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

### CONFERENCE ROOM A CITY HALL, MUNICIPAL COMPLEX, 1 JUNKINS AVENUE

Members of the public also have the option to join the meeting over Zoom (See below for more details)\*

#### 2:00 PM

October 5, 2021

### **AGENDA**

### I. APPROVAL OF MINUTES

**A.** Approval of minutes from the September 7, 2021 Site Plan Review Technical Advisory Committee Meeting.

### II. OLD BUSINESS

- A. The application of Banfield Realty, LLC, (Owner), for property located at 375 Banfield Road requesting Site Plan review approval to demolish two existing commercial buildings and an existing shed and construct a 75,000 s.f. industrial warehouse building with 75 parking spaces as well as associated paving, stormwater management, lighting, utilities and landscaping. Said property is shown on Assessor Map 266 Lot 7 and lies within the Industrial (I) District.
- B. REQUEST TO POSTPONE The application of Monarch Village, LLC (Applicant), on behalf of Neveesha Hospitality, LLC (Owner) for property located at 3548 Lafayette Road requesting Site Plan Review and a Conditional Use Permit as permitted under 10.5B41.10 of the Zoning Ordinance to allow for the demolition of 6 structures; the redevelopment of 6 existing structures to create 6 units in building 8, 15 units in building 2, 5 units in building 4, 2 units in building 5, 9 units in building 7; the construction of 4 new structures to create 12 units in building 3 with a 4,303 square foot footprint, 24 units in building 6 with a 7,048 square foot footprint, a 250 square foot storage structure and an 825 square foot storage structure; creating a total of seventy-five (75) residential units with 123 parking spaces where 113 spaces are required. Said property is shown on Assessor Map 297 Lot 6 and lies within the Gateway Corridor (G1) District. (LU-21-90) REQUEST TO POSTPONE
- C. The request of The Sagamore Group, LLC, (Owner) for properties located at 1169 Sagamore Avenue and 1171 Sagamore Avenue requesting Site Plan Review approval for the demolition of 3 existing principal structures (3 single family units) and 3 existing accessory structures to be replaced with 6 single family structures and 2 2 family

structures to total 10 living units and 22 parking spaces where 15 is required. Said properties are shown on Assessor Map 224 Lot 14 and Assessor Map 224 Lot 15 and lie within the Mixed Residential Office (MRO) District. (LU-21-167)

### III. NEW BUSINESS

- A) The request of Dagny Taggart, LLC, (Owner), for property located at 93 Pleasant Street requesting a Conditional Use Permit as permitted by section 10.1112.62 of the Zoning Ordinance and according to the requirements of Section 10.1112.14 to allow 18 off-street parking spaces where 29 are required. Said property is shown on Assessor Map 107 Lot 74 and lies within the Historic, Downtown Overlay, and CD4 Districts.
- B) The request of Dagny Taggart, LLC, (Owner), for property located at 93 Pleasant Street requesting Site Plan Review approval for the redevelopment of the existing 4 story structure and the construction of a new structure totaling 52 living units and 18 parking spaces. Said property is shown on Assessor Map 107 Lot 74 and lies within the Historic, Downtown Overlay, and CD4 Districts.

### V. ADJOURNMENT

\*Members of the public also have the option to join the meeting over Zoom, a unique meeting ID and password will be provided once you register. To register, click on the link below or copy and paste this into your web browser:

https://us06web.zoom.us/webinar/register/WN\_5CrNdEHOShqNveABGajEPw

### AMBIT ENGINEERING, INC.

CIVIL ENGINEERS AND LAND SURVEYORS

200 Griffin Road, Unit 3, Portsmouth, NH 03801 Phone (603) 430-9282 Fax 436-2315

20 September 2021

Peter Stith, Technical Advisory Committee Chair City of Portsmouth 1 Junkins Avenue Portsmouth, NH 03801

### RE: Site Plan Application at 93 Pleasant Street, Micro Housing / Office; Mixed Use Development

Dear Mr. Stith and TAC Members:

On behalf of Mark McNabb and Dagny Taggart, LLC we are pleased to submit the attached plan set for **Site Plan Application Review** for the above-mentioned project and request that we be placed on the agenda for your **October 5, 2021** Technical Advisory Committee Meeting. The project includes the reuse of the existing commercial building and proposed new construction of a 2 Story with a Short 3rd Story building to the rear of the existing building with the associated and required site improvements. The area behind the existing building is currently a surface parking lot. The surface parking will be lowered to below street level and be included with the new construction.

The site redevelopment consists of maintaining some office commercial space in the basement and first floor of the existing building and creating in the upper floors of that building and the addition 48 Micro Units and 4 Larger (500 - 750 SF) Units. There will be 41 Studio Units and 11 One Bedroom Units. The plan provides an excellent opportunity to create much needed affordable housing in downtown Portsmouth.

The application conforms to all of the required Density and Development Standards of the CD4 and Downtown Overlay Districts, with a possible exception being the limit for ground floor elevation.

This application will require a Condition Use Permit from the Planning Board (under Section 10.1112.311) for a reduction in required parking to provide 18 spaces where 35 are required. Please see the attached Technical Memorandum from GPI regarding a review of traffic and parking.

Site Specifics of Development:

<u>Green Building</u>: the new construction will comply with Green Building Requirements - see the Green Building Statement

<u>Stormwater Runoff</u>: the design will decrease impervious surface areas from existing. The design will comply with the required stormwater treatment practices shall be adequately sized to treat the Water Quality Volume (WQV) or Water Quality Flow (WQF) in order to minimize pollutant discharges. Design thought is in line roof leader treatment. A Stormwater Connection Permit will be submitted to the Portsmouth DPW.

<u>Utility Services</u>: plans show proposed gas main connection, water, sewer, and a roof drain connection will be added to connect to CB 4629. Electric service includes an onsite transformer with looped connection.

<u>Flood Hazard / Resource</u>: the project is not in a flood hazard zone or in any resource buffer area.

<u>Lighting</u>: will be building mounted; subject to future design.

Parking: is provided at a below grade level and shown on Sheet C4.

Solid Waste Management: will be handled internal to the building.

The following plans are included in our submission:

- Cover Sheet This shows the Development Team, Legend, Site Location, and Site Zoning.
- Boundary Plan These plans show the existing property boundaries.
- Existing Conditions Plan C1 This plan shows the existing site conditions in detail.
- Demolition Plan C2 This plan shows portions of the existing building which will be removed.
- Site Layout Plan C3 This plan shows the site development in detail with the associated Zoning Development Standards calculations.
- Parking Plan C4 This plan shows the proposed parking level and parking calculations.
- Utility Plan C5 This plan shows the site utilities in detail.
- Landscape Plan L1 This plan shows the proposed landscaping in detail.
- Erosion Control Notes and Details D1 This plan shows sequence of construction and details.
- Detail Sheets D 2-3 These plans show associated details for construction.
- Floor Plans and Exterior Elevation Plans These plan shows the proposed building exterior elevations and interior layouts.

We look forward to the TAC review of this submission and feedback on the proposed design.

Sincerely,

John Chagnon

John R. Chagnon, PE

CC: Mark McNabb, Tracy Kozak, Terrance Parker

AUTHORIZATION Treadwell-Jenness Mansion, 1818 93 Pleasant Street, Portsmouth, New Hampshire

I, Mark A. McNabb, Member, Dagny Taggart, LLC, hereby authorize representatives of Ambit Engineering, Inc. and JSA Inc. to represent our interests before land use boards of the City of Portsmouth and any other State and / or federal agency necessary to obtain regulatory approvals and permits from for the above referenced property, and to submit any and all applications and materials related thereto on our behalf.

Date: September 5, 2021

in star

Mark A. McNabb, Member



### **City of Portsmouth, New Hampshire**

## Site Plan Application Checklist

This site plan application checklist is a tool designed to assist the applicant in the planning process and for preparing the application for Planning Board review. The checklist is required to be completed and uploaded to the Site Plan application in the City's online permitting system. A preapplication conference with a member of the planning department is strongly encouraged as additional project information may be required depending on the size and scope. The applicant is cautioned that this checklist is only a guide and is not intended to be a complete list of all site plan review requirements. Please refer to the Site Plan review regulations for full details.

Applicant Responsibilities (Section 2.5.2): Applicable fees are due upon application submittal along with required attachments. The application shall be complete as submitted and provide adequate information for evaluation of the proposed site development. Waiver requests must be submitted in writing with appropriate justification.

Name of Applicant: Dagny Taggart, LLC Date Submitted: 20 September, 2021

 Application # (in City's online permitting):

 Site Address:
 93 Pleasant Street

 Portsmouth, NH 03801

 Map:
 107

 Lot:
 74

	Application Requirements		
Ŋ	Required Items for Submittal	Item Location (e.g. Page or Plan Sheet/Note #)	Waiver Requested
	Complete <u>application</u> form submitted via the City's web-based permitting program (2.5.2.1 <b>(2.5.2.3A)</b>	Attached	N/A
	All application documents, plans, supporting documentation and other materials uploaded to the application form in viewpoint in digital Portable Document Format (PDF). One hard copy of all plans and materials shall be submitted to the Planning Department by the published deadline. (2.5.2.8)	Attached	N/A

	Site Plan Review Application Required Info	ormation				
Ø	Required Items for Submittal	nittal Item Location (e.g. Page/line or Plan Sheet/Note #)				
	Statement that lists and describes "green" building components and systems. (2.5.3.1B)	See Submittal				
	Existing and proposed gross floor area and dimensions of all buildings and statement of uses and floor area for each floor. (2.5.3.1C)	Sheet C3	N/A			
	Tax map and lot number, and current zoning of all parcels under Site Plan Review. (2.5.3.1D)	Sheet C1	N/A			

	Site Plan Review Application Required Info	ormation	
Ŋ	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested
	Owner's name, address, telephone number, and signature. Name, address, and telephone number of applicant if different from owner. (2.5.3.1E)	Sheet C1	N/A
	Names and addresses (including Tax Map and Lot number and zoning districts) of all direct abutting property owners (including properties located across abutting streets) and holders of existing conservation, preservation or agricultural preservation restrictions affecting the subject property. (2.5.3.1F)	Sheet C1	N/A
	Names, addresses and telephone numbers of all professionals involved in the site plan design. (2.5.3.1G)	Cover Sheet	N/A
	List of reference plans. (2.5.3.1H)	Sheet C1	N/A
	List of names and contact information of all public or private utilities servicing the site. (2.5.3.1)	Cover Sheet	N/A

	Site Plan Specifications					
A	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested			
	Full size plans shall not be larger than 22 inches by 34 inches with match lines as required, unless approved by the Planning Director (2.5.4.1A)	Required on all plan sheets	N/A			
	Scale: Not less than 1 inch = 60 feet and a graphic bar scale shall be included on all plans. (2.5.4.1B)	Required on all plan sheets	N/A			
	GIS data should be referenced to the coordinate system New Hampshire State Plane, NAD83 (1996), with units in feet. (2.5.4.1C)	N/A	N/A			
	Plans shall be drawn to scale and stamped by a NH licensed civil engineer. (2.5.4.1D)	Required on all plan sheets	N/A			
	Wetlands shall be delineated by a NH certified wetlands scientist and so stamped. (2.5.4.1E)	N/A	N/A			
	Title (name of development project), north point, scale, legend. (2.5.4.2A)	Cover Sheet	N/A			
	Date plans first submitted, date and explanation of revisions. All Sheets (2.5.4.2B)					
	Individual plan sheet title that clearly describes the information that is displayed. (2.5.4.2C)	Required on all plan sheets	N/A			
	Source and date of data displayed on the plan. (2.5.4.2D)	Title Block	N/A			

Site Plan Application Checklist/December 2020

Site Plan Specifications – Required Exhibits and Data								
Ø	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested					
	<ul> <li>Surveyed plan of site showing existing natural and built features;</li> <li>Existing building footprints and gross floor area;</li> <li>Existing parking areas and number of parking spaces provided;</li> <li>Zoning district boundaries;</li> <li>Existing, required, and proposed dimensional zoning requirements including building and open space coverage, yards and/or setbacks, and dwelling units per acre;</li> <li>Existing impervious and disturbed areas;</li> <li>Limits and type of existing vegetation;</li> <li>Wetland delineation, wetland function and value assessment (including vernal pools);</li> <li>SFHA, 100-year flood elevation line and BFE data, as required.</li> </ul>							
	<ul> <li>2. Buildings and Structures: (2.5.4.3B)</li> <li>Plan view: Use, size, dimensions, footings, overhangs, 1st fl. elevation;</li> <li>Elevations: Height, massing, placement, materials, lighting, façade treatments;</li> <li>Total Floor Area;</li> <li>Number of Usable Floors;</li> <li>Gross floor area by floor and use.</li> </ul>	Sheet C3 Architectural Drawings						
	<ol> <li>Access and Circulation: (2.5.4.3C)         <ul> <li>Location/width of access ways within site;</li> <li>Location of curbing, right of ways, edge of pavement and sidewalks;</li> <li>Location, type, size and design of traffic signing (pavement markings);</li> <li>Names/layout of existing abutting streets;</li> <li>Driveway curb cuts for abutting prop. and public roads;</li> <li>If subdivision; Names of all roads, right of way lines and easements noted;</li> <li>AASHTO truck turning templates, description of minimum vehicle allowed being a WB-50 (unless otherwise approved by TAC).</li> </ul> </li> </ol>	Sheet C3						
	<ul> <li>4. Parking and Loading: (2.5.4.3D)</li> <li>Location of off street parking/loading areas, landscaped areas/buffers;</li> <li>Parking Calculations (# required and the # provided).</li> </ul>	Sheet C4						
	<ul> <li>5. Water Infrastructure: (2.5.4.3E)</li> <li>Size, type and location of water mains, shut-offs, hydrants &amp; Engineering data;</li> <li>Location of wells and monitoring wells (include protective radii).</li> </ul>	Sheet C5						
	<ul> <li>6. Sewer Infrastructure: (2.5.4.3F)</li> <li>Size, type and location of sanitary sewage facilities &amp; Engineering data, including any onsite temporary facilities during construction period.</li> </ul>	Sheet C5						

Site Plan Application Checklist/December 2020

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<ul> <li>7. Utilities: (2.5.4.3G)</li> <li>The size, type and location of all above &amp; below ground utilities;</li> <li>Size type and location of generator pads, transformers and other fixtures.</li> </ul>	Sheet C5	
8. Solid Waste Facilities: (2.5.4.3H)		
• The size, type and location of solid waste facilities.	N/A	
<ul> <li>9. Storm water Management: (2.5.4.3I)</li> <li>The location, elevation and layout of all storm-water drainage.</li> <li>The location of onsite snow storage areas and/or proposed off-site snow removal provisions.</li> <li>Location and containment measures for any salt storage facilities</li> <li>Location of proposed temporary and permanent material storage locations and distance from wetlands, water bodies, and stormwater structures.</li> </ul>	Sheet C6	
<ul> <li>Outdoor Lighting: (2.5.4.3J)</li> <li>Type and placement of all lighting (exterior of building, parking lot and any other areas of the site) and photometric plan.</li> </ul>	TBD	
<ol> <li>Indicate where dark sky friendly lighting measures have been implemented. (10.1)</li> </ol>		
<ul> <li>12. Landscaping: (2.5.4.3K)</li> <li>Identify all undisturbed area, existing vegetation and that which is to be retained;</li> <li>Location of any irrigation system and water source.</li> </ul>	Sheet C3 Landscape Plans	
<ul> <li>13. Contours and Elevation: (2.5.4.3L)</li> <li>Existing/Proposed contours (2 foot minimum) and finished grade elevations.</li> </ul>	Sheet C6	
<ul> <li>14. Open Space: (2.5.4.3M)</li> <li>Type, extent and location of all existing/proposed open space.</li> </ul>	Sheet C3	
<ol> <li>All easements, deed restrictions and non-public rights of ways. (2.5.4.3N)</li> </ol>	TBD Electrical Easement	
<ul> <li>16. Character/Civic District (All following information shall be included): (2.5.4.3P)</li> <li>Applicable Building Height (10.5A21.20 &amp; 10.5A43.30);</li> <li>Applicable Special Requirements (10.5A21.30);</li> <li>Proposed building form/type (10.5A43);</li> <li>Proposed community space (10.5A46).</li> </ul>	Sheet C3	
<ul> <li>17. Special Flood Hazard Areas (2.5.4.3Q)</li> <li>The proposed development is consistent with the need to minimize flood damage;</li> <li>All public utilities and facilities are located and construction to minimize or eliminate flood damage;</li> <li>Adequate drainage is provided so as to reduce exposure to flood hazards.</li> </ul>	N/A	

	Other Required Information		
Ŋ	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested
	Traffic Impact Study or Trip Generation Report, as required. (3.2.1-2)	See GPI Report	
	Indicate where Low Impact Development Design practices have been incorporated. (7.1)	Sheet C6	
	Indicate whether the proposed development is located in a wellhead protection or aquifer protection area. Such determination shall be approved by the Director of the Dept. of Public Works. <b>(7.3.1)</b>	N/A	
	Stormwater Management and Erosion Control Plan. (7.4)	Sheet C6	
	Inspection and Maintenance Plan (7.6.5)	See Attachment	

Final Site Plan Approval Required Information							
A	Required Items for Submittal	Item LocationWaive(e.g. Page/line orRequestPlan Sheet/Note #)Item Location					
	<ul> <li>All local approvals, permits, easements and licenses required, including but not limited to: <ul> <li>Waivers;</li> <li>Driveway permits;</li> <li>Special exceptions;</li> <li>Variances granted;</li> <li>Easements;</li> <li>Licenses.</li> </ul> </li> <li>(2.5.3.2A)</li> <li>Exhibits, data, reports or studies that may have been required as part of the approval process, including but not limited to: <ul> <li>Calculations relating to stormwater runoff;</li> <li>Information on composition and quantity of water demand and wastewater generated;</li> <li>Information on air, water or land pollutants to be discharged, including standards, quantity, treatment and/or controls;</li> <li>Estimates of traffic generation and counts pre- and post-construction;</li> <li>A Stormwater Management and Erosion Control Plan;</li> <li>Endangered species and archaeological / historical studies;</li> <li>Wetland and water body (coastal and inland) delineations;</li> <li>Environmental impact studies.</li> </ul> </li> </ul>	-N/A -Included w/ Site Plan -N/A -TBD -TBD Electrical Easement -During Construction					
	A document from each of the required private utility service providers indicating approval of the proposed site plan and indicating an ability to provide all required private utilities to the site. (2.5.3.2D)	Sheet C3					

Site Plan Application Checklist/December 2020

Ŋ	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requestec	
	A list of any required state and federal permit applications required for the project and the status of same. (2.5.3.2E)	Cover Sheet		
	A note shall be provided on the Site Plan stating: "All conditions on this Plan shall remain in effect in perpetuity pursuant to the requirements of the Site Plan Review Regulations." (2.5.4.2E)	Sheet C3	N/A	
	For site plans that involve land designated as "Special Flood Hazard Areas" (SFHA) by the National Flood Insurance Program (NFIP) confirmation that all necessary permits have been received from those governmental agencies from which approval is required by Federal or State law, including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334. (2.5.4.2F)	N/A		
	<ul> <li>Plan sheets submitted for recording shall include the following notes: <ul> <li>a. "This Site Plan shall be recorded in the Rockingham County Registry of Deeds."</li> <li>b. "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."</li> </ul> </li> <li>(2.13.3)</li> </ul>	Sheet C3	N/A	

Applicant's Signature: \_\_\_\_\_ John Chagnon \_\_\_\_\_ Date: \_\_\_\_\_9-20-21

### **Construction Cost Estimate**

### **Ambit Engineering**

Date: September 20, 2021

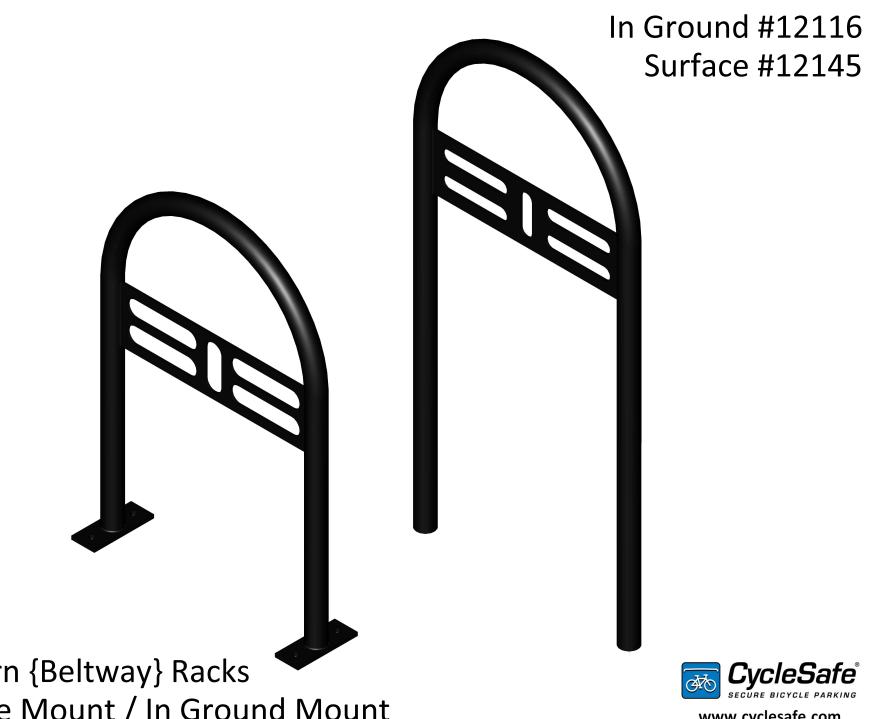
Project: Dagny Taggart, LLC - 93 Pleasant Job No: 3059

Location: 93 Pleasant Street, Portsmouth, NH

Scope: Site Cost Estimate

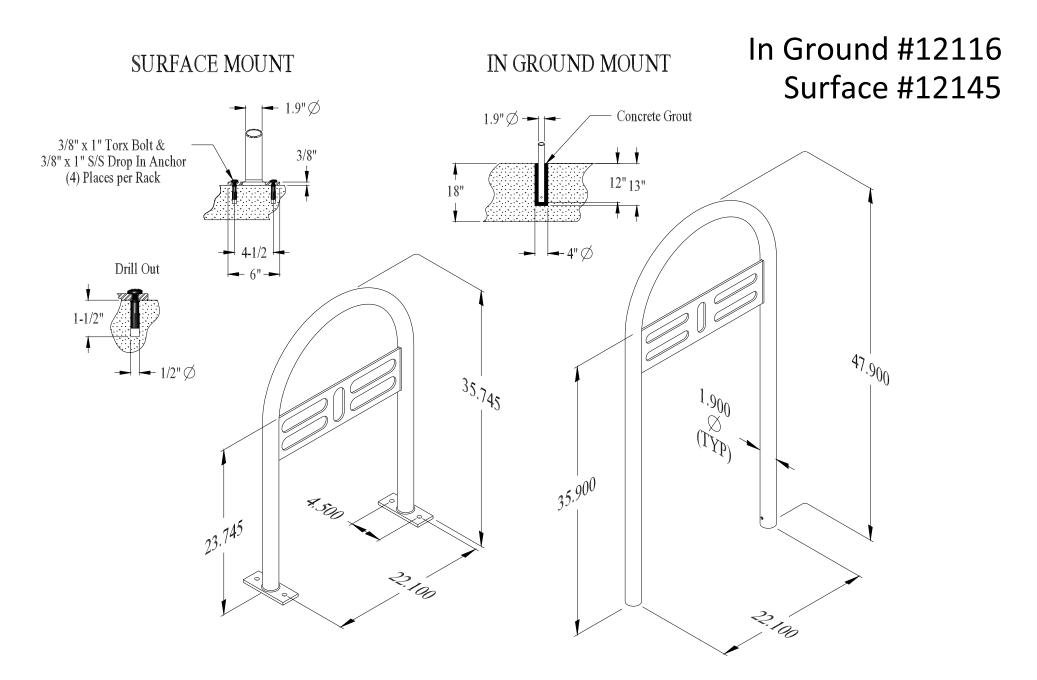
ITEM NO	DESCRIPTION	UNIT	AMOUNT	UNIT COST	TOTAL
1	6" PVC Sewer	LF	16	\$120.00	\$1,920.00
2	Common Excavation	CY	5200	\$25.00	\$130,000.00
3	Miscellaneous Paving	TON	2	\$200.00	\$400.00
4	Drip Apron	LF	120	\$40.00	\$4,800.00
5	Concrete Retaining Wall	SFF	250	\$125.00	\$31,250.00
6	Foundation Base Preparation	CY	315	\$25.00	\$7,875.00
7	6' Screen Fence	LF	107	\$100.00	\$10,700.00
8	Brick Sidewalk (New Section)	SY	14	\$96.00	\$1,344.00
9	Landscape Plantings	LS	1	\$50,000.00	\$50,000.00
10	Re-Set Curb & Tip Down	LS	1	\$3,000.00	\$3,000.00
11	Underground Electric / Conduit	LF	425	\$55.00	\$23,375.00
12	Transformer & Pole Set	EA	1	\$25,000.00	\$25,000.00
13	Seating Walls	LF	22	\$120.00	\$2,640.00
14	Water & Sprinkler Services	LF	86	\$180.00	\$15,480.00
15	Shoring	LF	360	\$100.00	\$36,000.00
16	Erosion Control	LS	1	\$2,500.00	\$2,500.00
17	Building Demolition	LS	1	\$5,000.00	\$5,000.00
18	Site Demolition	LS	1	\$2,500.00	\$2,500.00
19	Concrete Steps	LS	1	\$4,000.00	\$4,000.00
20	Gas Service	LF	48	\$85.00	\$4,080.00
21	Landscape Walkways	LS	1	\$75,000.00	\$75,000.00
22	Drainage	LF	40	\$80.00	\$3,200.00
23	Flag Pole	LS	1	\$500.00	\$500.00
24	Parking Striping	LS	1	\$2,000.00	\$2,000.00
25	Bicycle Racks	EA	11	\$600.00	\$6,600.00
	TOTAL				\$440,064

Note: This is an estimate of construction costs based upon various sources



Modern {Beltway} Racks Surface Mount / In Ground Mount

www.cyclesafe.com



Modern {Beltway} Racks Surface Mount / In Ground Mount {Dims}



www.cyclesafe.com



#### 93 Pleasant Street

Treadwell House

### Site Plan Review 09-16-2021 Green Building Statement

#### WATER

Protect water quality – Eliminate existing surface parking lot.

Conserve Water -- Target 30% reduction in fixtures water use over building code, meeting EPACT 2005.

#### ENERGY

Conserve Energy -- Target 50% Energy Use Index (EUI) Reduction over code compliance (IECC2015) in

new addition. Use early energy modeling to analyze effective scenarios. Provide high performance thermal envelope. Achieve Energy Star certification and associated rebates. Use Heat Recovery for ventilation.

Commission energy using systems. LED lighting throughout.

Renewable Energy – Rooftop Solar Photovoltaic system for portion of building's energy needs. Building Performance -- Use industry tools to annually monitor and benchmark buildings. Train staff on proper building operation with comprehensive Facilities Staff Training and Systems Manuals.

Reduce Low level ozone (smog) -- Provide safe and secure bicycle storage. Use only low-VOC products for construction and operation.

#### MATERIALS & RESOURCES

Minimize waste (during construction and operation) Use regional, renewable, low carbon footprint materials

#### INDOOR ENVIRONMENTAL QUALITY

Thermal comfort -- Meet ASHRAE 55 Thermal Comfort Code. Address thermal envelope per above.

Provide multiple zones of heating and cooling in each apartment.

Indoor air quality (before and during occupancy) -- MEET ASHRAE 62 Ventilation Code in all occupied spaces. MEET LEED IEQ credit requirements.

Views / connection to outdoors -- Provide views to outdoors for every regularly occupied space. Daylighting -- Achieve Daylight Factor of 2% minimum for every regularly occupied space.

Individual controls (light, heat etc...) -- Provide individual controls for temperature and lighting.



### TECHNICAL MEMORANDUM

REF:	NEX-2021091.00	NUMBER NEW HARMING
DATE:	September 20, 2021	BEBECCA STE
то:	Mr. Mark A. McNabb Dagny Taggart, LLC. 30 Penhallow Street, Suite 300E Portsmouth, New Hampshire 03801	BROWN P No 12220 JE
FROM:	Ms. Rebecca L. Brown, P.E., Senior Project Manag Mr. Douglas S. Halpert, P.E., Project Engineer	
RE:	Traffic Impact Assessment 93 Pleasant Street – Portsmouth, New Hampshire	

### INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this *Traffic Impact Assessment* (TIA) for a proposed mixeduse redevelopment located 93 Pleasant Street in Portsmouth, New Hampshire. The site currently contains the existing Treadwell Mansion and a gravel parking lot with access provided via a single full-access/egress driveway on Court Street. The Project consists of converting the first and basement floors of the existing building to provide ±5,250 square feet (SF) of office space. The third and fourth floors of the existing building will be converted to eight residential apartments. In addition, the building will be expanded to the east to construct an additional residential building and basement-level parking for 18 vehicles, 24 bicycles, and 6 scooters. When completed, a total of 52 apartment units will be provided, consisting of a mix of studio and one-bedroom units. Access to the parking garage will be provided via a new ramped driveway to Court Street at the easterly end of the site.

This TIA provides an assessment of the potential vehicular traffic to be generated by the proposed redevelopment, an assessment of the anticipated parking demand, and a review of the safety of the proposed site access /egress.

The site is bounded by mixed-use development to the north, Court Street to the south, 200 Court Street (Temple Israel) to the east, and Pleasant Street to the west. The site location in relation to the surrounding roadways is shown on the map on Figure 1.





Greenman-Pedersen, Inc. || 181 Ballardvale Street, Suite 202, Wilmington, MA 01887 TREADWELL MANSION REDEVELOPMENT – PORTSMOUTH, NH FIGURE I SITE LOCATION MAP

### **EXISTING CONDITIONS**

### **Court Street**

Court Street is classified as Class V – Local Road under the jurisdiction of the City of Portsmouth running in an east-west direction. Adjacent to the site, the roadway consists of one general-purpose travel lane in each direction with directional travel separated by a striped double-yellow centerline. On-street parking is not permitted along either side of the roadway. The speed limit is not posted on Court Street; however, the enforced speed limit based on the downtown area is predominantly 25 miles per hour (mph) unless otherwise posted.

There are brick sidewalks, approximately 4- to 5-feet wide provided along both sides of Court Street. There are no bicycle accommodations provide along Court Street.

### Court Street / Pleasant Street

Court Street intersects Pleasant Street to form a four-way, unsignalized intersection. The Court Street eastbound and westbound approaches consist of a single general-purpose lane with directional travel separated by a striped double-yellow centerline. The Pleasant Street northbound and southbound approaches consist of a single general-purpose lane with directional travel separated by a striped double-yellow centerline. All four approaches to the intersection operate under STOP sign control. Sidewalks are provided on both sides of all roadways with crosswalks provided across all approaches. There are no bicycle accommodations provided at the intersection.

#### Court Street / Washington Street

Court Street intersects Washington Street to form a four-way, unsignalized intersection. The Court Street eastbound and westbound approaches consist of a single general-purpose lane with directional travel separated by a striped double-yellow centerline. The Washington Street northbound and southbound approaches consist of a single general-purpose lane with directional travel not separated. All four approaches to the intersection operate under STOP sign control. Sidewalks are provided on both sides of all roadways with crosswalks provided across all approaches. There are no bicycle accommodations provided at the intersection.

### PUBLIC TRANSPORTATION

The Cooperative Alliance for Seacoast Transportation (COAST) and the University of New Hampshire (UNH) Wildcat Transit provide public bus service throughout the greater seacoast area including downtown Portsmouth. The Project site is located approximately one-tenth of a mile south of the Market Square bus stop, located at the intersection of Congress Street and Pleasant Street, which serves COAST Route 40, COAST Route 41, and UNH Route 4A / 4B. All public transportation information is provided in the Appendix. COAST bus service is also provided along Pleasant Street just south of the Project site for bus Route 44.

The fare for COAST rides is \$1.50 for adults while seniors and persons with disabilities pay 50% off the regular fare. The fare for UNH rides is \$1.50 for adults while seniors and persons with disabilities pay 50% off the regular fare, UNH students, UNH faculty, and UNH staff ride for free. Children under 5 also rider for free when accompanied.

*COAST Route 40* provides service to Portsmouth Transportation Center, Borthwick Avenue, Islington Street (Plaza 800) and Hanover Station in Portsmouth. The average travel time between Portsmouth Transportation Center and Hanover Station is 23 minutes. On a typical weekday and Saturday, this service runs between 6:00 AM and 7:23 PM for outbound travel, and between 6:24 AM and 7:47 PM for inbound travel with no service provided between 3:00 – 4:00 PM. No service is provided on Sunday.

