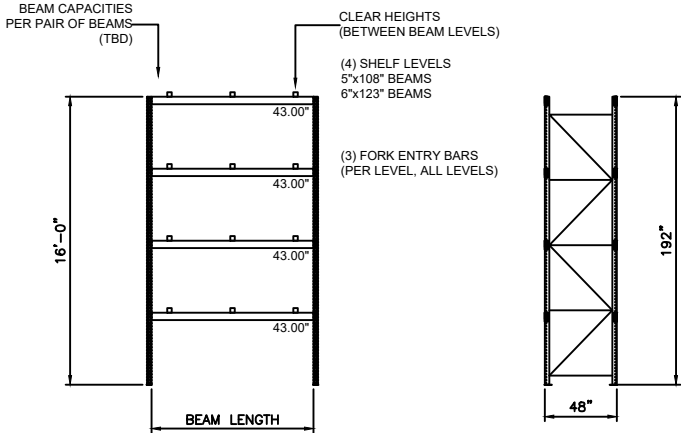
RK110 CANTILEVER RACK
RK100 SCALE: 3/16" = 1'-0"



RK120 CANTILEVER RACK
RK100 SCALE: 3/16" = 1'-0"

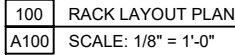


100 CANTILEVER RACK DETAIL(S)
RK100 SCALE: 3/16" = 1'-0"



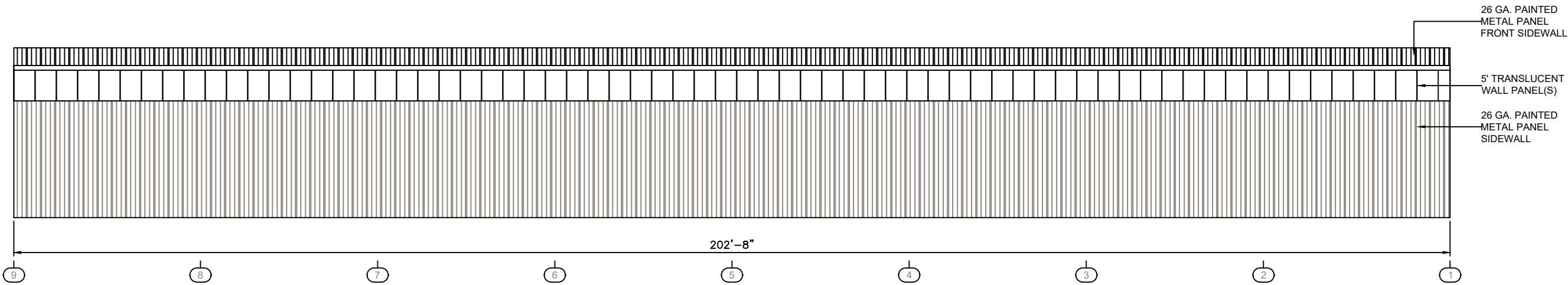
PROJECT NAME: RICCI LUMBER PORTSMOUTH, NH		 SUNBELT RACK A Division of CAD LBM, LLC. 2255 Justin Trail Alpharetta, GA 30004 (PH) 800-353-0892 (PH) 770-569-9944 www.Sunbelt-Rack.com www.CT-Darnell.com		REV.		DATE		DESCRIPTION		DRFT		CHKD		ENG	
SHEET DESCRIPTION: P:ALLET RACK RACK PLAN & ELEVATION(S)				03		06/12/2024		PRELIMINARY DESIGN		EXAR					
SHEET NO: D23-18025-01-RK100-v04		PROJECT NUMBER: Q23-18025		SALESPERSON: CLINT		PRELIMINARY ONLY (NOT FOR CONSTRUCTION)									
SCALE: AS NOTED		SHEET NO: RK100													

