

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

WORK SESSION

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

2:00 PM

August 11, 2026

AGENDA

2:00 PM 221 Woodbury Ave
Ryan Trust, Owner
(LUTW-26-10)

Subdivision

Aug. 4, 2026

Planning Department
Portsmouth City Hall
1 Junkins Avenue
Portsmouth, NH 03801

To: City of Portsmouth- Technical Advisory Committee

From: Martin Ryan

Date: Aug 04, 2026

Re: Request for TAC Work Session
Ryan Trust
221 Woodbury Ave, Tax map 175-10
General Residence A Zoning

Dear TAC Chairman Peter Stith & Technical Advisory Committee:

The Zoning Board of Adjustment reviewed this application on June 16th and unanimously approved the single variance requesting relief from the frontage requirement.

In support of the request for subdivision at 221 Woodbury Avenue, we respectfully submit this memorandum and the accompanying exhibits for the Planning Board's consideration at its meeting on July 16, 2026.

Attachments:

- A. City Tax Map
- B. Drawing Set
 - T1- Title Sheet
 - C1- Existing Site Plan
 - C2- Proposed Site Plan
 - C3- Site Diagram
 - A1- Site Elevation
 - A2- Site Elevations
 - P1- Context Photographs
 - P2- Context Photographs

Property:

Located at 221 Woodbury Avenue, the subject property is a 17,351-square-foot corner parcel with approximately 135 feet of Woodbury Avenue frontage and approximately 145 feet of Thornton Street frontage (see C1 Existing site Plan). Existing structures include a well-maintained two-family residence constructed circa 1900 and a detached garage.

The applicants, who have resided at and maintained the property for 30 years, seek a subdivision due to health-related challenges that make the current dwelling unfeasible. The objective is to subdivide the large parcel to create a new, adjacent lot. This will facilitate the construction of a more suitable residence, enabling the applicants to age in place within their established community.

While the proposed subdivision creates two appropriately sized lots that are consistent with the neighborhood's land use patterns, the project did require the approval of a frontage variance for the newly created lot.

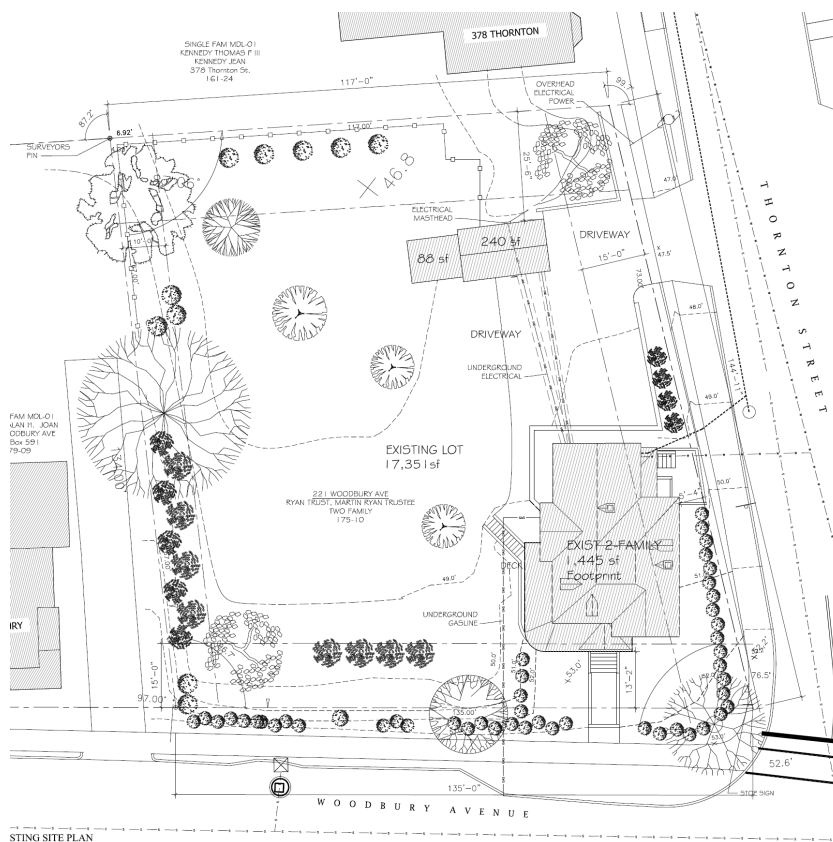


Figure #1 Existing Site Plan



Figure #2 Proposed Site Plan

Parking:

Each dwelling unit, the existing and the proposed single-family structure, will be supported by a standard two-car garage with a footprint of 24' x 24'. The resulting off-street parking, accommodated via the driveways and garages, exceeds the regulatory thresholds of Section 10.1112.31 (Parking Requirements for Residential Uses).

Vehicular and Pedestrian Traffic:

To ensure independent vehicle access, both the proposed and existing single-family residences will utilize separate curb cuts and dedicated driveways. Each driveway

configuration is intentionally designed with an integrated turnaround area, enabling vehicles to execute a safe three-point turn and exit onto the public right-of-way in a forward-facing direction, thereby eliminating the need to back out into the street.