*COAST Route 41* provides service to Hanover Station, Lafayette Road at Cross Roads House, Lafayette Road at Walmart, and Lafayette Road at Hillcrest Estates in Portsmouth. The average travel time between Hanover Station and Lafayette Road at Hillcrest Estates is 29 minutes outbound and 19 minutes inbound. On a typical weekday and Saturday, this service runs between 6:00 AM and 8:29 PM for outbound travel, and between 6:30 AM and 8:49 PM for inbound travel. No service is provided on Sunday.

*COAST Route 44* provides service to Hanover Station and Junkins Avenue in Portsmouth and Government Street in Kittery, Maine. The average travel time between Junkins Avenue and Government Street is 60 minutes. On a typical weekday, this service runs between 5:54 AM and 6:47 PM for outbound travel, and between 6:35 AM and 8:54 PM for inbound travel. No service is provided on weekends.

*UNH Route 4A* provides service to UNH campus in Durham to Market Square in Portsmouth. The average travel time between UNH campus and Market Square is 40-45 minutes. On a typical weekday, five runs are provided for outbound and inbound travel starting from 6:35 AM to 7:33 PM. On a typical weekend, two runs are provided for outbound and inbound travel starting from 12:05 PM to 8:02 PM. Reduced weekday hours go into effect during winter, spring, and summer break periods.

*UNH Route 4B* provides service to UNH campus in Durham to Market Square in Portsmouth. The average travel time between UNH campus and Market Square is 44-55 minutes. On a typical weekday, three runs are provided for outbound and inbound travel starting from 10:35 AM to 8:34 PM. On a typical weekend, one run is provided for outbound and inbound travel starting from 3:35 PM to 5:04 PM. Reduced weekday hours go into effect during winter, spring, and summer break periods.

### COLLISIONS

Collision data for the study area of Court Street from Pleasant Street to Washington Street were obtained from NHDOT for the latest complete three years available (2015-2017). A summary of the crashes at this intersection is provided in Table 1. The detailed crash history is provided in the Appendix.

Based on the collision data, the unsignalized intersection of Court Street at Pleasant Street experienced an average of 2.0 collisions per year over the three-year study period. Of the six crashes, three occurred within the same 24-hour period in July 2015, which may have been the related of maintenance or construction at the intersection while the four-way STOP condition was being installed. One collision at this intersection involved a pedestrian, but occurred prior to the implementation of the four-way STOP condition and installation of high-visibility crosswalks on all four approaches.

There were no collisions reported at the unsignalized intersection of Court Street at Washington Street and only one collision occurred on the segment of Court Street between Pleasant Street and Washington Street over the three-year study period.

### TRAFFIC IMPACT ASSESSMENT

93 Pleasant Street – Portsmouth, New Hampshire

## TABLE 1Collision Summary

	Number		Seve	rity <sup>a</sup>		Collision Type <sup>b</sup>			Percent During				
Location	Total	Average per Year	PD	PI	F	NR	VEH	PED	FO	sv	U	Commuter Peak <sup>c</sup>	Wet/Icy Conditions <sup>d</sup>
Court Street at Pleasant Street	6	2.0	4	2			7	1				17%	17%
Court Street at Washington Street	0	0.0										0%	0%
Court Street segment	1	0.3	1				1			-		0%	0%

Source: NHDOT (2015-2017).

<sup>a</sup> PD = property damage only; PI = personal injury; F = fatality, NR = not reported.

<sup>b</sup>VEH = vehicle; PED = pedestrian / bicycle; FO = fixed object; SV = single vehicle; U = unknown.

<sup>c</sup> Percent of vehicle incidents that occurred during the weekday AM (7:00 AM-9:00 AM) and weekday PM (4:00 PM -6:00 PM) commuter peak periods.

<sup>d</sup> Represents the percentage of only "known" collisions occurring during inclement weather conditions.

### Sight Distance

To identify potential safety concerns associated with site access and egress, sight distances have been evaluated at the proposed site driveway location to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for approaching vehicles to safely stop. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO)<sup>1</sup>. AASHTO is the national standard by which vehicle sight distance is calculated, measured, and reported.

Sight distance is the length of roadway ahead that is visible to the driver. Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely stop before reaching a stationary object in its path. The values are based on a driver perception and reaction time of 2.5 seconds and a braking distance calculated for wet, level pavements. When the roadway is either on an upgrade or downgrade, grade correction factors are applied. Stopping sight distance is measured from an eye height of 3.5 feet to an object height of 2 feet above street level, equivalent to the taillight height of a passenger car. The SSD is measured along the centerline of the traveled way of the major road.

Intersection sight distance (ISD) is provided on minor street approaches to allow the drivers of stopped vehicles a sufficient view of the major roadway to decide when to enter the major roadway. By definition, ISD is the minimum distance required for a motorist exiting a minor street to turn onto the major street, without being overtaken by an approaching vehicle reducing its speed from the design speed to 70 percent of the design speed. ISD is measured from an eye height of 3.5 feet to an object height of 3.5 feet above street level. The use of an object height equal to the driver eye height makes intersection sight distances reciprocal (i.e., if one driver can see another vehicle, then the driver of that vehicle can also see the first vehicle). When the minor street is on an upgrade that exceeds 3 percent, grade correction factors are applied.

SSD is generally more important as it represents the minimum distance required for safe stopping while ISD is based only upon acceptable speed reductions to the approaching traffic stream. The ISD, however, must be equal to or greater than the minimum required SSD in order to provide safe operations at the intersection. In accordance with the AASHTO manual, *"If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road." Accordingly, ISD should be at least equal to the distance required to allow a driver approaching the minor road to safely stop.* 

The available SSD and ISD at the proposed site driveway location were measured and compared to minimum requirements as established by AASHTO for the enforced speed of 25 MPH. The required minimum sight distances for the driveways are compared to the available distances, as shown in Table 2. The available distances are illustrated in the Sight Distance Plan provided in the Appendix.

<sup>&</sup>lt;sup>1</sup> A Policy on Geometric Design of Highways and Streets; American Association of State Highway and Transportation Officials (AASHTO); 2018.

### TABLE 2 Sight Distance Summary

		Meas	sured	
Location/Direction	Minimum Required <sup>a</sup>	Stopping Sight Distance (feet)	Intersection Sight Distance (feet) <sup>a</sup>	
Court Street at Site Driveway: East of intersection (WB) West of intersection (EB)	155 155	+280 (to Washington St) +225 (to Pleasant St)	+280 (to Washington St) 75 [155] <sup>b</sup>	

<sup>a</sup> Values based on AASHTO requirements for minimum SSD based on the downtown speed limit of 25 MPH.

<sup>b</sup> XX [XX] = Driver's eye 10 feet back from edge of roadway [Driver's eye 7 feet back from edge of roadway].

As indicated in Table 2, available sight distances at the site driveway on Court Street exceed the minimum SSD requirements for safe operation in both directions. In addition, the available ISD looking east (left) exiting the proposed site driveway exceeds AASHTO's recommendation for minimum sight line. The ISD looking to the west (right) will be restricted by the historic stone retaining wall along the front of the building. Although the available ISD looking west (right) exiting the site driveway does not meet AASHTO's recommendation for minimum sight distance when a vehicle is stopped at the edge of the roadway, adequate sight distance is provided looking east (left) for a vehicle to see westbound traffic and then move up approximately three (3) feet into the roadway to see eastbound traffic. From this point with the front of the vehicle 3 feet into the roadway, the driver will be able to see the full 155 feet along Court Street. In addition, the site driveway is proposed to be located approximately 225 feet east of the four-way STOP controlled intersection of Pleasant Street / Court Street. Therefore, all vehicles approaching the site driveway from the west will be doing so from a stopped condition and will likely be traveling below the enforced speed of 25 MPH. The available ISD looking west is adequate for speeds of up to 15 MPH. Further, adequate SSD will be provided for a vehicle approaching from the west along Court Street to see and safely stop for a vehicle entering the roadway from the proposed site driveway.

### TRIP GENERATION

Upon completion, the Project will provide a total of  $\pm 5,250$  SF of office space and 52 residential units, consisting of a mix of studio and one-bedroom units. GPI utilized trip-generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10<sup>th</sup> Edition*<sup>2</sup> for Land Use Code (LUC) 221 (Multifamily Housing (Mid-Rise)) and LUC 710 (General Office) to estimate the proposed trip generation.

The Project will be located in downtown Portsmouth, in close proximity to multiple retail, restaurant, office, residential, and entertainment uses for sharing of trips between uses. As a result, many of the trips generated by the site will be walking and biking trips. In addition, the site is located in close proximity to multiple bus routes, allowing for easy access to public transportation for access to/from the site. Therefore, the trip rates for the office (LUC 71) and residential (LUC221) uses were based on Dense Multi-Use Urban settings. The resulting trip generation estimate is summarized in Table 3, and the detailed calculations are provided in the Appendix.

Time Period/Direction	Residential Trips (LUC 221) <sup>a</sup>	Office Trips (LUC 710) <sup>b</sup>	Total Trips <sup>c</sup>
Weekday Daily	134	19	153
Weekday AM Peak Hour: Enter <u>Exit</u> Total	1 <u>9</u> 10	3 <u>1</u> 4	4 <u>10</u> 14
Weekday PM Peak Hour: Enter <u>Exit</u> Total	7 <u>3</u> 10	1 <u>4</u> 5	8 <u>7</u> 15
Saturday Daily	122	8	130
Saturday Midday Peak Hour: Enter <u>Exit</u> Total	5 <u>4</u> 9	1 <u>1</u> 2	6 <u>5</u> 11

### TABLE 3 – Trip Generation Summary

<sup>a</sup> ITE LUC 221 (Multifamily Housing (Mid-Rise)) in Dense Multi-Use Urban setting for 52 dwelling units.

<sup>b</sup> ITE LUC 710 (General Office Building) in Dense Multi-Use Urban setting for 5,250 SF.

<sup>c</sup> Sum of Residential Trips and Office Trips.

As shown in Table 3, the proposed redevelopment is expected to generate a total of 14 vehicle trips (4 entering and 10 exiting) during the weekday AM peak hour, 15 vehicle trips (8 entering and 7 exiting) during the weekday PM peak hour, and 11 vehicle trips (6 entering and 5 exiting) during the Saturday midday peak hour. This represents less than one additional vehicle every four minutes on Court Street

<sup>&</sup>lt;sup>2</sup> *Trip Generation Manual*, 10<sup>th</sup> Edition; Institute of Transportation Engineers; Washington, DC; September 2017.

during the peak hours and is anticipated to have a negligible impact on the traffic operations of the surrounding area roadways.

### PARKING

As part of the Project, a total of 18 vehicle parking spaces are proposed for use by the residents. In addition, 24 bicycle and 6 scooter parking spaces will be provided within the parking garage for residential use. No parking will be provided on-site for the office use as ample public parking is available for office employees within the nearby parking garages.

### Zoning Regulations

### Office Parking

The site is located within the Downtown Overlay District, in close proximity to numerous municipal parking garages and on-street public parking. Based on Section 10.1115.21 of the Zoning Ordinance, non-residential uses within the Downtown Overlay District are not required to provide any parking. Therefore, no on-site parking will be provided for the proposed office use. It is assumed that all office employees will walk, bike, or use public transit to work or park in one of the nearby municipal parking areas.

### **Residential Parking**

Section 10.1112.311 of the City of Portsmouth Zoning Ordinance requires:

- 0.5 parking spaces per unit for residential dwellings of less than 500 SF; and
- 1.0 parking spaces per unit for residential dwellings of between 500 SF and 770 SF.

The Project proposes to include a total of 48 units with less than 500 SF of space, and an additional 4 units with less than 750 SF of space. Therefore, a total of 28 parking spaces are required to serve the proposed residential units.

In addition, Section 10.1112.312 of the Zoning Ordinance states that:

"In addition to the off-street parking spaces provided in accordance with Sec. 10.1112.311, any dwelling or group of dwellings on a lot containing more than 4 dwelling units shall provide one visitor parking space for every 5 dwelling units or portion thereof."

Therefore, a total of 11 visitor parking spaces would be required to meet zoning regulations, which would result in a total of 39 parking spaces required for the residential use.

The Project is located within Downtown Overlay District. Section 10.1115.23 of the Zoning Ordinance allows for a 4 space reduction from the requirements of Section 10.1115.21 for any uses located within the Downtown Overlay District. Applying this reduction would a result in a total parking requirement of 35 parking spaces.

As the proposed parking supply of 18 parking spaces will be less than the number of spaces required to meet the Zoning Ordinance, a Conditional Use Permit will be required for this project for the reduction in parking supply.

Although the Zoning Ordinance requires residential uses to provide visitor parking, the site is located downtown in close proximity to numerous on-street parking spaces and off-street parking garages that can be utilized for any visitors to the site. Therefore, no visitor parking is proposed as part of the development. The elimination of visitor parking reduces the parking requirement to only 24 parking spaces.

The residential units will also be marketed to individuals desiring to live in a downtown setting where owning a vehicle is not required to access businesses, restaurants, shopping, and entertainment. As a result, many of the tenants will not own a vehicle and residents will not be permitted to park more than one vehicle on-site. Therefore, the Applicant is seeking an additional 25 percent reduction in the required parking to provide only 18 parking spaces for residential tenants.

### **Bicycle Parking**

Section 10.1116.11 of the Zoning Bylaws states that for multifamily dwellings one bicycle parking spaces is required for every 5 dwelling units or portion thereof, up to a maximum of 30 bicycle spaces. Therefore, a total of 11 bicycle parking spaces would be required to meet zoning requirements for the proposed residential use.

Approximately 540 SF of covered bicycle / scooter storage will be provided within the proposed parking garage, allowing for storage of up to 24 bicycles and 6 scooters. There will also be an oversized elevator provided so residents can bring their bicycles into their unit if they prefer. With these provisions, all residents will be provided with safe storage of bicycles. The provision of additional bicycle parking will encourage residents to use bicycles as an alternative means of transportation over vehicle ownership.

### ITE Parking Demand Rates

The ITE publication *Parking Generation, 5<sup>th</sup> Edition*<sup>3</sup> provides parking demand generation rates on a per bedroom basis for multiple residential land uses. GPI utilized parking demand generation rates for LUC 221 (Multifamily Housing (Mid-Rise)) and LUC 223 (Affordable Housing) for Dense Multi-Use Urban settings to estimate the parking demand generated by the proposed residential development. As previously stated, the Project is located in downtown Portsmouth with convenient access to offices, restaurants, entertainments, public transit, and Mobility As A Service (MAAS) opportunities (i.e. Uber/Lift) where trips are not anticipated to be made by personal vehicle.

Based on ITE data for LUC 221 (Multifamily Housing), the proposed residential units will generate a peak parking demand of 25 parking spaces. However, it should be noted that the proposed residential building will be marketed as affordable housing with mostly studio-style units for individuals who cannot afford or prefer not to own a vehicle. Therefore, the parking demand rates from LUC 223 (Affordable Housing) may be more indicative of actual parking demand generated by this type of housing. Based on LUC 223 (Affordable Housing), the proposed residential development is anticipated to generate a peak parking demand of 17 parking spaces. Therefore, the proposed 18 parking spaces are anticipated to be adequate to meet the parking demands of the proposed development. The detailed parking demand calculation worksheets are included in the Appendix.

It should be noted that the proposed residential units will be specifically marketed to individuals with one or fewer vehicles, who desire affordable housing in a downtown setting for easy walking to surrounding area business, restaurants, shopping, and entertainment. In addition, the site is located in close proximity to multiple bus routes for easy bus access to the site, further reducing the need to own a vehicle. To

<sup>&</sup>lt;sup>3</sup> Parking Generation Manual, 5<sup>th</sup> Edition; Institute of Transportation Engineers; January 2019.

minimize and control parking demand, tenants will be required to rent parking spaces within the on-site parking garage for an additional fee, separate from their regular monthly rent. In addition, 24 bicycle parking and 6 scooter parking spaces will be provided in the garage and an oversized elevator will be provided to allow residents to bring bicycles into their units if desired in order to encourage use of bicycles as an alternative means of transportation.

### CONCLUSIONS

- The site currently contains the existing Treadwell Mansion and a gravel parking lot with access provided via a single full-access/egress driveway on Court Street. The Project consists of converting the first and basement floors of the existing building to provide ±5,250 square feet (SF) of office space. The third and fourth floors of the existing building will be converted to eight residential apartments. In addition, the building will be expanded to the east to construct an additional residential building and basement-level parking for 18 vehicles, 24 bicycles, and 6 scooters. When completed, a total of 52 apartment units will be provided, consisting of a mix of studio and one-bedroom units. Access to the parking garage will be provided via a new ramped driveway to Court Street at the easterly end of the site.
- All study area intersections and roadway segments experienced an average of 2.0 collisions per year or fewer over the three-year study period, indicating that no significant safety issues exist.
- All available SSD and ISD at the proposed site driveway will exceed AASHTO recommendations for minimum sight lines for the enforced speed of 25 MPH with the exception of the ISD looking west (right) exiting the site driveway. When a vehicle is stopped at the edge of the roadway, the driver will have only 75 feet of ISD looking west (right) due to the presence of a historic stone retaining wall. However, the ISD will be adequate looking east (left) for a vehicle to check for westbound traffic and then pull approximately 3 feet into the roadway to sufficiently view oncoming eastbound traffic before completing their turn into the roadway. It should also be noted that the proposed site driveway is located approximately 225 feet east of the four-way STOP controlled intersection of Pleasant Street / Court Street. Because all vehicles will be approaching the site driveway from a STOP condition, vehicles are likely to be traveling less than 25 MPH. The available ISD is adequate for speeds of up to 15 MPH. In addition, adequate SSD will be provided to allow a driver traveling eastbound on Court Street to recognize and safely stop for a vehicle entering the roadway from the proposed site driveway.
- The proposed redevelopment is expected to generate a total of 14 vehicle trips (4 entering and 10 exiting) during the weekday AM peak hour, 15 vehicle trips (8 entering and 7 exiting) during the weekday PM peak hour, and 11 vehicle trips (6 entering and 5 exiting) during the Saturday midday peak hour. This represents less than one additional vehicle every four minutes on Court Street during the peak hours and is anticipated to have a negligible impact on the traffic operations of the surrounding area roadways.
- A total of 35 parking spaces are required by zoning to serve the proposed 52 residential units. However, only 18 parking spaces are proposed as the development will be marketed to individuals seeking affordable housing in a downtown setting with close proximity to businesses, restaurants, shopping and entertainment. The site is also located in close proximity to multiple bus routes for easy bus access and ample bicycle storage will be provided within the garage to encourage use of bicycles as alternative means of transportation. Residents who choose to own a vehicle will be limited to only one vehicular parking space and will be required to provide an additional monthly fee for use of the space, separate from their rent, to further control and reduce parking demand. The

site is also located in close proximity to numerous on-street public parking spaces and municipal garages for use by visitors to the residences.

• GPI estimated the peak parking demand based on ITE parking demand rates for similar housing developments within dense urban settings. The ITE parking rates indicated that a peak parking demand of 16 spaces is anticipated for the proposed development. Therefore, the proposed 18 parking spaces will be adequate to serve the proposed residential units.

Based on the findings above, the proposed office and residential redevelopment can be safely and efficiently accommodated along the existing roadway network. No additional project-specific mitigation is warranted based on the incremental impacts of the Project.

93 Pleasant Street - Portsmouth, New Hampshire

### APPENDIX

- Public Transportation Information
  - NHDOT Crash Data
  - Sight Distance Plan
  - Trip Generation Calculations

-

- Parking Demand Calculations

93 Pleasant Street - Portsmouth, New Hampshire

## PUBLIC TRANSPORTATION INFORMATION

### Route 40 Map Portsmouth - Islington - Borthwick

**Portsmouth Transportation Center Borthwick Ave.** (Portsmouth Hospital) Portsmouth Islington St. (Plaza 800) **Hanover Station Transfer Point** MAP KEY Time Point 🔀 Transfer Point

## Ride Information

### **COAST BUS FARES**

### Base Cash Fare

Half-Fare

All passengers ages 5 and up are required to pay this fare each time they board a COAST bus.

### \$ 0.75

\$1.50

Passengers 65 and older, or passengers with a disability are entitled to pay half the cash fare. Proof of eligibility is required by showing a Medicare card, photo ID with birth date, COAST ADA Paratransit Card, or COAST Half-Fare Card. Please contact COAST to apply for a Half-Fare Card.

### **Multi-Ride Tickets and Passes**

Available at www.coastbus.org or call 603-743-5777, TTY 711.

### **YOUR RIGHTS**

COAST adheres to all Federal regulations regarding Civil Rights. If you need to request an ADA Reasonable Modification/ Accommodation, or if you believe you have been discriminated against or would like to file a complaint under the ADA or Title VI, please contact COAST's Civil Rights Officer at 603-516-0788, TTY 711 or email CivilRights@coastbus.org.

## COAST NO SERVICE DAYS

COAST does not operate on the following holidays:

Labor Day

Thanksgiving Day

Christmas Day

Christmas Eve Day

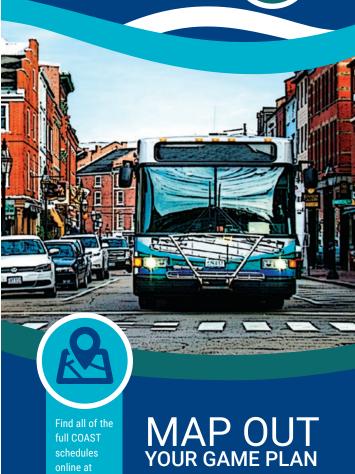
- New Year's Day
- Martin Luther King Jr./ Civil Rights Day
- Memorial Day
- Independence Day

42 Sumner Drive • Dover, NH 03820 603-743-5777 • TTY 711 • www.coastbus.org This brochure is available in alternative formats upon request.

## Bus Schedule & Map 40



Portsmouth Islington Borthwick



coastbus.org

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www.coastbus.org

## **COAST SYSTEM MAP**

## **OUTBOUND · INBOUND** Route 40 Portsmouth · Islington · Borthwick

### How to Read the Schedule

Printed bus schedules only show the timepoints (major bus stops where the bus will hold until the scheduled departure time). In between those timepoints are many other stops that you can use. For a full listing of bus stops, visit www.coastbus.org, or use the DoubleMap App.

The times shown represent the number of minutes after the hour that the bus will depart from that stop. Last stop times are arrivals. Any exceptions will be noted.

OUTBOUND (M-Sat) Service On Every Hou		Hour
First Minutes Las Bus Past Hour Bus		
6:00am	:00*	7:00pm
6:07am	:07*	7:07pm
6:15am	:15*	7:15pm
6:23am	:23*	7:23pm
	First Bus 6:00am 6:07am 6:15am	First BusMinutes Past Hour6:00am:00*6:07am:07*6:15am:15*

\*No Service during the hour of 3pm.

Service On Every Hour		
First Minutes Last Bus Past Hour Bus		
6:24am	:24*	7:24pm
6:31am	:31*	7:31pm
6:39am	:39*	7:39pm
6:47am	:47*	7:47pm
	First Bus 6:24am 6:31am 6:39am	First Bus         Minutes Past Hour           6:24am         :24*           6:31am         :31*           6:39am         :39*

\*No Service during the hour of 3pm.





## Route 41 Map Portsmouth • Lafayette Road

**Hanover Station** Transfer Point





### **COAST BUS FARES**

### **Base Cash Fare**

All passengers ages 5 and up are required to pay this fare each time they board a COAST bus.

### Half-Fare

\$ 0.75

\$1.50

Passengers 65 and older, or passengers with a disability are entitled to pay half the cash fare. Proof of eligibility is required by showing a Medicare card, photo ID with birth date, COAST ADA Paratransit Card, or COAST Half-Fare Card. Please contact COAST to apply for a Half-Fare Card.

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Labor Day

Thanksgiving Day

Christmas Day

Christmas Eve Day

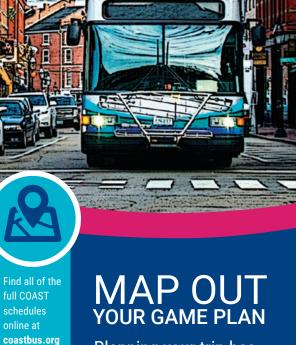
- New Year's Day
- Martin Luther King Jr./ **Civil Rights Day**
- Memorial Day
- Independence Day

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## Bus Schedule & Map (41)



Portsmouth • Lafayette Road



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## **COAST SYSTEM MAP**

## OUTBOUND · INBOUND Route 41 Portsmouth · Lafayette Road

### How to Read the Schedule

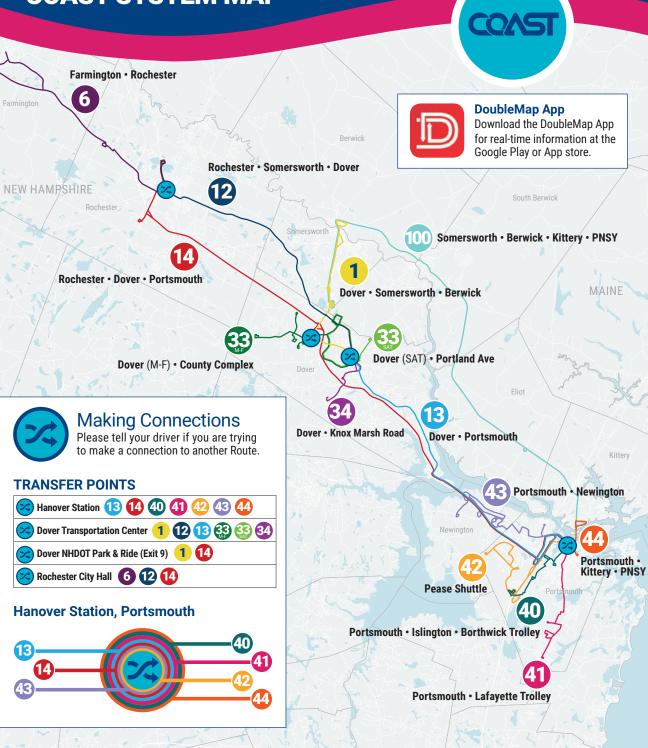
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The times shown represent the number of minutes after the hour that the bus will depart from that stop. Last stop times are arrivals. Any exceptions will be noted.

OUTBOUND (M-Sat) Service On Every Hot		Hour	
Hanover Station - Lafayette Rd. (Hillcrest Estates)	First Minutes Las Bus Past Hour Bus		
Hanover Station	6:00am	:00	8:00pm
• Lafayette Rd. (Cross Roads House)	6:10am	:10	8:10pm
Lafayette Rd. (Walmart)	6:20am	:20	8:20pm
• Lafayette Rd. (Hillcrest Estates)	6:29am	:29	8:29pm

INBOUND (M-Sat)	Service On Every Hour		
Lafayette Rd. (Hillcrest Estates) - Hanover Station	. (Hillcrest Estates) - Hanover Station Bus Past Hour Bu		Last Bus
• Lafayette Rd. (Hillcrest Estates)	6:30am	:30	8:30pm
• Lafayette Rd. (Lens Doctors)	6:39am	:39 8:39pn	
Hanover Station	6:49am	:49	8:49pm

MAP IT! For a full listing of bus stops, visit **www.coastbus.org** or use the DoubleMap App.



## Route 44 Map Portsmouth • Kittery • PNSY

Kittery



### **COAST BUS FARES**

#### **Base Cash Fare**

All passengers ages 5 and up are required to pay this fare each time they board a COAST bus.

#### Half-Fare

### \$ 0.75

\$1.50

Passengers 65 and older, or passengers with a disability are entitled to pay half the cash fare. Proof of eligibility is required by showing a Medicare card, photo ID with birth date, COAST ADA Paratransit Card, or COAST Half-Fare Card. Please contact COAST to apply for a Half-Fare Card.

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Labor Day

Thanksgiving Day

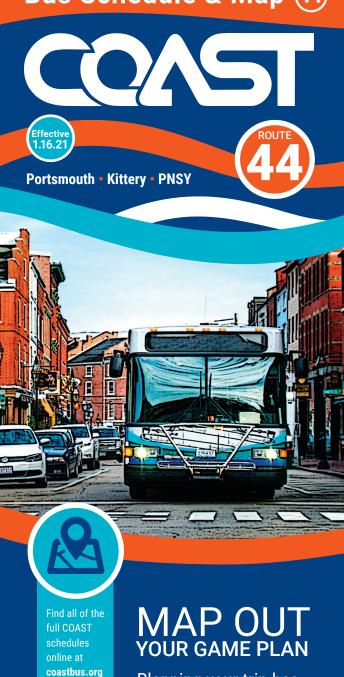
Christmas Day

Christmas Eve Day

- New Year's Day
- Martin Luther King Jr./ **Civil Rights Day**
- Memorial Day
- Independence Day

42 Sumner Drive • Dover, NH 03820 603-743-5777 • TTY 711 • www.coastbus.org This brochure is available in alternative formats upon request.

## Bus Schedule & Map (44)



Planning your trip has never been easier!

www.coastbus.org

**Government St.** (PNSY Gate 1) Hanover Station **Transfer Point** Junkins Ave.

(Portsmouth City Hall)

Portsmouth

MAP KEY Time Point 🔀 Transfer Point

## **COAST SYSTEM MAP**

## OUTBOUND · INBOUND Route 44 Portsmouth · Kittery · PNSY

### How to Read the Schedule

Printed bus schedules only show the timepoints (major bus stops where the bus will hold until the scheduled departure time). In between those timepoints are many other stops that you can use. For a full listing of bus stops, visit **www.coastbus.org**, or use the DoubleMap App.

The times shown represent the number of minutes after the hour that the bus will depart from that stop. Last stop times are arrivals. Any exceptions will be noted.

OUTBOUND (M-F)	Service On Every Hour		
Hanover Station - Government St. (PNSY Gate 1)			Last Bus
<ul> <li>Hanover Station</li> </ul>	5:54am	:36*	6:36pm
• Junkins Ave. (Portsmouth City Hall)	7:41am	:41*	6:41pm
• Government St. (PNSY Gate 1)	6:00am	:47*	6:47pm

\*Regular hourly schedule starts during the hour of 7am.

INBOUND (M-F)	Service On Every Hour			
Government St. (PNSY Gate 1) - Hanover Station	First Bus	Minutes Past Hour	Last Bus	
Government St. (PNSY Gate 1)	6:35am	:47*+	8:47pm	
Hanover Station	6:42am	:54*	8:54pm	

\*Regular hourly schedule starts during the hour of 7am. +There is an additional departure from Government St. at 3:15pm heading inbound to Hanover Station.





