



**Bosen & Associates**  
ATTORNEYS AT LAW

July 3, 2024

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

Re: Preliminary Conceptual Consultation / Design Review Completion  
361 Hanover Street

Dear Chairman Chellman:

On behalf of 361 Hanover Steam Factory, LLC, we are pleased to submit one (1) set of hard copies and one electronic file of the following information to support a second request for a Preliminary Conceptual Consultation and a request to complete the Design Review process for the above referenced project:

- Design Review Plans, dated July 3, 2024

Since the initial Preliminary Conceptual Consultation, we have listened to the comments and concerns of this Board and the abutters and redesigned the site to include four (4) buildings in order to allow more light and air into property and give it an overall neighborhood look and feel. As a result, we believe a second Preliminary Conceptual Consultation is warranted. Also, as the completion of the Design Review process included a Public Hearing and site walk we hereby request that these plans be the subject of this process.

The Site Plan depicts Building A as an 18,082 S.F, 4 story building with a Penthouse. It will have 34 dwelling units and 3 workforce housing units. Building B is a 3,116 S.F. two (2 1/2) story building with 4 dwelling units, Building C is a 2,280 two (2) story building with 2 dwelling units (Duplex) and Building D is a 4,320 S.F. three (3 1/2) story building with 8 dwelling units. The project will also provide a total of 69 parking spaces.

**John K. Bosen**  
Admitted in NH & MA

**Christopher P. Mulligan**  
Admitted in NH & ME

**Molly C. Ferrara**  
Admitted in NH & ME

**Austin Mikolaities**  
Admitted in NH

**Bernard W. Pelech**  
1949-2021

The applicant respectfully requests to be placed on the July 18, 2024 Planning Board meeting agenda. If you have any questions or concerns, please do not hesitate to call or email me at [jbosen@bosenandassociates.com](mailto:jbosen@bosenandassociates.com).

Very truly yours,



John K. Bosen

cc: client  
John Chagnon  
Nicholas Cracknell

# **PORTSMOUTH STEAM FACTORY PROJECT**

***PRELIMINARY CONCEPTUAL REVIEW  
- ALTERNATIVE CUP PLAN -***



**361 HANOVER STREET, PORTSMOUTH, NH  
HAMPSHIRE DEVELOPMENT CORPORATION**

**July 18<sup>TH</sup> 2024**



July 18, 2024

To: Rick Chellman, Planning Board Chair

Re: Preliminary Conceptual Review – Building and Site Design Revisions for 361 Hanover St.

## Purpose

The purpose of this submission for Preliminary Conceptual Review is three-fold. First, we would like to present an alternative building and site plan from the so-called “as-of-right” plan that was recently approved for Design Review (see Figure 1).



*Figure 1 – Proposed “As-of-Right Plan” showing a large Mixed-Use Building fronting on Hanover St.*

As a response to your feedback, we developed an alternative building and site plan – “the CUP Plan” that we believe better addresses your comments, suggestions, and the many issues and concerns expressed by members of the public during the Preliminary Conceptual and Design Review meetings.



*Figure 2 – Proposed “CUP Plan” showing three traditionally-designed buildings along Hanover St.*

Secondly, we would like to receive input and feedback on our proposed CUP Plan in order to make any final design adjustments prior to filing a formal Site Plan Application. Finally, realizing that we will require zoning relief to implement the CUP Plan, we would like to request the Board consider informally supporting our alternative CUP plan prior to us filing a variance application in August.

## **Site Plan Elements**

As discussed during the Design Review phase of the project, the site planning issues of parking, loading, solid waste, deliveries, drainage, utilities, lighting, landscaping, off-site improvements, and the location of all mechanical equipment will all be formally addressed when a site plan is updated and reviewed by both the Technical Advisory Committee and the Planning Board. We would refer the Board to our submission packet and project narrative, dated April 4<sup>th</sup>, 2002, and on file with the Planning Department for any questions pertaining to those issues.

## **Issues Raised during Design Review**

As you recall, as part of the public hearing within the Design Review process, several core issues of concern were expressed from both Planning Board members, neighbors, and members of the general public. The core issues included the height, scale, volume, and massing of the proposed buildings. Additionally, there were also concerns about the prospect of ground-floor commercial uses and their potential impact on spill-over street parking, lighting, and noise. Other issues included emergency access concerns via the proposed tunnel, parking and loading areas, and whether the proposed buildings and zoning requirements were consistent with the North End Vision Plan. Other issues of concern related to pedestrian access to Foundry Place, improving on-site drainage, and consideration for a better building design to reflect the historic quality and character of the smaller historic structures within the surrounding neighborhood.

## **Our Preliminary Response**

As discussed during the Design Review process, we listened to Board and public feedback and have re-evaluated the proposed building and site design and re-examined the density, dimensional, and the architectural character of the surrounding neighborhood. Additionally, we have revisited the existing zoning regulations and the goals and objectives of the North End Vision Plan in order to refine the design to better reflect the goals of both the Board and the surrounding neighborhood. In doing so, we re-considered the five (5) following elements as follows: 1) the goals and objectives of the North End Vision Plan; 2) the existing neighborhood context (density and design); 3) the surrounding land use pattern (especially on the ground-floor); 4) the pedestrian circulation; and, 5) the building placement, volume, and design.

### **1. North End Vision Plan**

As listed in Figure 3, the goals and objectives of the North End Vision Plan were focused on generating building and site designs that were both respectful and sensitive to the surrounding context. In particular, the buildings were intended to step up or down in transitional areas like the property at 361 Hanover Street. This stepping element is exactly why the North End Overlay District does not carry over to the parking lot portion of the property along Hanover Street. Additionally, the Vision Plan encourages ground-floor commercial uses to activate the sidewalk and enhance the

pedestrian experience. Thus, the Downtown Overlay District (DOD) was extended into much of the North End. Streets were also encouraged to support multi-modal traffic with an emphasis of non-vehicular use of new streets and driveways. Finally, to achieve more vibrant, walkable streets and sidewalks, the zoning also includes incentives for public or civic spaces like shared streets, wide public sidewalks, or public park areas.

Despite the zoning for the North End allowing taller and larger buildings than the surrounding context and mandating ground-floor commercial uses, we developed an alternative plan – the “CUP Plan” – that we believe better reflects the goals and objectives of the North End Vision Plan. The CUP Plan seeks to step the buildings down from the taller buildings along Hill and Hanover Streets to the much shorter and smaller building types along Rock Street.

**PLAN PORTSMOUTH**  
**NORTH END PRELIMINARY VISION PLAN**

**DESIGN NARRATIVE**

The North End is envisioned over the long term to grow as a complementary extension of Portsmouth's downtown. Unlike many other areas of the City within the former Urban Renewal area, very little historical context remains. This fact, coupled with several larger vacant parcels, makes this distinct ripe for redevelopment opportunities close to downtown. Implementation of this vision will likely require a wide array of innovative land use regulations, policies and programs.

The North End Vision Plan has four main components:

**CIVIC SPACE**

The Plan incorporates an extensive network of parks, plazas, paths, playgrounds, trails and open space. One essential feature is the waterfront trail network along the periphery of the North Mill Pond. With several landscaped fingers, this network is designed to pull the waterfront back into the North End and provide public access to and along the waterfront. In celebrating the unique history of this area, a central civic space is located adjacent to the former shipbuilding and launch ramp as a series of hardscape plazas, greens and waterfront esplanades for active and passive recreation. Across the Maplewood Avenue bridge, the existing City-owned boat launch site on Marsh Lane is expanded into a new park. The trail network also includes a path through the Union & North Cemeteries.

**BUILDING DESIGN**

The massing strategy of the vision plan is to respond to the surrounding context and waterfronts by stepping down building heights and densities towards the waterfront and existing historic structures. While Portsmouth's downtown is rich in historical architectural styles, public opinion during the charrette expressed a desire for a mixture of contemporary building design, styles types, materials and a wide variety of building height, volumes and massing techniques in the North End. This purposeful distinction will help to define the North End as a unique entity while complementing and contrasting with the historic character of the larger downtown.

**LAND USE**

Land uses in the North End will include a variety of residential, office and commercial spaces. The Vision Plan anticipates a range of mixed-use building types from smaller rowhouses and live-work units to mid-rise buildings. Ground floor uses will be commercial in order to activate streetscapes and to keep residences out of potential flood zones. Ideally, these residential units will incorporate a full range of housing opportunities from affordable workforce housing to luxury units. Parking will be located in the rear of lots, in subterranean garages or in wrapped parking structures to be concealed from public view. There may be an opportunity to support infill housing on the former PSNH Substation parcel now that much of the equipment has been removed or consolidated. Additionally, the plan envisions the eventual removal of the overhead transmission lines.

**TRANSPORTATION & INFRASTRUCTURE**

The Vision Plan anticipates a harmonious integration of various modes of transportation including pedestrian, bicycle, vehicular and transit connections in the form of bus and future passenger rail lines. All thoroughfares are designed to be pedestrian-friendly and incorporate multi-modal design features including generous sidewalks and bike lanes where possible. The City is planning to replace the Maplewood Avenue bridge over the North Mill Pond. When this is done, there may be opportunities to integrate new buildings and waterfront dining to better connect the Dennett Street area with the North End.

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- 1 NOBLE'S ISLAND
- 2 ALBACORE MUSEUM
- 3 PSNH SUBSTATION
- 4 MAPLEWOOD/DENNETT GATEWAY REDEVELOPMENT
- 5 MARSH LAKE PARK
- 6 WATERFRONT DINING
- 7 MILL POND CIVIC PLAZA & GREEN
- 8 MILL POND WATERFRONT PARK & GREENWAY
- 9 35 ARTSPACE
- 10 MARKET STREET ROUNDABOUT & PARKS
- 11 NORTH END PLAZA
- 12 FUTURE HARBORCORP/WHOLE FOODS CONVENTION CENTER
- 13 UNION CEMETERY/NORTH CEMETERY
- 14 MAPLEWOOD HISTORIC HOMES
- 15 TRANSIT ORIENTED DEVELOPMENT
- 16 FUTURE PASSENGER RAIL STATION
- 17 FUTURE NORTH END PARKING GARAGE W/ MIXED-USE LINER BUILDING
- 18 FUTURE MAPLEWOOD PARKING GARAGE W/ MIXED-USE LINER BUILDING
- 19 FUTURE MAPLEWOOD AVENUE SQUARE/PARK
- 20 FUTURE ARTISAN/WORKFORCE HOUSING DISTRICT
- 21 FUTURE UPWARD EXTENSION OF HEINEMANN BUILDING
- 22 FUTURE MIXED-USE DISTRICT
- 23 FUTURE INFILL & LINER BUILDINGS

Figure 3 – North End Vision Plan

**2. Neighborhood Context**

Project density can be defined in a number of ways including, but not limited to, the number of dwelling units, or the height, volume, footprint, or massing of the buildings. When looking at density as a function of the number of dwelling units, Figure 4 illustrates the transition from the high-density developments and land use pattern within the character-district zoning along Foundry Place and Hill Street in the North End with the lower density traditional neighborhoods along Rock or Sudbury Street in the abutting Islington Creek Neighborhood.



Figure 4 – Existing Neighborhood Density (Estimated Units / Acre)

When looking at the existing and allowed densities in terms of building height, scale, and volume, the variation within the surrounding neighborhood is even more dramatic. For example, within the CD5, buildings are permitted to have footprints as large as 20,000 SF and heights between 40-60' depending on overlay districts. In contrast, new buildings in the abutting CD4-L1 are restricted to much smaller footprints of 2,500 SF (about the size of the Pearl Street Church) and heights of 40-42' (again about the height of the Pearl Street Church). Interestingly, like the character-based zoning, the abutting General Residence C District allows for new buildings to be between 35-43' in height depending on whether parking is provided within the ground-floor of the building.

Perhaps the biggest difference between the GRC, CD4-L1, and the CD5 is the coverage and open space requirements as buildings in the CD5 are allowed to occupy 95% of the lot area and thus, do not require significant open space areas whereas the GRC and CD4-L1 require between 40% and 65% of the lot area to be remain undeveloped for parking or open space.

Coupled with the size of the footprints allowed in the CD5, the high coverage allowance promotes and encourage buildings that are significantly larger than those permitted in the abutting GRC District. Importantly, the allowable density (as reflected by the allowable footprints and building heights) transitions from a high density along Foundry Place and Hill Street (the CD5 district with large footprints and a 50-60' height limitation) to a moderate density along Hanover Street (the CD4-L1 district with smaller footprints and a 40' height limitation) and to a much lower density along Tanner, Pearl, and Parker Streets (the GRC district with small footprints and a 35-43' height limitation) before increasing to a moderate density allows along Islington Street (the CD4-L2). Thus,



our evaluation of the surrounding context suggests that we consider reconfiguring the density and volume of the so-called “As-of-Right Plan” to substantially reduce the building height, volume, and footprints along Hanover Street.