The proposed driveway entrances on Thornton Street have been strategically positioned to minimize the visual impact of parked vehicles and driveway infrastructure, ensuring that vehicular traffic does not dominate the streetscape or the site's aesthetic character. Additionally, the layout prioritizes neighborhood safety by incorporating an on-site turnaround that prevents vehicles from reversing into street traffic, ensuring all egress onto Thornton Street is made safely in a forward-facing direction.

Sidewalks were installed in 2025 giving safe pedestrian movement along Thornton Street and Woodbury Avenue.

Screening and Landscaping:

To enhance the overall aesthetic of the streetscape and respect adjacent properties, the site design incorporates robust perimeter screening. This will feature a combination of high-quality privacy fencing and a curated mix of native evergreen trees and deciduous shrubs. This multi-tiered landscape buffer is strategically designed to provide year-round visual screening, soften the built environment, and harmonize the development with the neighborhood's existing character. A landscaping plan will be incorporated into the building permit for the new house.

Water and Sewage:

Municipal water and sewer services for the proposed residence will connect directly to the existing infrastructure on Thornton Street. A new sewer tie-in will extend into the site from the 6-inch PVC sewer main, with its exact configuration subject to Portsmouth DPW approval. A dedicated 1-inch domestic water service line will be installed to serve the new home. Crucially, the existing home's utility connections will remain entirely separate, continuing to utilize the independent water and sewer lines currently serving the property from Thornton Street.

Stormwater management:

The subject property is characterized by a naturally depressed, bowl-shaped topography that presents a unique hydrological footprint. Rather than modifying this natural feature, our engineering approach strategically leverages the existing terrain as a primary retention asset, supplementing it with advanced, low-impact development (LID) mitigation measures to strictly guarantee zero net increase in off-site stormwater runoff.

To achieve this, the proposed design integrates a comprehensive, multi-tiered stormwater management system:

- **Permeable Pavement:** The driveway on Lot #2 will utilize a mix of permeable and impermeable pavement, drastically reducing impervious surface area and promoting direct subsurface infiltration.
- **Dedicated Roof Drainage Controls:** Runoff from the proposed structures will be managed via dedicated roof drainage systems, isolating clean roof runoff and directing it to targeted mitigation areas.
- **Controlled Overflow System:** To manage high-intensity storm events, we have designed a robust overflow mitigation system. This system utilizes a strategically positioned catch basin and a sub-surface underdrain network that ties directly into the municipal stormwater main located on Thornton Street, ensuring a controlled, low-velocity discharge.

Site Lighting:

To prevent light pollution in the surrounding neighborhood, all proposed site lighting will be wall-mounted and designed at minimal levels. This configuration is optimized to deliver a safe, welcoming pedestrian experience without the use of free-standing fixtures or flood lights.

Trash Collection:

Solid waste disposal for both the existing and new dwellings will be managed through the Portsmouth curbside collection service. Bins will be placed along Thornton Street frontage for pickup.

Site Utilities:

Electrical service currently originates from an overhead utility pole at the northeast corner of the site, running overhead to the existing garage where it is metered before continuing underground to the existing residence.

As part of this project, the garage will be demolished, and all electrical and communication lines for the existing residence will be transitioned to a fully underground service originating from the same northeast utility pole.

To serve the proposed new residence, a separate, independent utility service will be established from the same pole and routed entirely underground. All final services for both structures will be located underground, eliminating overhead lines across the site.

Snow Removal:

The proposed snow removal strategy utilizes on-site plowing to clear all asphalt driveways and access points. Accumulated snow will be stockpiled in the dedicated, demarcated snow storage areas shown on the site plans. These storage zones are strategically located adjacent to the driveways to minimize transport distances and ensure that melt runoff is directed toward approved drainage systems without impacting adjacent properties.

Zoning Relief:

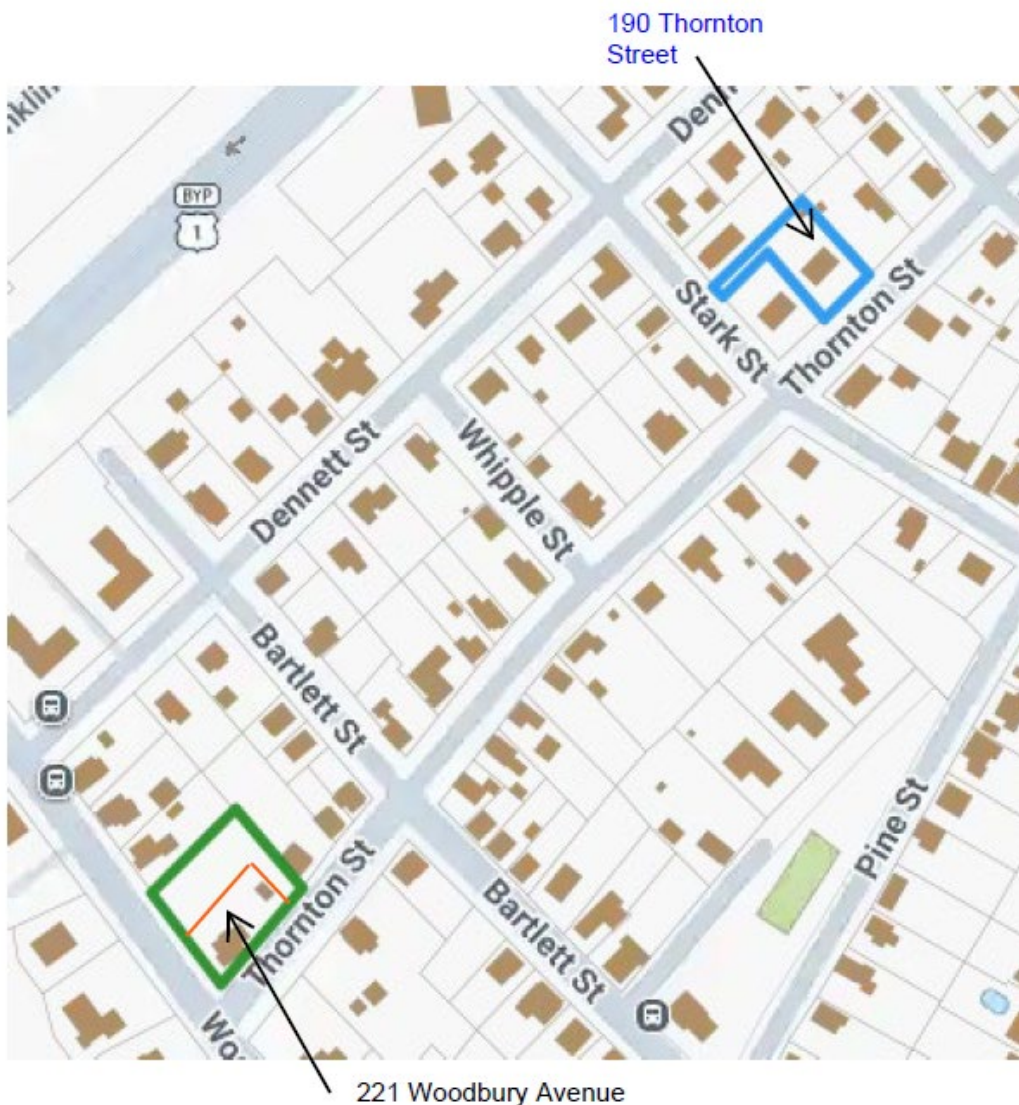
The proposed subdivision was formally presented to the Portsmouth Zoning Board of Adjustment (ZBA) for review. The applicant requested a dimensional variance to permit 63 linear feet (LF) of frontage for the newly created lot, where a minimum of 100 LF is required under the current zoning district regulations.

All other applicable dimensional and setback requirements for both lots were fully satisfied. Following a review of the application materials and public testimony, the ZBA found that the request met the criteria for municipal relief and voted unanimously (6-0) to grant the variance.

With the proposed house on Lot #2, the front setback of 8'-7" reflects the average existing setback of 251 Woodbury Avenue and the existing house on Lot #1.



The proposed subdivision is deliberately designed to maintain the neighborhood's character by preventing driveways and garages from dominating the property's architectural facade.



SUBDIVISION PRECEDENT

Figure 4. - Precedent for lot configuration.

By relocating these visual elements to the interior of the lot, the proposed lot configuration successfully preserves the existing streetscape and the historic charm of the area. This approach would maintain the historic language of the “urban street wall”. Additionally, this driveway configuration eliminates the danger of backing into street traffic. A comparable precedent for this L-shaped lot and driveway configuration can be found at 190 Thornton Street.

In this case, If the subdivision is granted, there will be no change in the essential characteristics of the neighborhood. A second dwelling lot is entirely appropriate and

consistent with the existing subdivision in which this property sits. It does not increase the amount of residential density beyond what is permitted by right. Thus, the fundamental residential character of the neighborhood will not be altered, and the health, safety and welfare of the public will not be threatened.

Thank you for your consultation on this matter.

Respectfully Submitted,

Martin Ryan

This is a detailed aerial map of a residential area in Woodbury, New Jersey. The map shows a grid of streets including Franklin Ave, Woodbury Ave, Boyd Rd, and various local streets like Denner St, Bartlett St, and Thornton St. Numerous brown building footprints are visible, many with lot numbers. A specific lot, 175-10, is highlighted with a blue border. The map also shows a river, Grapevine Run, and a scale bar indicating 1 inch equals 178.79829693686366 feet.