## Route 4A Weekday UNH/Durham to Malls & Portsmouth Market Square

## **Portsmouth 4A**

## Monday - Friday

	\$ <sup>5</sup>	,5 <sup>3</sup>			
	AMEXPress	AMERPRESS			
Stop ID # & Location					
Outbound	Run 1	Run 2	Run 3	Run 4	Run 5
101 DEPART UNH McCONNELL HALL	6:35 AM	7:30 AM	12:05 PM	2:05 PM	6:05 PM
102 DEPART UNH KINGSBURY HALL	6:37 AM	7:32 AM	12:07 PM	2:07 PM	6:07 PM
103 DEPART UNH HEWITT HALL	6:37 AM	7:32 AM	12:07 PM	2:07 PM	6:07 PM
104 DEPART MAIN STREET @ UNH THOMPSON HALL	6:40 AM	7:35 AM	12:10 PM	2:10 PM	6:10 PM
106 DEPART MAIN STREET @ UNH HETZEL HALL	6:42 AM	7:37 AM	12:12 PM	2:12 PM	6:12 PM
107Rte 108 @ Old Landing Road109Rte 108 @ Old Piscatagua Road	6:44 AM 6:44 AM	7:39 AM 7:39 AM	12:14 PM 12:14 PM	2:14 PM 2:14 PM	6:14 PM 6:14 PM
109Rte 108 @ Old Piscataqua Road121Rte 4 @ 68 Piscataqua Road			12:14 PM	2:14 PIVI 2:15 PM	6:14 PM
121 Rte 4 @ 88 Piscataqua Road	Depending on on Route 4 r	· · · · ·	12:15 PM	2:15 PM 2:16 PM	6:15 PM
192 Rte 4 @ 116 Piscataqua Rd	serviced outbo	-	12:16 PM	2:16 PM	6:16 PM
123 Rte 4 @ Wagon Hill Farm	am. Please c		12:17 PM	2:17 PM	6:17 PM
123 Rte 4 @ Cedar Point Road	2328 for daily		12:18 PM	2:18 PM	6:18 PM
201 Boston Harbor Road @ DMV	On Reque		12.10 P W	On Request O	
604 Newington Wal-Mart	Not Serviced or		12:26 PM	2:26 PM	6:26 PM
603 Fox Run Mall (to Portsmouth)	Not Serviced or		12:28 PM	2:28 PM	6:28 PM
601 Crossings at Fox Run @ Cold Stone Creamery	Not Serviced or		12:31 PM	2:31 PM	6:31 PM
302 Gosling Rd @ Gosling Meadows	Not Serviced or		12:33 PM	2:33 PM	6:33 PM
314 1840 Woodbury Ave	6:56 AM	7:51 AM	12:34 PM	2:34 PM	6:34 PM
312 Marshall's Plaza @ Commerce Way	6:58 AM	7:53 AM	12:37 PM	2:37 PM	6:37 PM
336 170 Commerce Way	6:59 AM	7:54 AM	12:38 PM	2:38 PM	6:38 PM
338 Commerce Way / Portsmouth Blvd	7:00 AM	7:55 AM	12:38 PM	2:38 PM	6:38 PM
316 Maplewood Ave @ Fairview Drive	7:03 AM	7:58 AM	12:42 PM	2:42 PM	6:42 PM
317 Maplewood Ave @ I-95 Overpass	7:05 AM	8:00 AM	12:44 PM	2:44 PM	6:44 PM
318 Maplewood Ave @ Dearborn Street	7:06 AM	8:01 AM	12:45 PM	2:45 PM	6:45 PM
319 Maplewood Ave @ North Cemetery	7:07 AM	8:02 AM	12:46 PM	2:46 PM	6:46 PM
303 Hanover Street @ High-Hanover Parking Facility	7:09 AM	8:04 AM	12:48 PM	2:48 PM	6:48 PM
311 Arrive Market Square	7:11 AM	8:06 AM	12:50 PM	2:50 PM	6:50 PM
Inbound					
311 Depart Market Square	7:11 AM	8:06 AM	12:50 PM	2:50 PM	6:50 PM
310 Islington Street @ Tanner Street	7:13 AM	8:08 AM	12:51 PM	2:51 PM	6:51 PM
308 Islington Street @ Cornwall Street	7:14 AM	8:09 AM	12:52 PM	2:52 PM	6:52 PM
307 Islington Street @ Dunkin Donuts	7:15 AM	8:10 AM	12:54 PM	2:54 PM	6:54 PM
305 Plaza 800	7:17 AM	8:12 AM	12:55 PM	2:55 PM	6:55 PM
320 Bartlett Street @ Meredith Way	7:20 AM	8:15 AM	12:58 PM	2:58 PM	6:58 PM
321 Dennett Street @ Woodbury Ave	7:21 AM	8:16 AM	12:59 PM	2:59 PM	6:59 PM
602 Crossings at Fox Run @ Regal Cinemas	7:28 AM	8:23 AM	1:06 PM	3:06 PM	7:06 PM
606 Fox Run Mall (to UNH)	7:32 AM	8:27 AM	1:10 PM	3:10 PM	7:10 PM
605 Fox Run Rd @ Wal-Mart	Not Serviced or		1:12 PM	3:12 PM	7:12 PM
607 2299 Wodbury Ave	7:32 AM	8:27 AM	1:13 PM	3:13 PM	7:13 PM
125 Rte 4 @ Scammel Bridge (West Side)	7:38 AM	8:33 AM	1:19 PM	3:19 PM	7:19 PM
126 Rte 4 @ Emery Farm	7:39 AM	8:34 AM	1:21 PM	3:21 PM	7:21 PM
193 Rte 4 @ Morgan Way	7:40 AM	8:35 AM	1:21 PM	3:21 PM	7:21 PM
127 Rte 4 @ Shearwater Street	7:40 AM	8:35 AM	1:22 PM	3:22 PM	7:22 PM
120 Rte 4 @ 65 Piscataqua Road	7:40 AM	8:35 AM	1:22 PM	3:22 PM	7:22 PM
119 Rte 108 @ The Pines Inn (#47)	7:43 AM	8:38 AM	1:25 PM	3:25 PM	7:25 PM
108 Rte 108 @ Young Drive	7:44 AM	8:39 AM	1:25 PM	3:25 PM	7:25 PM
117 Madbury Road @ Woodman Road	7:46 AM	8:41 AM	1:28 PM	3:28 PM	7:28 PM
116 ARRIVE Garrison Ave @ Sawyer Hall	7:48 AM	8:43 AM	1:30 PM	3:29 PM	7:29 PM
105 ARRIVE Holloway Commons Main Street	7:49 AM	8:44 AM	1:31 PM	3:31 PM	7:31 PM
1001 ARRIVE UNH McConnell Hall	7:51 AM	8:46 AM	1:33 PM	3:33 PM	7:33 PM

Ro	oute 4A WEEKEND	Portsmouth 4A			
UN	H/Durham to Malls & Portsmouth	Sa	aturday		
Ma	rket Square		Sunda		
	p ID # & Location bound	Run 1	Run 2		
	DEPART UNH McCONNELL HALL	12:05 PM	6:35 PM		
101		12:07 PM	6:37 PM		
102		12:07 PM	6:37 PM		
105		12:10 PM	6:40 PM		
104		12:10 PM	6:42 PM		
107	Rte 108 @ Old Landing Road	12:14 PM	6:44 PM		
109	Rte 108 @ Old Piscatagua Road	12:14 PM	6:44 PM		
	Rte 4 @ 68 Piscataqua Road	12:15 PM	6:45 PM		
	Rte 4 @ Riverview Road	12:16 PM	6:46 PM		
192	Rte 4 @ 116 Piscataqua Rd	12:16 PM	6:46 PM		
123	•	12:17 PM	6:47 PM		
-	Rte 4 @ Cedar Point Road	12:17 PM	6:48 PM		
201	Boston Harbor Road @ DMV		lest Only		
604	Newington Wal-Mart	12:26 PM	6:56 PM		
603	Fox Run Mall (to Portsmouth)	12:28 PM	6:58 PM		
	Crossings at Fox Run @ Cold Stone Creamery	12:31 PM	7:01 PM		
302		12:33 PM	7:03 PM		
314	1840 Woodbury Ave	12:34 PM	7:04 PM		
312	Marshall's Plaza @ Commerce Way	12:37 PM	7:07 PM		
336	170 Commerce Way	12:38 PM	7:08 PM		
338		12:38 PM	7:08 PM		
316	Maplewood Ave @ Fairview Drive	12:42 PM	7:12 PM		
317	Maplewood Ave @ I-95 Overpass	12:44 PM	7:14 PM		
318	Maplewood Ave @ Dearborn Street	12:45 PM	7:15 PM		
319	Maplewood Ave @ North Cemetery	12:46 PM	7:16 PM		
303	Hanover Street @ High-Hanover Parking Facility	12:48 PM	7:18 PM		
311	Arrive Market Square	12:50 PM	7:20 PM		
Inbo	und				
311	Depart Market Square	12:50 PM	7:20 PM		
310	Islington Street @ Tanner Street	12:51 PM	7:21 PM		
308	Islington Street @ Cornwall Street	12:52 PM	7:22 PM		
307	Islington Street @ Dunkin Donuts	12:54 PM	7:24 PM		
305	Plaza 800	12:55 PM	7:25 PM		
320	Bartlett Street @ Meredith Way	12:58 PM	7:28 PM		
321	Dennett Street @ Woodbury Ave	12:59 PM	7:29 PM		
602	Crossings at Fox Run @ Regal Cinemas	1:06 PM	7:36 PM		
606	Fox Run Mall (to UNH)	1:10 PM	7:40 PM		
605	Fox Run Rd @ Wal-Mart	1:12 PM	7:42 PM		
607	2299 Woodbury Ave	1:12 PM	7:42 PM		
125	Rte 4 @ Scammel Bridge (West Side)	1:18 PM	7:48 PM		
126	Rte 4 @ Emery Farm	1:20 PM	7:50 PM		
193	Rte 4 @ Morgan Way	1:20 PM	7:50 PM		
127	Rte 4 @ Shearwater Street	1:21 PM	7:51 PM		
120	Rte 4 @ 65 Piscataqua Road	1:22 PM	7:52 PM		
119	Rte 108 @ The Pines Inn (#47)	1:25 PM	7:55 PM		
108	Rte 108 @ Young Drive	1:25 PM	7:55 PM		
117	Madbury Road @ Woodman Road	1:27 PM	7:57 PM		
110	ARRIVE Garrison Ave @ Sawyer Hall	1:29 PM	7:59 PM		
110					

#### **Reduced Service**

Route 4A WEEKDAY	Ports Reduced	mouth Service
UNH/Durham to Malls & Portsmouth Market	t	Monday
Square		Friday
Stop ID # & Location	AM Express	
Outbound	Run 1	Run 2
101 DEPART UNH McCONNELL HALL	6:35 AM	1:05 PM
102 DEPART UNH KINGSBURY HALL	6:37 AM	1:07 PM
103 DEPART UNH HEWITT HALL	6:37 AM	1:07 PM
104 DEPART MAIN ST @ UNH THOMPSON HALL	6:40 AM	1:10 PM
106 DEPART MAIN STREET @ UNH HETZEL HALL	6:42 AM	1:12 PM
107 Rte 108 @ Old Landing Road	6:44 AM	1:14 PM
109 Rte 108 @ Old Piscataqua Road	6:44 AM	1:14 PM
121 Rte 4 @ 68 Piscataqua Road	These stops may	1:15 PM
122 Rte 4 @ Riverview Road	not be serviced to	1:16 PM
192 Rte 4 @ 116 Piscataqua Rd	avoid heavy traffic. Call 862-	1:16 PM
123 Rte 4 @ Wagon Hill Farm	2328 for	1:17 PM
124 Rte 4 @ Cedar Point Road	information.	1:18 PM
201 Boston Harbor Road @ DMV	On Reque	est Only
604 Newington Wal-Mart		1:26 PM
603 Fox Run Mall (to Portsmouth)	Stops Not Serviced on This	1:28 PM
601 Crossings at Fox Run @ Cold Stone Creamery	Run	1:31 PM
302 Gosling Rd @ Gosling Meadows		1:33 PM
314 1840 Woodbury Ave	6:56 AM	1:34 PM
312 Marshall's Plaza @ Commerce Way	6:58 AM	1:37 PM
336 170 Commerce Way	6:59 AM	1:38 PM
338 Commerce Way / Portsmouth Blvd	7:00 AM	1:38 PM
316 Maplewood Ave @ Fairview Drive	7:03 AM	1:42 PM
317 Maplewood Ave @ I-95 Overpass	7:05 AM	1:44 PM
318 Maplewood Ave @ Dearborn Street	7:06 AM	1:45 PM
319 Maplewood Ave @ North Cemetery	7:07 AM	1:46 PM
303 Hanover Street @ High-Hanover Parking Facility		1:47 PM
311 Arrive Market Square	7:11 AM	1:49 PM
Inbound		
311 Depart Market Square	7:11 AM	1:49 PM
310 Islington Street @ Tanner Street	7:12 AM	1:51 PM
308 Islington Street @ Cornwall Street	7:13 AM	1:52 PM
307 Islington Street @ Dunkin Donuts	7:15 AM	1:53 PM
305 Plaza 800	7:16 AM	1:55 PM
320 Bartlett Street @ Meredith Way	7:19 AM	1:58 PM
321 Dennett Street @ Woodbury Ave	7:20 AM	1:59 PM
602 Crossings at Fox Run @ Regal Cinemas	7:27 AM	2:06 PM
606 Fox Run Mall (to UNH)	7:31 AM	2:10 PM
605 Fox Run Rd @ Wal-Mart	Not Serviced	2:12 PM
607 2299 Wodbury Ave	7:33 AM	2:12 PM
125 Rte 4 @ Scammel Bridge (West Side)	7:37 AM	2:19 PM
126 Rte 4 @ Emery Farm	7:39 AM	2:20 PM
<ul><li>193 Rte 4 @ Morgan Way</li><li>127 Rte 4 @ Shearwater Street</li></ul>	7:40 AM	2:21 PM 2:21 PM
	7:40 AM 7:40 AM	
	7:40 AM 7:43 AM	2:21 PM
	7:43 AM	2:24 PM 2:25 PM
<ul><li>108 Rte 108 @ Young Drive</li><li>117 Madbury Road @ Woodman Road</li></ul>	7:43 AM 7:46 AM	2:25 PM 2:27 PM
117 Madbury Road @ Woodman Road 116 ARRIVE Garrison Ave @ Sawyer Hall		2:27 PM
105 ARRIVE Garrison Ave @ Sawyer Hall 105 ARRIVE Holloway Commons Main Street	7:47 AM 7:49 AM	2:29 PM
1001 ARRIVE UNH McConnell Hall	7:49 Alvi 7:51 AM	2:30 PM
These times are approximate. Please be at the bus		
before the scheduled time.		

## **Route 4B Weekday** UNH/Durham to Malls & Portsmouth Market Square

## Portsmouth 4B

## Monday - Friday

Stop ID # & Location			
Outbound	Run 1	Run 2	Run 3
101 DEPART UNH McCONNELL HALL	10:35 AM	4:35 PM	7:05 PM
102 DEPART UNH KINGSBURY HALL	10:37 AM	4:37 PM	7:07 PM
103 DEPART UNH HEWITT HALL	10:37 AM	4:37 PM	7:07 PM
104 DEPART MAIN STREET @ UNH THOMPSON HALL	10:40 AM	4:40 PM	7:10 PM
106 DEPART MAIN STREET @ UNH HETZEL HALL	10:42 AM	4:42 PM	7:12 PM
107 Rte 108 @ Old Landing Road	10:44 AM	4:44 PM	7:14 PM
109 Rte 108 @ Old Piscataqua Road	10:44 AM	4:44 PM	7:14 PM
121 Rte 4 @ 68 Piscataqua Road	10:45 AM	4:45 PM	7:15 PM
122 Rte 4 @ Riverview Road	10:46 AM	4:46 PM	7:16 PM
192 Rte 4 @ 116 Piscataqua Rd	10:46 AM	4:46 PM	7:16 PM
123 Rte 4 @ Wagon Hill Farm	10:47 AM	4:47 PM	7:17 PM
124 Rte 4 @ Cedar Point Road	10:48 AM	4:48 PM	7:18 PM
201 Boston Harbor Road @ DMV			
604 Newington Wal-Mart	10:56 AM	4:56 PM	7:26 PM
603 Fox Run Mall (To Portsmouth)	10:58 AM	4:58 PM	7:28 PM
601 Crossings at Fox Run @ Cold Stone Creamery	11:01 AM	5:01 PM	7:31 PM
322 676 Dennett Street	11:08 AM	5:08 PM	7:38 PM
323 Bartlett Street @ Thornton Street	11:09 AM	5:09 PM	7:39 PM
305 Plaza 800	11:12 AM	5:12 PM	7:42 PM
306 Islington Street @ Cass Street	11:14 AM	5:14 PM	7:44 PM
304 Islington Street @ Goodwin Park	11:15 AM	5:15 PM	7:45 PM
309 Islington Street @ Keefe House	11:16 AM	5:16 PM	7:46 PM
303 Hanover Street @ High-Hanover Parking Facility	11:18 AM	5:18 PM	7:48 PM
311 Arrive Market Square	11:20 AM	5:20 PM	7:50 PM
Inbound			
311 Depart Market Square	11:20 AM	5:20 PM	7:50 PM
324 Maplewood Ave @ Vaughan Street	11:22 AM	5:22 PM	7:52 PM
325 Maplewood Ave @ Jackson Hill St	11:23 AM	5:23 PM	7:53 PM
326 651 Maplewood Ave (Odd Fellow's Lodge)	11:24 AM	5:24 PM	7:54 PM
327 Maplewood Ave @ Heritage Hill	11:25 AM	5:25 PM	7:55 PM
333 Portsmouth Blvd @ Shearwater Drive	11:30 AM	5:30 PM	8:00 PM
334 215 Commerce Way	11:30 AM	5:30 PM	8:00 PM
335 175 Commerce Way	11:31 AM	5:31 PM	8:01 PM
339 Commerce Way @ Marshall's Plaza	11:32 AM	5:32 PM	8:02 PM
313 1855 Woodbury Ave @ Starbucks	11:33 AM	5:33 PM	8:03 PM
301 Gosling Road @ Winsor Road	11:35 AM	5:35 PM	8:05 PM
602 Crossings at Fox Run @ Regal Cinemas	11:37 AM	5:37 PM	8:07 PM
606 Fox Run Mall (to UNH)	11:40 AM	5:40 PM	8:10 PM
605 Fox Run Rd @ Wal-Mart	11:42 AM	5:42 PM	8:12 PM
607 2299 Woodbury Ave	11:43 AM	5:43 PM	8:13 PM
125    Rte 4 @ Scammel Bridge (West Side)      126    Dia 4 @ Exception Factor	11:51 AM	5:51 PM	8:21 PM
126 Rte 4 @ Emery Farm	11:52 AM	5:53 PM	8:23 PM
193   Rte 4 @ Morgan Way	11:53 AM	5:53 PM	8:23 PM
127 Rte 4 @ Shearwater Street	11:53 AM	5:54 PM	8:24 PM
120 Rte 4 @ 65 Piscataqua Road	11:54 AM	5:54 PM	8:24 PM
119 Rte 108 @ The Pines Inn (#47)	11:57 AM	5:57 PM	8:27 PM
108 Rte 108 @ Young Drive	11:57 AM	5:58 PM	8:28 PM
117 Madbury Road @ Woodman Road	11:59 AM	6:00 PM	8:30 PM
116 ARRIVE Garrison Ave @ Sawyer Hall	12:01 PM 12:02 PM	6:01 PM	8:31 PM
10E ADDIVE Halloway Commons Main Chart		6:02 PM	8:32 PM
105 ARRIVE Holloway Commons Main Street 1001 ARRIVE UNH McConnell Hall	12:04 PM	6:04 PM	8:34 PM

Route 4B WEEKEND Port	smouth 4B
UNH / Durham to Malls & Portsmouth	Saturday -
Market Square	Sunday
Stop ID # & Location	Dum 4
Outbound 101 DEPART UNH McCONNELL HALL	Run 1 3:35 PM
101 DEPART UNH MICCONNELL HALL	3:35 PM
102 DEPART ONH KINGSBORT HALL 103 DEPART UNH HEWITT HALL	3:37 PM
104 DEPART MAIN STREET @ UNH THOMPSON HALL	3:40 PM
106 DEPART MAIN STREET @ UNH HETZEL HALL	3:42 PM
107 Rte 108 @ Old Landing Road	3:44 PM
109 Rte 108 @ Old Piscataqua Road	3:44 PM
121 Rte 4 @ 68 Piscataqua Road	3:45 PM
122 Rte 4 @ Riverview Road	3:46 PM
192 Rte 4 @ 116 Piscataqua Rd	3:46 PM
123 Rte 4 @ Wagon Hill Farm	3:47 PM
124 Rte 4 @ Cedar Point Road	3:48 PM
201 Boston Harbor Road @ DMV	
604 Newington Wal-Mart	3:56 PM
603 Fox Run Mall (To Portsmouth)	3:58 PM
601 Crossings at Fox Run @ Cold Stone Creamery	4:01 PM
322 676 Dennett Street	4:08 PM
323 Bartlett Street @ Thornton Street	4:09 PM
305 Plaza 800	4:12 PM
306 Islington Street @ Cass Street	4:14 PM
304 Islington Street @ Goodwin Park	4:15 PM
309 Islington Street @ Keefe House	4:16 PM
Facility	4:18 PM
311 Arrive Market Square	4:20 PM
Inbound	
311 Depart Market Square	4:20 PM
324 Maplewood Ave @ Vaughan Street	4:22 PM
325 Maplewood Ave @ Jackson Hill St	4:23 PM
326 651 Maplewood Ave (Odd Fellow's Lodge)	4:24 PM
327 Maplewood Ave @ Heritage Hill	4:25 PM
333   Portsmouth Blvd @ Shearwater Drive     224   215	4:30 PM
334 215 Commerce Way	4:30 PM
<ul><li>335 175 Commerce Way</li><li>339 Commerce Way @ Marshall's Plaza</li></ul>	4:31 PM 4:32 PM
<ul><li>339 Commerce Way @ Marshall's Plaza</li><li>313 1855 Woodbury Ave @ Starbucks</li></ul>	4:32 PM
301 Gosling Road @ Winsor Road	4:35 PM
602 Crossings at Fox Run @ Regal Cinemas	4:33 PM
002 Crossings at rox Run @ Regar Cirlemas	
606 Fox Run Mall (to UNH)	
606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart	4:40 PM 4:42 PM
605 Fox Run Rd @ Wal-Mart	4:42 PM
605 Fox Run Rd @ Wal-Mart 607 2299 Wodbury Ave	
<ul> <li>605 Fox Run Rd @ Wal-Mart</li> <li>607 2299 Wodbury Ave</li> <li>125 Rte 4 @ Scammel Bridge (West Side)</li> </ul>	4:42 PM 4:43 PM
<ul> <li>605 Fox Run Rd @ Wal-Mart</li> <li>607 2299 Wodbury Ave</li> <li>125 Rte 4 @ Scammel Bridge (West Side)</li> <li>126 Rte 4 @ Emery Farm</li> </ul>	4:42 PM 4:43 PM 4:50 PM
<ul> <li>605 Fox Run Rd @ Wal-Mart</li> <li>607 2299 Wodbury Ave</li> <li>125 Rte 4 @ Scammel Bridge (West Side)</li> <li>126 Rte 4 @ Emery Farm</li> </ul>	4:42 PM 4:43 PM 4:50 PM 4:52 PM
<ul> <li>605 Fox Run Rd @ Wal-Mart</li> <li>607 2299 Wodbury Ave</li> <li>125 Rte 4 @ Scammel Bridge (West Side)</li> <li>126 Rte 4 @ Emery Farm</li> <li>193 Rte 4 @ Morgan Way</li> </ul>	4:42 PM 4:43 PM 4:50 PM 4:52 PM 4:52 PM
<ul> <li>605 Fox Run Rd @ Wal-Mart</li> <li>607 2299 Wodbury Ave</li> <li>125 Rte 4 @ Scammel Bridge (West Side)</li> <li>126 Rte 4 @ Emery Farm</li> <li>193 Rte 4 @ Morgan Way</li> <li>127 Rte 4 @ Shearwater Street</li> </ul>	4:42 PM 4:43 PM 4:50 PM 4:52 PM 4:52 PM 4:53 PM
605Fox Run Rd @ Wal-Mart6072299 Wodbury Ave125Rte 4 @ Scammel Bridge (West Side)126Rte 4 @ Emery Farm193Rte 4 @ Morgan Way127Rte 4 @ Shearwater Street120Rte 4 @ 65 Piscataqua Road	4:42 PM 4:43 PM 4:50 PM 4:52 PM 4:52 PM 4:53 PM 4:54 PM
<ul> <li>605 Fox Run Rd @ Wal-Mart</li> <li>607 2299 Wodbury Ave</li> <li>125 Rte 4 @ Scammel Bridge (West Side)</li> <li>126 Rte 4 @ Emery Farm</li> <li>193 Rte 4 @ Morgan Way</li> <li>127 Rte 4 @ Shearwater Street</li> <li>120 Rte 4 @ 65 Piscataqua Road</li> <li>119 Rte 108 @ The Pines Inn (#47)</li> </ul>	4:42 PM 4:43 PM 4:50 PM 4:52 PM 4:52 PM 4:53 PM 4:53 PM 4:54 PM 4:57 PM
<ul> <li>605 Fox Run Rd @ Wal-Mart</li> <li>607 2299 Wodbury Ave</li> <li>125 Rte 4 @ Scammel Bridge (West Side)</li> <li>126 Rte 4 @ Emery Farm</li> <li>193 Rte 4 @ Morgan Way</li> <li>127 Rte 4 @ Shearwater Street</li> <li>120 Rte 4 @ 65 Piscataqua Road</li> <li>119 Rte 108 @ The Pines Inn (#47)</li> <li>108 Rte 108 @ Young Drive</li> </ul>	4:42 PM 4:43 PM 4:50 PM 4:52 PM 4:52 PM 4:53 PM 4:53 PM 4:54 PM 4:57 PM 4:57 PM
<ul> <li>605 Fox Run Rd @ Wal-Mart</li> <li>607 2299 Wodbury Ave</li> <li>125 Rte 4 @ Scammel Bridge (West Side)</li> <li>126 Rte 4 @ Emery Farm</li> <li>193 Rte 4 @ Morgan Way</li> <li>127 Rte 4 @ Shearwater Street</li> <li>120 Rte 4 @ 65 Piscataqua Road</li> <li>119 Rte 108 @ The Pines Inn (#47)</li> <li>108 Rte 108 @ Young Drive</li> <li>117 Madbury Road @ Woodman Road</li> </ul>	4:42 PM 4:43 PM 4:50 PM 4:52 PM 4:52 PM 4:53 PM 4:53 PM 4:54 PM 4:57 PM 4:57 PM 4:59 PM
<ul> <li>605 Fox Run Rd @ Wal-Mart</li> <li>607 2299 Wodbury Ave</li> <li>125 Rte 4 @ Scammel Bridge (West Side)</li> <li>126 Rte 4 @ Emery Farm</li> <li>193 Rte 4 @ Morgan Way</li> <li>127 Rte 4 @ Shearwater Street</li> <li>120 Rte 4 @ 65 Piscataqua Road</li> <li>119 Rte 108 @ The Pines Inn (#47)</li> <li>108 Rte 108 @ Young Drive</li> <li>117 Madbury Road @ Woodman Road</li> <li>116 ARRIVE Garrison Ave @ Sawyer Hall</li> </ul>	4:42 PM 4:43 PM 4:50 PM 4:52 PM 4:52 PM 4:53 PM 4:53 PM 4:54 PM 4:57 PM 4:57 PM 4:59 PM 5:01 PM
<ul> <li>605 Fox Run Rd @ Wal-Mart</li> <li>607 2299 Wodbury Ave</li> <li>125 Rte 4 @ Scammel Bridge (West Side)</li> <li>126 Rte 4 @ Emery Farm</li> <li>193 Rte 4 @ Morgan Way</li> <li>127 Rte 4 @ Shearwater Street</li> <li>120 Rte 4 @ 65 Piscataqua Road</li> <li>119 Rte 108 @ The Pines Inn (#47)</li> <li>108 Rte 108 @ Young Drive</li> <li>117 Madbury Road @ Woodman Road</li> <li>116 ARRIVE Garrison Ave @ Sawyer Hall</li> <li>105 ARRIVE Holloway Commons Main Street</li> </ul>	4:42 PM 4:43 PM 4:50 PM 4:52 PM 4:52 PM 4:53 PM 4:53 PM 4:54 PM 4:57 PM 4:57 PM 4:57 PM 5:01 PM 5:02 PM 5:04 PM

#### **Reduced Service**

### Route 4B WEEKDAY

### Portsmouth

UNH/Durham to Malls & Portsmouth Market Square

#### Reduced Service Monday - Friday

Stop	DID # & Location		
Out	bound	Run 1	Run 2
101	DEPART UNH McCONNELL HALL	10:35 AM	4:35 PM
102	DEPART UNH KINGSBURY HALL	10:37 AM	4:37 PM
103	DEPART UNH HEWITT HALL	10:37 AM	4:37 PM
104	DEPART MAIN STREET @ UNH THOMPSON HALL	10:40 AM	4:40 PM
106	DEPART MAIN STREET @ UNH HETZEL HALL	10:42 AM	4:42 PM
	Rte 108 @ Old Landing Road	10:44 AM	4:44 PM
	Rte 108 @ Old Piscatagua Road	10:44 AM	4:44 PM
121	Rte 4 @ 68 Piscataqua Road	10:45 AM	4:45 PM
122	Rte 4 @ Riverview Road	10:46 AM	4:46 PM
192	Rte 4 @ 116 Piscataqua Rd	10:46 AM	4:46 PM
123	Rte 4 @ Wagon Hill Farm	10:47 AM	4:47 PM
124	Rte 4 @ Cedar Point Road	10:48 AM	4:48 PM
201	Boston Harbor Road @ DMV	On Requ	est Only
604	Newington Wal-Mart	10:56 AM	4:56 PM
603	Fox Run Mall (To Portsmouth)	10:58 AM	4:58 PM
601	Crossings at Fox Run @ Cold Stone Creamery	11:01 AM	5:01 PM
322	676 Dennett Street	11:08 AM	5:08 PM
323	Bartlett Street @ Thornton Street	11:09 AM	5:09 PM
305	Plaza 800	11:12 AM	5:12 PM
306	Islington Street @ Cass Street	11:14 AM	5:14 PM
304	Islington Street @ Goodwin Park	11:15 AM	5:15 PM
309	Islington Street @ Keefe House	11:16 AM	5:16 PM
303	Hanover Street @ High-Hanover Parking Facility	11:18 AM	5:18 PM
311	Arrive Market Square	11:20 AM	5:20 PM
Inbo	und		
311	Depart Market Square	11:20 AM	5:20 PM
324	Maplewood Ave @ Vaughan Street	11:22 AM	5:22 PM
325	Maplewood Ave @ Jackson Hill St	11:23 AM	5:23 PM
	651 Maplewood Ave (Odd Fellow's Lodge)	11:24 AM	5:24 PM
	Maplewood Ave @ Heritage Hill	11:25 AM	5:25 PM
-	Portsmouth Blvd @ Shearwater Drive	11:30 AM	5:30 PM
334	215 Commerce Way	11:30 AM	5:30 PM
	175 Commerce Way	11:31 AM	5:31 PM
339	Commerce Way @ Marshall's Plaza	11:32 AM	5:32 PM
313	1855 Woodbury Ave @ Starbucks	11:33 AM	5:33 PM
301	Gosling Road @ Winsor Road	11:35 AM	5:35 PM
602	Crossings at Fox Run @ Regal Cinemas	11:37 AM	5:37 PM
	Fox Run Mall (to UNH)	11:40 AM	5:40 PM
605	Fox Run Rd @ Wal-Mart	11:42 AM	5:42 PM
607	2299 Wodbury Ave	11:43 AM	5:43 PM
	Rte 4 @ Scammel Bridge (West Side)	11:51 AM	5:51 PM
	Rte 4 @ Emery Farm	11:53 AM	5:53 PM
193	Rte 4 @ Morgan Way	11:53 AM	5:53 PM
	Rte 4 @ Shearwater Street	11:54 AM	5:54 PM
120	Rte 4 @ 65 Piscataqua Road	11:54 AM	5:54 PM
119	Rte 108 @ The Pines Inn (#47)	11:57 AM	5:57 PM
	Rte 108 @ Young Drive	11:58 AM	5:58 PM
-	Madbury Road @ Woodman Road	12:00 PM	6:00 PM
	ARRIVE Garrison Ave @ Sawyer Hall	12:01 PM	6:01 PM
	ARRIVE Holloway Commons Main Street	12:02 PM	6:02 PM
	ARRIVE UNH McConnell Hall	12:04 PM	6:04 PM
	ese times are approximate. Please be at the bus sto scheduled time.	op 5 minutes	before the