### 3. Ground-Floor Commercial Uses

Although the Downtown Overlay District (DOD) includes the total land area of 361 Hanover Street it is important to acknowledge that there are no other properties fronting on Hanover Street included in the DOD. Within Downtown Portsmouth, DOD requires ground-floor commercial uses with the intention to activate the street edge and enhance the pedestrian experience.



*Figure 5 – Existing Streetscape showing Residential Land Use Pattern on Hanover St.*

Unfortunately, in this particular area along Hanover Street Figure 6 shows that only 293 Hanover Street is designed for and used as a commercial use. Moreover, except for the non-conforming Peral Street Church property, all other nearby properties on Hanover Street and the intersecting streets are all residential uses (see Figure 5).



Figure 6- Commercial Use at 293 Hanover Street

To the east, Bridge Street is essentially the edge of the downtown commercial district and Islington Street – a mixed-use commercial corridor linking the downtown to the West End – provides intermittent commercial uses that support the adjacent neighborhoods (see Figure 7).



Figure 7 - Commercial Use at 63 Islington Street

Thus, along with the question of the economic viability of this location, the concerns and compatibility issues with the surrounding residential neighborhood led us to continue to evaluate the more suitable ground-floor use of residential dwelling units; consistent with the existing neighborhood context.

#### 4. Pedestrian Circulation

During the Design Review process suggestions were made to consider and provide for pedestrian connections between the proposed project and the public parking garage on Foundry Place. In review of the serious physical challenges of opening the City's existing retaining wall along Foundry Place to introduce a stairway to Foundry Place we evaluated other less-challenging options. In particular, we reviewed the approved site plans for the abutting 53 unit project at 89 Foundry Place. The approved plans show a 6-8' wide public pedestrian accessway connecting the entrance of the public parking garage on Foundry Place with Hill Street (see Figure 8 below). The entrance to the public parking garage is less than 300 feet from the proposed multi-modal way that is proposed within the project. Thus, visitors and any spillover parking can utilize this pedestrian passageway to easily access the Foundry Place Public Parking Garage.

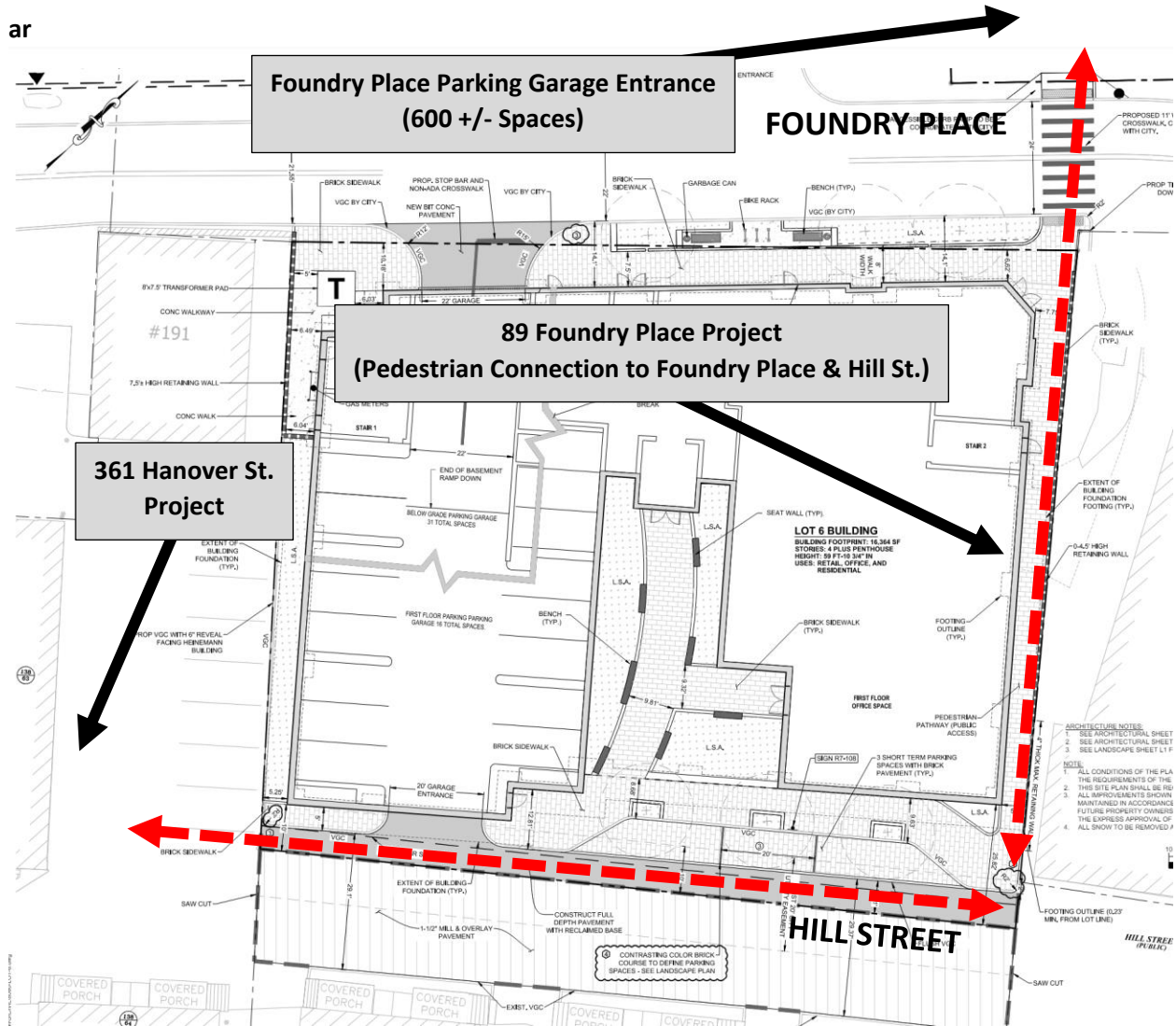


Figure 8 – Pedestrian Connector at 89 Foundry Place

## 5. Building Design

Some Board members and most members of the public suggested we reevaluate the proposed architectural style of the proposed building(s) along Hanover Street with a clear preference for buildings that are more consistent with the quality and historic character of the surrounding historic buildings. More specifically, suggestions were made for smaller building footprints, reduced height and volume, and the application of traditional building principles that would better reflect the historic architecture of the surrounding neighborhood.

### Alternative CUP Plan

#### Overall Building and Site Design

The alternative CUP Plan seeks to address the core issues listed above by adhering to the goals and objectives of the North End Vision Plan. Moreover, it also seeks to redevelop the property by employing a context-sensitive approach that steps down and transitions from a high-density newer development along Foundry Place and Hill Street to a moderate density along Hanover Street and lower density along Rock and Sudbury Streets.



*Figure 9 – Proposed “As-of-Right Plan” showing a large Mixed-Use Building fronting on Hanover St.*

Figure 9 illustrates how the previously proposed 3 ½ story mansard building along Hanover Street occupies the full street frontage along Hanover Street and overpowers some of the smaller abutting buildings. In contrast, Figure 10 illustrates the alternative CUP Plan where the larger building has been broken into three separate buildings with reduced height and volume to better align with the lower density context of the western side of the site.

As we discussed within the Design Review process, the CUP Plan also proposes to increase the height of the Kearsarge Building along Foundry Place – in a historically sensitive manner – to reestablish the volume, height, and historic character of the building and support the transfer of development rights from Hanover Street to Foundry Place as intended in the North End Vision Plan and the Character-Based Zoning.



Figure 10 – Proposed Lower-Scale, Traditionally-Designed Buildings along Hanover Street

### Ground-Floor Residential Uses

Given the questions of economic viability and the potential for adverse impacts on the surrounding neighborhood (i.e. spillover parking, noise, and light pollution), the CUP Plan proposes a residential ground-floor use in all four buildings.

### Building Placement & Open Space

As shown in Figure 11, there is parking available on-site to support up to 48 dwelling units within the four (4) proposed buildings.

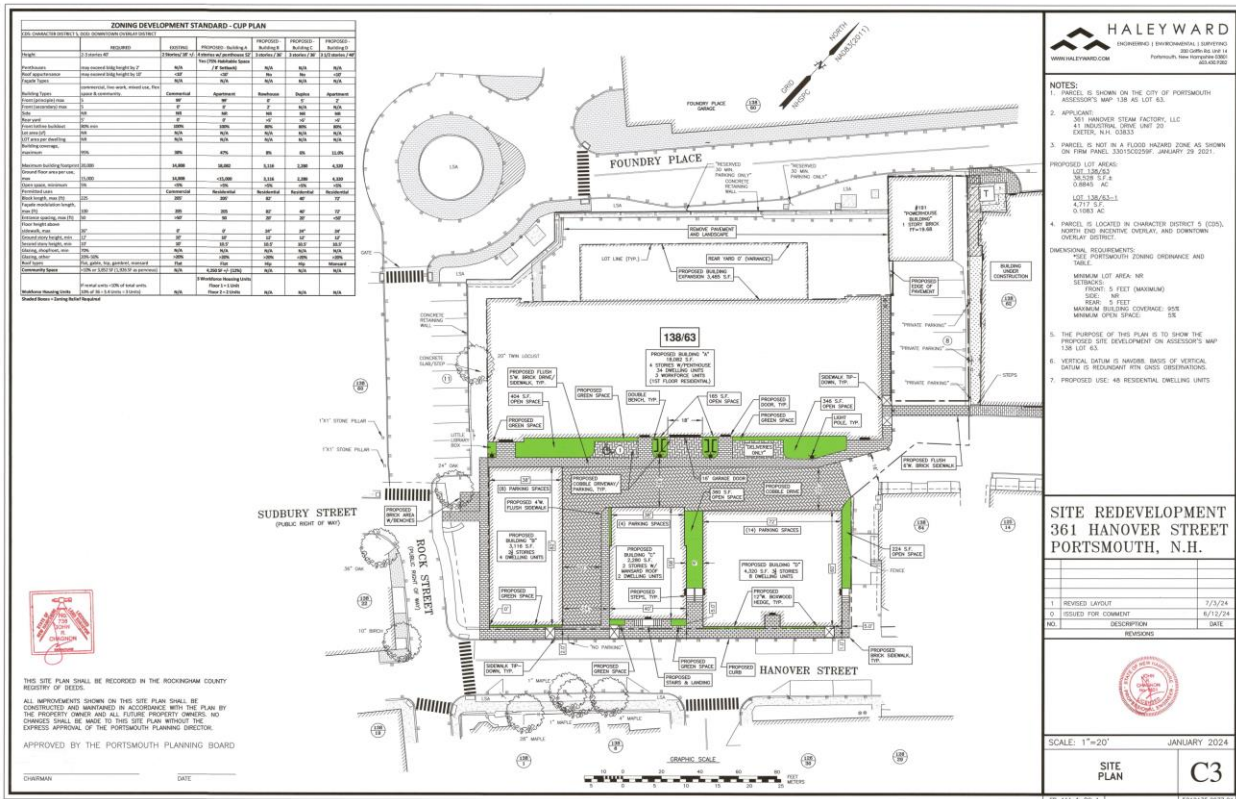


Figure 11 – Alternative CUP Plan showing Proposed Buildings and Driveways and Open Space

## Building Design

As shown in Figures 12-15, all four buildings have been redesigned to be more consistent with the historic character of the surrounding neighborhood. Understanding this property is located outside the Historic District, we have intentionally redesigned these buildings to reference the historic elements in the surrounding context versus the more contemporary buildings being constructed along Foundry Place and Deer Street in the North End.



*Figure 12 – Building A: 4½-Story “Apartment” Building (the Kearsarge Building)*



Figure 13 – Building B: 3-Story “Rowhouse” Building



Figure 14 – Building C: 3-Story “Duplex” Building



Figure 15 - Building D: 3½-Story “Apartment” Building

**Community Space**

As required under the CUP, at least 10% (3,853 SF +/-) of the property would be deeded as Community Space. As shown on Figure 16, the proposed Community Space would be a 4,500 +/- SF Shared Multi-Modal Way connecting Rock Street to Hill Street. The shared street would include formal landscaping, lighting and street furniture.



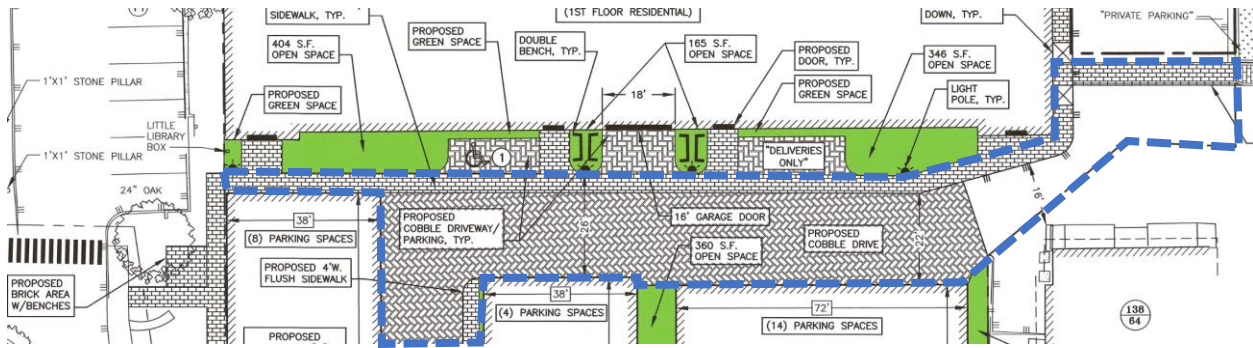


Figure 16 – Proposed Community Space - Multi-Modal Way

### Workforce Housing

As required under the CUP, at least 10% of the proposed dwelling units would be deed restricted as rental Workforce Housing Units and be rented to a household with an income of no more than 60% of the median family income for a 3-person household. Such units will be at least 600 SF in GFA and are proposed to be located within the 1<sup>st</sup> and 2<sup>nd</sup> floor of Building A (the only building located within the North End Incentive Overlay District).