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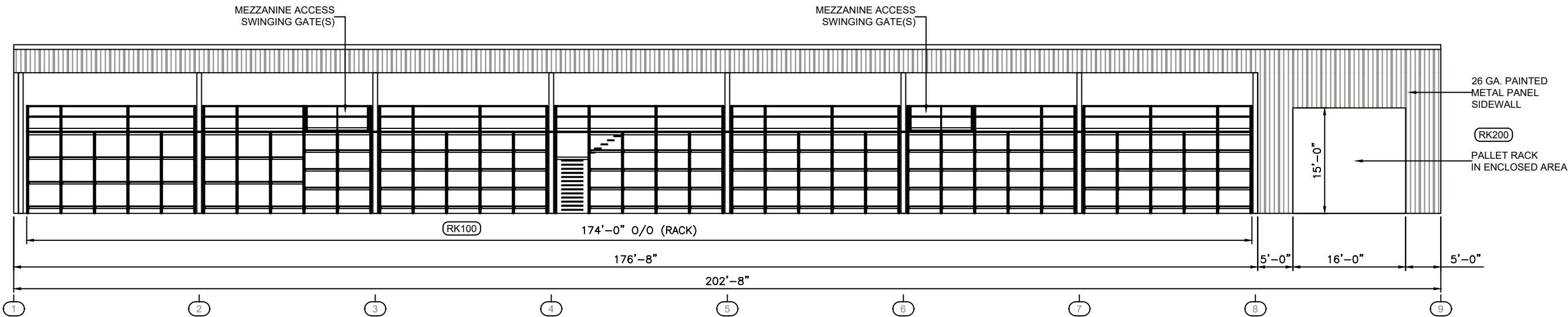


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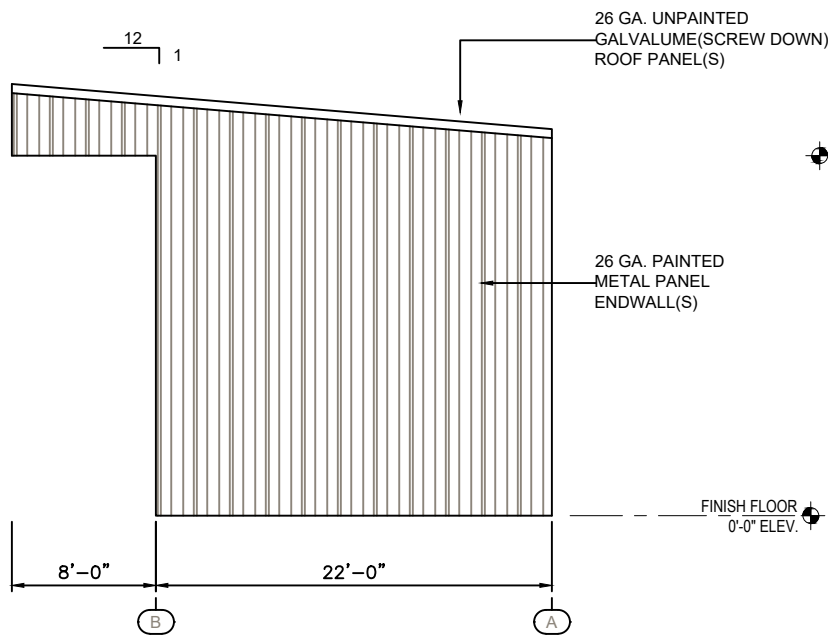
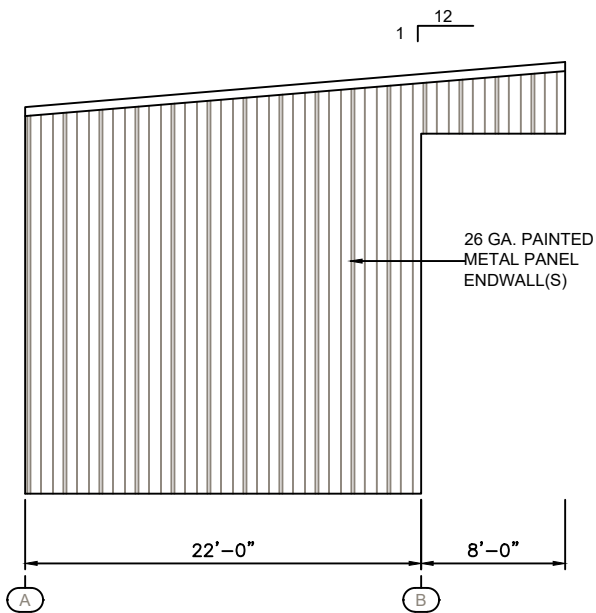
100 SIDEWALL ELEVATION @ LINE A
A200 SCALE: 1/8" = 1'-0"