 TRAFFIC IMPACT ASSESSMENT

 93 Pleasant Street – Portsmouth, New Hampshire

### NHDOT CRASH DATA

#### NHDOT Crash Data 2015-2017

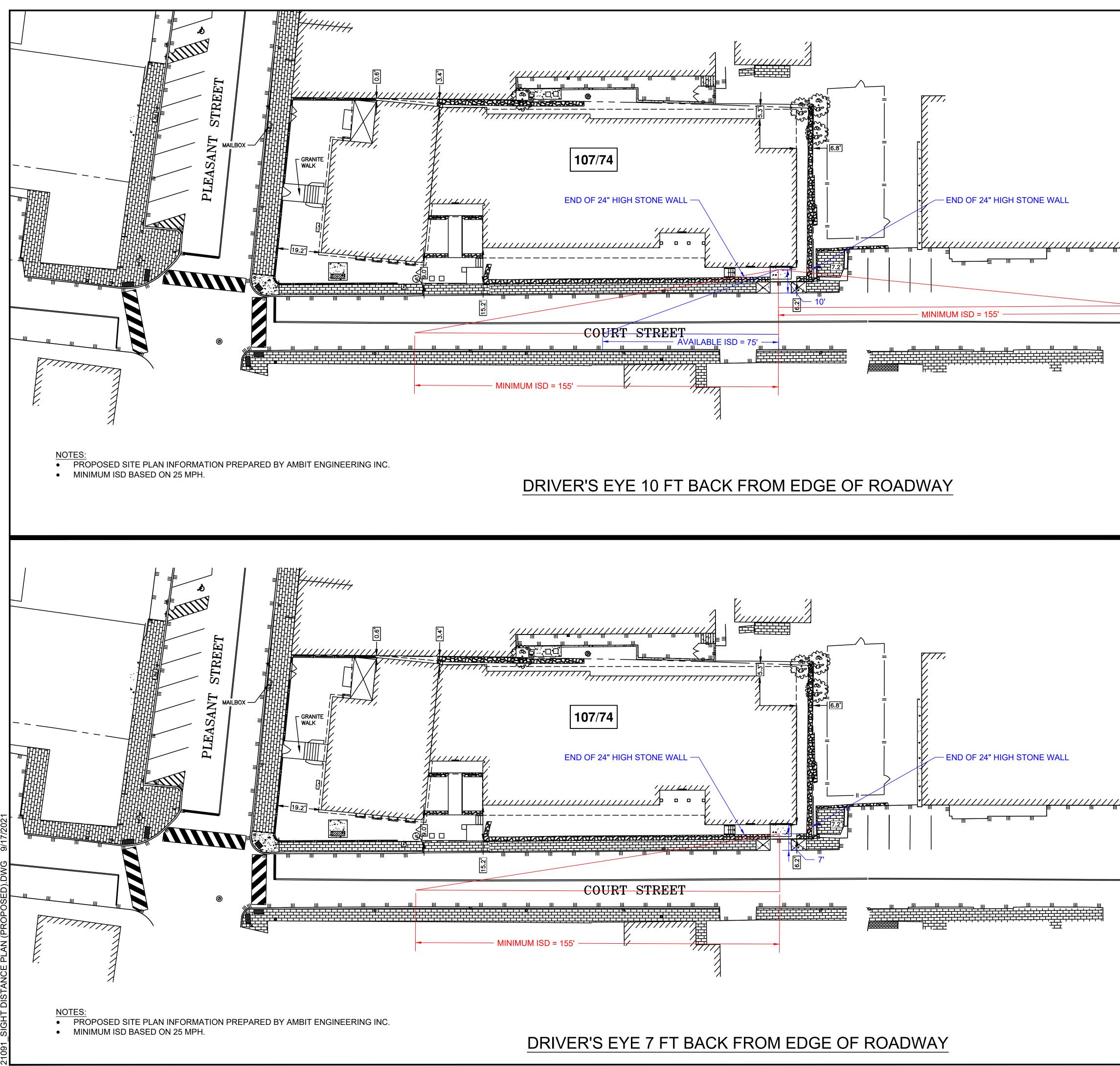
CRASH_DATE	ACDDAY	ACDTIME	ACDSTREET	INTERSTREE	NSEW_TO_IN	TYPE_OF_AC	LOCATION_F	NUMVEHICLE	TOTALFATAL	TOTALINJUR	PEDFATALS	SEVERITY	ROAD_CONDI	SURFACE_CO	LIGHTING_D	WEATHER_DE	TRAFFIC_CO
						Other Motor									Dark-Street		
3/23/2015	MON	2032	93 PLEASANT ST	232 COURT ST	AT	Vehicle	At Intersection	2	0	1	0	Possible	Normal	Dry	Light On	Clear	Stop Sign
												No Apparent					
5/8/2015	FRI	1422	232 COURT ST	93 PLEASANT ST	AT	Pedestrian	At Intersection	1	0	1	0	Injury	Normal	Dry	Daylight	Clear	Stop Sign
						Other Motor						No Apparent					
7/22/2015	WED	1909	93 PLEASANT ST	232 COURT ST	AT	Vehicle	At Intersection	2	0	0	0	Injury	Normal	Dry	Daylight	Clear	Stop Sign
						Other Motor						No Apparent					
7/23/2015	THU	1659	75 PLEASANT ST	COURT ST	AT	Vehicle	At Intersection	2	0	0	0	Injury	Normal	Dry	Daylight	Clear	Stop Sign
						Other Motor						No Apparent					
7/23/2015	THU	1430	93 PLEASANT ST	232 COURT ST	AT	Vehicle	At Intersection	2	0	0	0	Injury	Normal	Dry	Daylight	Clear	Stop Sign
						Other Motor	Intersection					No Apparent					
5/13/2016	FRI	1827	93 PLEASANT ST	232 COURT ST	AT	Vehicle	Related	2	0	0	0	Injury	Normal	Wet	Daylight	Rain	Stop Sign
						Other Motor						No Apparent					
7/22/2015	WED	1000	93 PLEASANT ST			Vehicle	Other	2	0	0	0	Injury		Dry		Clear	Traffic Signals



 TRAFFIC IMPACT ASSESSMENT

 93 Pleasant Street – Portsmouth, New Hampshire

### SIGHT DISTANCE PLAN



	GCPTEngineering Design Planning Construction Management978.570.2999GPINET.COMGreenman-Pedersen, Inc. 181 Ballardvale Street, Suite 202 Wilmington, MA 01887PREPARED FOR
LIP &	DAGNY TAGGART, LLC 30 PENHALLOW ST SUITE 300E PORTSMOUTH, NH 03801
	E R
	SESSMENT ET HAMPSHIRE
	IPACT ASS NT STREET JTH, NEW H
0 20 50 100 SCALE: 1" = 20'	TRAFFIC IMPACT ASSESSN 93 PLEASANT STREET PORTSMOUTH, NEW HAMP
	REVISIONS
NP X	
V	NO. REVISION DATE
	SEPTEMBER 17, 2021 DRAWN/DESIGN BY CHECKED BY DSH RLB
	SIGHT DISTANCE PLAN
0 20 50 100 SCALE: 1" = 20'	<sup>SCALE:</sup> AS NOTED NEX-2021091.00 <b>1 OF 1</b>

93 Pleasant Street - Portsmouth, New Hampshire

### **TRIP-GENERATION CALCULATIONS**

Average Vehicle Trips Er	ban de ve	Dwelling U	Inite	
independent Variable (X)		52	Jints	
AVERAGE WEEKDAY DA	T = 2.59 * (X)			
	T = 2.59 + (X) T = 2.59 + 52			
	T = 134.68			
	T = 134 vehicle trips			
	with 50% ( 67	vpd) entering and 50% (	67	vpd) exiting.
VEEKDAY MORNING PE	EAK HOUR OF ADJACENT ST T = 0.20 * (Y)	REET TRAFFIC		
	T = 0.20 * (X) T = 0.20 * 52			
	T = 0.20 32 T = 10.40			
	T = 10 vehicle trips			
	with 12% ( 1	vph) entering and 88% (	9	vph) exiting.
/eekday Evening Pe	ak Hour Of Adjacent St T = 0.18 * (X)	REET TRAFFIC		
	T = 0.18 + (X) T = 0.18 + 52			
	T = 9.36			
	T = 10 vehicle trips			
	with 72% ( 7	vph) entering and 28% (	3	vph) exiting.
ITE LUC 221 Sature	day Daily Trip Rate (General			UC 221 Saturday Daily Trip Rate (Dense Multi-Use Urban)
ITE LUC 221 Sature	day Daily Trip Rate (General day Daily Trip Rate (General			UC 221 Saturday Daily Trip Rate (Dense Multi-Use Urban) UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)
ITE LUC 221 Sature		Urban/Suburban)	ITE I	UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)
ITE LUC 221 Sature			ITE I	UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)
ITE LUC 221 Sature		Urban/Suburban)	ITE I	UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)
ITE LUC 221 Sature	day Daily Trip Rate (General T = Y * 52.000 T = 121.56	Urban/Suburban)	ITE I	UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)
ITE LUC 221 Sature	T = Y * 52.000 $T = 121.56$ $T = 122$ vehicle trips	Urban/Suburban) = = = = = = = = = = = = = = = = = = =	ITE I (Y) 2.59	UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban) - Y = 2.34
ITE LUC 221 Sature	T = Y * 52.000 T = 121.56 T = 122 vehicle trips with 50% ( 61	$\frac{4.91}{5.44} =$ vpd) entering and 50% (	ITE I (Y) 2.59	<ul> <li>UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)</li> <li>Y = 2.34</li> <li>vpd) exiting.</li> </ul>
	T = Y * 52.000 T = 121.56 T = 122 vehicle trips with 50% ( 61	Urban/Suburban) = = = = = = = = = = = = = = = = = = =	ITE I (Y) 2.59	UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban) - Y = 2.34 vpd) exiting.
ITE LUC 221 Sature	T = Y * 52.000 T = 121.56 T = 122 vehicle trips with 50% (61 (same distribution split as I	$\frac{4.91}{5.44} =$ vpd) entering and 50% (	ITE I (Y) 2.59	<ul> <li>UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)</li> <li>Y = 2.34</li> <li>vpd) exiting.</li> </ul>
ITE LUC 221 Sature ITE LUC 221 Week SATURDAY PEAK HOUR	T = Y * 52.000 T = 121.56 T = 122 vehicle trips with 50% (61 (same distribution split as E	$\frac{4.91}{5.44} =$ vpd) entering and 50% ( <i>E LUC 221 General Urban/Suburban du</i>	ITE I           (Y)           2.59           61           ouring the	<ul> <li>UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)</li> <li>Y = 2.34</li> <li>vpd) exiting.</li> <li>Saturday Daily period)</li> </ul>
ITE LUC 221 Sature ITE LUC 221 Week SATURDAY PEAK HOUR ITE LUC 221 Sature	T = Y * 52.000 T = 121.56 T = 122 vehicle trips with 50% (61 (same distribution split as I	Urban/Suburban) = 4.91 = 5.44 = vpd) entering and 50% ( <i>E LUC 221 General Urban/Suburban du</i>	ITE I           (Y)           2.59           61           ouring the           ITE I	<ul> <li>UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)</li> <li>Y = 2.34</li> <li>vpd) exiting.</li> </ul>
ITE LUC 221 Sature ITE LUC 221 Week SATURDAY PEAK HOUR ITE LUC 221 Sature	T = Y * 52.000 T = 121.56 T = 122 vehicle trips with 50% ( 61 (same distribution split as I <b>OF GENERATOR</b> day Peak Trip Rate (General 1	Urban/Suburban)       =         4.91       =         5.44       =         vpd) entering and 50% (       []         ELUC 221 General Urban/Suburban du       []         Urban/Suburban)       =         0.44	ITE I (Y) 2.59 61 auring the ITE I ITE I	UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)         -       Y = 2.34         vpd) exiting.         Saturday Daily period)         UC 221 Saturday Peak Trip Rate (Dense Multi-Use Urban)         UC 221 Weekday Evening Peak Trip Rate (Dense Multi-Use Urban)
ITE LUC 221 Sature ITE LUC 221 Week SATURDAY PEAK HOUR ITE LUC 221 Sature	<ul> <li>day Daily Trip Rate (General</li> <li>T = Y * 52.000</li> <li>T = 121.56</li> <li>T = 122 vehicle trips with 50% (61 (same distribution split as I)</li> <li>OF GENERATOR</li> <li>day Peak Trip Rate (General I)</li> <li>Evening Peak Trip Rate (Gen</li> </ul>	Urban/Suburban)       =         4.91       =         5.44       =         vpd) entering and 50% (       []         ELUC 221 General Urban/Suburban du       []         Jrban/Suburban)       =         eral Urban/Suburban)       =	ITE I           (Y)           2.59           61           ouring the           ITE I	UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)         -       Y = 2.34         vpd) exiting.         Saturday Daily period)         UC 221 Saturday Peak Trip Rate (Dense Multi-Use Urban)         UC 221 Weekday Evening Peak Trip Rate (Dense Multi-Use Urban)
ITE LUC 221 Sature ITE LUC 221 Weeke SATURDAY PEAK HOUR ITE LUC 221 Sature	T = Y * 52.000         T = 121.56         T = 122       vehicle trips with 50% (61 (same distribution split as I))         OF GENERATOR         day Peak Trip Rate (General I)         Evening Peak Trip Rate (General I)         T = Y * 52.000	Urban/Suburban)       =         4.91       =         5.44       =         vpd) entering and 50% (       []         ELUC 221 General Urban/Suburban du       []         Urban/Suburban)       =         0.44	ITE I           (Y)           2.59           61           curing the           ITE I           ITE I	UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)         -       Y = 2.34         vpd) exiting.         Saturday Daily period)         UC 221 Saturday Peak Trip Rate (Dense Multi-Use Urban)         UC 221 Weekday Evening Peak Trip Rate (Dense Multi-Use Urban)
ITE LUC 221 Sature ITE LUC 221 Weeke SATURDAY PEAK HOUR ITE LUC 221 Sature	T =Y* 52.000T =121.56T =122vehicle trips with 50% (61 (same distribution split as I)OF GENERATOR day Peak Trip Rate (General I)Evening Peak Trip Rate (General I)T =Y* 52.000T =Y* 52.000T =9.36	Urban/Suburban)       =         4.91       =         5.44       =         vpd) entering and 50% (       []         ELUC 221 General Urban/Suburban du       []         Urban/Suburban)       =         0.44	ITE I           (Y)           2.59           61           curing the           ITE I           ITE I	UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)         -       Y = 2.34         vpd) exiting.         Saturday Daily period)         UC 221 Saturday Peak Trip Rate (Dense Multi-Use Urban)         UC 221 Weekday Evening Peak Trip Rate (Dense Multi-Use Urban)
ITE LUC 221 Sature ITE LUC 221 Weeke SATURDAY PEAK HOUR ITE LUC 221 Sature	T = Y * 52.000         T = 121.56         T = 122       vehicle trips with 50% (61 (same distribution split as I))         OF GENERATOR         day Peak Trip Rate (General I)         Evening Peak Trip Rate (General I)         T = Y * 52.000	Urban/Suburban)       =         4.91       =         5.44       =         vpd) entering and 50% (       []         ELUC 221 General Urban/Suburban du       []         Urban/Suburban)       =         0.44	ITE I           (Y)           2.59           61           curing the           ITE I           ITE I	UC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)         -       Y = 2.34         vpd) exiting.         Saturday Daily period)         UC 221 Saturday Peak Trip Rate (Dense Multi-Use Urban)         UC 221 Weekday Evening Peak Trip Rate (Dense Multi-Use Urban)

#### Institute of Transportation Engineers (ITE) Land Use Code (LUC) 710 - General Office Building **Dense Multi-Use Urban**

Average Vehicle Trips Ends vs: Independent Variable (X): 5.250 1000 Sq. Feet Gross Floor Area

#### AVERAGE WEEKDAY DAILY

ITE LUC 710 Weekday Trip Rate (U)=ITE LUC 710 Weekday Evening Trip Rate (U)ITE LUC 710 Weekday Trip Rate (S)ITE LUC 710 Weekday Evening Trip Rate (S)  $\begin{array}{c} (Y) \\ 9.74 \end{array} = \begin{array}{c} 0.87 \\ 1.15 \end{array}$ Y = 7.37 T = Y\* 5.250 T = 38.68T = 38 vehicle trips with 50% ( 19 vpd) entering and 50% ( 19 vpd) exiting. WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC T = 0.83 \* (X)T = 0.83 \* 5.250 T = 4.36T = 4 vehicle trips with 86% ( 3 vph) entering and 14% ( 1 vph) exiting. WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.87 \* (X)\* 5.250 T = 0.87T = 4.57T = 5 vehicle trips with 17% ( 1 vph) entering and 83% ( 4 vph) exiting.

#### SATURDAY DAILY

ITE LUC 710 Saturday Trip Rate (U)=ITE LUC 710 Weekday Evening Trip Rate (U)ITE LUC 710 Saturday Trip Rate (S)ITE LUC 710 Weekday Evening Trip Rate (S)  $\frac{(Y)}{2.21} = \frac{0.87}{1.15} Y = 1.67$ \* 5.250 T = YT = 1.67 \* 5.250 T = 8.78T = 8 vehicle trips with 50% ( 4 vpd) entering and 32% ( 4 vpd) exiting. SATURDAY PEAK HOUR OF GENERATOR ITE LUC 710 Saturday Peak Trip Rate (U) = ITE LUC 710 Weekday Evening Trip Rate (U) ITE LUC 710 Weekday Evening Trip Rate (S) ITE LUC 710 Saturday Peak Trip Rate (S)

$$\begin{array}{c} (Y) \\ \hline 0.53 \end{array} = \begin{array}{c} 0.87 \\ \hline 1.15 \end{array} Y = 0.40$$

T = Y\* 5.250

T = 2.11

T = 2 vehicle trips

with 54% ( 1 vph) entering and 46% ( 1 vph) exiting. (same distribution split as ITE LUC 710 General Urban/Suburban during the Saturday Peak period)

93 Pleasant Street - Portsmouth, New Hampshire

#### PARKING DEMAND CALCULATIONS

#### Institute of Transportation Engineers (ITE) 5th Edition Parking Generation Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise) Dense Multi-Use Urban (No nearby rail transit)

Independent Variable (X):	52	Bedrooms
Weekday Demand		
Average Peak Demand	0.48	spaces/Bedroom
=	25	vehicles
Saturday Demand		
Average Peak Demand	0.45	spaces/Bedroom
=	24	vehicles

	Wee	kday	Satu	rday
	Percent of	Number of	Percent of	Number of
Hours Beginning	Peak Period	Vehicles	Peak Period	Vehicles
12:00 - 4:00 AM	100%	25	100%	24
5:00 AM	94%	24	99%	24
6:00 AM	83%	21	97%	23
7:00 AM	71%	18	95%	23
8:00 AM	61%	15	88%	21
9:00 AM	55%	14	83%	20
10:00 AM	54%	14	75%	18
11:00 AM	53%	13	71%	17
12:00 PM	50%	13	68%	16
1:00 PM	49%	12	66%	16
2:00 PM	49%	12	70%	17
3:00 PM	50%	13	69%	17
4:00 PM	58%	15	72%	17
5:00 PM	64%	16	74%	18
6:00 PM	67%	17	74%	18
7:00 PM	70%	18	73%	18
8:00 PM	76%	19	75%	18
9:00 PM	83%	21	78%	19
10:00 PM	90%	23	82%	20
11:00 PM	93%	23	88%	21

#### Institute of Transportation Engineers (ITE) 5th Edition Parking Generation Land Use Code (LUC) 223 - Affordable Housing - Income Limits Dense Multi-Use Urban

Independent Variable (X):	52	Bedrooms
Weekday Demand		
Average Peak Demand	0.30	spaces/Bedroom
=	16	vehicles
Saturday Demand		
Average Peak Demand	0.33	spaces/Bedroom
=	17	vehicles

	Wee	kday	Satu	rday
	Percent of	Number of	Percent of	Number of
<b>Hours Beginning</b>	Peak Period	Vehicles	Peak Period	Vehicles
12:00 - 4:00 AM	100%	16	100%	17
5:00 AM	94%	15	99%	17
6:00 AM	83%	13	97%	16
7:00 AM	71%	11	95%	16
8:00 AM	61%	10	88%	15
9:00 AM	55%	9	83%	14
10:00 AM	54%	9	75%	13
11:00 AM	53%	8	71%	12
12:00 PM	50%	8	68%	12
1:00 PM	49%	8	66%	11
2:00 PM	49%	8	70%	12
3:00 PM	50%	8	69%	12
4:00 PM	58%	9	72%	12
5:00 PM	64%	10	74%	13
6:00 PM	67%	11	74%	13
7:00 PM	70%	11	73%	12
8:00 PM	76%	12	75%	13
9:00 PM	83%	13	78%	13
10:00 PM	90%	14	82%	14
11:00 PM	93%	15	88%	15

### Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

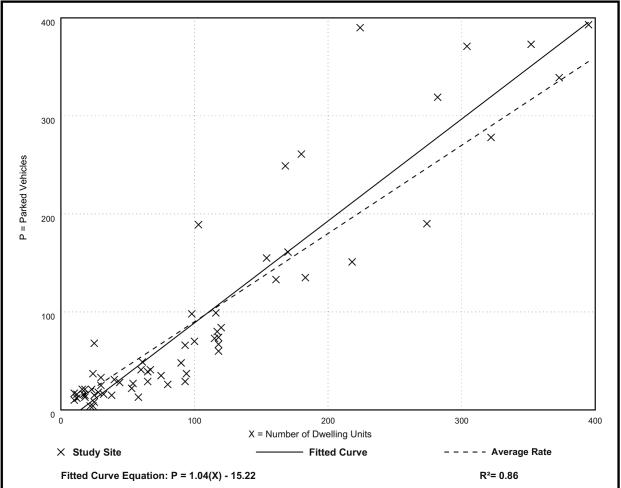
Number of Studies: 62

Avg. Num. of Dwelling Units: 104

#### Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.90	0.17 - 2.72	0.63 / 1.27	0.81 - 0.99	0.37(41%)

#### **Data Plot and Equation**



### Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

#### On a: Saturday

Setting/Location: Dense Multi-Use Urban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

Number of Studies: 1

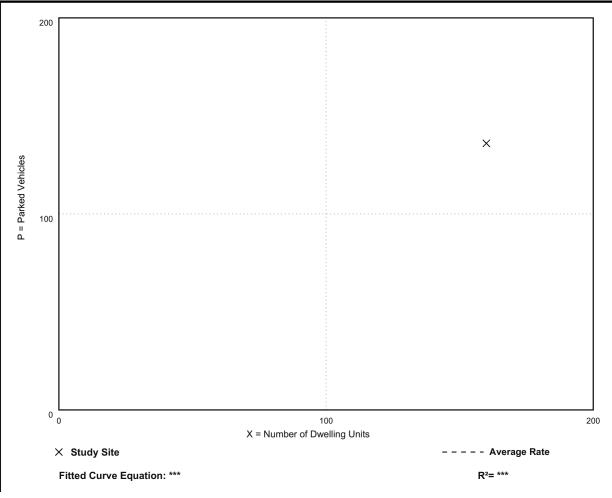
Avg. Num. of Dwelling Units: 160

#### Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.85	0.85 - 0.85	*** / ***	***	*** ( *** )

#### **Data Plot and Equation**

Caution – Small Sample Size



### Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

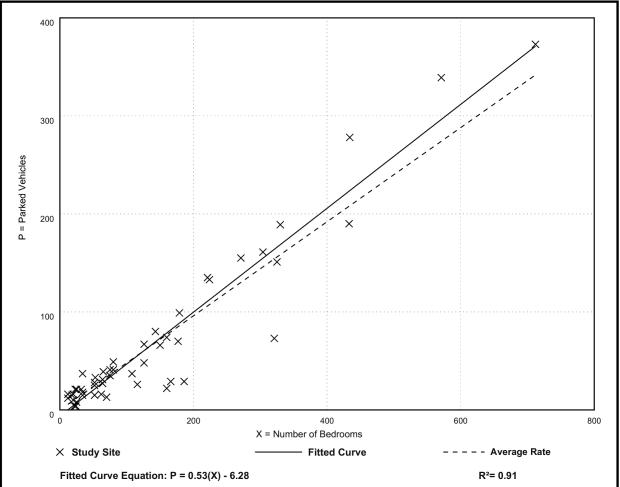
Number of Studies: 50

Avg. Num. of Bedrooms: 142

#### Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.48	0.14 - 1.33	0.44 / 0.71	0.44 - 0.52	0.16(33%)

#### **Data Plot and Equation**



#### Land Use: 223 Affordable Housing

#### Description

Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and multifamily housing (high-rise) (Land Use 222) are related land uses.

#### **Additional Data**

For the majority of study sites in this land use code, 100 percent of the dwelling units are considered affordable. For residential study sites that provide a mix of market value and affordable units, the study sites with at least 75 percent of the dwelling units designated as affordable are also included in this land use database.

Separate data plots and statistics are presented for subsets of the affordable housing database: sites with income limitations for its tenants, sites with minimum age thresholds for its tenants (i.e., senior housing), and sites comprised entirely of single-room-only units.

The average parking supply ratios for the study sites with parking supply information are as follows:

- In a general urban/suburban setting, 1.3 spaces per dwelling unit (28 sites) and 0.7 spaces per bedroom (9 sites)
- In a dense multi-use urban setting, 0.6 spaces per dwelling unit (28 sites) and 0.3 spaces per bedroom (26 sites)
- In a center city core setting, 0.3 spaces per dwelling unit (6 sites) and 0.3 spaces per bedroom (6 sites)

The sites were surveyed in the 1990s and the 2010s in California, Connecticut, District of Columbia, Maryland, Massachusetts, New Jersey, and Oregon.

✓ s expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

#### **Source Numbers**

314, 514, 533, 535, 536, 537, 539, 541, 579, 582, 585, 586

## Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

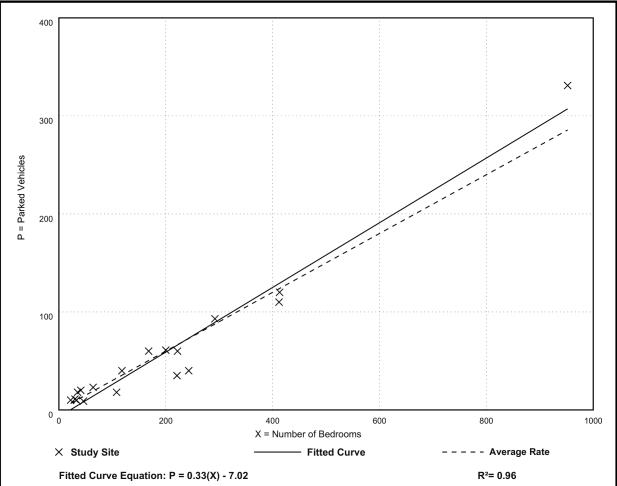
Number of Studies: 18

Avg. Num. of Bedrooms: 201

#### Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.30	0.16 - 0.51	0.28 / 0.46	***	0.07 ( 23% )

#### **Data Plot and Equation**



## Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Bedrooms

On a: Saturday

Setting/Location: Dense Multi-Use Urban

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

Number of Studies: 3

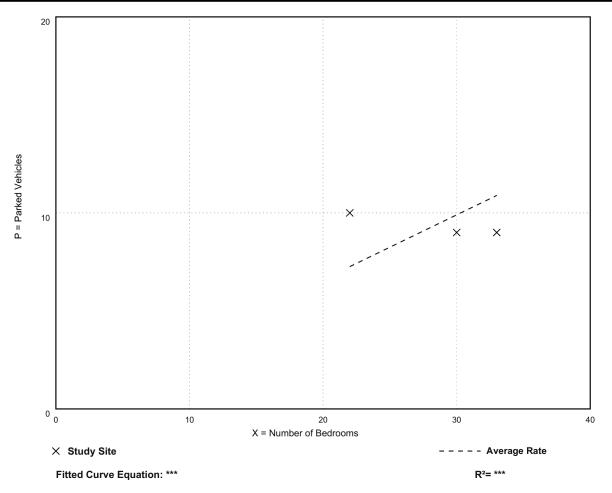
Avg. Num. of Bedrooms: 28

#### Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.33	0.27 - 0.45	0.28 / 0.45	***	0.09(27%)



Caution – Small Sample Size



# MIXED USE DEVELOPMENT **93 PLEASANT STREET** PORTSMOUTH, NEW HAMPSHIRE SITE PERMIT PLANS

### **OWNER:**

DAGNY TAGGART LLC **3 PLEASANT STREET** SUITE #400 PORTSMOUTH, NH 03801 TEL. (603) 427-0725

### **CIVIL ENGINEER:**

AMBIT ENGINEERING, INC. 200 GRIFFIN ROAD, UNIT 3 PORTSMOUTH, N.H. 03801 Tel. (603) 430-9282 Fax (603) 436-2315

### **ARCHITECT:**

JSA ARCHITECTS 273 CORPORATE DRVIVE SUITE 100 PORTSMOUTH, NH 03801 TEL. (603) 436-2551

### LANDSCAPE ARCHITECT:

TERRA FIRMA LANDSCAPE ARCHITECTURE 163A COURT STREET PORTSMOUTH, NH 03801 TEL. (603) 430-8388

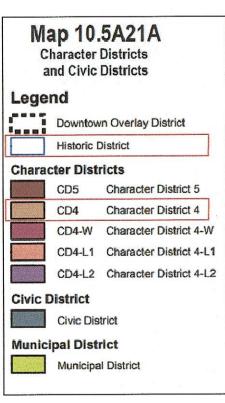
#### **GEOTECHNICAL:**

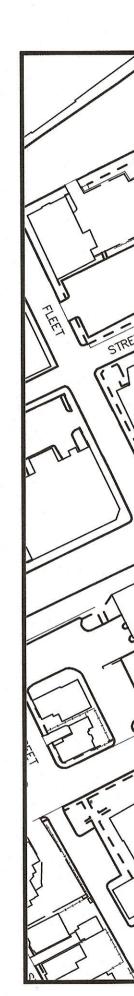
GEOTECHNICAL SERVICES INC. 18 COTE AVENUE, UNIT 11 GOFFSTOWN, N.H. 03045 Tel. (603) 624-2722

#### LAND SURVEYOR:

TF MORAN, INC. 170 COMMERCE WAY SUITE 102 PORTSMOUTH NH, 03801 TEL. (603) 431-2222







DW	G	No.
		• . *
	С	1
	C	2

C3

C4

C5

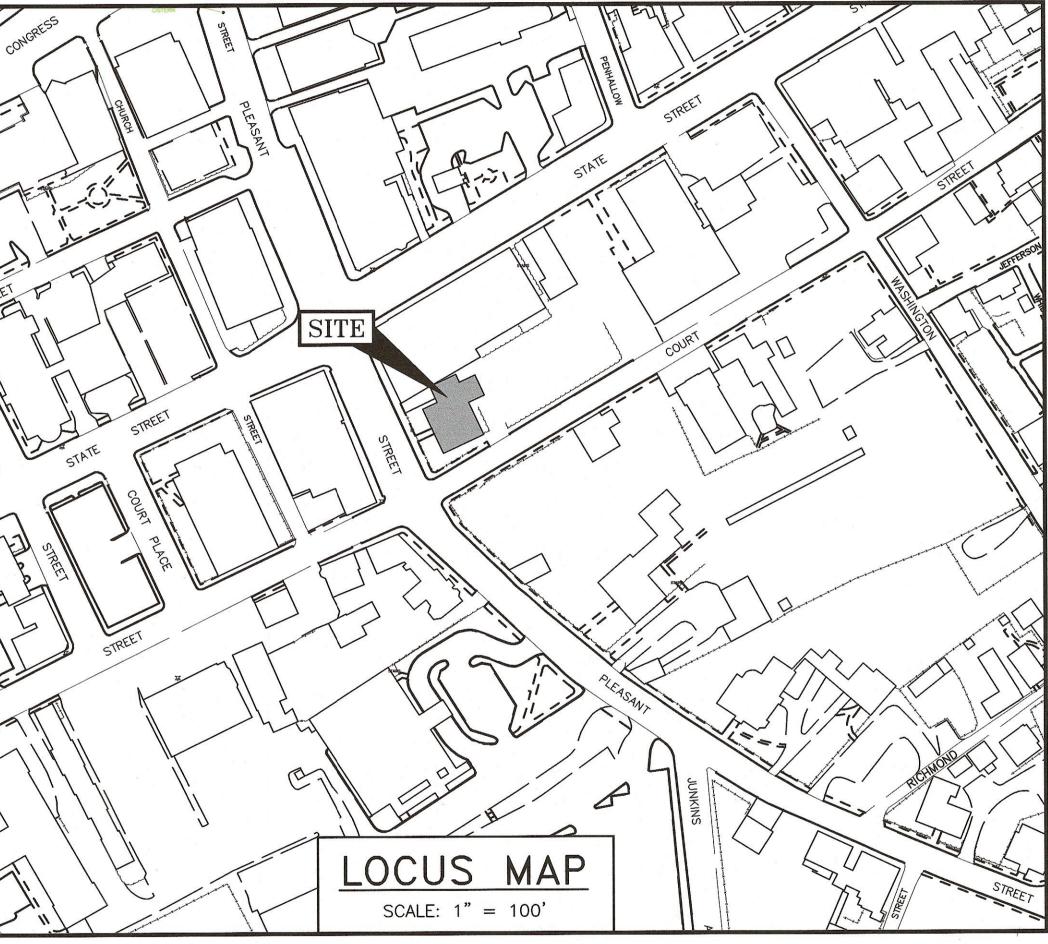
D1-D3

BOUNDARY PLAN EXISTING CONDITIONS PLAN DEMOLITION PLAN SITE LAYOUT PLAN PARKING LEVEL PLAN UTILITY PLAN DETAILS SP.A0-SP.A5 FLOOR PLANS AND ELEVATIONS

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

DATE





## INDEX OF SHEETS

UTILITY CONTACTS

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

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

NATURAL GAS: UNITIL 325 WEST ROAD PORTSMOUTH, N.H. 03801 Tel. (603) 294–5144

**COMMUNICATIONS:** 

JOE CONSIDINE

FAIRPOINT COMMUNICATIONS

1575 GREENLAND ROAD

Tel. (603) 427-5525

GREENLAND, N.H. 03840

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

PERMIT LIST: NHDES SEWER DISCHARGE PERMIT: TO BE SUMBITTED

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PROPERTY LINE SETBACK SEWER PIPE SEWER LATERAL GAS LINE STORM DRAIN WATER LINE WATER SERVICE INDERGROUND FLECTRIC OVERHEAD ELECTRIC/WIRES FOUNDATION DRAIN EDGE OF PAVEMENT (EP) CONTOUR SPOT ELEVATION UTILITY POLE

WALL MOUNTED EXTERIOR LIGHTS TRANSFORMER ON CONCRETE PAD

ELECTRIC HANDHOLD

SHUT OFFS (WATER/GAS)

GATE VALVE

HYDRANT

CATCH BASIN

SEWER MANHOLE

DRAIN MANHOLE

TELEPHONE MANHOLE

PARKING SPACE COUNT

PARKING METER

LANDSCAPED AREA

TO BE DETERMINED CAST IRON PIPE COPPER PIPE DUCTILE IRON PIPE POLYVINYL CHLORIDE PIPE REINFORCED CONCRETE PIPE ASBESTOS CEMENT PIPE VITRIFIED CLAY PIPE EDGE OF PAVEMENT ELEVATION FINISHED FLOOR INVERT SLOPE FT/FT TEMPORARY BENCH MARK TYPICAL

### SITE PERMIT PLANS MIXED USE DEVELOPMENT **93 PLEASANT STREET** PORTSMOUTH, N.H.

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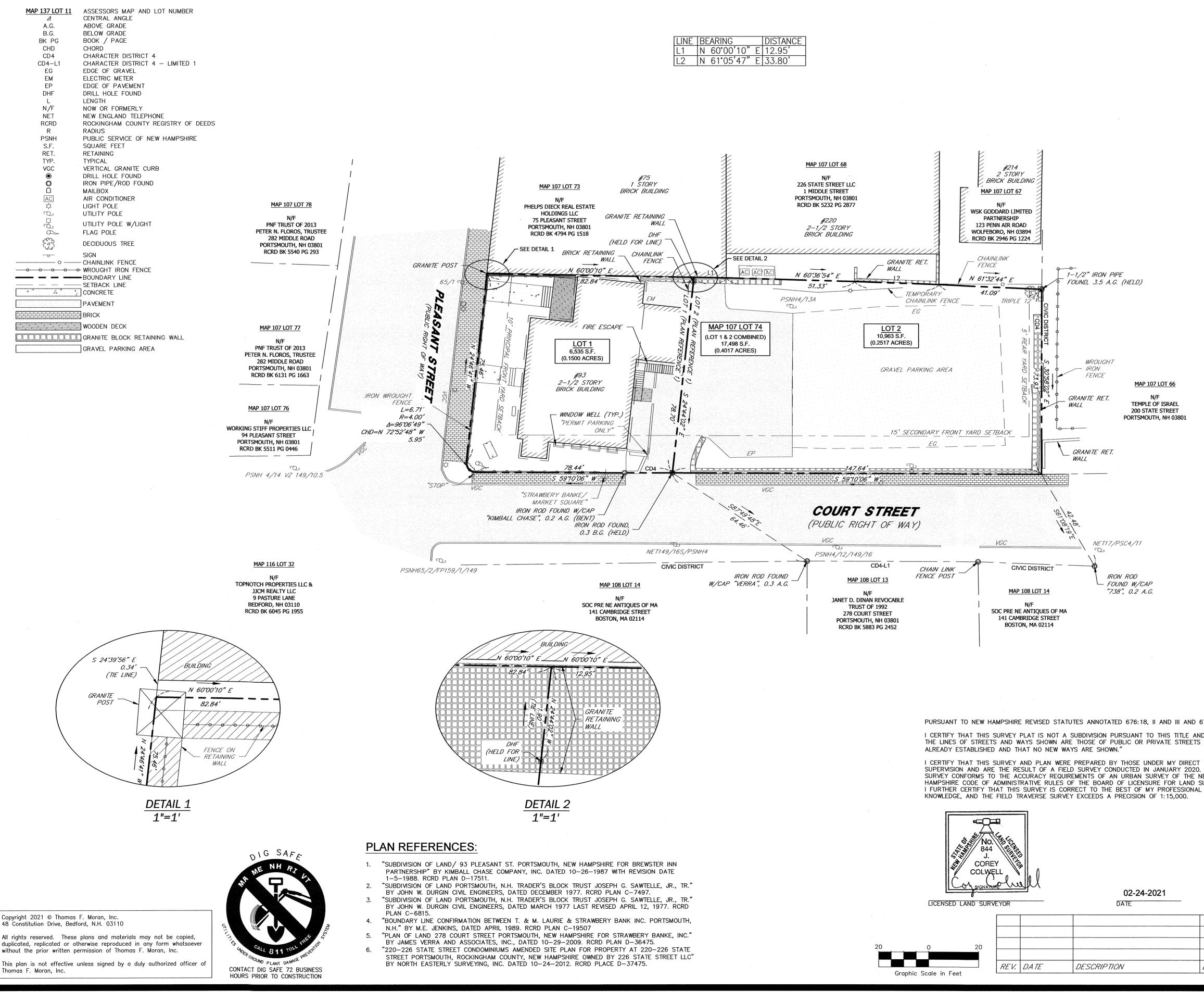
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PLAN SET SUBMITTAL DATE: 20 SEPTEMBER 2021

#### LEGEND:



without the prior written permission of Thomas F. Moran, Inc.