### Zoning Relief

Table 1 shows how the proposed four (4) buildings align with the development standards for the CD5.

ZONING DEVELOPMENT STANDARD - CUP PLAN						
CD5: CHARACTER DISTRICT 5, DOD: DOWNTOWN OVERLAY DISTRICT						
	REQUIRED	EXISTING	PROPOSED - Building A	PROPOSED - Building B	PROPOSED - Building C	PROPOSED - Building D
Height	2-3 stories / 40'	2 Stories / 18' +/-	4 stories w/ penthouse 52' / 8' Setback	3 stories / 36'	3 stories / 36'	3 1/2 stories / 40'
Penthouses	may exceed bldg height by 2'	N/A	Yes (75% Habitable Space)	N/A	N/A	N/A
Roof appurtenance	may exceed bldg height by 10'	<10'	<10'	No	No	<10'
Facade Types		N/A	N/A	N/A	N/A	N/A
Building Types	commercial, live-work, mixed use, flex space & community.	Commercial	Apartment	Rowhouse	Duplex	Apartment
Front (principle) max	5	99'	99'	0'	5'	2'
Front (secondary) max	5	0'	0'	2'	N/A	N/A
Side	NR	NR	NR	NR	NR	NR
Rear yard	5'	0'	0'	>5'	>5'	>5'
Front lotline buildout	80% min	100%	100%	80%	80%	80%
Lot area (sf)	NR	N/A	N/A	N/A	N/A	N/A
LOT area per dwelling	NR	N/A	N/A	N/A	N/A	N/A
Building coverage, maximum	95%	38%	47%	8%	6%	11.0%
Maximum building footprint	20,000	14,808	18,082	3,116	2,280	4,320
Ground floor area per use, max	15,000	14,808	<15,000	3,116	2,280	4,320
Open space, minimum	5%	<5%	>5%	>5%	>5%	>5%
Permitted uses		Commercial	Residential	Residential	Residential	Residential
Block length, max (ft)	225	205'	205'	82'	40'	72'
Facade modulation length, max (ft)	100	205	205	82'	40'	72'
Entrance spacing, max (ft)	50	>50'	50	20'	20'	<50'
Floor height above sidewalk, max	36"	0'	0'	24"	24"	24'
Ground story height, min	12'	10'	10'	12'	12'	12'
Second story height, min	10'	10'	10.5'	10.5'	10.5'	10.5'
Glazing, shopfront, min	70%	N/A	N/A	N/A	N/A	N/A
Glazing, other	20%-50%	>20%	>20%	>20%	>20%	>20%
Roof types	flat, gable, hip, gambrel, mansard	Flat	Flat	Hip	Hip	Mansard
Community Space	>10% or 3,852 SF (1,926 SF as pervious)	N/A	4,250 SF +/- (12%)	N/A	N/A	N/A
Workforce Housing Units	If rental units = 10% of total units. 10% of 36 = 3.4 Units = 3 Units	N/A	3 Workforce Housing Units Floor 1 = 1 Unit Floor 2 = 2 Units	N/A	N/A	N/A

Table 1 – Zoning Table showing Development Standards for each Building

As illustrated with the shaded boxes in Table 1, to support the CUP Plan, zoning relief from the Board of Adjustment (BOA) will be necessary. The following variances are required to permit and construct the plan:

1. To allow the ground-floor use of the buildings to be residential.

2. To allow for an “apartment”, “rowhouse”, and “duplex” building type in the CD5.
3. To allow the ground floor height of Building A (the Kearsarge Building) to be 10’ versus 12’.
4. To allow the penthouse level of Building A (the Kearsarge Building) to exceed 50% of the total floor area of the floor below and have a setback of 8’ from the roof edge.

## **Summary**

After consideration of the many valuable comments, issues, concerns, and suggestions provided by the Board and members of the public within the Design Review process for the “As-of-Right Plan”, we believe the proposed CUP Plan meets the goals and objectives of the North End Vision Plan and, subject to the granting of zoning relief from the Board of Adjustment, exceeds the findings and criteria needed for approval of a CUP.

In closing, we would respectfully request the Board consider an informal vote in support for the CUP Plan. Doing so would not only acknowledge our collective efforts to address the concerns raised during the Design Review process but also “right-size” this development and demonstrate our common goals to make this project a success for urban infill and redevelopment in downtown Portsmouth. Moreover, it would also be likely to have a positive effect on the BOA’s review and provide them a deeper appreciation and understanding of how these design changes were collaboratively developed. In the end, we believe this CUP Plan better aligns with the Board’s and the public’s strong desire for a more balanced, respectful, and context-sensitive, redevelopment of this property; one that also includes Community Space and Workforce Housing.

# PROPOSED DEVELOPMENT

## 361 HANOVER STREET PORTSMOUTH, NEW HAMPSHIRE DESIGN REVIEW PLANS

### OWNER/APPLICANT:

361 HANOVER STEAM  
FACTORY, LLC  
41 INDUSTRIAL DRIVE UNIT 20  
EXETER, NH 03833  
TEL. (603) 235-5475

### CIVIL ENGINEER/LAND SURVEYOR:

AMBIT ENGINEERING, INC.  
200 GRIFFIN ROAD, UNIT 3  
PORTSMOUTH, N.H. 03801  
TEL. (603) 430-9282

### ARCHITECT:

SCOTT BROWN  
29 WATER STREET, SUITE 209  
NEWBURYPORT, MA 01950  
TEL. (978) 465-3535

### PLANNING CONSULTANT:

NICHOLAS CRACKNELL  
TEL. (978) 270-4789

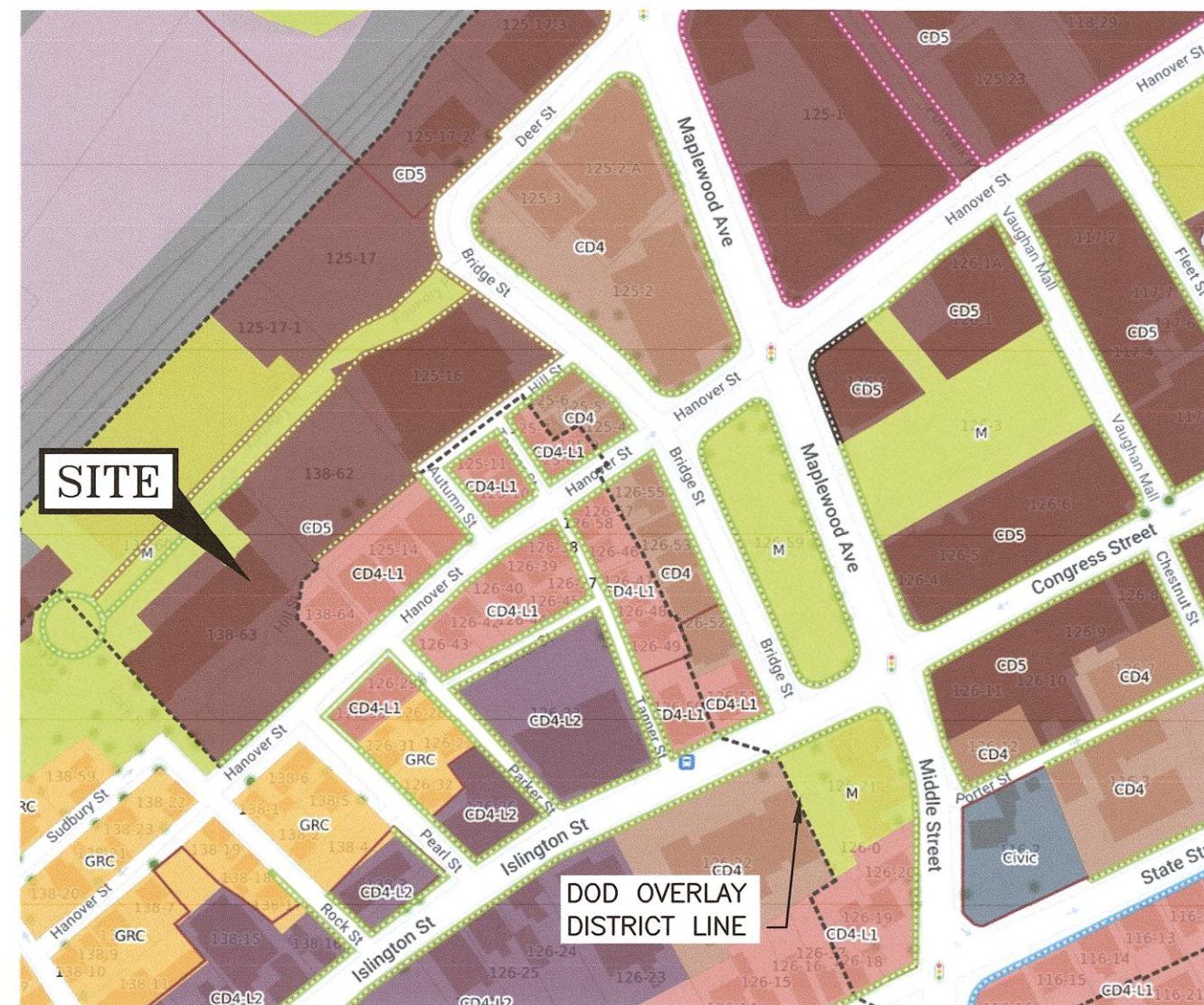
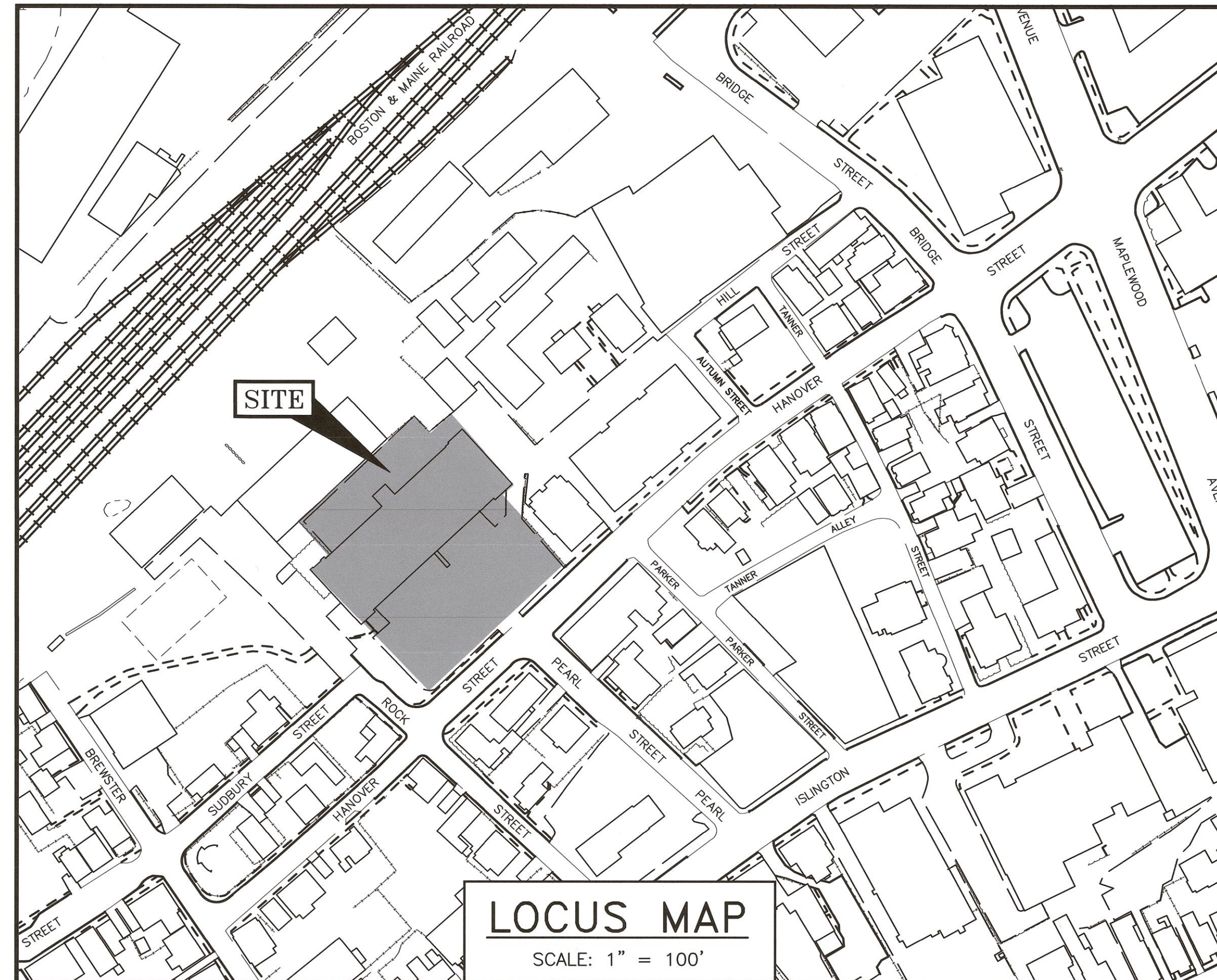
### LAND USE ATTORNEY:

BOSEN & ASSOCIATES  
266 MIDDLE STREET  
PORTSMOUTH, N.H. 03801  
TEL. (603) 427-5500

PERMIT LIST:  
PORTSMOUTH HDC:  
PORTSMOUTH ZONING BOARD:  
PORTSMOUTH SITE REVIEW:  
PORTSMOUTH CONDITIONAL USE PERMIT:

### LEGEND:

EXISTING	PROPOSED	
---	---	PROPERTY LINE
---	---	SETBACK
S	S	SEWER PIPE
SL	SL	SEWER LATERAL
G	G	GAS LINE
D	D	STORM DRAIN
W	W	WATER LINE
WS	WS	WATER SERVICE
UGE	UGE	UNDERGROUND ELECTRIC
OHW	OHW	OVERHEAD ELECTRIC WIRES
---	---	FOUNDATION DRAIN
100	100	EDGE OF PAVEMENT (EP)
97x3	98x0	CONTOUR
○	○	SPOT ELEVATION
○	○	UTILITY POLE
⊙	⊙	WALL MOUNTED EXTERIOR LIGHTS
⊙	⊙	TRANSFORMER ON CONCRETE PAD
⊙	⊙	ELECTRIC HANDHOLD
⊙	⊙	SHUT OFFS (WATER/GAS)
⊙	⊙	GATE VALVE
⊙	⊙	HYDRANT
⊙	⊙	HYDRANT
⊙	⊙	CATCH BASIN
⊙	⊙	SEWER MANHOLE
⊙	⊙	DRAIN MANHOLE
⊙	⊙	TELEPHONE MANHOLE
⊙	⊙	PARKING SPACE COUNT
⊙	⊙	PARKING METER
LSA	LSA	LANDSCAPED AREA
TBD	TBD	TO BE DETERMINED
CI	CI	CAST IRON PIPE
COP	COP	COPPER PIPE
DI	DI	DUCTILE IRON PIPE
PVC	PVC	POLYVINYL CHLORIDE PIPE
RCP	RCP	REINFORCED CONCRETE PIPE
AC	-	ASBESTOS CEMENT PIPE
VC	VC	VITRIFIED CLAY PIPE
EP	EP	EDGE OF PAVEMENT
EL	EL	ELEVATION
FF	FF	FINISHED FLOOR
INV	INV	INVERT
S =	S =	SLOPE FT/FT
TBM	TBM	TEMPORARY BENCH MARK
TYP	TYP	TYPICAL



MAP 10.5A21A  
CHARACTER DISTRICTS  
AND CIVIC DISTRICTS

Character Districts
CD2 Character District 2
CD4 Character District 4
CD4-W Character District 4-W
CD4-L1 Character District 4-L1
CD4-L2 Character District 4-L2
Civic District
CDC Civic District
Municipal District
MD Municipal District
Overlay Districts
OLOD Osprey Landing Overlay District
DO Downtown Overlay District
HD Historic District

MAP 10.5A21B  
BUILDING HEIGHT  
STANDARDS

Height requirement area	Maximum building height*
1 Story	20'
2 Stories	35'
2 Stories (short 3rd)	35'
2-3 Stories	40'
2-3 Stories (short 4th)	45'
2-4 Stories	50'
2-4 Stories (short 5th)	60'
2-5 Stories	60'

\*Penthouse Levels may exceed the building height by 2 feet.

### UTILITY CONTACTS

**ELECTRIC:**  
EVERSOURCE  
1700 LAFAYETTE ROAD  
PORTSMOUTH, N.H. 03801  
Tel. (603) 436-7708, Ext. 555.5678  
ATTN: MICHAEL BUSBY, P.E. (MANAGER)

**NATURAL GAS:**  
UNITIL  
325 WEST ROAD  
PORTSMOUTH, N.H. 03801  
Tel. (603) 294-5144  
ATTN: DAVE BEAULIEU

**CABLE:**  
COMCAST  
155 COMMERCE WAY  
PORTSMOUTH, N.H. 03801  
Tel. (603) 679-5695 (X1037)  
ATTN: MIKE COLLINS

**SEWER & WATER:**  
PORTSMOUTH DEPARTMENT OF PUBLIC WORKS  
680 PEVERLY HILL ROAD  
PORTSMOUTH, N.H. 03801  
Tel. (603) 427-1530  
ATTN: JIM TOW

**COMMUNICATIONS:**  
FAIRPOINT COMMUNICATIONS  
JOE CONSIDINE  
1575 GREENLAND ROAD  
GREENLAND, N.H. 03840  
Tel. (603) 427-5525

### INDEX OF SHEETS

DWG. NO.	
-	SUBDIVISION PLAN
-	SITE ORTHOPHOTO
C1	EXISTING CONDITIONS PLAN
C2	DEMOLITION PLAN
C3	SITE PLAN
-	LICENSE AREA PLAN

PORTSMOUTH APPROVAL CONDITIONS NOTE:  
ALL CONDITIONS ON THIS PLAN SET SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE CITY OF PORTSMOUTH SITE PLAN REVIEW REGULATIONS.

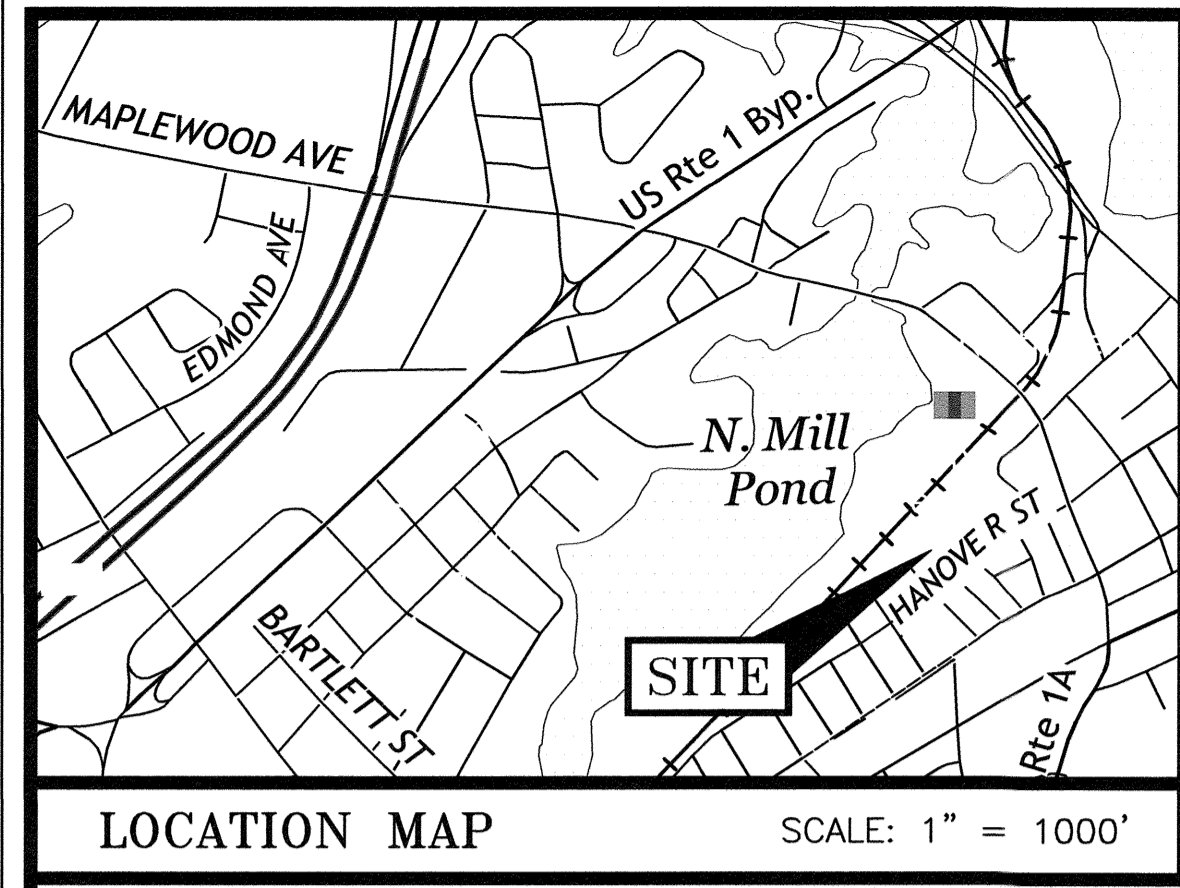
APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN \_\_\_\_\_ DATE \_\_\_\_\_

DESIGN APPLICATION PLANS  
PROPOSED DEVELOPMENT  
361 HANOVER STREET  
PORTSMOUTH, N.H.

**HALEYWARD**  
ENGINEERING | ENVIRONMENTAL | SURVEYING  
200 Griffin Rd, Unit 14  
Portsmouth, New Hampshire 03801  
603.430.9282  
WWW.HALEYWARD.COM

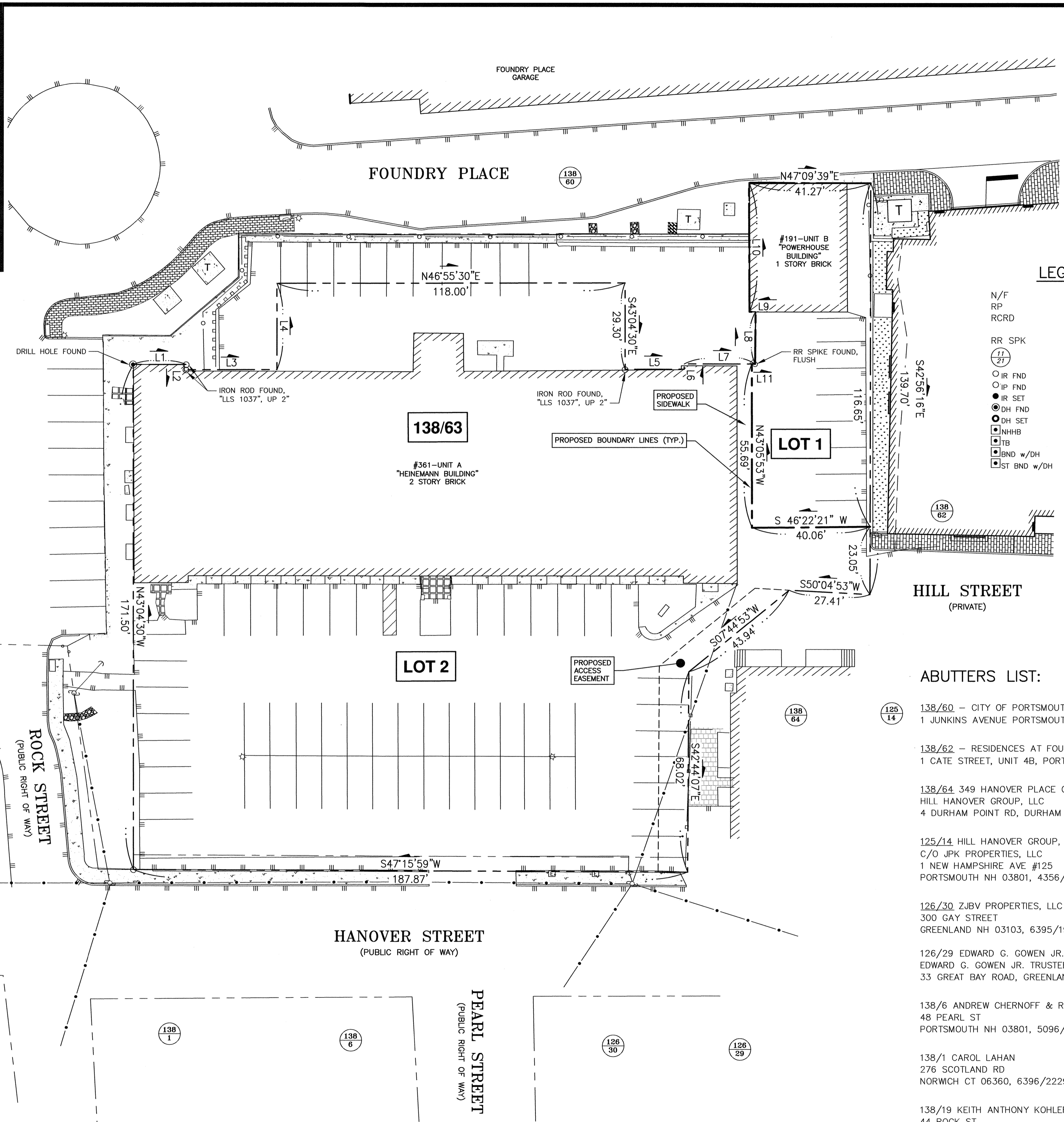
PLAN SET SUBMITTAL DATE: 3 JULY 2024



LOCATION MAP SCALE: 1" = 1000'