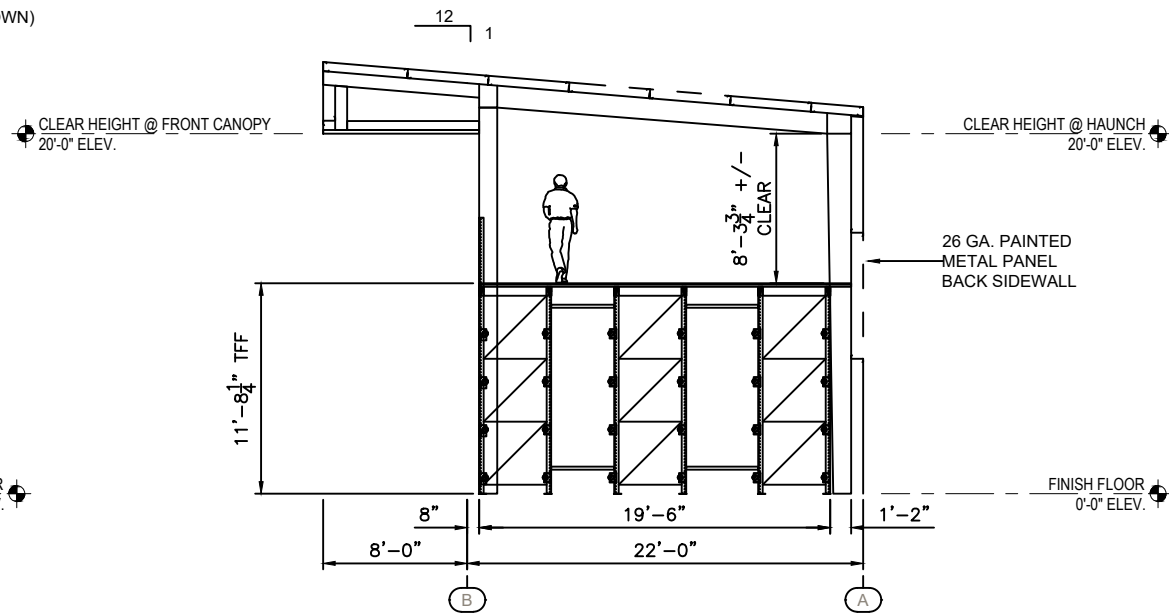
200 FRONT SIDE ELEVATION @ LINE B
A200 SCALE: 1/8" = 1'-0"