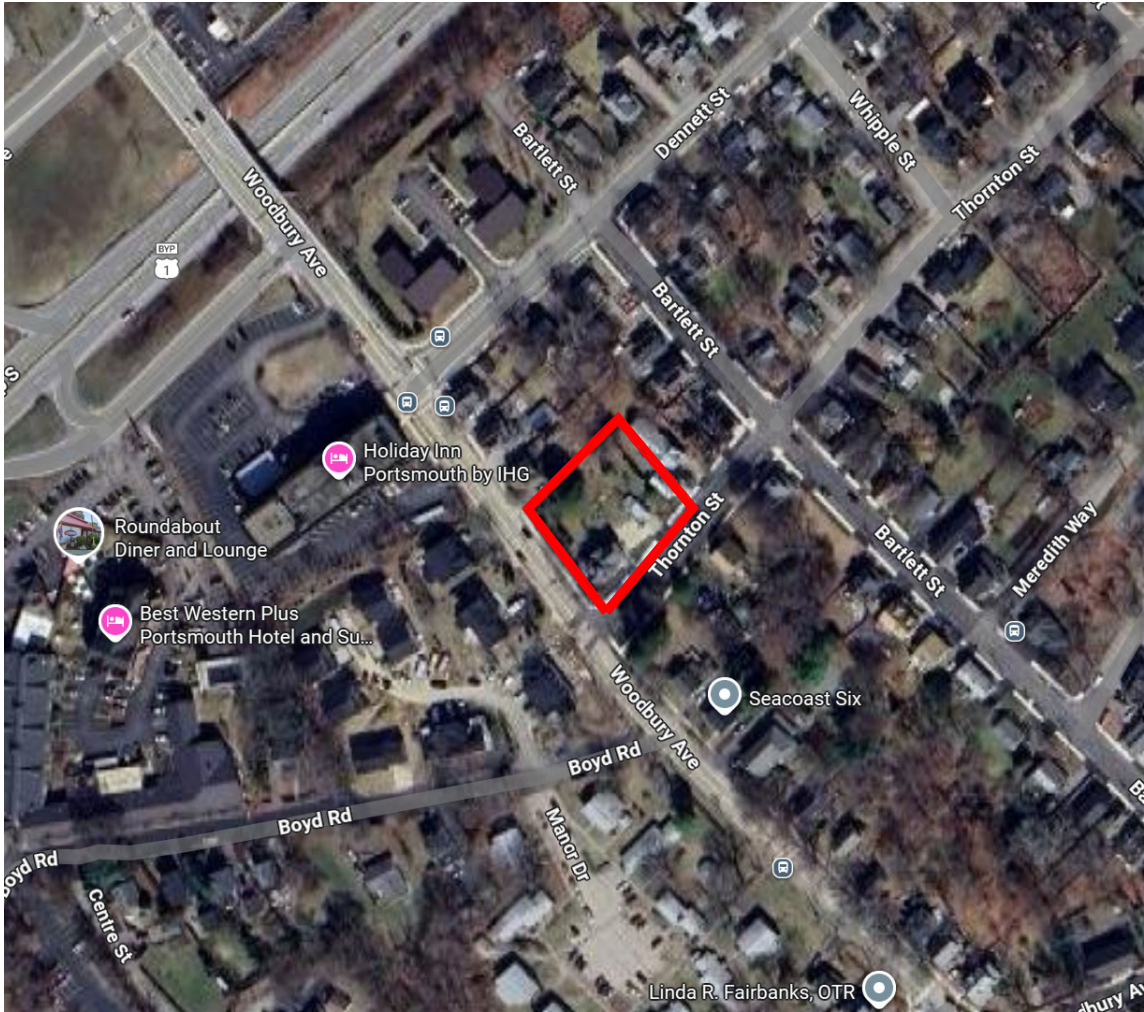
Print map scale is approximate.
Critical layout or measurement
activities should not be done using
this resource.

DRAWING LIST

NO	TITLE
T1	TITLE SHEET
C1	EXISTING SITE PLAN
C2	PROPOSED SITE PLAN
C3	SITE DIAGRAMS
A1	SITE ELEVATIONS
A2	SITE ELEVATIONS
P1	CONTEXT PHOTOGRAPHS
P2	CONTEXT PHOTOGRAPHS