**PLAN REFERENCES:**

- 1) "PLAN OF LAND IN PORTSMOUTH, N.H. PORTSMOUTH MFG & POWER CO. TO FRANKIE BROOKS" BY JOHN W. DURGIN. DA TED FEBRUARY 1918. RCRD PLAN 078.
- 2) "SUBDIVISION OF LAND OF PORTSMOUTH MFG. & POWER CO. PORTSMOUTH, N.H." BY JOHN W. DURGIN. DATED NOVEMBER 1925. RCRD PLAN #36B.
- 3) "LAND IN PORTSMOUTH, N.H. PORTS. MFG. & POWER CO. TO HAROLD S. WOODS" BY JOHN W. DURGIN. DATED NOVEMBER 1926. RCRD PLAN #389.
- 4) "CONDOMINIUM SITE PLAN FOR HANOVER PLACE CONDOMINIUM 349 HANOVER STREET COUNTY OF ROCKINGHAM PORTSMOUTH, NH" BY MILLETTE, SPRAGUE & COLWELL, INC. DATED SEPTEMBER 28, 2004 LAST REVISED DECEMBER 20, 2005. RCRD PLAN D-33379.
- 5) "CONSOLIDATION & SUBDIVISION PLAN TAX MAP 125, LOT 17 & TAX MAP 138, LOT 62 DEER STREET ASSOCIATES BRIDGE, DEER & HILL STREETS CITY OF PORTSMOUTH COUNTY OF ROCKINGHAM STATE OF NEW HAMPSHIRE" BY AMBIT ENGINEERING, INC. DA TED JULY 2015. RCRD PLAN D-39699.
- 6) "KEARSARGE MILLS CONDOMINIUM PLANS" BY KIMBALL CHASE COMPANY, INC. DATED APRIL 15, 1986. RCRD PLAN D-14855.
- 7) "BOUNDARY LINE AGREEMENT PLAN KEARSARGE MILL CONDOMINIUMS PORTSMOUTH, N.H." BY JONES & BEACH ENGINEERS, INC. DATED APRIL 10, 1997 LAST REVISED APRIL 21, 1997. RCRD PLAN D-25421.
- 8) "AMENDED SITE PLAN, KEARSARGE MILL CONDOMINIUMS, 1 HANOVER STREET PORTSMOUTH, NH" BY KIMBALL CHASE CONSULTING ENGINEERS DATED 04-14-06 AND LAST REVISED 02-16-07. RCRD PLAN D-34716.



- LEGEND**
- N/F NOW OR FORMERLY
  - RP RECORD OF PROBATE
  - RCRD ROCKINGHAM COUNTY REGISTRY OF DEEDS
  - RR SPK RAILROAD SPIKE
  - MAP 11/LOT 21
  - IRON ROD FOUND
  - IRON PIPE FOUND
  - IRON ROD SET
  - DRILL HOLE FOUND
  - DRILL HOLE SET
  - NHDOT BOUND FOUND
  - TOWN BOUND
  - BOUND WITH DRILL HOLE
  - STONE BOUND WITH DRILL HOLE

HILL STREET (PRIVATE)

**ABUTTERS LIST:**

- 138/60 - CITY OF PORTSMOUTH  
1 JUNKINS AVENUE PORTSMOUTH NH 03801, 5848/0666
- 138/62 - RESIDENCES AT FOUNDRY PLACE, LLC  
1 CATE STREET, UNIT 4B, PORTSMOUTH NH 03801, 6475/1570
- 138/64 349 HANOVER PLACE CONDOS MASTER CARD  
HILL HANOVER GROUP, LLC  
4 DURHAM POINT RD, DURHAM NH 03824, 4356/0010
- 125/14 HILL HANOVER GROUP, LLC.  
C/O JPK PROPERTIES, LLC  
1 NEW HAMPSHIRE AVE #125  
PORTSMOUTH NH 03801, 4356/0010
- 126/30 ZJBV PROPERTIES, LLC  
300 GAY STREET  
GREENLAND NH 03103, 6395/1921
- 126/29 EDWARD G. GOWEN JR. REVOCABLE LIVING TRUST  
EDWARD G. GOWEN JR. TRUSTEE  
33 GREAT BAY ROAD, GREENLAND, NH 03840, 4327/2531
- 138/6 ANDREW CHERNOFF & REBEKAH CHERNOFF  
48 PEARL ST  
PORTSMOUTH NH 03801, 5096/0104
- 138/1 CAROL LAHAN  
276 SCOTLAND RD  
NORWICH CT 06360, 6396/2229
- 138/19 KEITH ANTHONY KOHLER & NICOLE GABRIELLE LAPIERRE  
44 ROCK ST  
PORTSMOUTH NH 03801, 4505/0807
- 138/22 SEAN G. CAUGHRAN  
407 HANOVER ST  
PORTSMOUTH NH 03801, 3289/1071

**LENGTH TABLE**

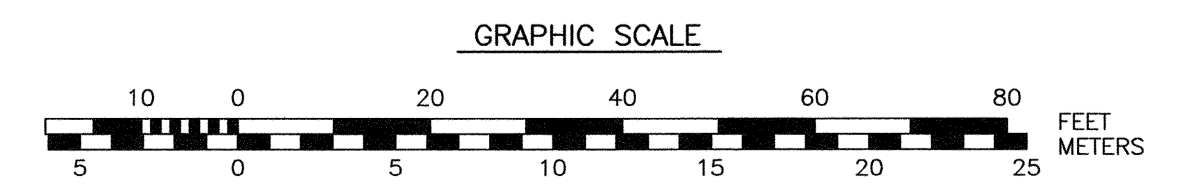
LINE	BEARING	DISTANCE
L1	N47°00'11"E	18.00'
L2	S43°03'50"E	1.78'
L3	N46°55'30"E	30.75'
L4	N43°04'30"W	29.30'
L5	N46°55'30"E	20.00'
L6	N43°04'30"W	1.80'
L7	N46°55'30"E	24.05'
L8	N42°30'12"W	17.65'
L9	S46°42'22"W	2.04'
L10	N43°17'38"W	43.88'
L11	N46°55'30"E	1.12'

"I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000."

JOHN R. CHAGNON, LLS DATE 4-3-24

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN DATE



**NOTES:**

- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 138 AS LOT 63.
- 2) OWNERS OF RECORD:  
UNIT A:  
361 HANOVER STEAM FACTORY, LLC  
41 INDUSTRIAL DRIVE UNIT 20  
EXETER, N.H. 03833  
6352/2959  
UNIT B:  
POWERHOUSE REALTY TRUST  
C/O ADAMS DAVID B. TRUSTEE  
210 GATES STREET  
PORTSMOUTH, NH 03801  
5419/1223
- 3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.
- 4) LOT AREAS:  
EXISTING  
43,245 S.F.  
0.9928 AC.  
PROPOSED LOT 1  
4,717 S.F.  
0.1083 AC.  
PROPOSED LOT 2  
38,528 S.F.  
0.8845 AC.
- 5) PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5), NORTH END INCENTIVE OVERLAY DISTRICT (NEIOD) AND DOWNTOWN OVERLAY DISTRICT.
- 6) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED SUBDIVISION OF TAX MAP 139, LOT 63 IN PORTSMOUTH, NH INTO 2 LOTS.
- 7) PARCEL IS BURDENED BY THE FOLLOWING EASEMENTS:  
A) ACCESS EASEMENT TO THE CITY OF PORTSMOUTH TO ALLOW ACCESS TO A PARKING AREA. SEE R.C.R.D. 4735/2971  
B) ACCESS EASEMENT TO HANOVER PLACE CONDOMINIUM ASSOCIATION. THIS EASEMENT TO BE RE-DEFINED AS SHOWN HEREON.
- 8) THE PARCEL HAS THE BENEFIT OF A REVOCABLE LICENSE BETWEEN THE CITY OF PORTSMOUTH AND THE KEARSARGE MILL UNIT ON THE PLAN ENTITLED "KEARSARGE MILL CONDOMINIUMS HANOVER STREET, PORTSMOUTH, NH SITE PLAN AMENDMENT" PREPARED BY KIMBALL CHASE CONSULTING ENGINEERS DATED APRIL 14, 2006, LICENSE AND SITE PLAN ARE AVAILABLE WITH THE RECORDS OF THE CITY OF PORTSMOUTH, SEE ALSO PLAN REFERENCE #6.
- 9) PROPERTY CORNERS WILL BE SET PRIOR TO RECORDING.

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	4/3/24
REVISIONS		

**SUBDIVISION PLAN  
TAX MAP 138 - LOT 63**

**KEARSARGE MILL UNIT OWNERS ASSOCIATION**  
OWNERS: 361 HANOVER STEAM FACTORY, LLC & POWERHOUSE REALTY TRUST  
FOUNDRY PLACE & HANOVER STREET  
CITY OF PORTSMOUTH  
COUNTY OF ROCKINGHAM  
STATE OF NEW HAMPSHIRE

SCALE: 1"=20' JANUARY 2024

FB 444 PG 1 5010135.2977.01



**NOTES:**

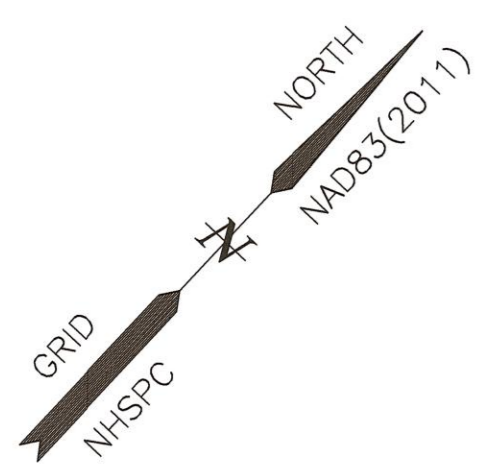
1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 138 AS LOT 63.

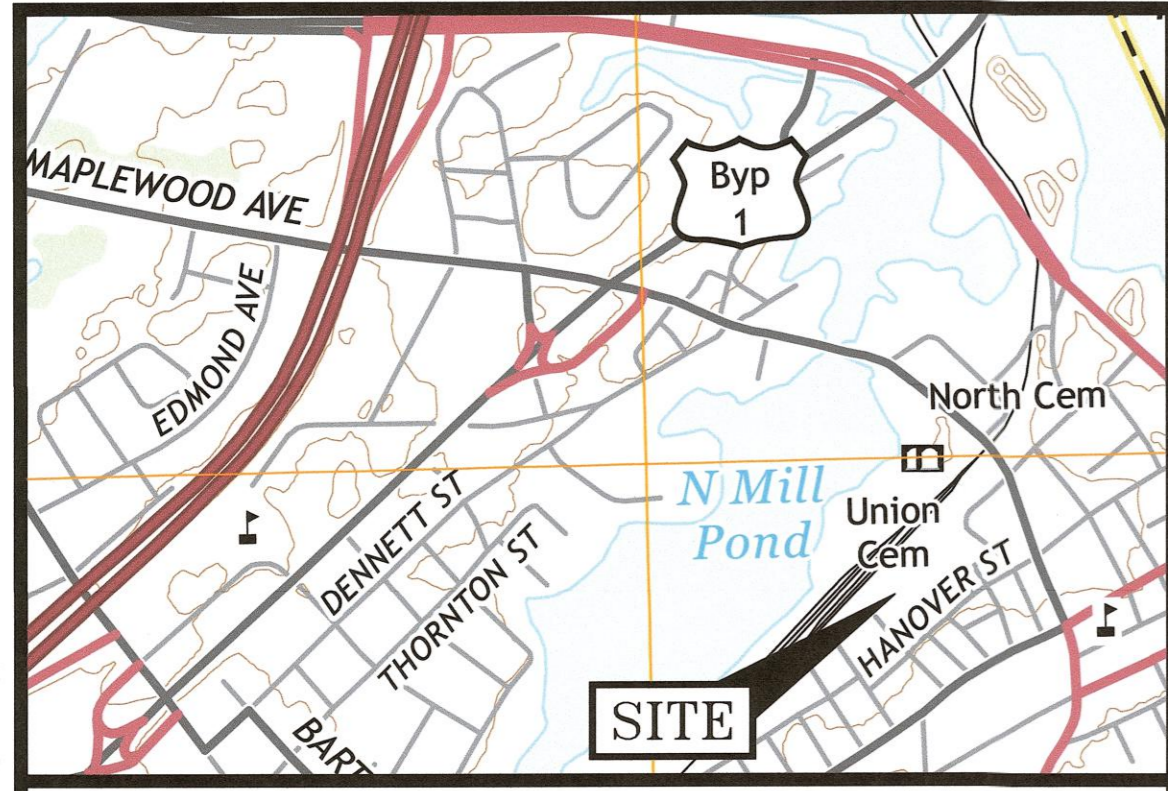
2) APPLICANT:  
 361 HANOVER STEAM FACTORY, LLC  
 41 INDUSTRIAL DRIVE UNIT 20  
 EXETER, NH 03833  
 6352/2959

3) THE PURPOSE OF THIS PLAN IS TO SHOW SITE FEATURES AS OF FEBRUARY 2023 ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 LOT 63.