300 ENDWALL(S)
A200 SCALE: 1.5X SCALE





400 CROSS SECTION
A200 SCALE: 1.5X SCALE

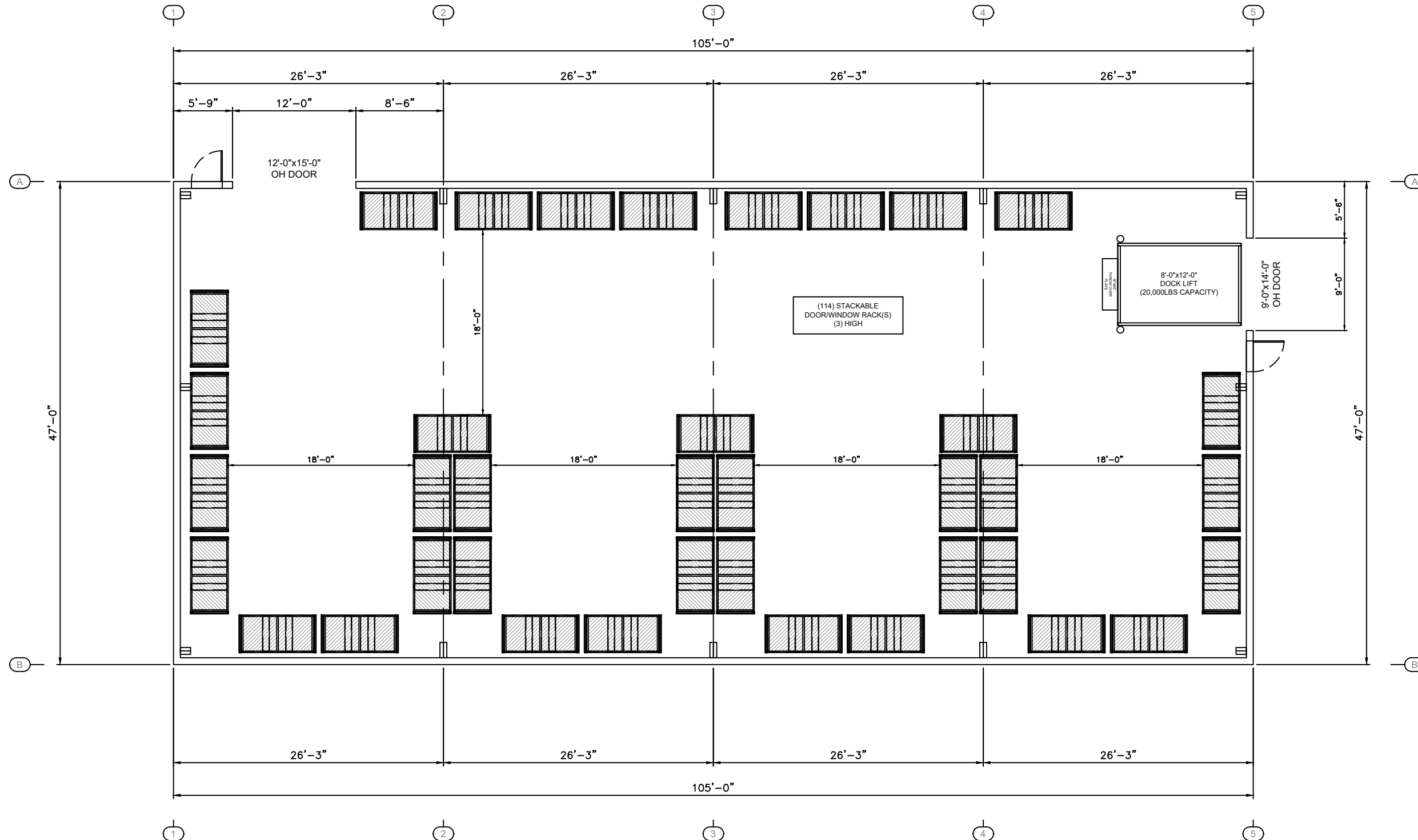


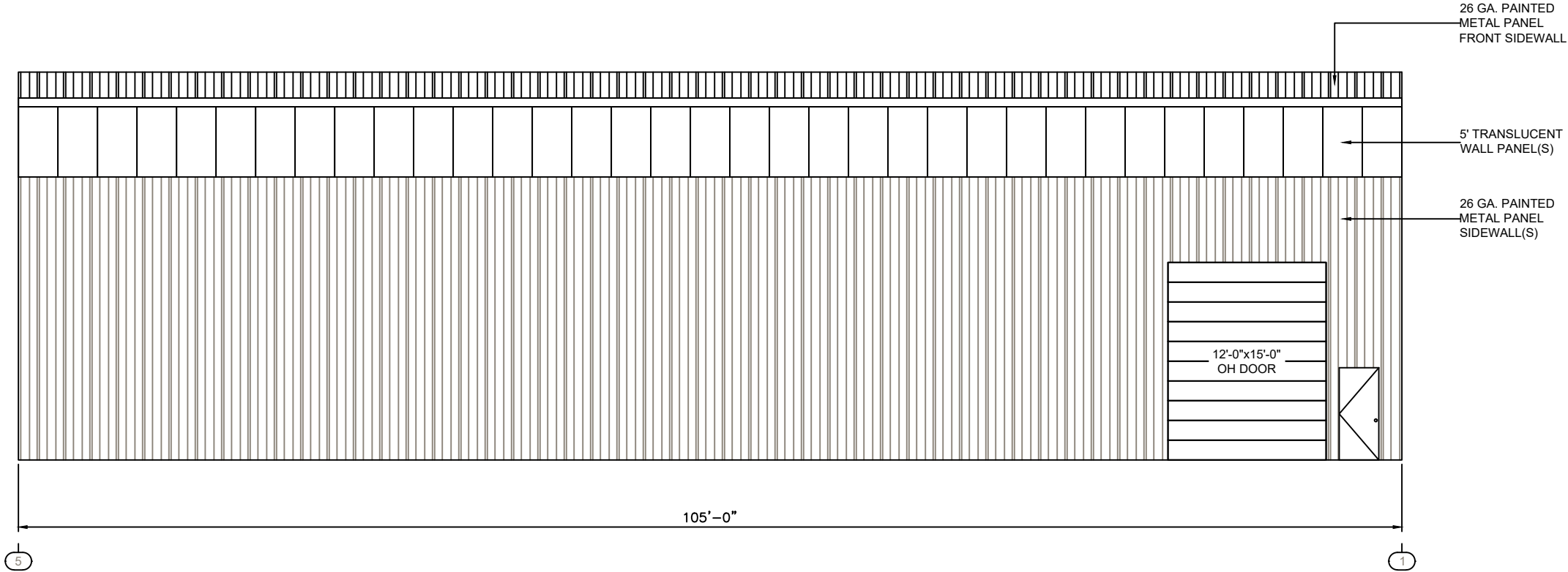
REV.	DATE	DESCRIPTION	DRFTHK	ENG
03	06/12/2024	PRELIMINARY DESIGN EXAR		
PRELIMINARY ONLY (NOT FOR CONSTRUCTION)				
SUNBELT RACK A Division of CAD LBM, LLC. 2255 Justin Trail Alpharetta, GA 30004 (PH) 800-353-0892 (PH) 770-569-9944 www.Sunbelt-Rack.com www.CT-Darnell.com				
PROJECT NAME: RICCI LUMBER PORTSMOUTH, NH			SALESPERSON: CLINT	
SHEET DESCRIPTION: 3-SIDED SHED ELEVATION(S)			PROJECT NUMBER: Q23-18025	
SHEET NO.: D23-18025-02-A200-v04			PLOT DATE: 6/28/2024 9:47 AM	
STRC #: 02			SHEET NO.: A200	
SCALE: AS NOTED				

RK100		POWER BIN SYSTEM w/ MEZZANINE		RK200		PALLET RACK	
		SEE SHEET RK100 FOR RACK ELEVATION(S) & DETAIL(S)					