THAT THS EW URVEYORS. THIS EW URVEYORS. THIS EW URVEYORS. THIS EW URVEYORS. THIS EW URVEYORS. THAT THIS EW URVEYORS. TAX MAP 107 LOT 74 STANDARD BOUNDARY SURVEY 93 PLEASANT STREET PORTSMOUTH, NEW HAMPSHIRE COUNTY OF ROCKINGHAM OWNED BY DAGNY TAGGART, LLC SCALE: 1" • 20' (22x34) 1" • 40' (11x17) Seacoast Division Civil Engineers Structural Engineers Traffic Engineers Traffic Engineers Traffic Engineers Traffic Engineers Scientists TO Commerce Way, Suite 102 Portsmouth, NH 03801 Phone (603) 431–2222 Fax (603) 431–0910 WWW.tfmoran.com			
<section-header><section-header><section-header><section-header><form></form></section-header></section-header></section-header></section-header>		TANNER ST	ROGERSSITE SITE NUNKINGS AVE SOUTH MILL POND
THE PARCEL IS LOCATED IN THE CHARACITE DETIRCT 4 (204) & THE DOWNTOWN & HISTORY     OWNER'S DISTORY OF THE CITY OF PORTSHOUTH ASSESSOR'S MAP 107 AS LOT 74.     THE PARCEL IS LOCATED IN ZONE 'Y AS SHOW ON NATIONAL FLOOD INSURANCE PROCEMM (MPP),     PLOOD INSURANCE PARL MAP (PHING PORCONAMO COUNT, THE MARSHEE, PARL MAPPHIE, PLOOD INSURANCE PROCEMM (MPP),     PLOOD INSURANCE PARL MAP (PHING PORCONAMO COUNT, THE MARSHEE, PARL MAPPHIE, PLOOD INSURANCE PROCEMM (TONY THEORY MAPPHIE),     MURLIME PROFILES.     MURLIME PROFILES.     MURLIME PROFILES.     MURLIME PROFILES.     MURLIME PROFILES.     MURLIME PORT (TOT) UNDER MILLINGE     MURLIME PROFILES.     MURLIME PORT (TOT) UNDER MILLINGE     MURLIME PORT (TOT) ARTICLE PORT (TOT) ARTICLE     MURLIME PORT (TOT) ARTICLE PORT (TOT) ARTICLE     MURLIME PORT (TOT) ARTICLE PORT (TOT) ARTICLE     MURLIME PORT (TO	NC		
<ul> <li>THE PARCEL IS HOWN ON THE CITY OF PORTSMOUTH ASSESSIVES MAP 107 AS LOT 74.</li> <li>THE PARCEL IS LOATED IN JOINT 'N AS SHOWN ON MATIONAL FLOOD NUMBANCE PROGRAM (NPT).</li> <li>THE PARCEL AS LOATED IN JOINT 'N AS SHOWN ON MATIONAL FLOOD NUMBANCE PROGRAM (NPT).</li> <li>THE PARCEL AS LOATED IN JOINT 'N AS SHOWN ON MATIONAL FLOOD NUMBANCE PROGRAM (NPT).</li> <li>THE PARCEL AS AN ANY PROMIT FROM TO AND THE PROGRAM (NOT YAR).</li> <li>THE PARCEL AS AN ANY PROMIT FROM TY ARD.</li> <li>THE PARCEL AS ANY PROMIT FROM TY ARD.</li> <li>THE PARCEL AS ANY PROMIT FROM TY ARD.</li> <li>THE PARCEL AS ANY PROMIT FROM THE PARCE AS SHOWN ON ANY PROMIT FROM TO AND.</li> <li>THE PARCEL AS ANY PROMIT FROM THE PARCE AS SHOWN ON ANY PROMIT FROM TO AND.</li> <li>THE PARCEL AS ANY PROMIT FROM THE PARCE AND A FACADE OF A PRINCIPAL BUILDING OF MOMENT FROM THE PARCE AND A FACADE OF A PRINCIPAL BUILDING AS A MANNE PARCE AND A FACADE OF A PRINCIPAL BUILDING AND PRINCIPAL FROM THE PARCE AND AND A FACADE OF A PRINCIPAL BUILDING AS A MANNE PARCE AND A FACADE OF A PRINCIPAL BUILDING AS A MANNE PARCE AND A FACADE OF A PRINCIPAL BUILDING AND ANY PROMIT TAKEN FOR THE PARCE AND A MARKE AND ANALY PARCE AND AND A TOPONT FLOOD THE PARCE AS AND AND A TOPON THE PARCE AS AND AND THE PARCE AND AND A TOPON THE PARCE AS AND A ADD TOPON THE PARCE AS AND A ADD TO PARCE AS AND A ADD TO PARCE AS AND A TOPON THE PARCE AS AND A ADD TO PARCE AND AND A TOPON THE PARCE AS AND A ANOTH AS THE PARCE AS AN</li></ul>			
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• BUILDROCKMAL FROM TYRE: AXMMM PRINCIPAL FROM TYRE: BANAMM PRINCH THE FROM TYRE: BANAMM PRINCH THE F	3.	FLOOD INSURANCE RATE MAP (FIRM) ROCKINGHAM COUNTY	, NEW HAMPSHIRE, PANEL 259 OF 681,
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FLOOR ABOY: SDEWALK GRADE:       36"         MININUM SECOND STORY HEIGHT:       10"         MININUM SECOND STORY HEIGHT:       0"         MININUM SECOND STORY HEIGHT:       0"         MININUM SECOND STORY HEIGHT:       0"         MININUM SECONDERVIEW       2011 ARTICLE SA FIGURE DATE         MININUM SECONDERVIEW       2011 ARTICLE SA FIGURE DATE         MININUM SECONDERVIEW       30"         MININUM SECONDERVIEW		BUILDING FORM - PRINCIPAL BUILDING:	
MININUM SECOND STORY HEIDTE       10°         BULLING FLACEMENT       20° BEHND A FACADE OF A PRINCIPAL BUILDING.         MININUM FRONT YARD:       3°         NE = NO RECORDENDENT       3°         NE = NO RECORDENDENT       3°         NE = NO RECORDENDENT       3°         OWNER OF RECORD:       3°         MARKEN OF RECORD:       3°		FLOOR ABOVE SIDEWALK GRADE: 36"	
MININUM FRONT YARD:       20' BEHIND A FACADE OF A PRINCIPAL BUILDING         MININUM REAR YARD:       3'         MININUM REAR YARD:       1'         MININUM REARY       3'		MINIMUM SECOND STORY HEIGHT: 10'	
MINIMUM REAR YARD: 3' NR = NO REQUIREMENT PER THE GTY OF PORTSMUTH ZONING ORDINANCE DATED DECEMBER 21, 2009 AS AMENDED TYPE SETURE (TO OF PORTSMUTH, 201 ARTICLE SA FIGURE 10.5.44.10C 'SEE SECTION 10.5.44.43 ' OWNER OF RECORD. DOWNER OF THE JUN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH THE OUT JOINT ACRES. DOWNER OF THE LOLAL OSCITATION TO DEFINE THE EXTENT OF OWNERSHIP OR DEFINE THE LUNTS OF THE. DOWNER OF THE TO SHOW THE BOUNDARY LINES AND MAJOR SITE FEATURES OF MAP TO/L OT 74. DOWNER OF THE THE INTEST OF THE TALE. DOWNER OF RESEARCH PERFORME. AT THE ACCURRY OF OCOMPLETED BY TALE. DOWNER OF RESEARCH PERFORMED AT THE ACCURRY OF OUTS. DURING RESEARCH PERFORMED AT THE ACCURRY OF OCOMPLETED BY THE ACURANCE OF ORDER THE RIGHTS, EASEMENTS, NO CLAIN TO THE ACURRY OF OCOMPLETED BY THE ACURANCE OF ORDER THE RIGHTS, EASEMENTS, NO CLAIN TO THE ACURRY OF OCOMPLETEDSES OF UNDERROWNED DURING RESEARCH PERFORMED AT THE ACURRY OF OCOMPLETEDSES OF UNDERROWNED DURING RESEARCH PERFORMED AT THE ACURRY OF OCOMPLETENSES OF UNDERROWNED DURING RESEARCH PERFORMED AT THE ACURRY OF OCOMPLETENSES OF UNDERROWNED DURING RESEARCH PERFORMED AT THE ACURRY OF OCOMPLETENSES OF UNDERROWNED THE THOMONY. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE. THE COATION OF ANY UNDERROUND UTILITY INFORMATION SHALL CONTACT DIG SAFE. THE COATION OF ANY UNDERROUND UTILITY INFORMATION STALL CONTACT DIG SAFE. THE OF ANY DO TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE. THE COATION OF ANY UNDERROUND ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE. THE COATION OF ANY UNDERROUND ON SITE THE CONTRACTOR SHALL CONTACT DIS SAFE. THE DOWNER AND		MINIMUM FRONT YARD: 20' BEH	IND A FACADE OF A PRINCIPAL BUILDING
PER THE CITY OF PORTSMOUTH ZONING ORDINANCE DATED DECEMBER 21, 2009 AS AMENDED THROUGH JANUARY 11, 2021 ATRICLE SA FIGURE 10.544.1.10C "SEE SECTION 10.543.43 5 OWNER OF RECORD: MAP.107.L01 74. DAGNY TAGGART, LLC 30 PENHALDOW STREET, SUITE 300 PORTSMOUTH, AN LOSSOT RORD BK_9612; PG_90074 (SECOND PARCEL) 6 PARCEL AREA: MAP.107.L01 72. 17,409 S.F. (0.4017 ACCES) 7 THE ED URVEY COMPLETED BY T.C.E. IN JANUARY 2020 USING A TOPCON DST03 AND A TOPCON PORTSMOUTH, AN LOSSOT RORD BK_9612; PG_90074 (SECOND PARCEL) 7 THE ED URVEY COMPLETED BY T.C.E. IN JANUARY 2020 USING A TOPCON DST03 AND A TOPCON PC-5000 DATA COLLECTOR. 7 FO-5000 DATA COLLECTOR.		MINIMUM REAR YARD: 3'	
OWNER OF RECORD: MAP 107 LOT 124: MAP 107 LOT 124: You perhaditow street, suite 300 PORTSMOUTH, NH 03801 RCRD BK,#9182 PG,#0074 (SECOND PARCEL)     PARCEL AREA: MUL 2012 A: You perhaditow street, suite 300 PORTSMOUTH, NH 03801 THE INTERT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE with THE CURRENT LEGAL DESCRIPTIONS. IT IS NOT AN ATTEMPT TO DEFINE THE EXTENT OF OWNERSHIP OR DEFINE THE UNITS OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE with THE CURRENT LEGAL DESCRIPTIONS. IT IS NOT AN ATTEMPT TO DEFINE THE EXTENT OF OWNERSHIP OR DEFINE THE UNITS OF THIS PLAN IS TO SHOW THE BOUNDARY LINES AND MAJOR SITE FEATURES OF MAP 107 LOT 74. THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY LINES AND MAJOR SITE FEATURES OF MAP 107 LOT 74. THE SEGMENTS, RICHTS, AND RESTRICTIONS SHOWN OR IDENTIFIED ARE THOSE WHICH WERE FOUND DURING RESEARCH PERFORMED AT THE ROCKINGHAW COUNTY REGISTRY OF DEEDS. OTHER ROHTS, DESEMENTS, RICHTS, AND RESTRICTIONS MAY COST WICH A THILE EXAMINATION OF SUBJECT PARCEL(S) WOULD DETERMINE. THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. THMARKS IN CLAIM TO THE ACCURRCY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE. THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. THMARKS IN CLAIM TO THE ACCURRCY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE.		PER THE CITY OF PORTSMOUTH ZONING ORDINANCE DATED THROUGH JANUARY 11, 2021 ARTICLE 5A FIGURE 10.5A41.1	
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<ul> <li>THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY LINES AND MAJOR SITE FEATURES OF MAP 107 LOT 74.</li> <li>FIELD SURVEY COMPLETED BY T.C.E. IN JANUARY 2020 USING A TOPCON DS103 AND A TOPCON FC-5000 DATA COLLECTOR.</li> <li>HORIZONTAL DATUM IS NADB3 (2011) PER STATIC GPS OBSERVATIONS.</li> <li>EASEMENTS, RIGHTS, AND RESTRICTONS SHOWN OR IDENTIFIED ARE THOSE WHICH WERE FOUND WOULD DETERMINE.</li> <li>EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF SUBJECT PARCEL(S) WOULD DETERMINE.</li> <li>THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. THMORAN, INC. MAKES NO CLAM TO THE ACCURACY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE.</li> <li>THAT OR WAYS</li> <li>TAX MAP 107 LOT 74</li> <li>STANDARD BOUNDARY SURVEY</li> <li>THIS URVEYORS.</li> <li><b>93 PLEASANT STREET PORTSMOUTH, NEW HAMPSHIRE COUNTY OF ROCKINGHAM OWNED</b> BY <b>DAGNY TAGGART, LLC SCALE</b>: <b>1"</b> 20' (22x34) <b>THE 40' (11x17) SEBECOAST DIVISION Coll Engineers</b>  Traffic Engineers Traffic Engineers Tortismouth, NH 03301 Phone (603) 431-0910 WW.UTIMED IN ENGINE <b>FEILINES FEILINE FEILINE FEILINE FEILINE FEILINE FEILINE SOLUCTIONE SOLUCTIONE</b></li></ul>	7.	THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF CURRENT LEGAL DESCRIPTIONS. IT IS NOT AN ATTEMPT TO	
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DAGNY TAGGART, LLC         SCALE: 1' • 20' (22x34) 1' • 40' (11x17)         FEBRUARY 23, 2021         Seacoast Division         Seacoast Division         Civil Engineers Structural Engineers Taffic Engineers Land Surveyors Landscape Architects Scientists         170 Commerce Way, Suite 102         Portsmouth, NH 03801         Phone (603) 431–2222         Civil Engineers Scientists		-	
SCALE: 1" • 20' (22x34) 1" • 40' (11x17)       FEBRUARY 23, 2021         Seacoast Division       Seacoast Division         Civil Engineers       170 Commerce Way, Suite 102         Portsmouth, NH 03801       Phone (603) 431–2222         Indication       Scientists         F       DR UD			
1" = 40' (11x17)       FEBRUARY 23, 2021         Seacoast Division       Seacoast Division         Image: Civil Engineers       170 Commerce Way, Suite 102         Portsmouth, NH 03801       Phone (603) 431–2222         Image: Civil Engineers       Image: Civil Engineers         Image: Civil Engineers       Im		DAGNY TAGG	ART, LLC
Seacoast Division           Civil Engineers           Civil Engineers           Structural Engineers           Traffic Engineers           Land Surveyors           Landscape Architects           Scientists			FERDILARY 02 0001
Civil Engineers Civil			redruant 20, 2021
Structural Engineers       Portsmouth, NH 03801         Traffic Engineers       Phone (603) 431–2222         Landscape Architects       Fax (603) 431–0910         Www.tfmoran.com       www.tfmoran.com			170 Commerce Way. Suite 102
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Scientists www.tfmoran.com		Land Surveyor	s
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	DR CK	F L 47230-21 DR IID FB CK JCC CADFILE	

#### PLAN REFERENCES: 1) BOUNDARY SURVEY PLAN BY T.F.MORAN/MSC. LOCATION MAP SCALE: 1'' = 200'LEGEND <u>EXISTING</u> DESCRIPTION $\begin{pmatrix} 124\\ 21 \end{pmatrix}$ MAP 124 / LOT 21 N/F NOW OR FORMERLY RP RECORD OF PROBATE ROCKINGHAM COUNTY RCRD REGISTRY OF DEEDS BOUNDARY LINE ------ SETBACK LINE $\square_{\mathsf{RR}}$ SPK FND RAILROAD SPIKE FOUND OIR FND IRON ROD FOUND IRON PIPE FOUND O IP FND • DH FND DRILL HOLE FOUND STREE BRICK .06 BOUND w/ DRILL HOLE BND w/ DH FORCE MAIN ——— FM ——— ------ S ------ SEWER LINE "HANDICAP GAS LINE PARKING" ----------- D ----- STORM DRAIN "PAY METER" ------- POTABLE WATER LINE \_\_\_\_\_ W . 6' PASSAGE WAY ----- UNDERGROUND ELECTRIC (SEE\_NOTE\_7) ---- • ---- • OVERHEAD WIRES 65/1 NET&T ---RETAINING WALL "LOUIE'S" -SPOT ELEVATION 97x3 ( 107 EDGE OF PAVEMENT 77 RE WOODS / TREE LINE N/F #84 PNF TRUST OF 2013 $\emptyset \longrightarrow \emptyset$ UTILITY POLE (w/ GUY) (w/ LIGHT) PETER FLOROS, TRUSTEE PARKING 282 MIDDLE STREET KIOSK ---PORTSMOUTH, NH 03801 LIGHT POLE -Ŏ-6131/1663 MAILBOX 7 SAN $N_{O}^{SO}$ $G_{O}^{SO}$ Shutoff/curb stop (water, gas, sewer) ω GATE VALVE +O+ HYD. PLÈ HYDRANT "PAY (III) CB 107 METER" -CATCH BASIN "EMBRACE MILITANT N/F $\bigcirc$ 3' WROUGHT IRON TELEPHONE MANHOLE WORKING STIFF PROPERTIES LLC OPTIMISM" – 94 PLEASANT STREET PORTSMOUTH, NH 03801 (SEWER MANHOLE 5511/446 $\bigcirc$ DRAIN MANHOLE

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TOP NOTCH PROPERTIES LLC

JJCM REALTY LLC 9 PASTURE LANE

BEDFORD, NH 03110

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FINISHED FLOOR INVERT TEMPORARY BENCHMARK TYPICAL

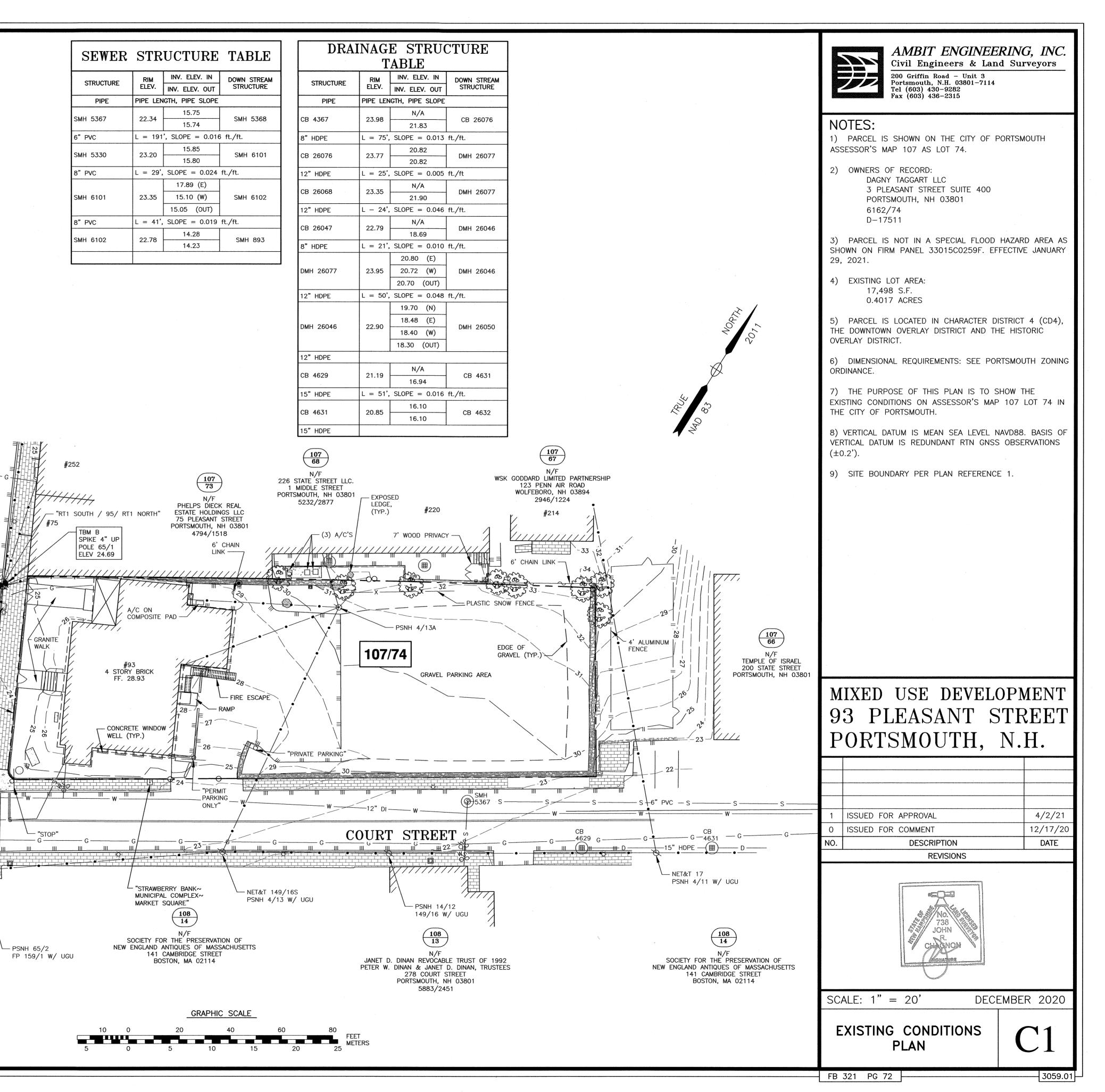
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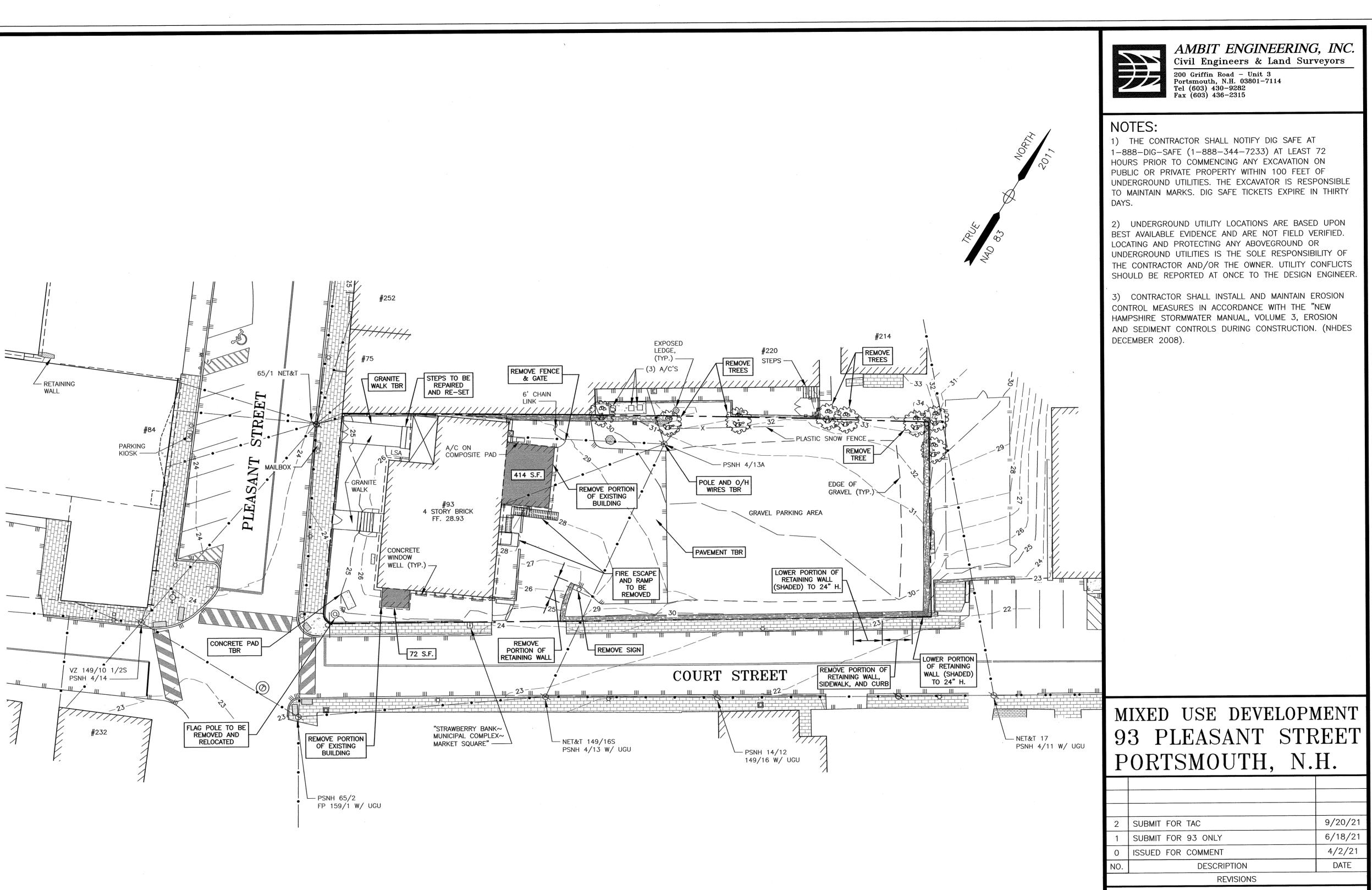
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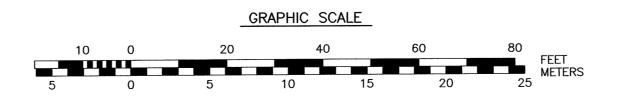


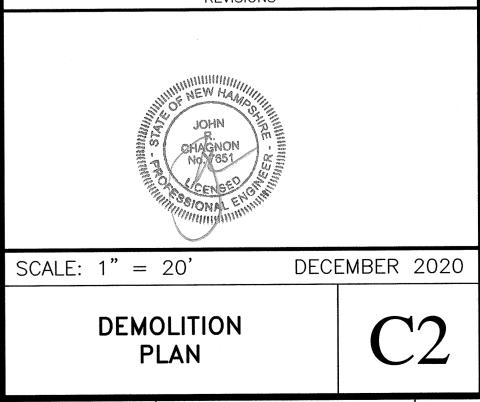


### DEMOLITION NOTES

- A) THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE DESIGNER. IT IS THE CONTRACTORS' 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.
- F) 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) ALL WORK WITHIN THE CITY OF PORTSMOUTH RIGHT OF WAY SHALL BE COORDINATED WITH THE CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS (DPW).
- J) REMOVE TREES AND BRUSH AS REQUIRED FOR COMPLETION OF WORK. CONTRACTOR SHALL GRUB AND REMOVE ALL SLUMPS WITHIN LIMITS OF WORK AND DISPOSE OF OFF-SITE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.
- K) CONTRACTOR SHALL PROTECT ALL PROPERTY MONUMENTATION THROUGHOUT DEMOLITION AND CONSTRUCTION OPERATIONS. SHOULD ANY MONUMENTATION BE DISTURBED, THE CONTRACTOR SHALL EMPLOY A NH LICENSED LAND SURVEYOR TO REPLACE THEM.
- 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.
- M) THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFELY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.
- N) 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