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	4/3/24
REVISIONS		

**SITE ORTHOPHOTO**  
**TAX MAP 138 - LOT 63**  
**361 HANOVER STEAM FACTORY, LLC**  
**FOUNDRY PLACE & ROCK STREET**  
**CITY OF PORTSMOUTH**  
**COUNTY OF ROCKINGHAM**  
**STATE OF NEW HAMPSHIRE**



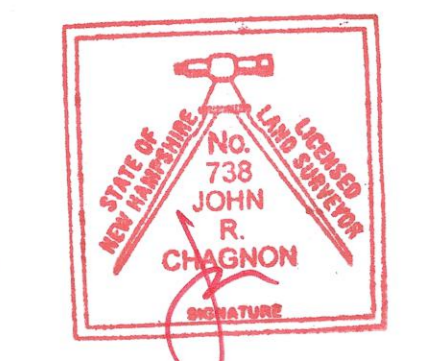
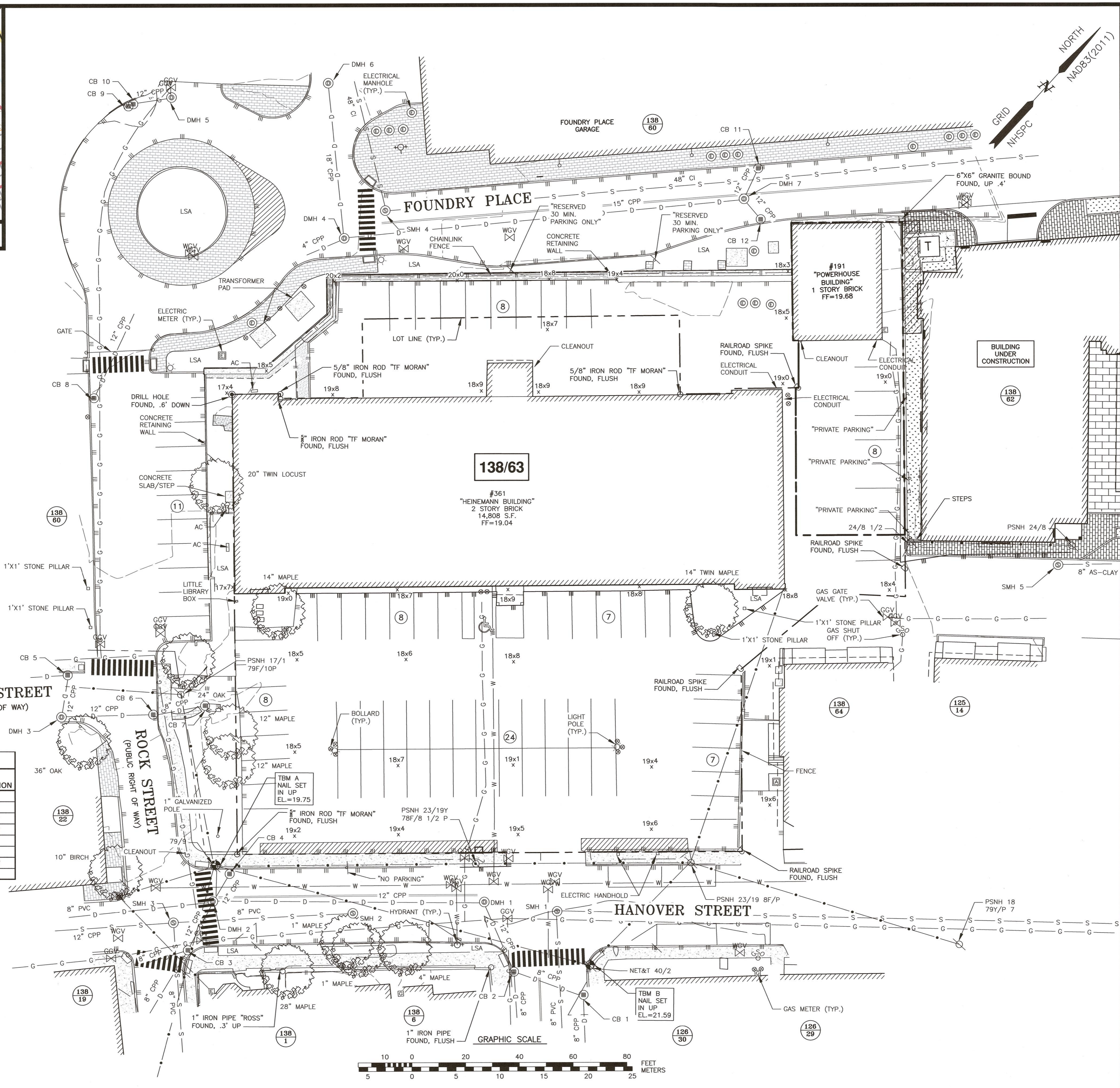


LOCATION MAP SCALE: 1"=1,000'

- NOTES:**
- PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63.
  - OWNER OF RECORD:  
 361 HANOVER STEAM FACTORY, LLC  
 41 INDUSTRIAL DRIVE UNIT 20  
 EXETER, N.H. 03833  
 6352/2959
  - PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F. JANUARY 29 2021.
  - EXISTING LOT AREA:  
 38,528 S.F.
  - PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5), NORTH END INCENTIVE OVERLAY DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.
  - DIMENSIONAL REQUIREMENTS:  
 SEE ZONING ORDINANCE
  - THE PURPOSE OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS ON PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63, AS AMENDED.
  - VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

DRAINAGE STRUCTURE TABLE						
STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INVERT IN	INVERT OUT	DIRECTION
CB 1	EX	20.66	8" CPP	17.51	17.46	SW
CB 2	EX	20.35	12" CPP	15.80	15.70	SE
CB 3	EX	19.29	8" CPP	16.50	16.54	NE
CB 4	EX	18.90	12" CPP	16.24	15.65	SE
CB 5	EX	15.00	12" CPP	16.29	10.00	SW
CB 6	EX	15.60	8" CPP	13.20	12.85	NE
CB 7	EX	17.43	12" CPP	16.28	16.28	SW
CB 8	EX	12.15	12" CPP	7.45	5.86	NW
CB 9&10	EX	9.76	12" CPP	5.86	5.86	NE
CB 11	EX	10.07	12" CPP	6.17	6.17	SE
CB 12	EX	10.22	12" CPP	6.92	6.92	W
DMH 1	EX	19.81	12" CPP	15.56	15.56	SW
DMH 2	EX	19.08	12" CPP	15.03	15.03	E
DMH 3	EX	15.30	12" CPP	15.43	15.43	NW
DMH 4	EX	11.86	18" CPP	10.65	5.46	NE
DMH 5	EX	9.87	4" PVC	9.36	6.29	SW
DMH 6	EX	11.84	12" CPP	6.44	6.44	NW
DMH 7	EX	10.19	12" CPP	6.39	6.39	E

SEWER STRUCTURE TABLE						
STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INVERT IN	INVERT OUT	DIRECTION
SMH 1	EX	20.06	15" PVC	14.41	14.36	NE
SMH 2	EX	19.31	8" PVC	12.91	12.91	SW
SMH 3	EX	19.15	8" PVC	11.60	11.45	SE
SMH 4	EX	12.23	48" CI	-0.77	-0.77	NW



"I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000."

*JRC* 4.3.24  
 JOHN R. CHAGNON, LLS DATE

**SITE REDEVELOPMENT  
 361 HANOVER STREET  
 PORTSMOUTH, N.H.**

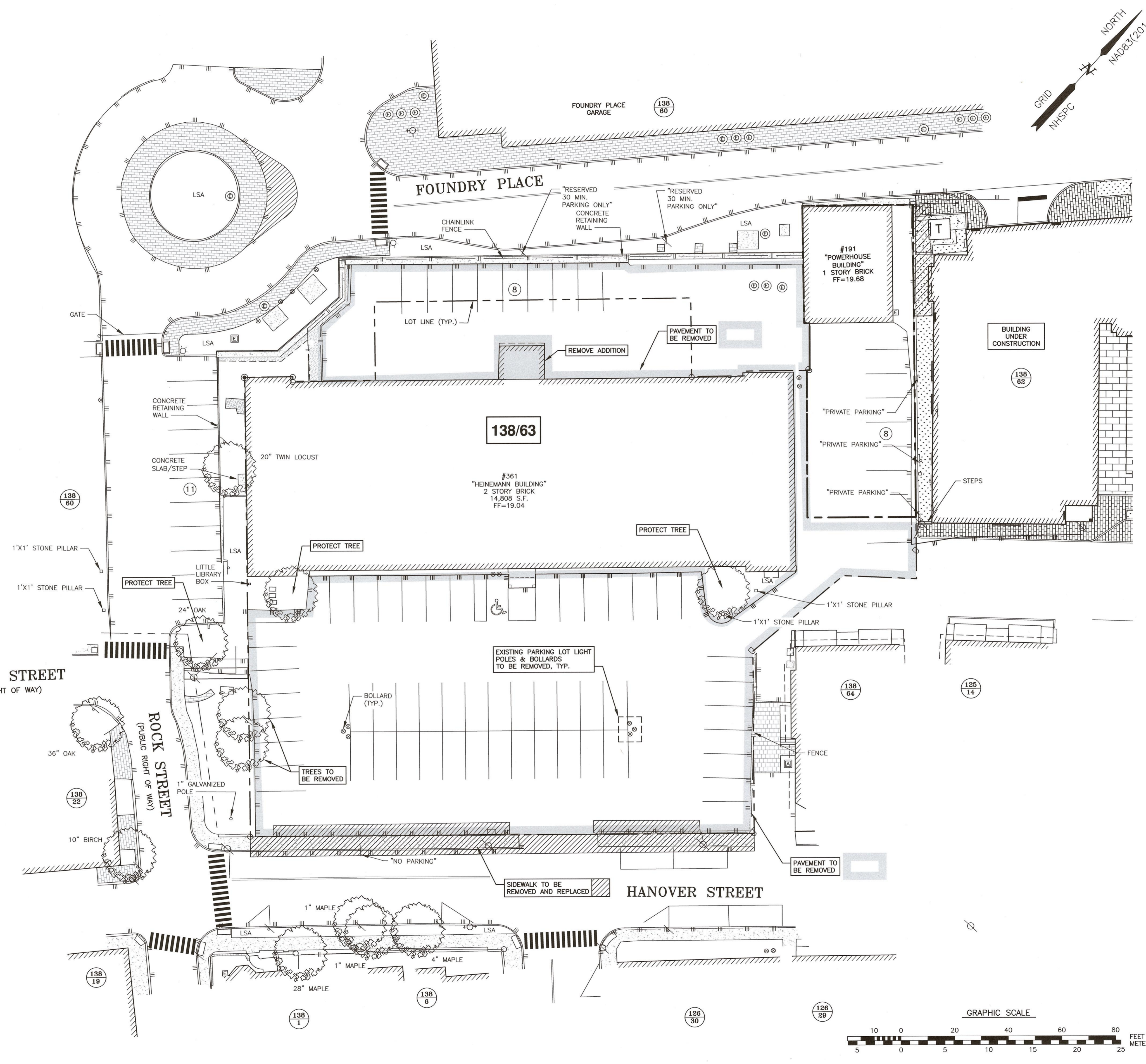
NO.	DESCRIPTION	DATE
2	ISSUED FOR REVIEW	4/3/24
1	UPDATE E.C. & ADD SPOT GRADES	2/28/24
0	ISSUED FOR COMMENT	1/31/24

SCALE: 1"=20' JANUARY 2024

EXISTING CONDITIONS PLAN **C1**

**DEMOLITION NOTES**

- A) THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE DESIGNER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE UTILITIES AND ANTICIPATE CONFLICTS. CONTRACTOR SHALL REPAIR EXISTING UTILITIES DAMAGED BY THEIR WORK AND RELOCATE EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED PRIOR TO COMMENCING ANY WORK IN THE IMPACTED AREA OF THE PROJECT.
- B) ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTORS UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES. THE CONTRACTOR SHALL COORDINATE REMOVAL, RELOCATION, DISPOSAL, OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.
- C) ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/ DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO THE ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- D) THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.
- E) SAWCUT AND REMOVE PAVEMENT ONE FOOT OFF PROPOSED EDGE OF PAVEMENT TRENCH IN AREAS WHERE PAVEMENT IS TO BE REMOVED.
- F) IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE CONDITIONS OF ALL THE PERMIT APPROVALS.
- G) THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL CONSTRUCTION PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR ANY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK.
- H) THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE, UTILITIES, VEGETATION, PAVEMENT, AND CONTAMINATED SOIL WITHIN THE WORK LIMITS SHOWN UNLESS SPECIFICALLY IDENTIFIED TO REMAIN. ANY EXISTING DOMESTIC / IRRIGATION SERVICE WELLS IN THE PROJECT AREA IDENTIFIED DURING THE CONSTRUCTION AND NOT CALLED OUT ON THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER FOR PROPER CAPPING / RE-USE.
- I) PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS WITHIN CONSTRUCTION LIMITS AND MAINTAIN FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE HIGH FLOW SILT SACK BY ACF ENVIRONMENTAL OR APPROVED EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF WARRANTED OR FABRIC BECOMES CLOGGED. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.
- J) THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFETY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.
- K) ANY CONTAMINATED MATERIAL REMOVED DURING THE COURSE OF THE WORK WILL REQUIRE HANDLING IN ACCORDANCE WITH NHDES REGULATIONS. CONTRACTOR SHALL HAVE A HEALTH AND SAFETY PLAN IN PLACE, AND COMPLY WITH ALL APPLICABLE PERMITS, APPROVALS, AUTHORIZATIONS, AND REGULATIONS.