221 WOODBURY AVENUE
PORTSMOUTH, NH 03801
SUBDIVISION PROPOSAL PLAN
TAC WORK SESSION

OWNER- RYAN TRUST
AUGUST 4, 2026



AERIAL VIEW
SCALE: NTS

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801
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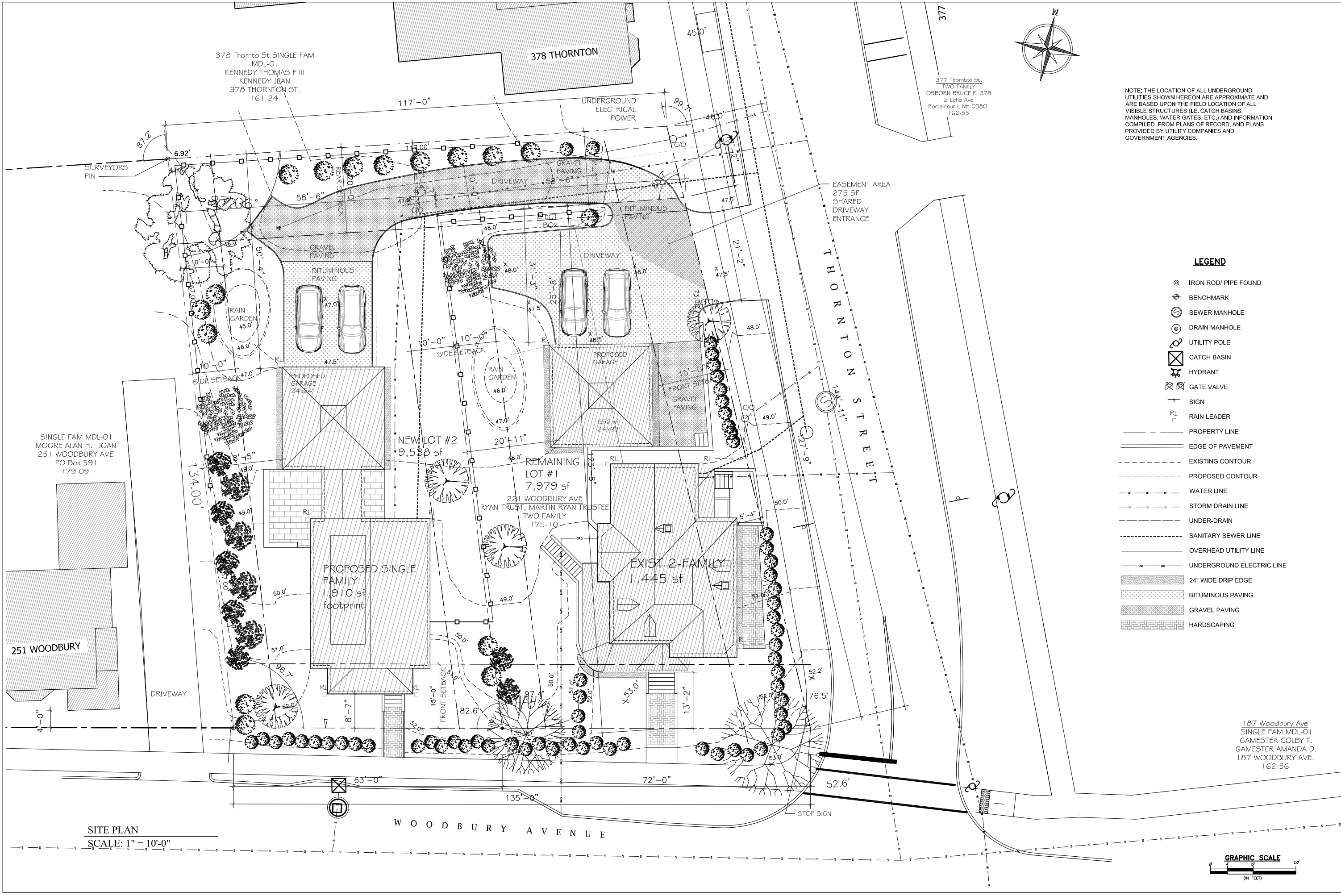
AUG. 4, 2026
TAC WORK
SESSION

221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

DATE: 07-14-26
DESIGN: MLR
DRAWN: MLR
CHECKED:
SCALE:
JOB:

TITLE
SHEET

T1

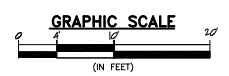


NOTE: THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED UPON THE FIELD LOCATION OF ALL VISIBLE STRUCTURES (I.E. CATCH BASINS, MANHOLES, WATER GATES, ETC.) AND INFORMATION COMPILED FROM PLANS OF RECORD, AND PLANS PROVIDED BY UTILITY COMPANIES AND GOVERNMENT AGENCIES.

LEGEND

- IRON ROD/ PIPE FOUND
- BENCHMARK
- SEWER MANHOLE
- DRAIN MANHOLE
- UTILITY POLE
- CATCH BASIN
- HYDRANT
- GATE VALVE
- SIGN
- RAIN LEADER
- PROPERTY LINE
- EDGE OF PAVEMENT
- EXISTING CONTOUR
- PROPOSED CONTOUR
- WATER LINE
- STORM DRAIN LINE
- UNDER-DRAIN
- SANITARY SEWER LINE
- OVERHEAD UTILITY LINE
- UNDERGROUND ELECTRIC LINE
- 24" WIDE DRIP EDGE
- BITUMINOUS PAVING
- GRAVEL PAVING
- HARDSCAPING

SITE PLAN
SCALE: 1" = 10'-0"



MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

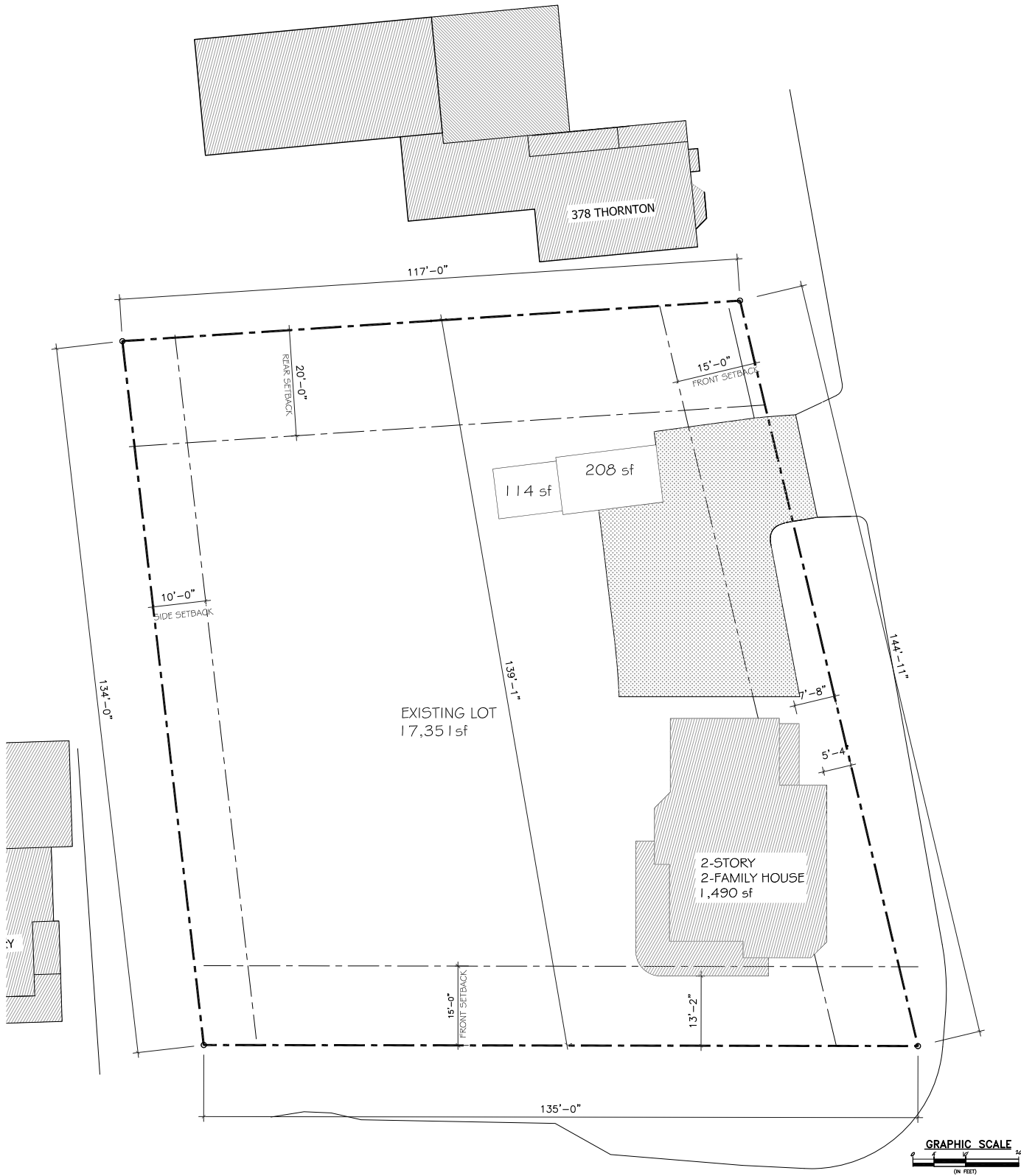
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221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