#### FB 321 PG 72

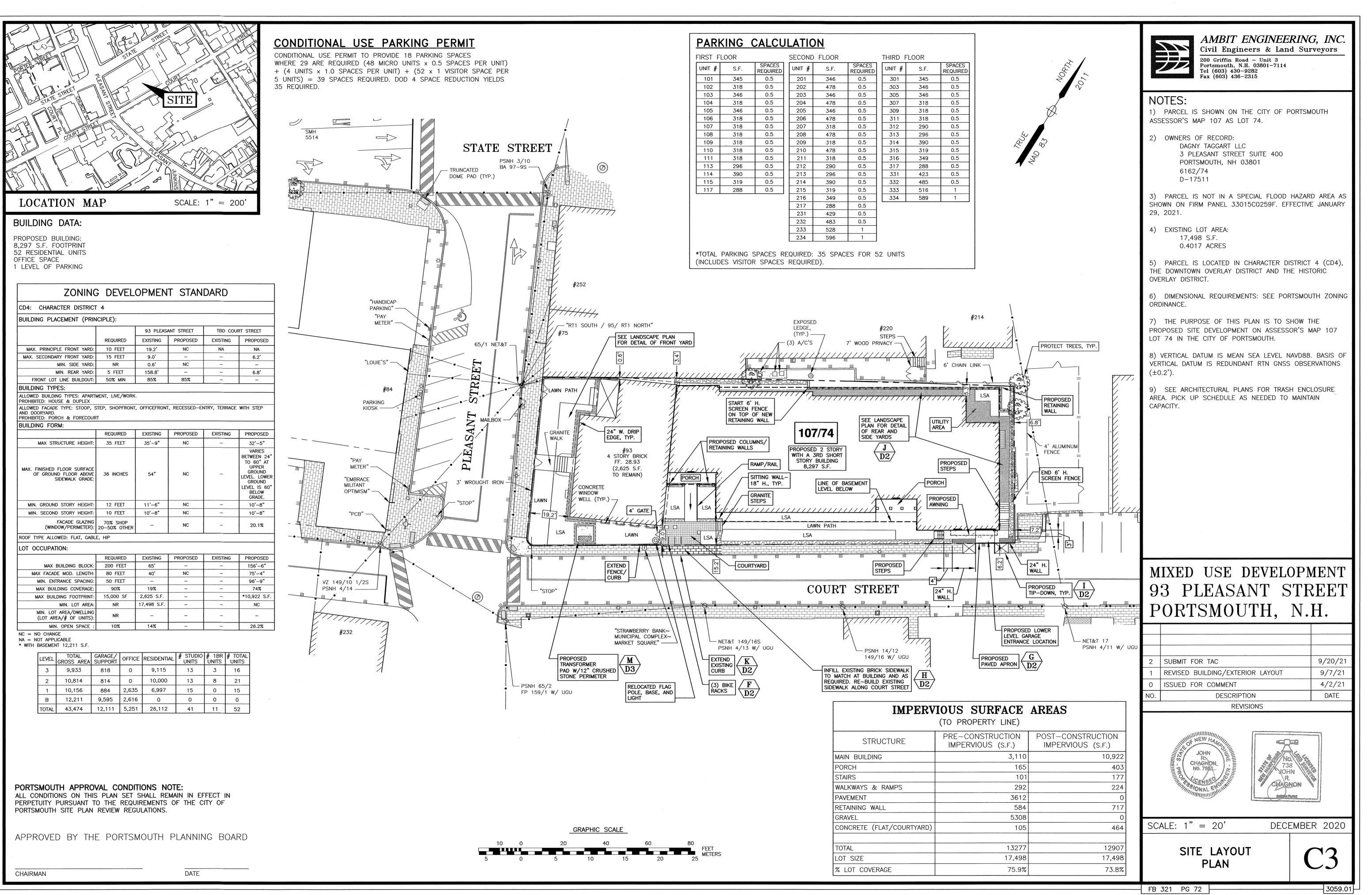
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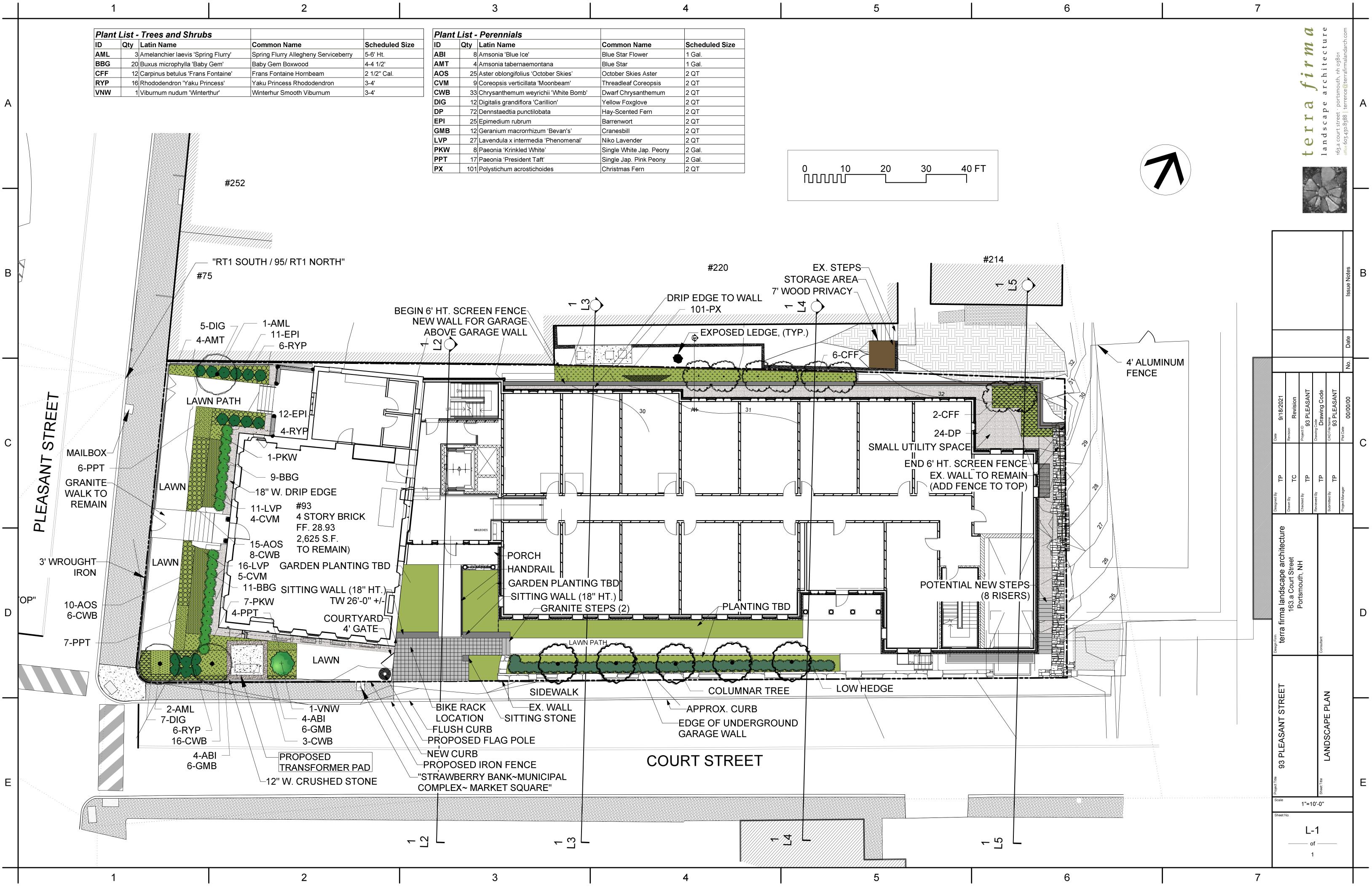
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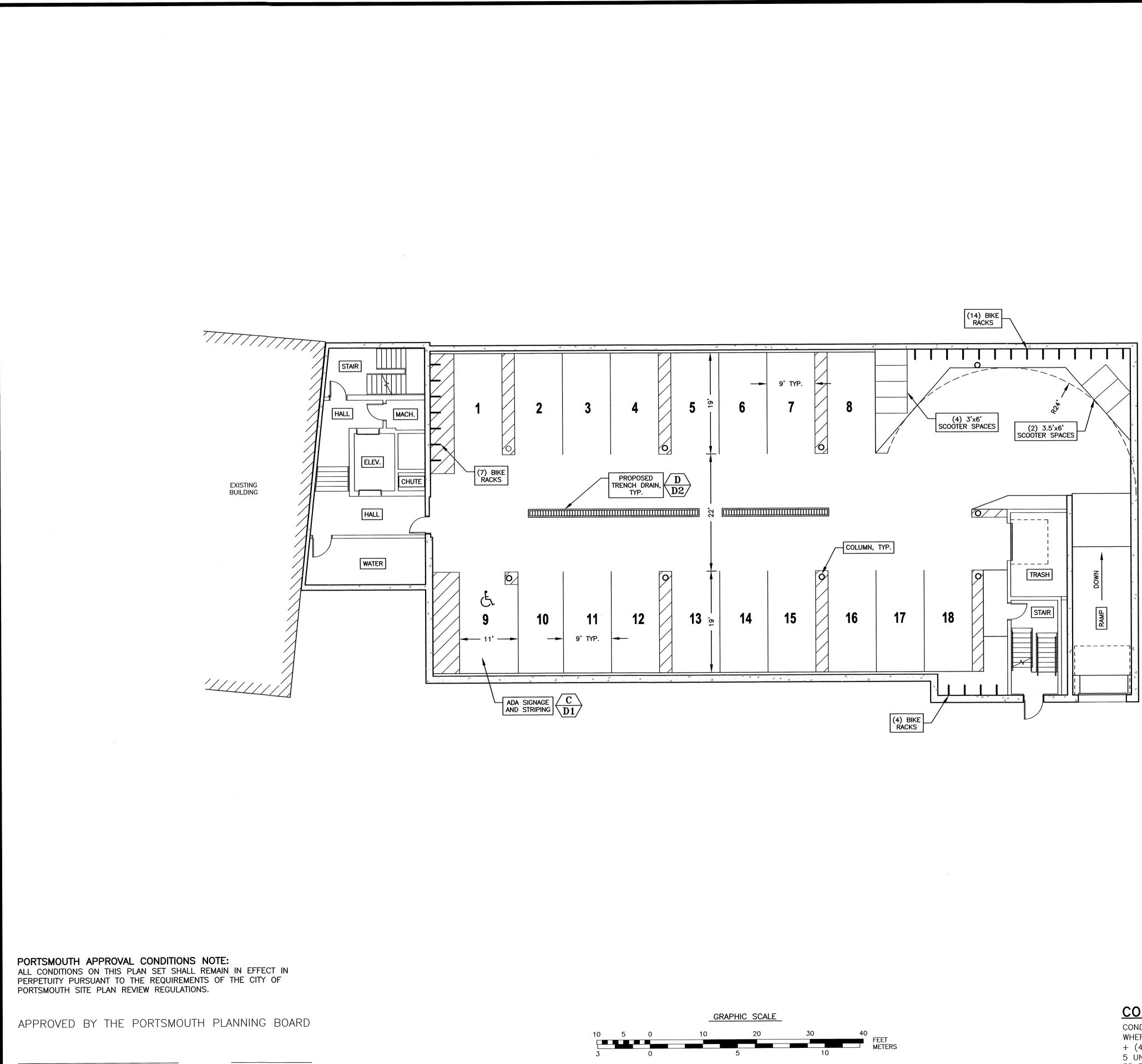
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tin Name	Common Name	Scheduled Size						
sonia 'Blue Ice'	Blue Star Flower	1 Gal.						
sonia tabernaemontana	Blue Star	1 Gal.						
er oblongifolius 'October Skies'	October Skies Aster	2 QT						
reopsis verticillata 'Moonbeam'	Threadleaf Coreopsis	2 QT						
ysanthemum weyrichii 'White Bomb'	Dwarf Chrysanthemum	2 QT						
italis grandiflora 'Carillion'	Yellow Foxglove	2 QT						
nnstaedtia punctilobata	Hay-Scented Fern	2 QT						
medium rubrum	Barrenwort	2 QT						
ranium macrorrhizum 'Bevan's'	Cranesbill	2 QT						
vendula x intermedia 'Phenomenal'	Niko Lavender	2 QT						
eonia 'Krinkled White'	Single White Jap. Peony	2 Gal.	Г					_
eonia 'President Taft'	Single Jap. Pink Peony	2 Gal.						
ystichum acrostichoides	Christmas Fern	2 QT		0	10	20	30	
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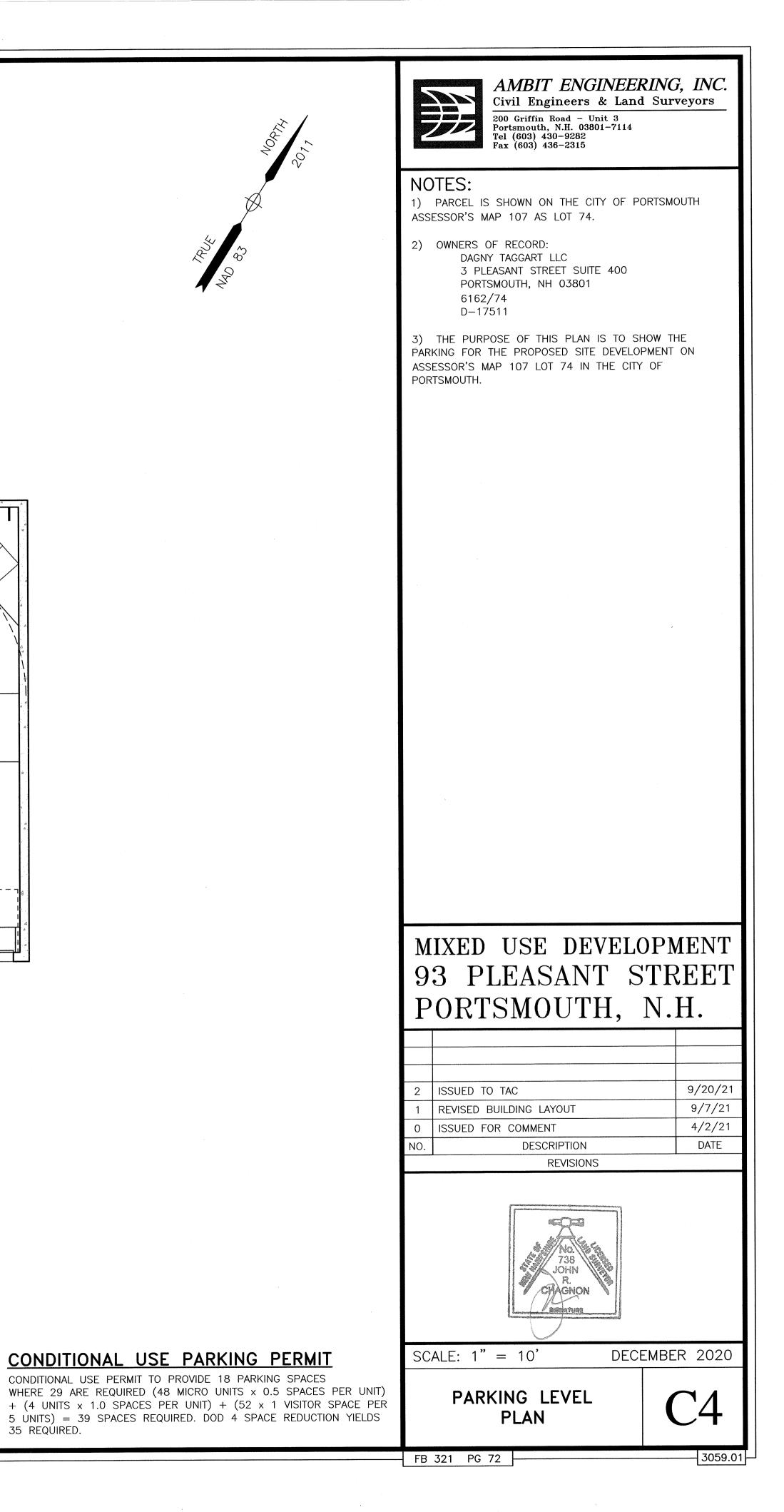


CHAIRMAN

DATE

### CONDITIONAL USE PARKING PERMIT

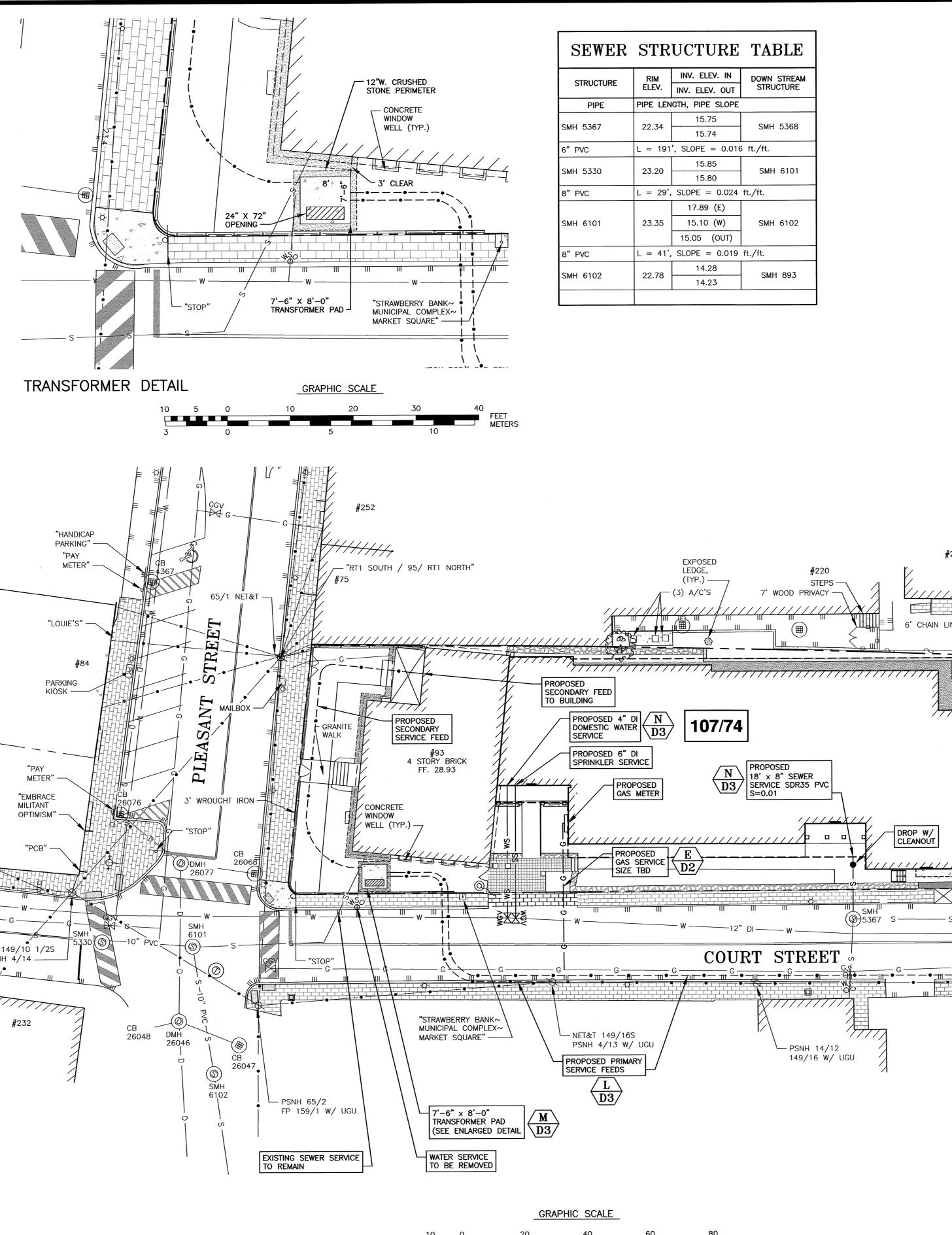
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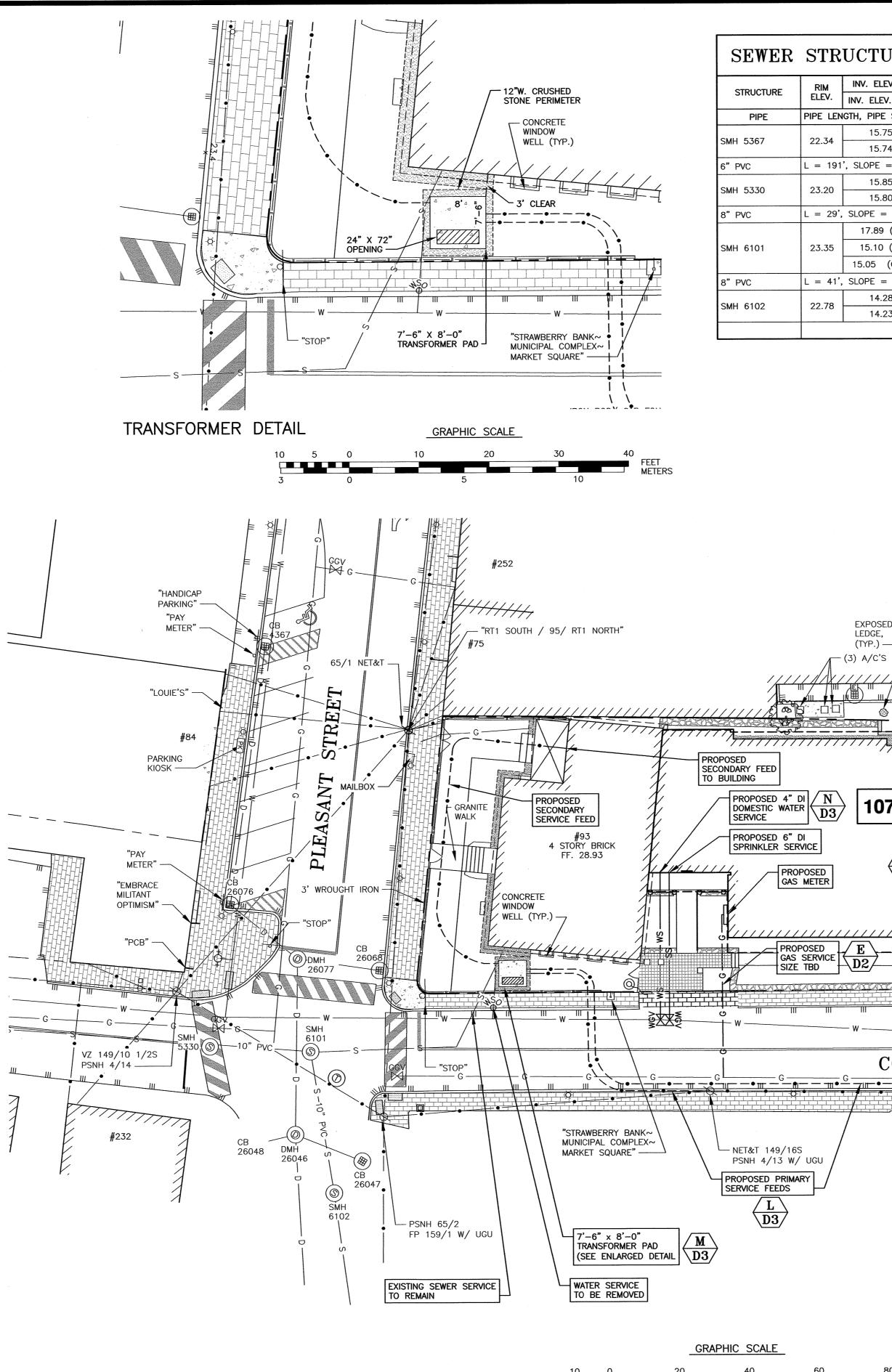


#### **UTILITY NOTES:**

- 1) SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION
- 2) COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY.
- 3) SEE GRADING AND DRAINAGE PLAN FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
- 4) ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, POLYWRAPPED, CEMENT LINED DUCTILE IRON PIPE.
- 5) ALL WATERMAIN INSTALLATIONS SHALL BE PRESSURE TESTED AND CHLORINATED AFTER CONSTRUCTION AND BEFORE ACTIVATING THE SYSTEM. CONTRACTOR SHALL COORDINATE WITH THE CITY OF PORTSMOUTH.
- 6) ALL SEWER PIPE SHALL BE PVC SDR 35 UNLESS OTHERWISE STATED.
- 7) ALL WORK WITHIN CITY R.O.W. SHALL BE COORDINATED WITH CITY OF PORTSMOUTH
- 8) CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ABUTTING PROPERTIES THROUGHOUT CONSTRUCTION.
- 9) ANY CONNECTION TO EXISTING WATERMAIN SHALL BE CONSTRUCTED BY THE CITY OF PORTSMOUTH.
- 10) 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.
- 11) ALL ELECTRICAL MATERIAL WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, LATEST EDITION, AND ALL APPLICABLE STATE AND LOCAL CODES.
- 12) THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH BUILDING DRAWINGS AND UTILITY COMPANIES.
- 13) ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
- 14) ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
- 15) THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATED TO THE OWNER PRIOR TO THE COMPLETION OF PROJECT.
- 16) THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED IN THESE DRAWING TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL.
- 17) CONTRACTOR SHALL PROVIDE EXCAVATION, BEDDING, BACKFILL AND COMPACTION FOR NATURAL GAS SERVICES.
- 18) 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 WATER ABOVE SEWER.
- 19) SAWCUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.
- 20) GATE VALVES, FITTINGS, ETC. SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTSMOUTH.
- 21) COORDINATE TESTING OF SEWER CONSTRUCTION WITH THE CITY OF PORTSMOUTH.
- 22) ALL SEWER PIPES WITH LESS THAN 6' COVER SHALL BE INSULATED.
- 23) 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.
- 24) 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 UTILITY COMPANY AND AFFECTED ABUTTER.

PROPOSED	) SE	WER CO	NNECTION
STRUCTURE	rim Elev.	INV. ELEV. IN INV. ELEV. OUT	PIPE SIZE & TYPE (FROM/TO)
SMH 5367 (EXISTING)	22.34	15.75	
(,		15.74	6" PVC (5368)
		19.79	INV. OUT @ BLDG.
BUILDING CONNECTION		15.79	INV. @ DROP
		15.61	INV. @ SMH 5367





FEET METERS 10

DOWN STREAM

STRUCTURE

SMH 5368

SMH 6101

SMH 6102

SMH 893

#220

7' WOOD PRIVACY -

STEPS -

|||||||||||

> --- PSNH 14/12 149/16 W/ UGU

<del>(3))</del>5367

#214

ΙΤΤΤ

DROP W/

CLEANOUT

6' CHAIN LINK -

### AMBIT ENGINEERING, INC.



#### Civil Engineers & Land Surveyors 200 Griffin Road - Unit 3 Portsmouth, N.H. 03801-7114 Tel (603) 430-9282 Fax (603) 436-2315

#### 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) INSTALL CATCH BASIN INLET PROTECTION ON ALL EXISTING AND PROPOSED CATCH BASINS UNTIL CONSTRUCTION IS COMPLETED AND THE SITE IS STABILIZED.

5) ALL WATER MAIN AND SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE NEW HAMPSHIRE STATE PLUMBING CODE AND CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS.

6) UTILITY AS-BUILTS SHALL BE SUBMITTED TO THE CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS UPON COMPLETION OF THE PROJECT.

7) EVERSOURCE WORK ORDER #5127007

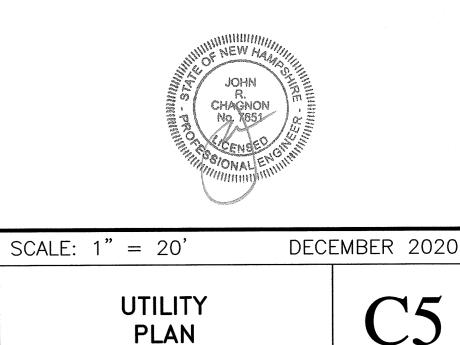
8) PROPOSED SEWER FLOW: OFFICE UNITS: 2 UNITS X 80 GPD/UNIT = 160 GPD **RESIDENTIAL:** 52 UNITS X 115 GPD/UNIT = 5,980 GPD TOTAL PROPOSED FLOW = 6,140 GPD

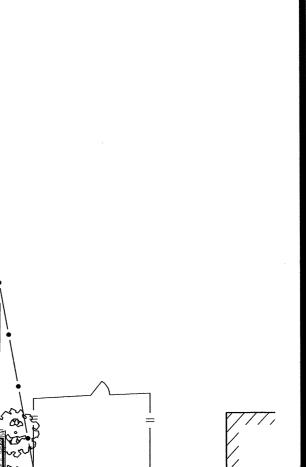
9) THE APPLICANT SHALL HAVE A COMMUNICATIONS SITE SURVEY CONDUCTED BY A MOTOROLA COMMUNICATIONS CARRIER APPROVED BY THE PORTSMOUTH'S COMMUNICATIONS DIVISION. THE RADIO COMMUNICATIONS CARRIER MUST BE FAMILIAR AND CONVERSANT WITH THE PORTSMOUTH POLICE AND FIRE RADIO SYSTEMS CONFIGURATION. IF THE SITE SURVEY INDICATES THAT IS NECESSARY TO INSTALL A SIGNAL REPEATER EITHER ON OR NEAR THE PROPOSED PROJECT, THOSE COSTS SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER. THE PROPERTY OWNER WILL BE REQUIRED TO MAINTAIN ANY INSTALLED EQUIPMENT. THE PROPERTY OWNER SHALL BE RESPONSIBLE TO PAY FOR THE SITE SURVEY WHETHER OR NOT THE SURVEY INDICATES THAT EQUIPMENT IS NECESSARY. THE OWNER SHALL COORDINATE WITH THE SUPERVISOR OF RADIO COMMUNICATIONS FOR PORTSMOUTH. THE SURVEY SHALL BE COMPLETED AND ANY REQUIRED EQUIPMENT INSTALLED, TESTED, AND ACCEPTED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.

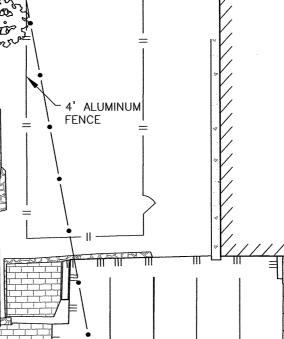
10) COMMUNICATIONS CONDUIT LOCATION SUBJECT TO CONFIRMATION FROM UTILITY PROVIDERS.

## MIXED USE DEVELOPMENT 93 PLEASANT STREET PORTSMOUTH, N.H.

3	SUBMIT FOR TAC	9/20/21
2	REVISED BUILDING/EXTERIOR LAYOUT	9/7/21
1	ELECTRICAL FEED	4/28/21
0	ISSUED FOR COMMENT	4/2/21
NO.	DESCRIPTION	DATE
	REVISIONS	







– NET&T 17

PSNH 4/11 W/ UGU

PROPOSED POLE

CB



-3059.01

### EROSION CONTROL NOTES

#### CONSTRUCTION SEQUENCE

DO NOT BEGIN CONSTRUCTION UNTIL ALL LOCAL, STATE AND FEDERAL PERMITS HAVE BEEN APPLIED FOR AND RECEIVED.

IF REQUIRED THE CONTRACTOR SHALL OBTAIN AN NPDES PHASE II STORMWATER PERMIT AND SUBMIT A NOTICE OF INTENT (N.O.I) BEFORE BEGINNING CONSTRUCTION AND SHALL HAVE ON SITE A STORMWATER POLLUTION PREVENTION PLAN (S.W.P.P.P.) AVAILABLE FOR INSPECTION BY THE PERMITTING AUTHORITY DURING THE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CARRYING OUT THE S.W.P.P.P. AND INSPECTING AND MAINTAINING ALL BMP'S CALLED FOR BY THE PLAN. THE CONTRACTOR SHALL SUBMIT A NOTICE OF TERMINATION (N.O.T.) FORM TO THE REGIONAL EPA OFFICE WITHIN 30 DAYS OF FINAL STABILIZATION OF THE ENTIRE SITE OR TURNING OVER CONTROL OF THE SITE TO ANOTHER OPERATOR.

INSTALL PERIMETER CONTROLS, i.e., SILTSOXX AND CATCH BASIN PROTECTION AROUND THE LIMITS OF DISTURBANCE BEFORE ANY EARTH MOVING OPERATIONS. THE USE OF HAYBALES IS NOT ALLOWED.

PLACE FODS AS NEEDED.

CUT AND GRUB ALL TREES, SHRUBS, SAPLINGS, BRUSH, VINES AND REMOVE OTHER DEBRIS AND RUBBISH AS REQUIRED. DEMOLISH BUILDINGS AND FENCES AS NEEDED. REMOVE WALL AND STORE.

ROUGH GRADE SITE

LAYOUT AND INSTALL ALL BURIED UTILITIES AND SERVICES UP TO 10' OF THE PROPOSED BUILDING FOUNDATIONS. CAP AND MARK TERMINATIONS OR LOG SWING TIES.

CONSTRUCT BUILDING. CONNECT UTILITIES.

PLACE BINDER LAYER OF PAVEMENT FOR SIDEWALKS.

PLANT LANDSCAPING IN AREAS OUT OF WAY OF BUILDING CONSTRUCTION. PREPARE AND STABILIZE FINAL SITE GRADING BY ADDING TOPSOIL, SEED, MULCH AND FERTILIZER.

AFTER BUILDINGS ARE COMPLETED, FINISH ALL REMAINING LANDSCAPED WORK.

CONSTRUCT SIDEWALKS.

REMOVE TRAPPED SEDIMENTS FROM COLLECTION DEVICES AS APPROPRIATE, AND THEN REMOVE TEMPORARY EROSION CONTROL MEASURES UPON COMPLETION OF FINAL STABILIZATION OF THE SITE.

#### GENERAL CONSTRUCTION NOTES

THE EROSION CONTROL PROCEDURES SHALL CONFORM TO SECTION 645 OF THE "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION" OF THE NHDOT, AND "STORM WATER MANAGEMENT AND EROSION AND SEDIMENT CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE". THE PROJECT IS TO BE MANAGED IN A MANNER THAT MEETS THE REQUIREMENTS AND INTENT OF RSA 430:53 AND CHAPTER AGR 3800 RELATIVE TO INVASIVE SPECIES.