- NOTES:**
- 1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY.
  - 2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.
  - 3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).
  - 4) COORDINATE ACCESS IN STREET/ROW AREAS ADJACENT TO DEMOLITION TO INSURE SAFE PASSAGE. UTILIZE DETOURS IF NEEDED.
  - 5) EXISTING UTILITIES TO BE ABANDONED SHALL BE REMOVED TO THE UTILITY MAIN AND CAPPED PER THE UTILITY COMPANY REQUIREMENT.

**SITE REDEVELOPMENT  
361 HANOVER STREET  
PORTSMOUTH, N.H.**

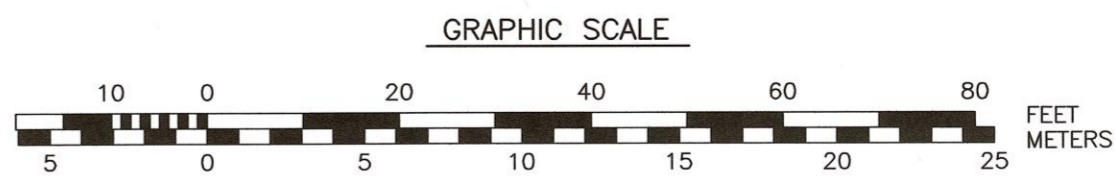
REVISIONS		
NO.	DESCRIPTION	DATE
1	UPDATE	7/3/24
0	ISSUED FOR COMMENT	4/3/24



SCALE: 1"=20' JANUARY 2024

DEMOLITION PLAN

C2

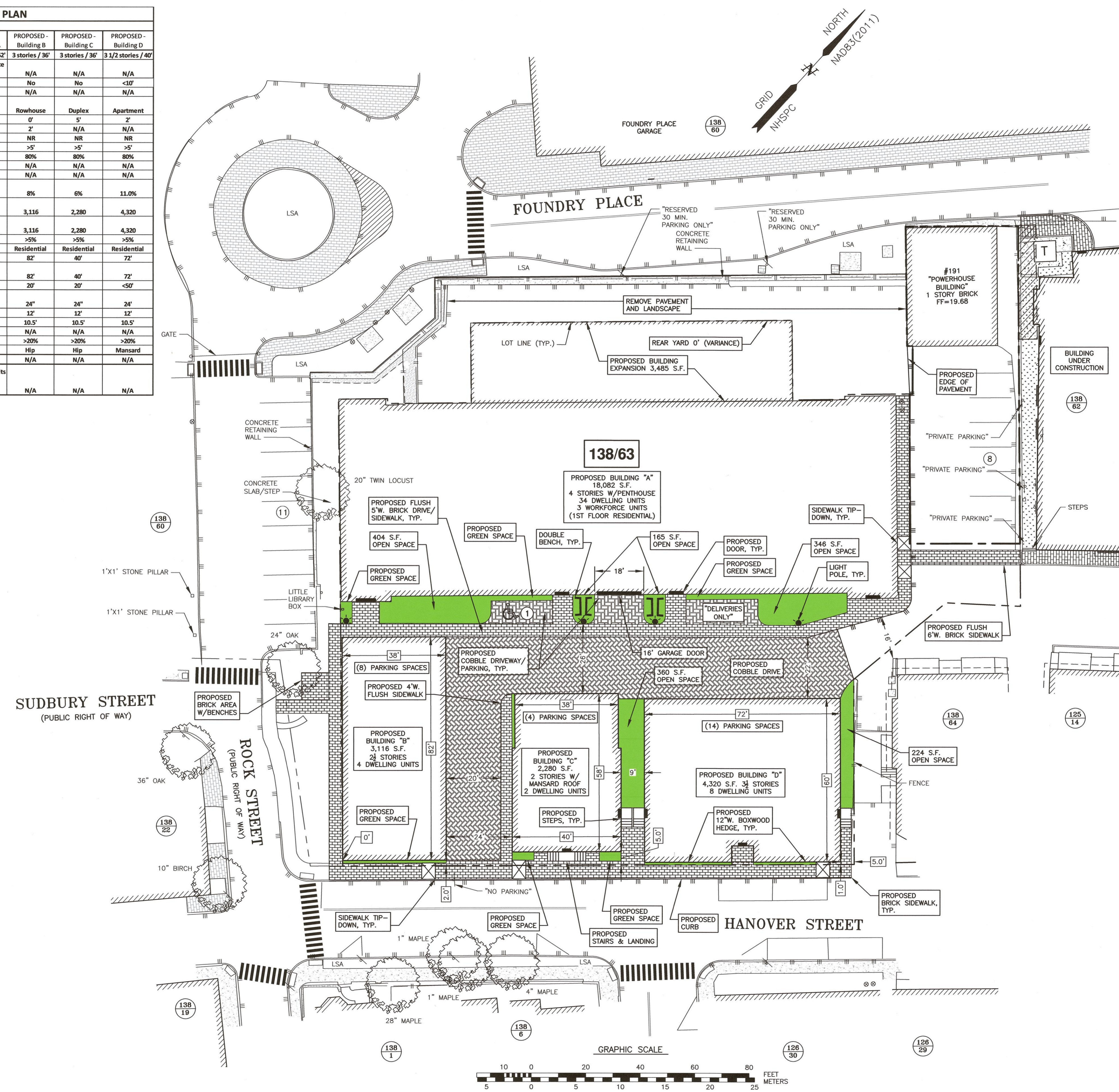


P:\NH\361 Hanover St. Redevelopment\361 Hanover St. Redevelopment\361 Hanover St. Redevelopment.dwg, 7/2/2024, 10:34:47 AM.  
 Portsmouth, New Hampshire 03801

ZONING DEVELOPMENT STANDARD - CUP PLAN						
CDS: CHARACTER DISTRICT 5, DOD: DOWNTOWN OVERLAY DISTRICT						
	REQUIRED	EXISTING	PROPOSED - Building A	PROPOSED - Building B	PROPOSED - Building C	PROPOSED - Building D
Height	2-3 stories / 40'	2 stories / 18' +/-	4 stories w/ penthouse 52'	3 stories / 36'	3 stories / 36'	3 1/2 stories / 40'
Penthouses	may exceed bldg height by 2'	N/A	Yes (75% Habitable Space / 8' Setback)	N/A	N/A	N/A
Roof appurtenance	may exceed bldg height by 10'	<10'	<10'	No	No	<10'
Facade Types	N/A	N/A	N/A	N/A	N/A	N/A
Building Types	commercial, live-work, mixed use, flex space & community.	Commercial	Apartment	Rowhouse	Duplex	Apartment
Front (principle) max	5'	99'	99'	0'	5'	2'
Front (secondary) max	5'	0'	0'	2'	N/A	N/A
Side	NR	NR	NR	NR	NR	NR
Rear yard	5'	0'	0'	>5'	>5'	>5'
Front lotline buildout	80% min	100%	100%	80%	80%	80%
Lot area (sf)	NR	N/A	N/A	N/A	N/A	N/A
LOT area per dwelling	NR	N/A	N/A	N/A	N/A	N/A
Building coverage, maximum	95%	38%	47%	8%	6%	11.0%
Maximum building footprint	20,000	14,808	18,082	3,116	2,280	4,320
Ground floor area per use, max	15,000	14,808	<15,000	3,116	2,280	4,320
Open space, minimum	5%	<5%	>5%	>5%	>5%	>5%
Permitted uses		Commercial	Residential	Residential	Residential	Residential
Block length, max (ft)	225	205'	205'	82'	40'	72'
Facade modulation length, max (ft)	100	205	205	82'	40'	72'
Entrance spacing, max (ft)	50	>50'	50	20'	20'	<50'
Floor height above sidewalk, max	36"	0"	0"	24"	24"	24"
Ground story height, min	12'	10'	10'	12'	12'	12'
Second story height, min	10'	10.5'	10.5'	10.5'	10.5'	10.5'
Glazing, shopfront, min	70%	N/A	N/A	N/A	N/A	N/A
Glazing, other	20%-50%	>20%	>20%	>20%	>20%	>20%
Roof types	flat, gable, hip, gambrel, mansard	Flat	Flat	Hip	Hip	Mansard
Community Space	>10% or 3,852 SF (1,926 SF as pervious)	N/A	4,250 SF +/- (12%)	N/A	N/A	N/A
Workforce Housing Units	If rental units =10% of total units. 10% of 36 = 3.4 Units = 3 Units	N/A	3 Workforce Housing Units Floor 1 = 1 Unit Floor 2 = 2 Units	N/A	N/A	N/A

Shaded Boxes = Zoning Relief Required

- NOTES:**
- PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63.
  - APPLICANT:  
361 HANOVER STEAM FACTORY, LLC  
41 INDUSTRIAL DRIVE UNIT 20  
EXETER, N.H. 03833
  - PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PARCEL 33015C0259F. JANUARY 29 2021.
- PROPOSED LOT AREAS:  
 LOT 138/63  
 38,528 S.F.±  
 0.8845 AC  
 LOT 138/63-1  
 4,717 S.F.  
 0.1083 AC
- PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5), NORTH END INCENTIVE OVERLAY, AND DOWNTOWN OVERLAY DISTRICT.
- DIMENSIONAL REQUIREMENTS:**  
 \*SEE PORTSMOUTH ZONING ORDINANCE AND TABLE.  
 MINIMUM LOT AREA: NR  
 SETBACKS:  
 FRONT: 5 FEET (MAXIMUM)  
 SIDE: NR  
 REAR: 5 FEET  
 MAXIMUM BUILDING COVERAGE: 95%  
 MINIMUM OPEN SPACE: 5%
  - THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED SITE DEVELOPMENT ON ASSESSOR'S MAP 138 LOT 63.
  - VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.
  - PROPOSED USE: 48 RESIDENTIAL DWELLING UNITS



**SITE REDEVELOPMENT**  
**361 HANOVER STREET**  
**PORTSMOUTH, N.H.**

NO.	DESCRIPTION	DATE
1	REVISED LAYOUT	7/3/24
0	ISSUED FOR COMMENT	6/12/24



SCALE: 1"=20' JANUARY 2024

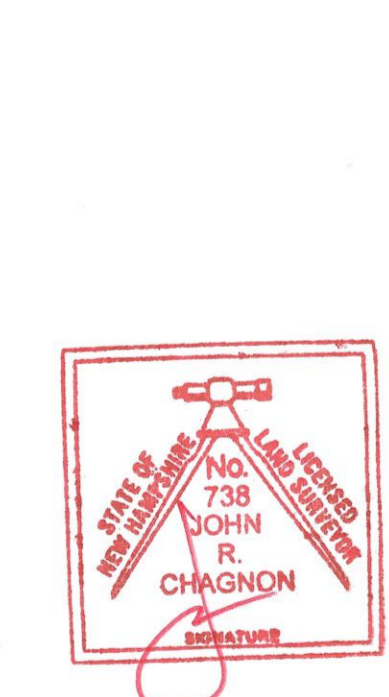
**SITE PLAN** **C3**

THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.

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.