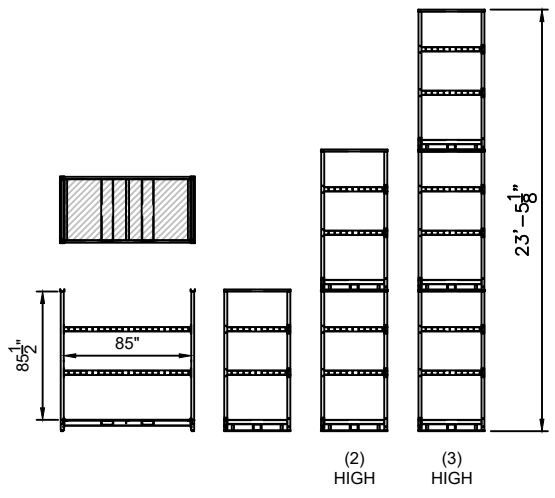
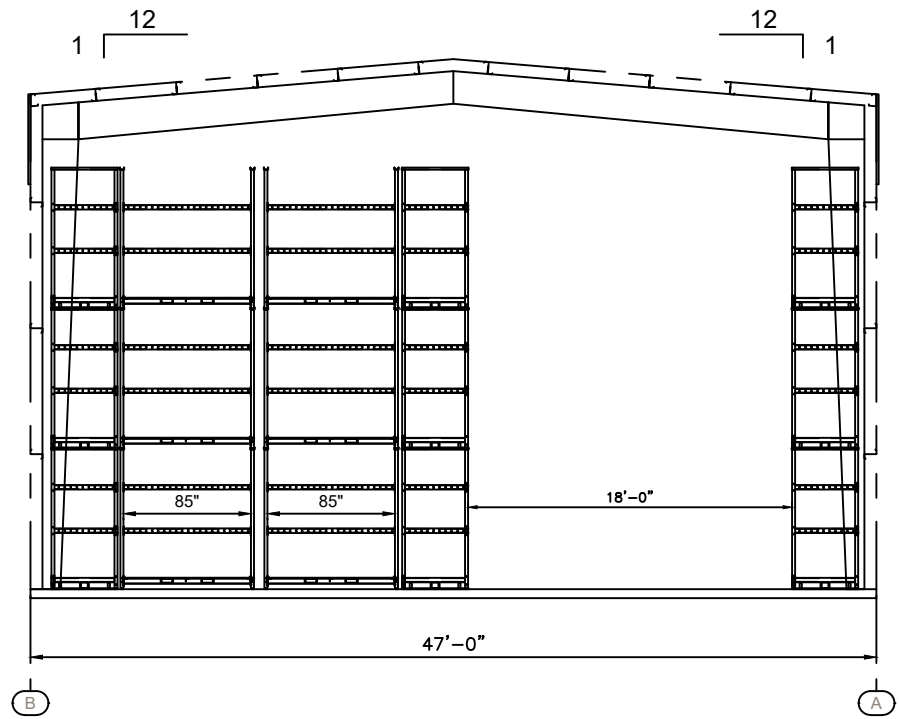
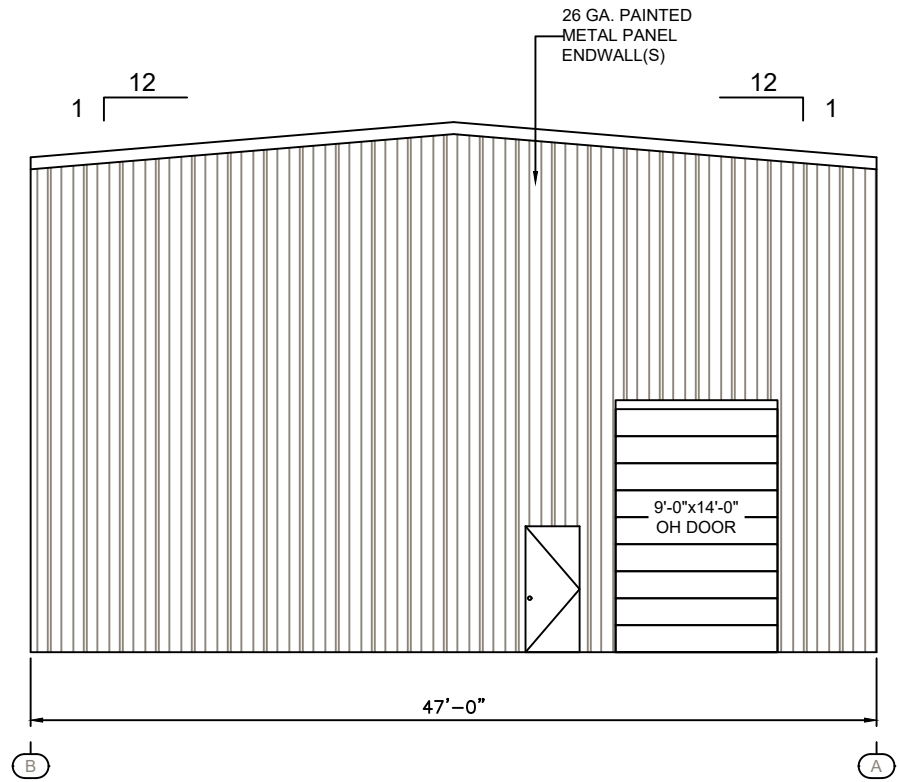
PROJECT NAME: RICCI LUMBER PORTSMOUTH, NH		 <div>SUNBELT RACK A Division of CAD LBM, LLC. 2255 Justin Trail Alpharetta, GA 30004 (PH) 800-353-0892 (FAX) 770-569-9944 www.Sunbelt-Rack.com</div> 		PRELIMINARY ONLY (NOT FOR CONSTRUCTION)		REV. DATE DESCRIPTION DRFTCHKD ENG	
SHEET DESCRIPTION: 3-SIDED SHED RACK ELEVATION(S)		PROJECT NUMBER: Q23-18025		SALESPERSON: CLINT		03 06/12/2024 PRELIMINARY DESIGN EXAR .	
SHEET NO: D23-18025-02-RK000-v04		PROJECT NUMBER: Q23-18025		SALESPERSON: CLINT			
STRC #: 02		SHEET NO: RK000					
SCALE:		AS NOTED					