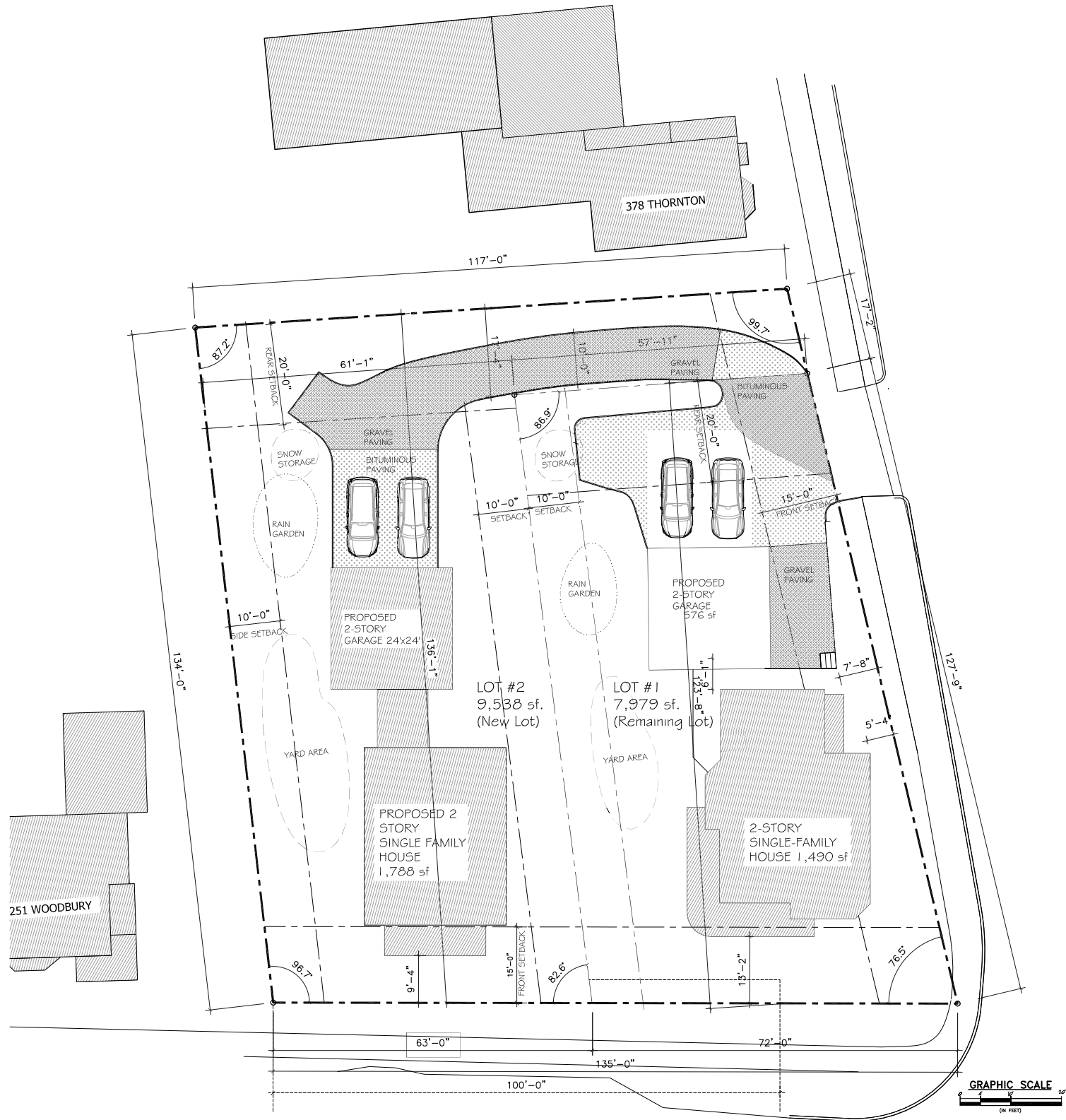
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PROPOSED SITE
PLAN