APPROVED BY THE PORTSMOUTH PLANNING BOARD

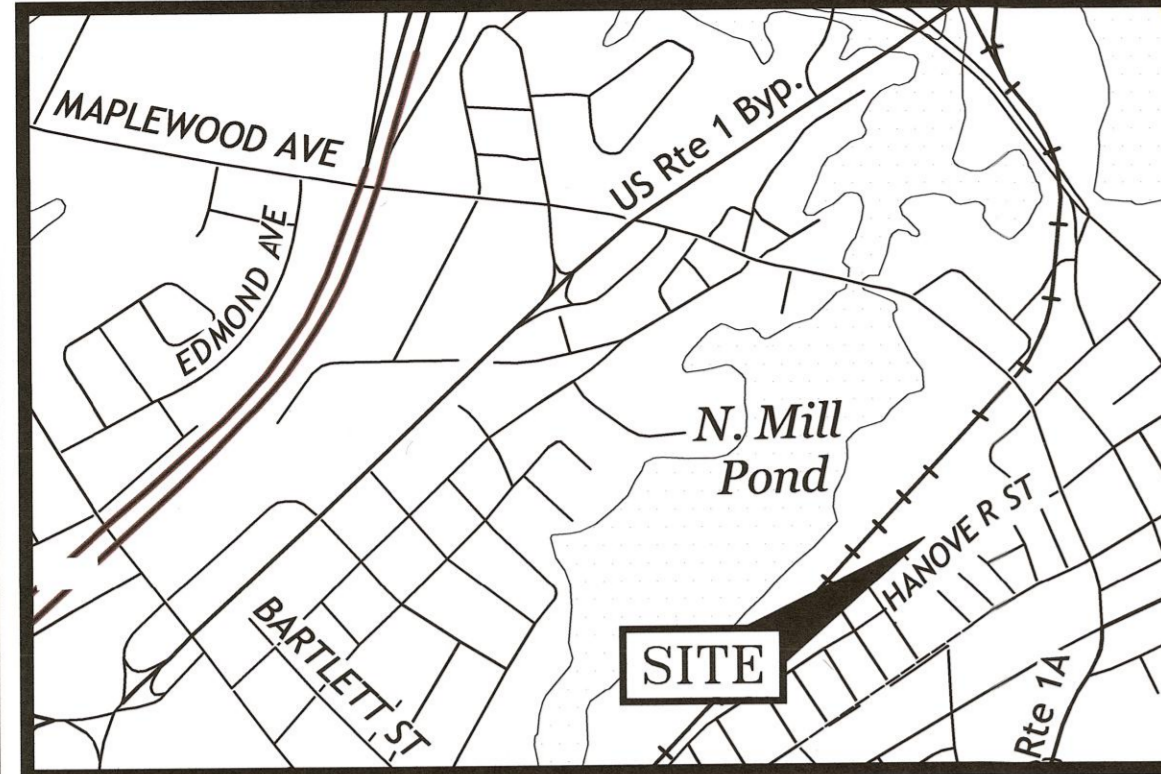
CHAIRMAN \_\_\_\_\_ DATE \_\_\_\_\_





**NOTES:**

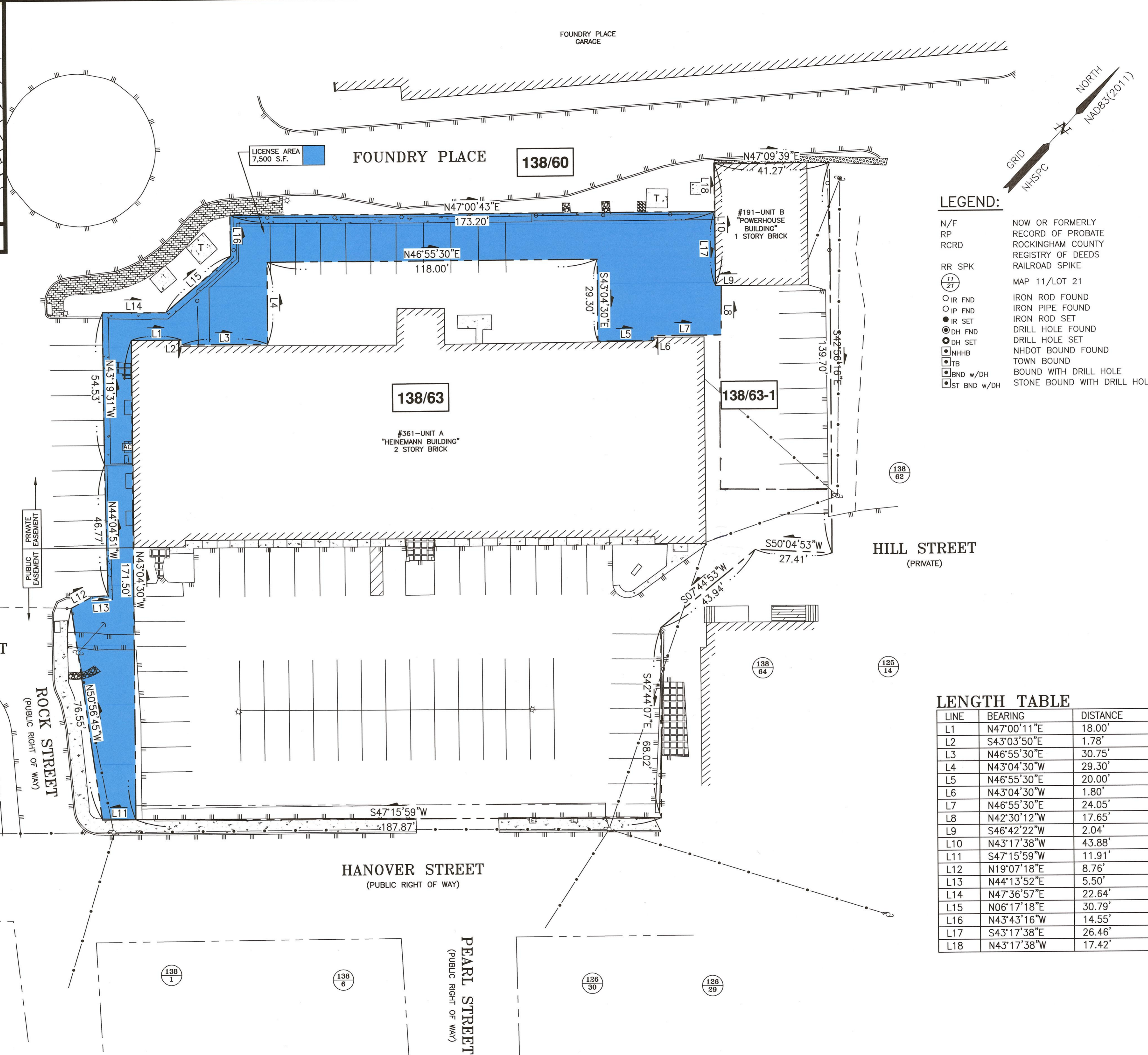
- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 138 AS LOT 60.
- 2) OWNERS OF RECORD:  
LOT 60  
CITY OF PORTSMOUTH  
JUNKINS AVENUE  
PORTSMOUTH, NH 03801  
  
LOT 63 - UNIT A  
361 HANOVER STEAM FACTORY, LLC  
41 INDUSTRIAL DRIVE UNIT 20  
EXETER, N.H. 03833  
6352/2959
- 3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.
- 4) LOT AREA: 38,528 S.F.
- 5) PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5) AND DOWNTOWN OVERLAY DISTRICT.
- 6) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED LICENSE AREA ON TAX MAP 138, LOT 60 TO BENEFIT TAX MAP 138, LOT 63 IN PORTSMOUTH, NH.
- 7) THE LICENSE AGREEMENT BETWEEN THE CITY OF PORTSMOUTH AND 361 HANOVER STEAM FACTORY, LLC WILL REPLACE THE EXISTING PARKING LICENSE AGREEMENT RECORDED AT DEED BOOK 4735 PAGE 2971 AND PROVIDE A PUBLIC AND PRIVATE LANDSCAPING EASEMENT TO 361 HANOVER STEAM FACTORY, LLC.



LOCATION MAP SCALE: 1" = 1000'

**PLAN REFERENCES:**

- 1) "PLAN OF LAND IN PORTSMOUTH, N.H. PORTSMOUTH MFG & POWER CO. TO FRANKIE BROOKS" BY JOHN W. DURGIN. DA TED FEBRUARY 1918. RCRD PLAN 078.
- 2) "SUBDIVISION OF LAND OF PORTSMOUTH MFG. & POWER CO. PORTSMOUTH, N.H." BY JOHN W. DURGIN. DATED NOVEMBER 1925. RCRD PLAN #368.
- 3) "LAND IN PORTSMOUTH, N.H. PORTS. MFG. & POWER CO. TO HAROLD S. WOODS" BY JOHN W. DURGIN. DATED NOVEMBER 1926. RCRD PLAN #389.
- 4) "CONDOMINIUM SITE PLAN FOR HANOVER PLACE CONDOMINIUM 349 HANOVER STREET COUNTY OF ROCKINGHAM PORTSMOUTH, NH" BY MILLETTE, SPRAGUE & COLWELL, INC. DATED SEPTEMBER 28, 2004 LAST REVISED DECEMBER 20, 2005. RCRD PLAN D-33379.
- 5) "CONSOLIDATION & SUBDIVISION PLAN TAX MAP 125, LOT 17 & TAX MAP 138, LOT 62 DEER STREET ASSOCIATES BRIDGE, DEER & HILL STREETS CITY OF PORTSMOUTH COUNTY OF ROCKINGHAM STATE OF NEW HAMPSHIRE" BY AMBIT ENGINEERING, INC. DA TED JULY 2015. RCRD PLAN D-39699.
- 6) "KEARSARGE MILLS CONDOMINIUM PLANS" BY KIMBALL CHASE COMPANY, INC. DATED APRIL 15, 1986. RCRD PLAN D-14855.
- 7) "BOUNDARY LINE AGREEMENT PLAN KEARSARGE MILL CONDOMINIUMS PORTSMOUTH, N.H." BY JONES & BEACH ENGINEERS, INC. DATED APRIL 10, 1997 LAST REVISED APRIL 21, 1997. RCRD PLAN D-25421.
- 8) "AMENDED SITE PLAN, KEARSARGE MILL CONDOMINIUMS, 1 HANOVER STREET PORTSMOUTH, NH" BY KIMBALL CHASE CONSULTING ENGINEERS DATED 04-14-06 AND LAST REVISED 02-16-07. RCRD PLAN D-34716.



**LEGEND:**

- N/F NOW OR FORMERLY
- RP RECORD OF PROBATE
- RCRD ROCKINGHAM COUNTY REGISTRY OF DEEDS
- RR SPK RAILROAD SPIKE
- (17/21) MAP 11/LOT 21
- IR FND IRON ROD FOUND
- IP FND IRON PIPE FOUND
- IR SET IRON ROD SET
- DH FND DRILL HOLE FOUND
- DH SET DRILL HOLE SET
- NHFB NHDOT BOUND FOUND
- TB TOWN BOUND
- BND w/DH BOUND WITH DRILL HOLE
- JST BND w/DH STONE BOUND WITH DRILL HOLE

**LENGTH TABLE**

LINE	BEARING	DISTANCE
L1	N47°00'11"E	18.00'
L2	S43°03'50"E	1.78'
L3	N46°55'30"E	30.75'
L4	N43°04'30"W	29.30'
L5	N46°55'30"E	20.00'
L6	N43°04'30"W	1.80'
L7	N46°55'30"E	24.05'
L8	N42°30'12"W	17.65'
L9	S46°42'22"W	2.04'
L10	N43°17'38"W	43.88'
L11	S47°15'59"W	11.91'
L12	N19°07'18"E	8.76'
L13	N44°13'52"E	5.50'
L14	N47°36'57"E	22.64'
L15	N06°17'18"E	30.79'
L16	N43°43'16"W	14.55'
L17	S43°17'38"E	26.46'
L18	N43°17'38"W	17.42'

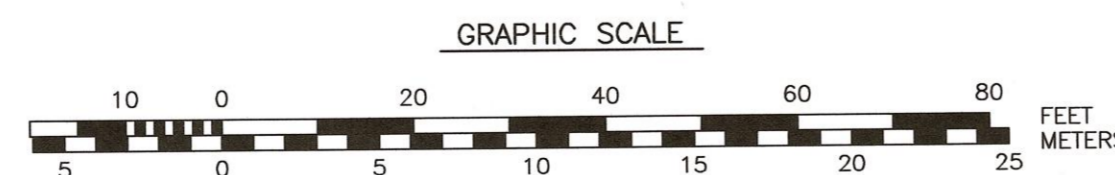


"I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000."

*[Signature]* 7-3-24  
JOHN R. CHAGNON, LLS DATE

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN DATE



**PROPOSED LICENSE AREA PLAN  
TAX MAP 138 - LOT 63  
CITY OF PORTSMOUTH  
TO  
361 HANOVER STEAM  
FACTORY, LLC  
FOUNDRY PLACE & ROCK STREET  
CITY OF PORTSMOUTH  
COUNTY OF ROCKINGHAM  
STATE OF NEW HAMPSHIRE**

P:\NA\5010135-Hampshire\_Development\5010135-Hampshire\_Site\_Plan\Plans & Specs\Site\2977.01\_Conveyance.dwg, 7/2/2024 9:40:53 AM, \S\RS\SW\1501\Portsmouth\_Planner\_Caron\_TK300