DURING CONSTRUCTION AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED. THE SMALLEST PRACTICAL AREA OF LAND SHOULD BE EXPOSED AT ANY ONE TIME DURING DEVELOPMENT. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED FOR MORE THAN 45 DAYS.

ANY DISTURBED AREAS WHICH ARE TO BE LEFT TEMPORARILY, AND WHICH WILL BE REGRADED LATER DURING CONSTRUCTION SHALL BE MACHINE HAY MULCHED AND SEEDED WITH RYE GRASS TO PREVENT EROSION.

DUST CONTROL: IF TEMPORARY STABILIZATION PRACTICES, SUCH AS TEMPORARY VEGETATION AND MULCHING, DO NOT ADEQUATELY REDUCE DUST GENERATION, APPLICATION OF WATER OR CALCIUM CHLORIDE SHALL BE APPLIED IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES.

SILT FENCES AND SILTSOXX SHALL BE PERIODICALLY INSPECTED DURING THE LIFE OF THE PROJECT AND AFTER EACH STORM, ALL DAMAGED SILT FENCES AND SILTSOXX SHALL BE REPAIRED, SEDIMENT DEPOSITS SHALL PERIODICALLY BE REMOVED AND DISPOSED IN A SECURED LOCATION.

AVOID THE USE OF FUTURE OPEN SPACES ( LOAM AND SEED AREAS ) WHEREVER POSSIBLE DURING CONSTRUCTION. CONSTRUCTION TRAFFIC SHALL USE THE ROADBEDS OF FUTURE ACCESS DRIVES AND PARKING AREAS.

ADDITIONAL TOPSOIL REQUIRED FOR THE ESTABLISHMENT OF VEGETATION SHALL BE STOCKPILED IN AMOUNTS NECESSARY TO COMPLETE FINISHED GRADING OF ALL EXPOSED AREAS -- CONSTRUCT SILT FENCE OR SILTSOXX AROUND TOPSOIL STOCKPILE.

AREAS TO BE FILLED SHALL BE CLEARED, GRUBBED AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION, ROOTS OR OTHER OBJECTIONABLE MATERIAL. STUMPS SHALL BE DISPOSED OF IN AN APPROVED FACILITY.

ALL FILLS SHALL BE PLACED AND COMPACTED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT. SUBSIDENCE OR OTHER RELATED PROBLEMS.

ALL NON-STRUCTURAL, SITE-FILL SHALL BE PLACED AND COMPACTED TO 90% MODIFIED PROCTOR DENSITY IN LAYERS NOT EXCEEDING 18 INCHES IN THICKNESS UNLESS OTHERWISE NOTED.

FROZEN MATERIAL OR SOFT, MUCKY OR HIGHLY COMPRESSIBLE MATERIAL, TRASH. WOODY DEBRIS. LEAVES, BRUSH OR ANY DELETERIOUS MATTER SHALL NOT BE INCORPORATED INTO FILLS.

DURING CONSTRUCTION AND UNTIL ALL DEVELOPED AREAS ARE FULLY STABILIZED, ALL EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY AND AFTER EACH ONE HALF INCH OF RAINFALL.

THE CONTRACTOR SHALL MODIFY OR ADD EROSION CONTROL MEASURES AS NECESSARY TO ACCOMMODATE PROJECT CONSTRUCTION.

FILL MATERIAL SHALL NOT BE PLACED ON FROZEN FOUNDATION SUBGRADE.

ALL ROADWAYS AND PARKING AREAS SHALL BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE. ALL CUT AND FILL SLOPES SHALL BE SEEDED/LOAMED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.

AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:

- BASE COURSE GRAVELS HAVE BEEN INSTALLED ON AREAS TO BE PAVED - A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED
- A MINIMUM OF 3 INCHES OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIPRAP HAS BEEN INSTALLED - EROSION CONTROL BLANKETS HAVE BEEN INSTALLED

#### VEGETATIVE PRACTICE

FOR PERMANENT MEASURES AND PLANTINGS:

LIMESTONE SHALL BE THOROUGHLY INCORPORATED INTO THE LOAM LAYER AT A RATE OF 2 TONS PER ACRE.

FERTILIZER SHALL BE SPREAD ON THE TOP LAYER OF LOAM AND WORKED INTO THE SURFACE. FERTILIZER APPLICATION RATE SHALL BE 500 POUNDS PER ACRE OF 10-20-20 FERTILIZER.

SEED SHALL BE SOWN AT THE RATES SHOWN IN THE TABLE BELOW. IMMEDIATELY BEFORE SEEDING, THE SOIL SHALL BE LIGHTLY RAKED. ONE HALF THE SEED SHALL BE SOWN IN ONE DIRECTION AND THE OTHER HALF AT RIGHT ANGLES TO THE ORIGINAL DIRECTION. IT SHALL BE LIGHTLY RAKED INTO THE SOIL TO A DEPTH NOT OVER 1/4 INCH AND ROLLED WITH A HAND ROLLER WEIGHING NOT OVER 100 POUNDS PER LINEAR FOOT OF WIDTH. HAY MULCH SHALL BE APPLIED IMMEDIATELY AFTER SEEDING AT A RATE OF 1.5 TO 2 TONS PER ACRE, AND SHALL BE HELD IN PLACE USING APPROPRIATE TECHNIQUES FROM THE EROSION AND SEDIMENT CONTROL HANDBOOK.

THE SURFACE SHALL BE WATERED AND KEPT MOIST WITH A FINE SPRAY AS REQUIRED, WITHOUT WASHING AWAY THE SOIL, UNTIL THE GRASS IS WELL ESTABLISHED. ANY AREAS WHICH ARE NOT SATISFACTORILY COVERED SHALL BE RESEEDED, AND ALL NOXIOUS WEEDS REMOVED.

A GRASS SEED MIXTURE CONTAINING THE FOLLOWING SEED REQUIREMENTS SHALL BE: 

GENERAL COVER	PROPORTION	SEEDING RATE
CREEPING RED FESCUE KENTUCKY BLUEGRASS	50% 50%	100 LBS/ACRE
<u>SLOPE SEED</u> (USED ON A	LL SLOPES GR	REATER THAN OR EQU
CREEPING RED FESCUE	42%	

TALL FESCUE 48 LBS/ACRE 42% BIRDSFOOT TREFOIL 16%

IN NO CASE SHALL THE WEED CONTENT EXCEED ONE PERCENT BY WEIGHT. ALL SEED SHALL COMPLY WITH APPLICABLE STATE AND FEDERAL SEED LAWS.

FOR TEMPORARY PROTECTION OF DISTURBED AREAS: MULCHING AND SEEDING SHALL BE APPLIED AT THE FOLLOWING RATES:

PERENNIAL RYE: 0.7 LBS/1,000 S.F. 1.5 TONS/ACRE MULCH:

#### MAINTENANCE AND PROTECTION

THE CONTRACTOR SHALL MAINTAIN ALL LOAM & SEED AREAS UNTIL FINAL ACCEPTANCE AT THE COMPLETION OF THE CONTRACT. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, REMOVAL OF STONES AND OTHER FOREIGN OBJECTS OVER 1/2 INCHES IN DIAMETER WHICH MAY APPEAR AND THE FIRST TWO (2) CUTTINGS OF GRASS NO CLOSER THEN TEN (10) DAYS APART. THE FIRST CUTTING SHALL BE ACCOMPLISHED WHEN THE GRASS IS FROM 2 1/2 TO 3 INCHES HIGH. ALL BARE AND DEAD SPOTS WHICH BECOME APPARENT SHALL BE PROPERLY PREPARED, LIMED AND FERTILIZED, AND RESEEDED BY THE CONTRACTOR AT HIS EXPENSE AS MANY TIMES AS NECESSARY TO SECURE GOOD GROWTH. THE ENTIRE AREA SHALL BE MAINTAINED, WATERED AND CUT UNTIL ACCEPTANCE OF THE LAWN BY THE OWNER'S REPRESENTATIVE.

THE CONTRACTOR SHALL TAKE WHATEVER MEASURES ARE NECESSARY TO PROTECT THE GRASS WHILE IT IS DEVELOPING.

TO BE ACCEPTABLE, SEEDED AREAS SHALL CONSIST OF A UNIFORM STAND OF AT LEAST 90 PERCENT ESTABLISHED PERMANENT GRASS SPECIES, WITH UNIFORM COUNT OF AT LEAST 100 PLANTS PER SQUARE FOOT.

SEEDED AREAS WILL BE FERTILIZED AND RESEEDED AS NECESSARY TO INSURE VEGETATIVE ESTABLISHMENT.

THE SWALES WILL BE CHECKED WEEKLY AND REPAIRED WHEN NECESSARY UNTIL ADEQUATE VEGETATION IS ESTABLISHED.

THE SILT FENCE OR SILTSOXX BARRIER SHALL BE CHECKED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.

SILT FENCING AND SILTSOXX SHALL BE REMOVED ONCE VEGETATION IS ESTABLISHED, AND DISTURBED AREAS RESULTING FROM SILT FENCE AND SILTSOXX REMOVAL SHALL BE PERMANENTLY SEEDED

#### WINTER NOTES

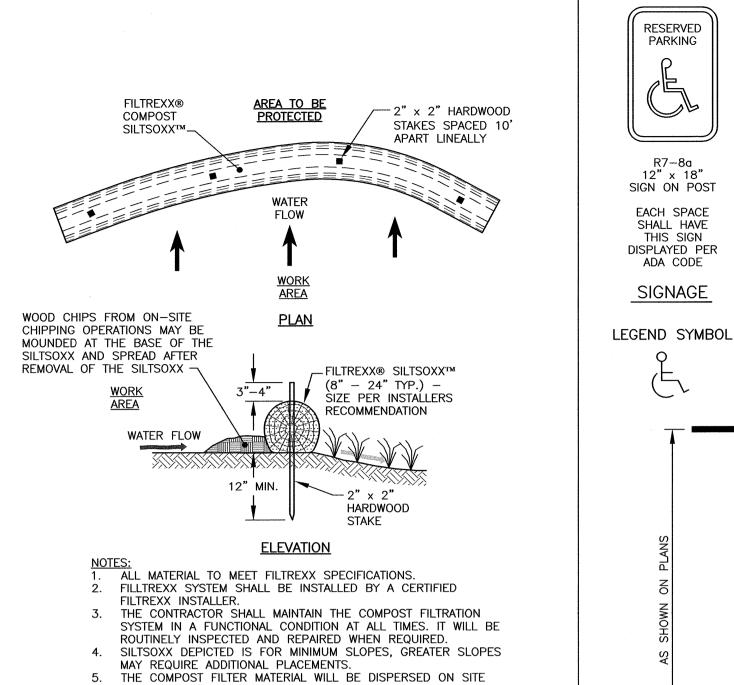
ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.

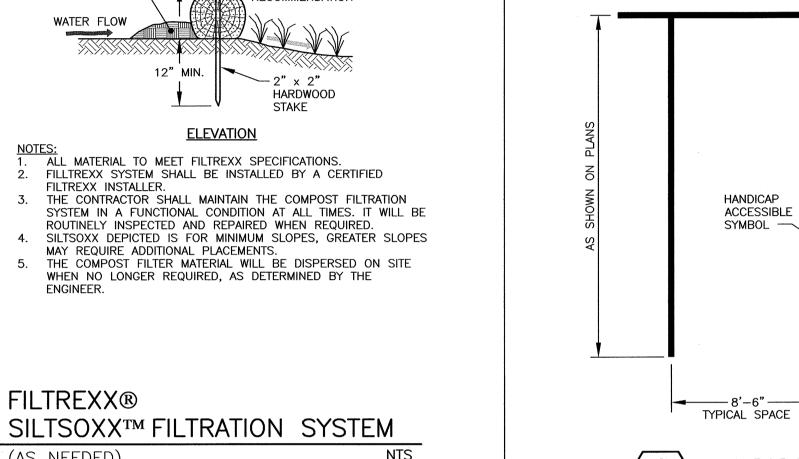
ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS.

AFTER NOVEMBER 15TH. INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3.



(UAL TO 3:1)





RESERVED

PARKING

R7-8c

12" x 18"

THIS SIGN

ADA CODE

### FODS TRACKOUT CONTROL SYSTEM

#### INSTALLATION:

Α

C6

THE PURPOSE AND DESIGN OF THE FODS TRACKOUT CONTROL SYSTEM IS TO EFFECTIVELY REMOVE MOST SEDIMENT FROM VEHICLE TIRES AS THEY EXIT A DISTURBED LAND AREA ONTO A PAVED STREET. THIS MANUAL IS A PLATFORM FROM WHICH TO INSTALL A FODS TRACKOUT CONTROL SYSTEM. (NOTE: THIS IS NOT A ONE SIZE FITS ALL GUIDE.) THE INSTALLATION MAY NEED TO BE MODIFIED TO MEET THE EXISTING CONDITIONS, EXPECTATIONS, OR DEMANDS OF A PARTICULAR SITE. THIS IS A GUIDELINE. ULTIMATELY THE FODS TRACKOUT CONTROL SYSTEM SHOULD BE INSTALLED SAFELY WITH PROPER ANCHORING AND SIGNS PLACED AT THE ENTRANCE AND EXIT TO CAUTION USERS AND OTHERS.

KEY NOTES:

A. FODS TRACKOUT CONTROL SYSTEM MAT. B. FODS SAFETY SIGN.

ENGINEER

**FILTREXX®** 

(AS NEEDED)

ANCHOR POINT D. SILT OR ORANGE CONSTRUCTION FENCE.

ROADWAY MANNANANANANANANANANANANA TYPICAL ONE-LANE LAYOUT

1. THE SITE WHERE THE FODS TRACKOUT CONTROL SYSTEM IS BEST MANAGEMENT PRACTICES AS MUCH AS POSSIBLE. THE SITE PLACED SHOULD ALSO MEET OR EXCEED THE LOCAL JURISDICTIO PLAN (SWPPP) REQUIREMENTS.

CALL FOR UTILITY LOCATES 3 BUSINESS DAYS IN ADVANCE INSTALLATION FOR THE MARKING OF UNDERGROUND UTILITIES. CA ONCE THE SITE IS ESTABLISHED WHERE FODS TRACKOUT CO EXCESSIVE UNEVEN TERRAIN SHOULD BE LEVELED OUT OR REMO MATERIALS, OR SUDDEN ABRUPT CHANGES IN ELEVATION. 4. THE INDIVIDUAL MATS CAN START TO BE PLACED INTO POSIT NEXT TO THE CLOSEST POINT OF EGRESS. THIS WILL ENSURE TH

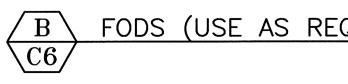
THE SITE ONTO THE PAVED SURFACE. 8. AFTER THE FIRST MAT IS PLACED DOWN IN THE PROPER L PREVENT THE POTENTIAL MOVEMENT WHILE THE ADJOINING MATS AT EVERY ANCHOR POINT (IF FEASIBLE) TO HELP MAINTAIN THE 9. AFTER THE FIRST MAT IS ANCHORED IN ITS PROPER PLACE, END OF THE FIRST MAT BEFORE ANOTHER MAT IS PLACED ADJAC 10. ONCE THE SECOND MAT IS PLACED ADJACENT TO THE FIRST CORRECTLY SITUATED BETWEEN THE TWO MATS, AND SLIDE MATS 11. NEXT THE CONNECTOR STRAPS SHOULD BE INSTALLED TO C 12. UPON PLACEMENT OF EACH NEW MAT IN THE SYSTEM, THAT ANCHOR POINT TO HELP STABILIZE THE MAT AND ENSURE THE S BETWEEN THE MATS. 13. SUCCESSIVE MATS CAN THEN BE PLACED TO CREATE THE FC THE ABOVE STEPS.

USE AND MAINTENANCE

VEHICLES SHOULD TRAVEL DOWN THE LENGTH OF THE TRAC ACROSS THE MATS. . DRIVERS SHOULD TURN THE WHEEL OF THEIR VEHICLES SU S-TURN ROUTE DOWN THE LENGTH OF THE FODS TRACKOUT CO MATS SHOULD BE CLEANED ONCE THE VOIDS BETWEEN THE TYPICALLY THIS WILL NEED TO BE PERFORMED WITHIN TWO WEEK PREFERRED METHOD OF CLEANING, EITHER MANUALLY OR MECHAI 4. THE USE OF ICE MELT, ROCK SALT, SNOW MELT, DE-ICER, DURING THE WINTER MONTHS AND AFTER A SNOW EVENT TO PRE

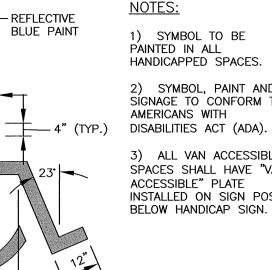
REMOVAL REMOVAL OF FODS TRACKOUT CONTROL SYSTEM IS REVERSE STARTING WITH THE LAST MAT, THE MAT THAT IS PLACED AT MAT FURTHEST FROM THE EXIT OR PAVED SURFACE SHOULD BE THE ANCHORS SHOULD BE REMOVED. THE CONNECTOR STRAPS SHOULD BE UNBOLTED AT ALL LO

SYSTEM. STARTING WITH THE LAST MAT IN THE SYSTEM, EACH SUCCE STACKED FOR LOADING BY FORKLIFT OR EXCAVATOR ONTO A TRU



-8'-0" HANDICAP ESSIBLE SPACE (8'-0" VAN ACCESSIBLE) ARKING DETAIL NTS	TEMPORARY COIR FIBER "LOG" SEDIMENTATION BARRIER STITCH LOG ENDS TOGETHER & PACK JOINT WITH STRAW AS NECESSARY CATCH BASIN w/ FRAME & GRATE
TO BE PLACED SHOULD CORRESPOND TO WHERE FODS TRACKOUT CONTROL SYSTEM IS N OR STORM WATER POLLUTION PREVENTION OF THE OF FODS TRACKOUT CONTROL SYSTEM LL THE UTILITY NOTIFICATION CENTER AT 811. ONTROL SYSTEM IS TO BE PLACED, ANY WED SUCH AS LARGE ROCKS, LANDSCAPING TION. THE FIRST MAT SHOULD BE PLACED HAT THE VEHICLE WILL EXIT STRAIGHT FROM DCATION, MATS SHOULD BE ANCHORED TO ARE INSTALLED. ANCHORS SHOULD BE PLACED	NOTE: 1. PRIOR TO INSTALLATION, SILT LOGS SHALL BE KEPT DRY AND STORED IN THEIR ORIGINAL WRAPPING. 2. MINIMUM CROSS SECTIONAL DIAMETER OF SILT LOGS: 12". 3. SILT LOGS MAY BE CUT AND RE-STITCHED AS NEEDED PER MANUFACTURERS RECOMMENDATIONS. 4. SILT LOGS SHALL BE INSPECTED AFTER EACH STORM EVENT. 5. REMOVE ACCUMULATED SILT WHEN DEPTH REACHES ONE HALF OF SILT LOG DIAMETER. 6. IF LOGS ARE TOO STIFF TO BEND AROUND CATCH BASIN INLET, THEY MAY BE CUT AND LAID SQUARE. 'SILT LOG' BARRIER AT CATCH BASIN INLET (AS NEEDED) NTS MIXED USE DEVELOPMENT 93 PLEASANT STREET DODTSMOLUTED NILL
MAT IN ITS CURRENT POSITION. , AN H BRACKET SHOULD BE PLACED AT THE CENT TO THE FIRST MAT. T MAT, MAKE SURE THE H BRACKET IS TOGETHER. CONNECT THE TWO MATS TOGETHER. T MAT SHOULD BE ANCHORED AT EVERY SYSTEM IS CONTINUOUS WITH NO GAPS IN TODS TRACKOUT CONTROL SYSTEM REPEATING	PORTSMOUTH, N.H.
CKOUT CONTROL SYSTEM AND NOT CUT CH THAT THE VEHICLE WILL MAKE A SHALLOW NTROL SYSTEM. PYRAMIDS BECOME FULL OF SEDIMENT. (S AFTER A STORM EVENT. BRUSHING IS THE NICALLY. ETC. SHOULD BE UTILIZED AS NECESSARY EVENT ICE BUILDUP.	0     ISSUED FOR COMMENT     4/2/21       NO.     DESCRIPTION     DATE       REVISIONS
E ORDER OF INSTALLATION. T THE INNERMOST POINT OF THE SITE OR THE REMOVED FIRST. DCATIONS IN THE FODS TRACKOUT CONTROL ESSIVE MAT SHOULD THEN BE MOVED AND	JOHN NEW HAMOOHINI JOHN NOVEST RECHAGNON RECHAGNON R
JCK FOR REMOVAL FROM THE SITE.	BONAL ENGINE
QUIRED) NTS	SCALE: AS SHOWN DECEMBER 2020 EROSION PROTECTION NOTES AND DETAILS D1

HANDICAP ACCESSIBLE SYMBOL 4" WIDE PAINTED WHITE LINES (TYPICAL) -



6"R.-

PROVIDE SIGN (PER ADA

CODE) AT EACH HANDICAP

HANDICAP P

ACCESSIBLE SPACE

1) SYMBOL TO BE PAINTED IN ALL HANDICAPPED SPACES. 2) SYMBOL, PAINT AND SIGNAGE TO CONFORM TO

AMERICANS WITH DISABILITIES ACT (ADA). ALL VAN ACCESSIBLE SPACES SHALL HAVE "VAN

NOTES: ACCESSIBLE" PLATE 1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT INSTALLED ON SIGN POST

PRIVATE PROPERTY.

DECEMBER 2008).

SEDIMENT LADEN

RUNOFF WATER -

COMPACTED SOIL

TO PREVENT PIPING-

#### AMBIT ENGINEERING, INC. Civil Engineers & Land Surveyors

200 Griffin Road - Unit 3 Portsmouth, N.H. 03801-7114

1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS

PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON

BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED.

UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF

THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS

SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND

-FILTERED

-STAKE (TYP.

WATER

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION

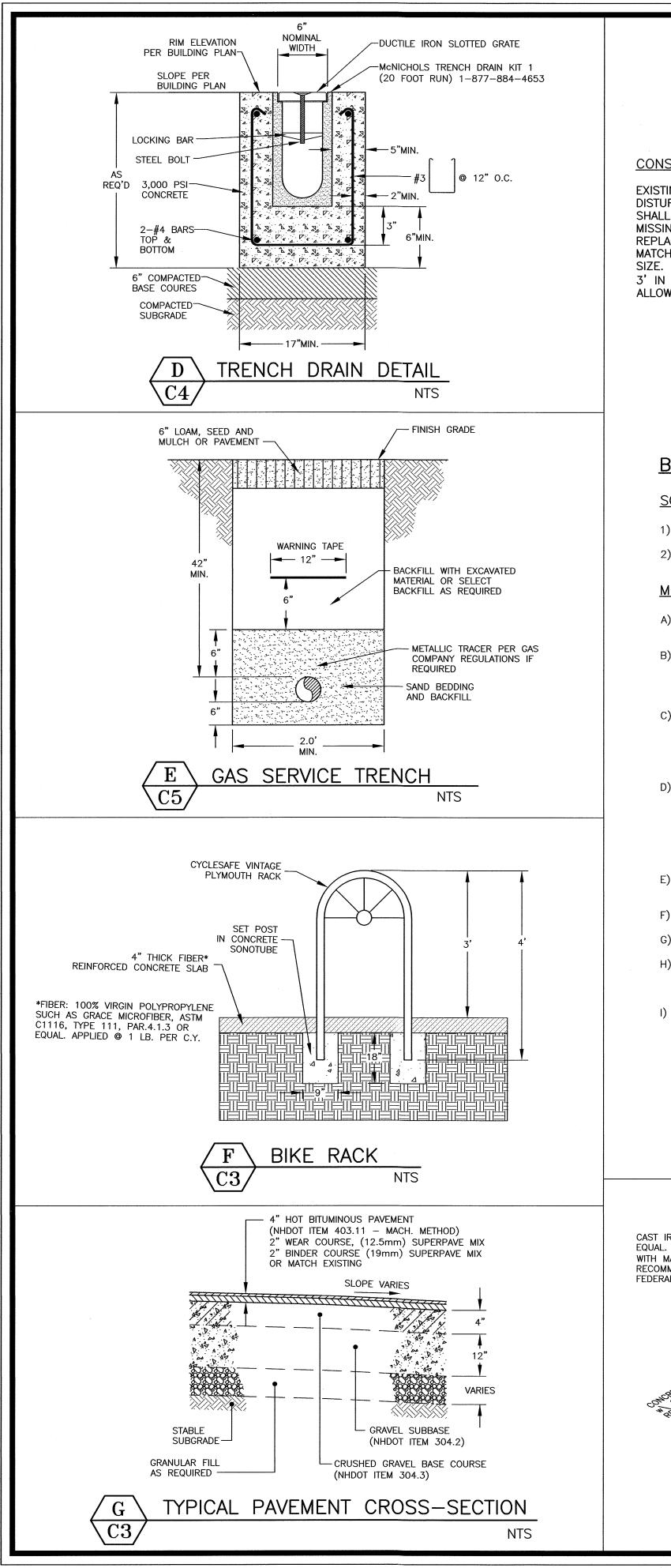
CONTROL MEASURES IN ACCORDANCE WITH THE "NEW

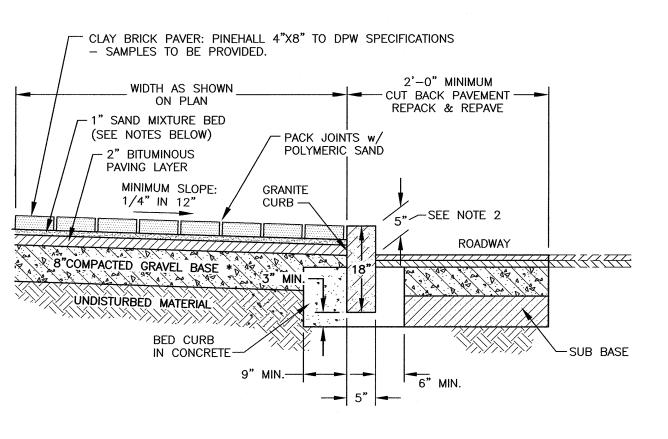
SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES

LOCATING AND PROTECTING ANY ABOVEGROUND OR

Tel (603) 430-9282

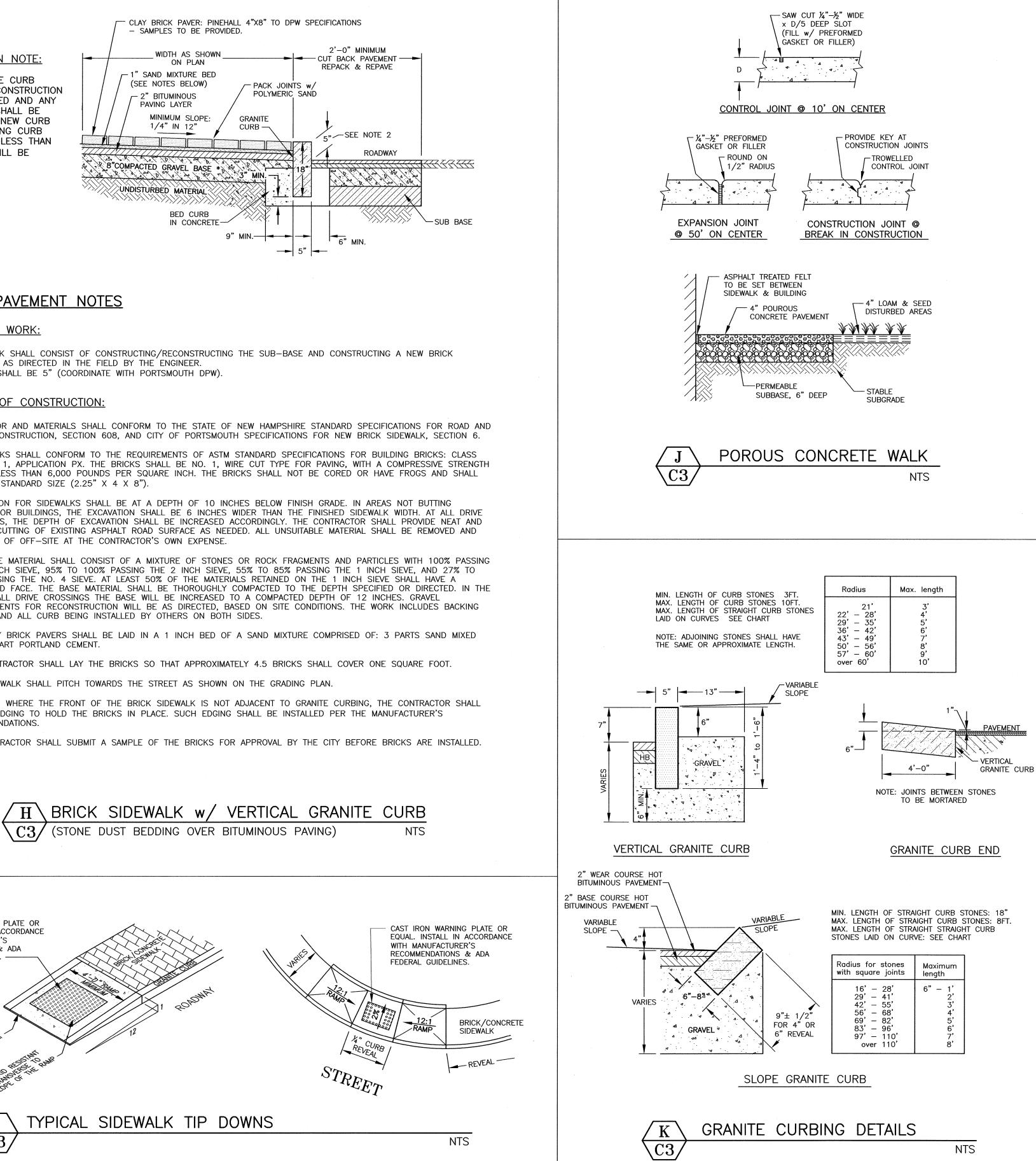
Fax (603) 436-2315

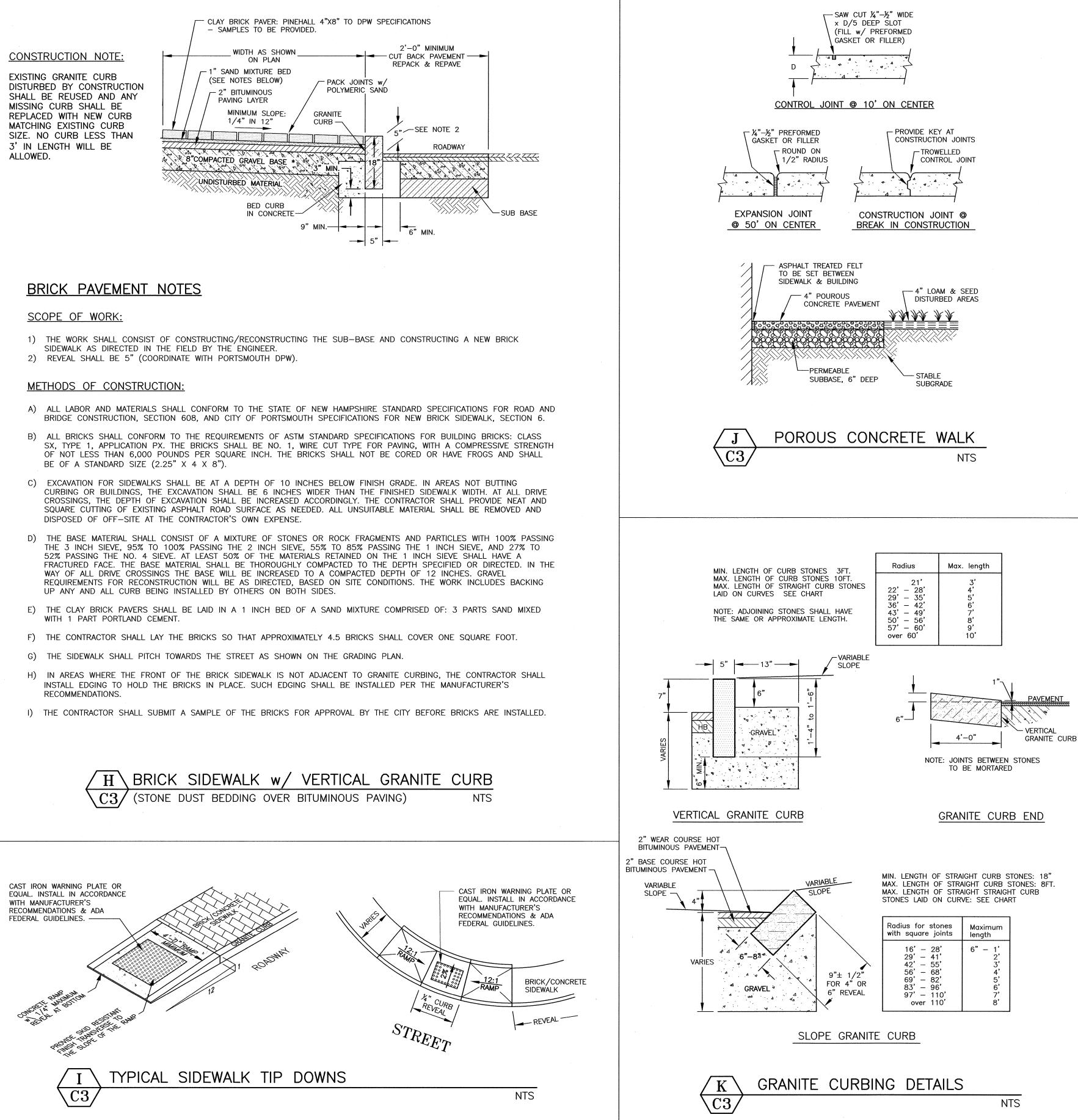




- BRIDGE CONSTRUCTION, SECTION 608, AND CITY OF PORTSMOUTH SPECIFICATIONS FOR NEW BRICK SIDEWALK, SECTION 6.
- OF NOT LESS THAN 6,000 POUNDS PER SQUARE INCH. THE BRICKS SHALL NOT BE CORED OR HAVE FROGS AND SHALL BE OF A STANDARD SIZE (2.25" X 4 X 8").
- CURBING OR BUILDINGS, THE EXCAVATION SHALL BE 6 INCHES WIDER THAN THE FINISHED SIDEWALK WIDTH. AT ALL DRIVE CROSSINGS, THE DEPTH OF EXCAVATION SHALL BE INCREASED ACCORDINGLY. THE CONTRACTOR SHALL PROVIDE NEAT AND SQUARE CUTTING OF EXISTING ASPHALT ROAD SURFACE AS NEEDED. ALL UNSUITABLE MATERIAL SHALL BE REMOVED AND DISPOSED OF OFF-SITE AT THE CONTRACTOR'S OWN EXPENSE.
- THE 3 INCH SIEVE, 95% TO 100% PASSING THE 2 INCH SIEVE, 55% TO 85% PASSING THE 1 INCH SIEVE, AND 27% TO 52% PASSING THE NO. 4 SIEVE. AT LEAST 50% OF THE MATERIALS RETAINED ON THE 1 INCH SIEVE SHALL HAVE A FRACTURED FACE. THE BASE MATERIAL SHALL BE THOROUGHLY COMPACTED TO THE DEPTH SPECIFIED OR DIRECTED. IN THE WAY OF ALL DRIVE CROSSINGS THE BASE WILL BE INCREASED TO A COMPACTED DEPTH OF 12 INCHES. GRAVEL REQUIREMENTS FOR RECONSTRUCTION WILL BE AS DIRECTED, BASED ON SITE CONDITIONS. THE WORK INCLUDES BACKING UP ANY AND ALL CURB BEING INSTALLED BY OTHERS ON BOTH SIDES.
- WITH 1 PART PORTLAND CEMENT.