C2



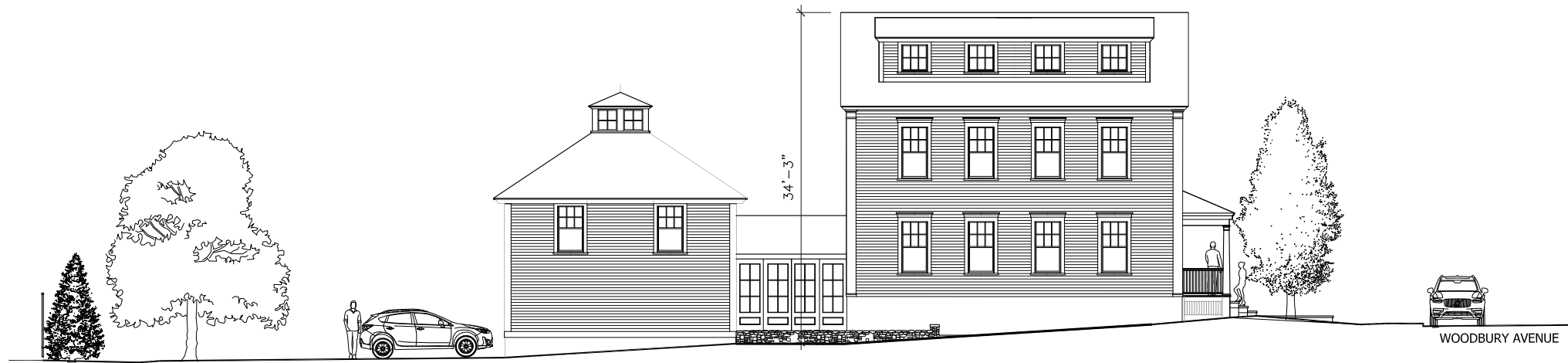
EXISTING SITE DIAGRAM
SCALE: NTS



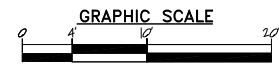
PROPOSED SITE DIAGRAM
SCALE: NTS

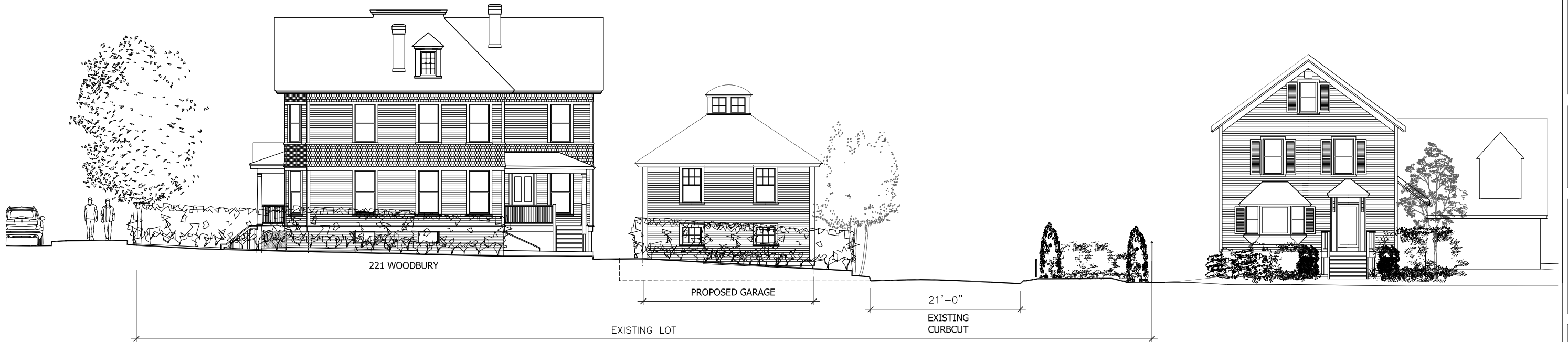


1 WOODBURY AVENUE ELEVATION

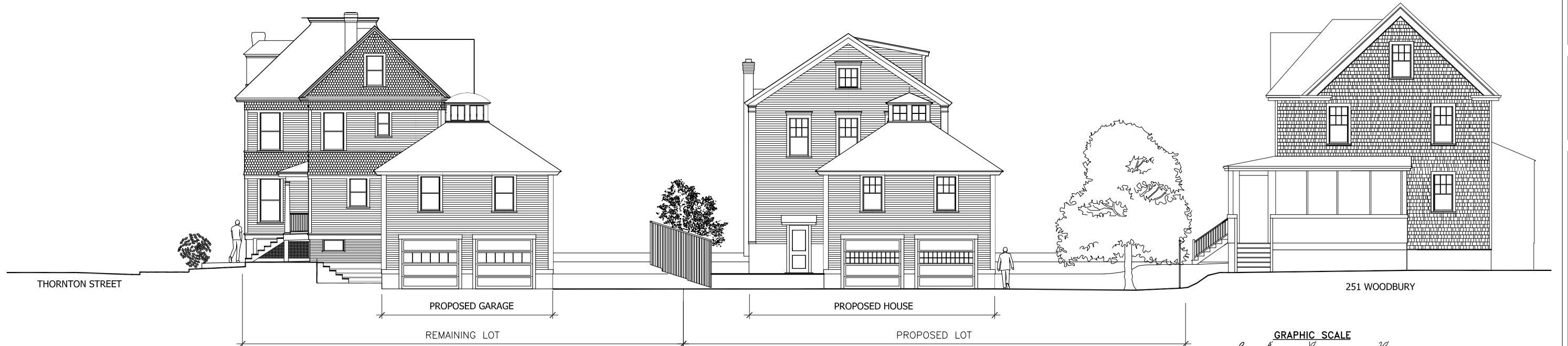


2 WEST ELEVATION

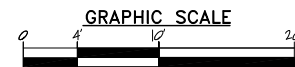




3 THORNTON STREET ELEVATION



4 NORTH ELEVATION



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221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

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SITE
ELEVATIONS

A2



PHOTOGRAPH #1



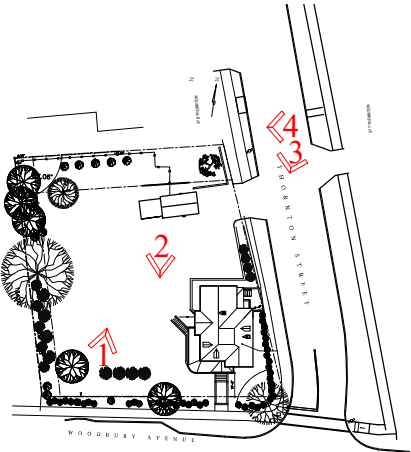
PHOTOGRAPH #2



PHOTOGRAPH #3



PHOTOGRAPH #4

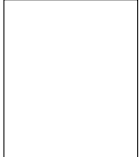


SITE KEY PLAN
SCALE: NTS

DATE: 08-01-21
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221 WOODBURY AVE
PORTSMOUTH, NH
PROPOSAL

JULY 14, 2026
TAC WORK
SESSION



MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801
+

CONTEXT
PHOTOGRAPHS



PHOTOGRAPH #5



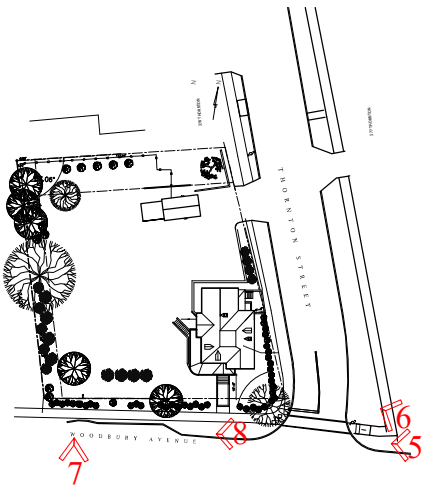
PHOTOGRAPH #6



PHOTOGRAPH #7



PHOTOGRAPH #8



SITE KEY PLAN
SCALE: NTS