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PLOT DATE: 6/28/2024 9:47 AM





100	SIDEWALL ELEVATION @ LINE A
A200	SCALE: 3/16" = 1'-0"



100	RACK LAYOUT PLAN
A200	SCALE: 3/16" = 1'-0"

PROJECT NAME: RICCI LUMBER PORTSMOUTH, NH		PROJECT NUMBER: Q23-18025		SALESPERSON: CLINT	
SHEET DESCRIPTION: MILLWORK WAREHOUSE		PROJECT NUMBER: Q23-18025-03-A200-v04		SHEET NO: A200	
STRC #: 03		SHEET NO: A200		SCALE: AS NOTED	

SUNBELT RACK
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(PH) 800-353-0892
(FAX) 770-569-9944
www.Sunbelt-Rack.com

CT DARNELL
construction
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REV.	DATE	DESCRIPTION	DRFT/CHKD	ENG
00	11/02/2023	PRELIMINARY DESIGN	EXAR	.
01	12/14/2023	REVISED	EXAR	.

PRELIMINARY ONLY
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PLOT DATE: 6/28/2024 9:47 AM

105 Bartlett - Shed Construction - Variance Application

Beverly M. Zendt <bmzendt@cityofportsmouth.com>

Fri 4/8/2022 1:09 PM

To: Christopher Mulligan <cmulligan@BosenandAssociates.com>

Cc: Peter M. Stith <pmstith@cityofportsmouth.com>; Vincent J. Hayes <vjhayes@cityofportsmouth.com>

Good afternoon,

You have requested the following variance for 105 Bartlett:

Remove two existing accessory structures and replace with one new shed which requires the following: 1) A Variance from Section 10.516.20 to allow a 6' setback where 15' is required from the railroad right of way.

It is staff's determination that the variance submitted for 105 Bartlett (LU-22-58) is not needed for the proposed construction of a new shed along the railroad right-of-way. At this time, staff would interpret the principal front yard to be Bartlett.

Staff analysis

- 10.516.20 provides the following: *10.516.20 Yard Adjoining a Railroad Right of Way Notwithstanding any other provision of this Article, in any district where a rear yard or side yard is required, the minimum yard adjoining a railroad right of way shall be 15 feet.*
- Staff interprets that to mean that where the district has no side yard – the 15 ' adjoining yard is not applicable.
- Zoning District CD4 - requires no side yard setback.
- Staff has determined that the yard adjoining the railroad ROW is a **side yard**.
- The existing service road/driveway does not meet the city's requirements for street. Although it has been dedicated, it has not been fully constructed or accepted by the city.
- Staff would interpret the principal front yard to be Bartlett at this time.
- Upon construction and acceptance of the new dedicated/platted road- the principal yard shall become that yard which adjoins the new proposed road.
- **Please be advised, the placement of the shed should be in compliant with all dimensional standards that will be in effect under the approved boundary line adjustment – currently under litigation.**

Portsmouth Zoning Ordinance Definition

Principal front yard On a lot with more than one front yard, the front yard designated to bear the address. On a lot with one front yard, that front yard may be referred to as the principal front yard.

Yard, front A yard extending across the full width of a lot between the street right of way line and nearest point of any building. **Front yard dimensions are to be measured from the street where a plan of the street is on file** with the Rockingham County Registry of Deeds or in City records, or in the absence of such plan, from a line 25 feet from and parallel to the center line of the traveled way.

Street A thoroughfare or roadway which is either (a) formally accepted by the City, or (b) **shown on a subdivision plan approved by the Planning Board and constructed to City subdivision** specifications or for which surety has been posted to guarantee construction of all improvements required by the Planning Board.

Please contact me if I can provide any additional information.

Best Regards,

Barbara Bennett

Director | Planning Department

City of Portsmouth

1 Junkins Avenue

Portsmouth, NH 03801

.....
(603) 610-7216

Bmz@cityofportsmouth.com

[http://] [Planning Department](#) | [City of Portsmouth](#)

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