- INSTALL EDGING TO HOLD THE BRICKS IN PLACE. SUCH EDGING SHALL BE INSTALLED PER THE MANUFACTURER'S





### AMBIT ENGINEERING, INC.



Civil Engineers & Land Surveyors 200 Griffin Road - Unit 3 Portsmouth, N.H. 03801-7114 Tel (603) 430-9282 Fax (603) 436-2315

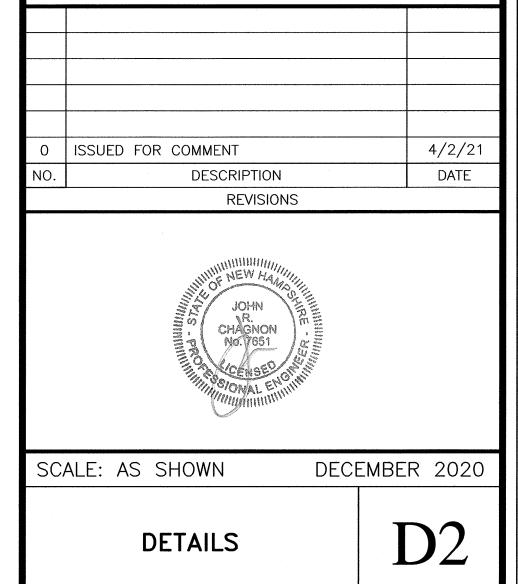
### NOTES:

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.

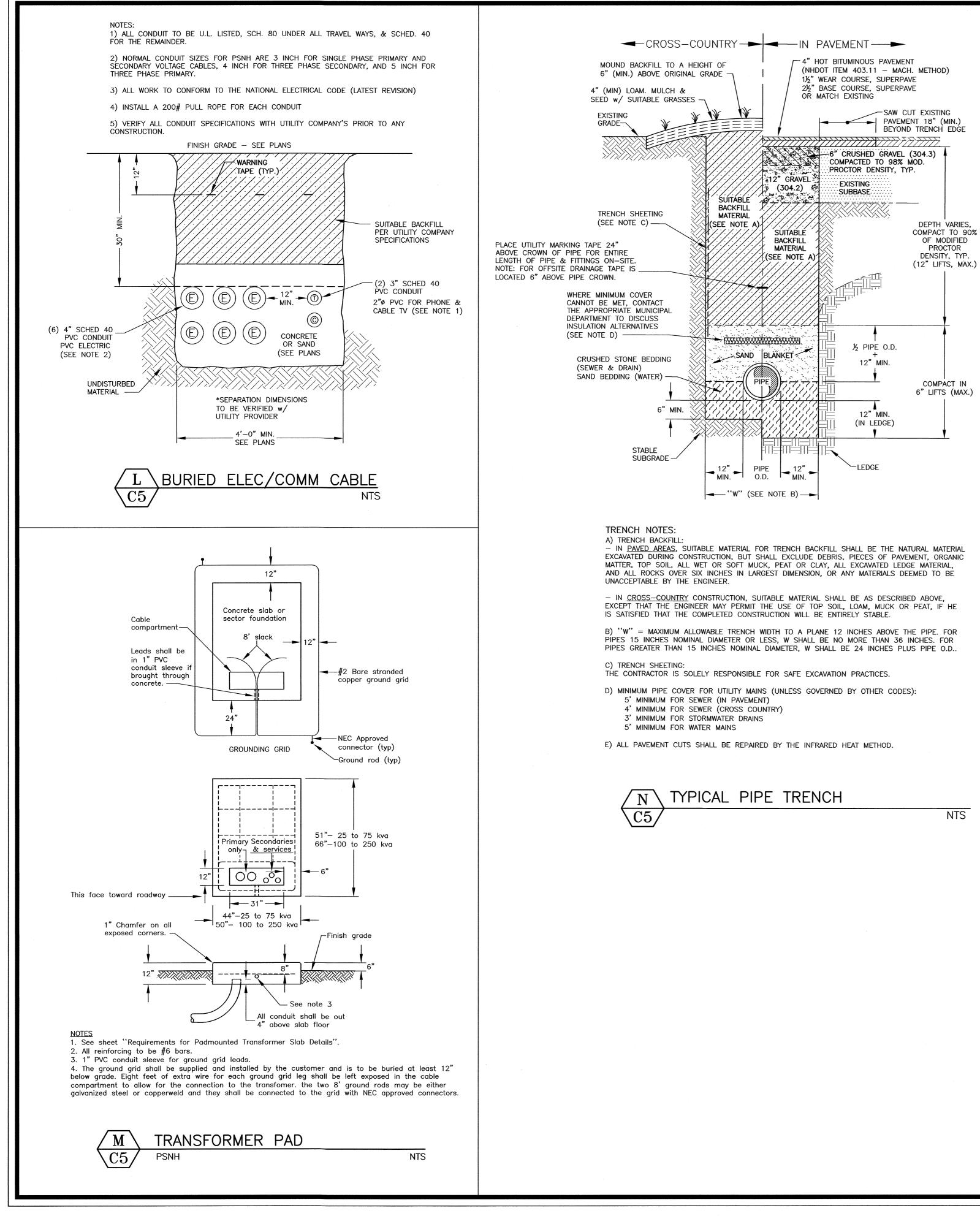
3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

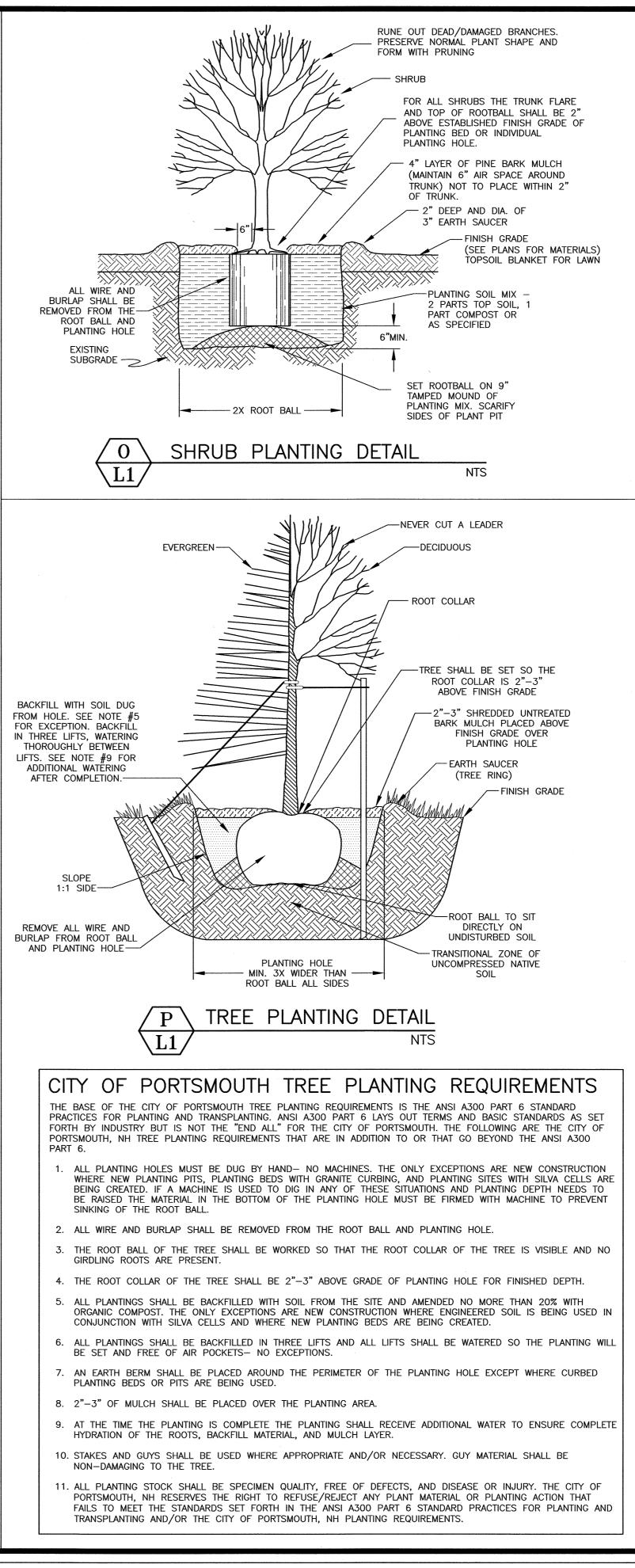
## MIXED USE DEVELOPMENT 93 PLEASANT STREET PORTSMOUTH, N.H.



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#### AMBIT ENGINEERING, INC. Civil Engineers & Land Surveyors

200 Griffin Road - Unit 3 Portsmouth, N.H. 03801-7114 **Fel (603) 430-9282** Fax (603) 436-2315

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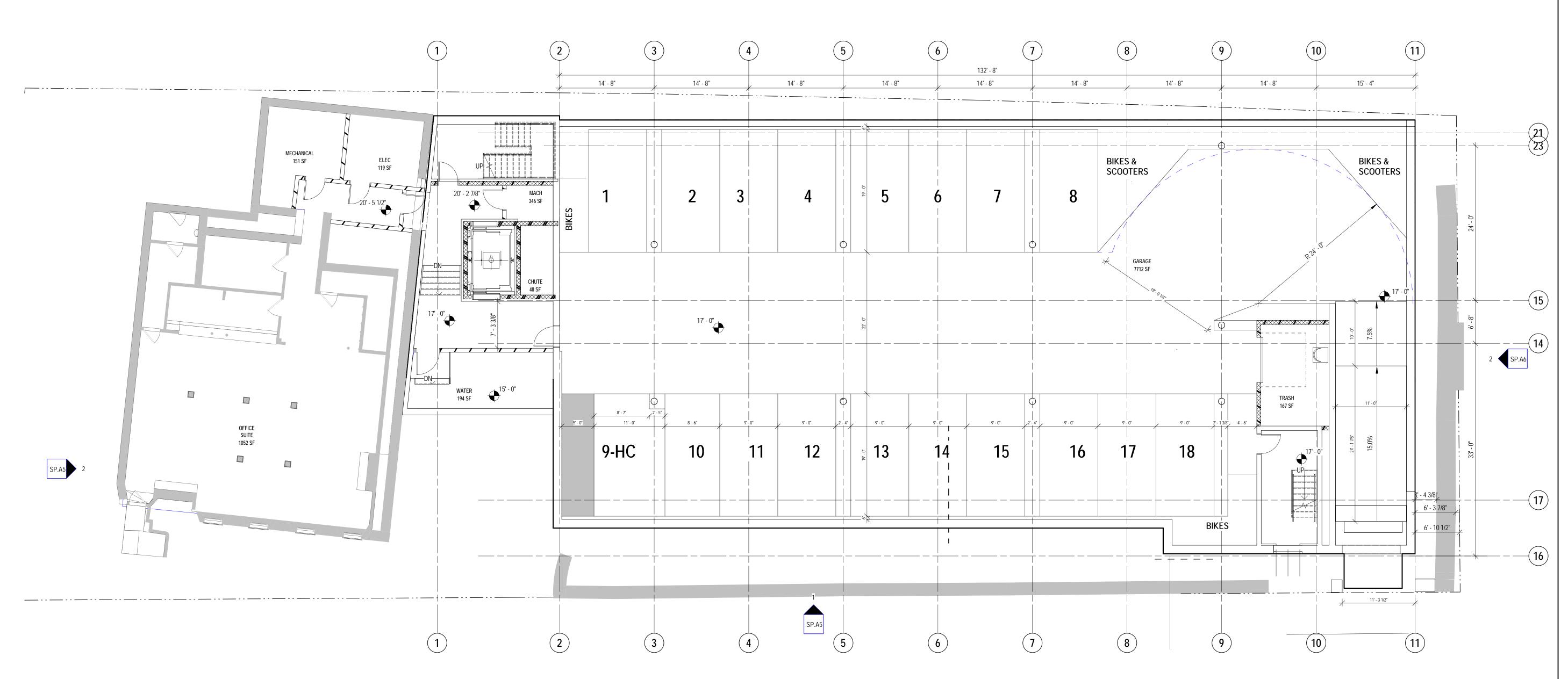
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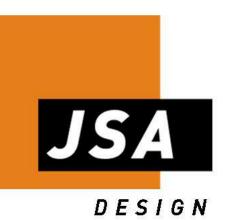
## MIXED USE DEVELOPMENT 93 PLEASANT STREET PORTSMOUTH, N.H.

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273 CORPORATE DRIVE PORTSMOUTH, NH 03801 T 603.436.2551 www.jsainc.com

CIVIL ENGINEER & LAND SURVEYOR AMBIT ENGINEERING INC 200 Griffin Rd, Unit 3 Portsmouth NH 03801 603.430.9282

LANDSCAPE ARCHITECTURE TERRA FIRMA 163a Court St 03801 603.531.9109 Portsmouth NH

TRAFFIC ENGINEERING GPI/Greenman Pedersen Inc 21 Daniel St Portsmouth NH 03801 603.766.8259

STRUCTURAL ENGINEERING JSN ASSOCIATES INC 1 Autumn St Portsmouth NH 03801 603.133.8639

MEPFP ENGINEERING WV ENGINEERING & ASSOCIATES 11 King Court Keene, NH 03431 603.352.7007

### 93 PLEASANT STREET

93 PLEASANT STREET PORTSMOUTH, NH

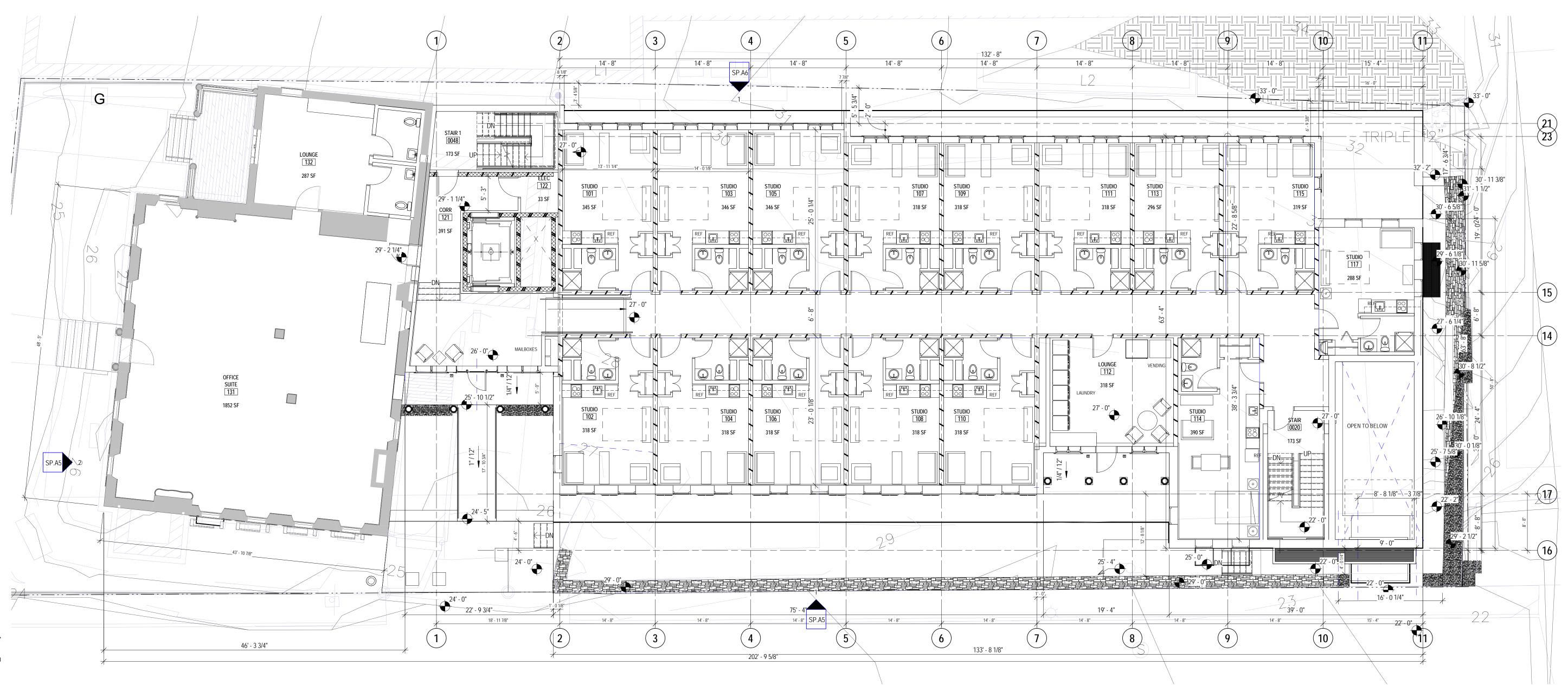
Dagny Taggart, LLC McNabb Properties

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Project Number:	P150.00
REVISIONS	DATE

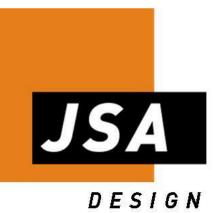
### SITE PLAN REVIEW

BASEMENT FLOOR PLAN





Level	TOTAL Gross Area	Garage/Support	Office	Residential	# Studio Units	# 1BR Units	# Total Units
3	9,933	818	0	9,115	13	3	16
2	10,814	814	0	10,000	13	8	21
1	10,516	884	2,635	6,997	15	0	15
В	12,211	9,595	2,616	0	0	0	0
Total							



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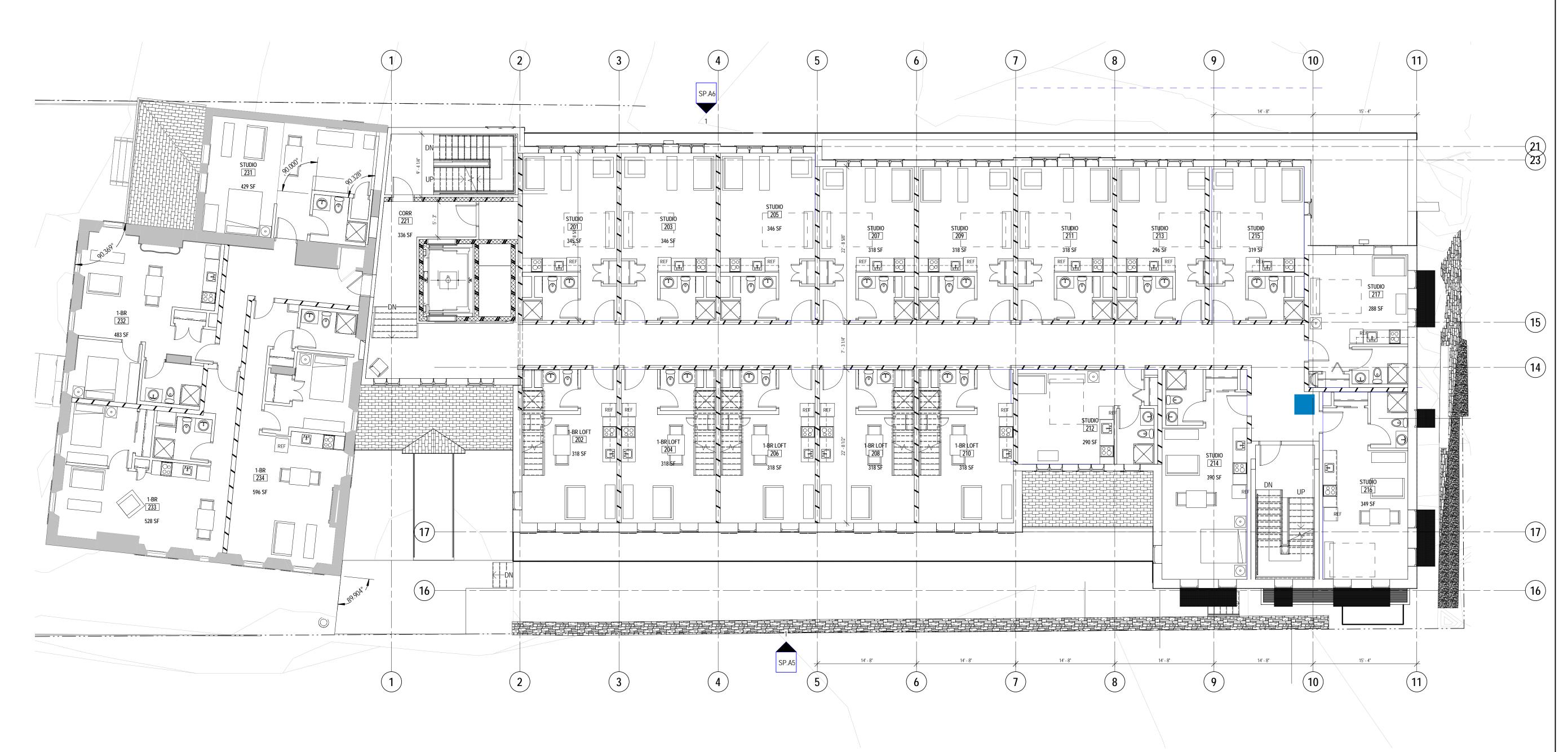
Dagny Taggart, LLC McNabb Properties

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### SITE PLAN REVIEW

FIRST FLOOR PLAN





Level	TOTAL Gross Area	Garage/Support	Office	Residential	# Studio Units	# 1BR Units	# Total Units
3	9,933	818	0	9,115	13	3	16
2	10,814	814	0	10,000	13	8	21
1	10,516	884	2,635	6,997	15	0	15
В	12,211	9,595	2,616	0	0	0	0
Total							



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### 93 PLEASANT STREET

93 PLEASANT STREET PORTSMOUTH, NH

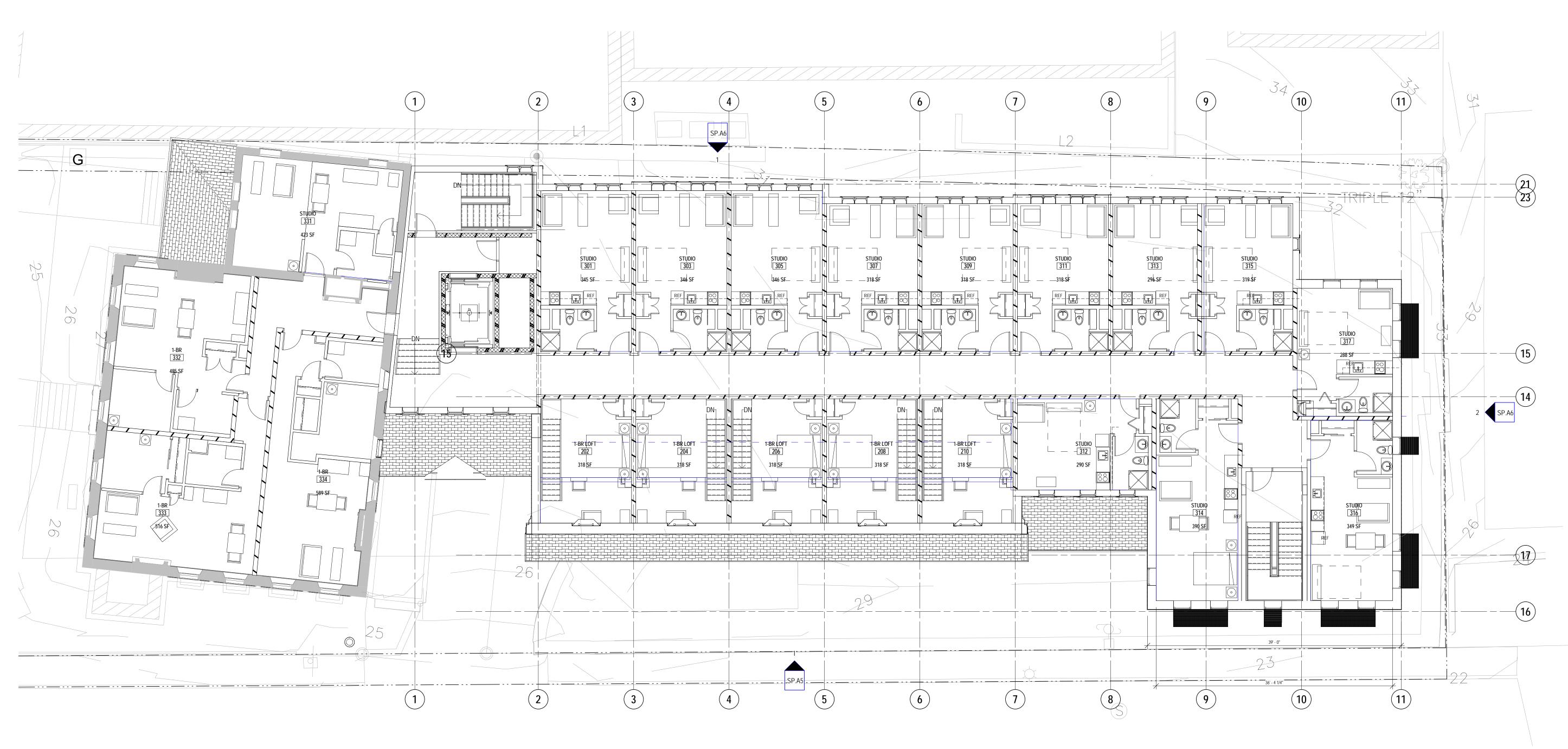
Dagny Taggart, LLC McNabb Properties

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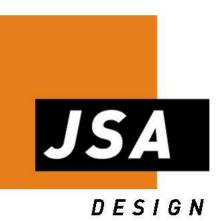
## SITE PLAN REVIEW

SECOND FLOOR PLAN





Level	TOTAL Gross Area	Garage/Support	Office	Residential	# Studio Units	# 1BR Units	# Total Units
3	9,933	818	0	9,115	13	3	16
2	10,814	814	0	10,000	13	8	21
1	10,516	884	2,635	6,997	15	0	15
В	12,211	9,595	2,616	0	0	0	0
Total							



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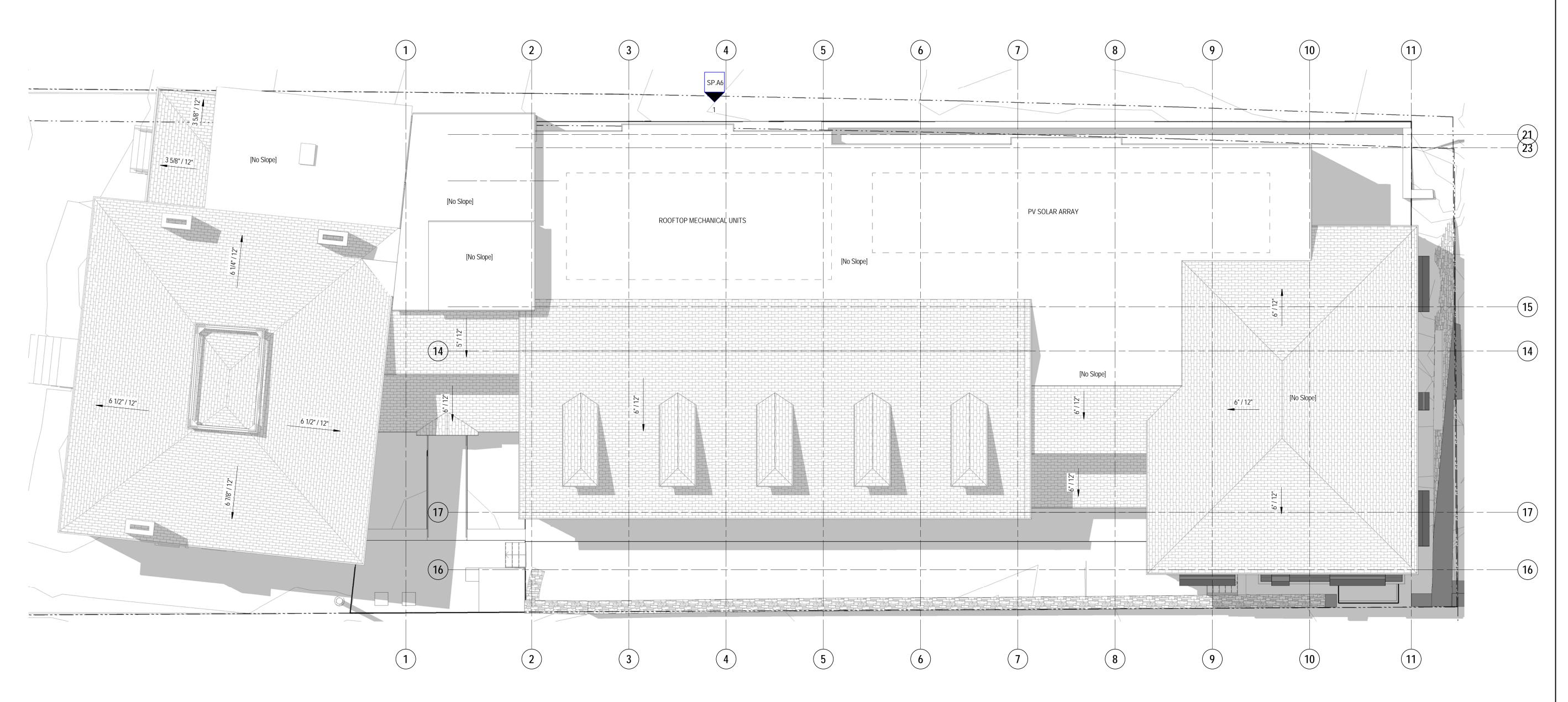
Dagny Taggart, LLC McNabb Properties

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## SITE PLAN REVIEW

THIRD FLOOR PLAN







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93 PLEASANT STREET PORTSMOUTH, NH

Dagny Taggart, LLC McNabb Properties

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## SITE PLAN REVIEW

ROOF FLOOR PLAN









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93 PLEASANT STREET PORTSMOUTH, NH

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## SITE PLAN REVIEW

ELEVATIONS











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### SITE PLAN REVIEW

ELEVATIONS

