REGULAR MEETING
CONSERVATION COMMISSION

1 JUNKINS AVENUE
PORTSMOUTH, NEW HAMPSHIRE
EILEEN DONDERO FOLEY COUNCIL CHAMBERS

4:00 P.M. **November 18, 2026**

AGENDA

I. APPROVAL OF MINUTES

1. October 14, 2026

2. October 15, 2026 (Work Session)

II. WETLAND CONDITIONAL USE PERMIT APPLICATIONS (NEW BUSINESS)

1. 50 Andrew Jarvis Drive
   Assessor's Map 229 Lot 3
   City of Portsmouth School Department, Owner
   LU-26-133

2. 175 Middle Road
   Assessor's Map 168 Lot 16
   Natalie and John Michael Jr. Murphy, Owners
   LU-26-136

3. Coakley Connector Road (650 Borthwick Avenue & 100 Coakley Road)
   Assessor's Maps 234 Lot 7-6 and Lot 6
   City of Portsmouth ROW
   LU-26-149

III. WORK SESSIONS

1. 182 Birch Street
   Assessor's Map 218-3
   David Murray, Owner

IV. OTHER BUSINESS

V. ADJOURNMENT

**Members of the public also have the option to join this 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__V1DtApGT1WvaW-k3CUJhg

CITY OF PORTSMOUTH, NEW HAMPSHIRE
CONSERVATION COMMISSION

MEETING MINUTES
WEDNESDAY, OCTOBER 14, 2026, 4 pm
City Hall Council Chambers, 1 Junkins Ave., Portsmouth

For the Zoom recording:
https://www.youtube.com/live/VIwfMO9o1B4?si=MHLINMt23QTw7YKT

Meeting called to order at 4:00 pm. Roll Call:
MEMBERS PRESENT: Chair Samantha Collins; Lynn Vaccaro, Alice Carey, Oliver Chag, Jessica Blasko. Via Zoom: Vice Chair Barbara McMillan.
MEMBERS ABSENT:, Brian Gibb, Stewart Sheppard, Talia Sperduto
STAFF PRESENT: Kate Homet; Environmental Planner/Sustainability Coordinator

I. APPROVAL OF MINUTES

1. **[Timestamp: 4:28] September 9, 2026 Minutes**

On a motion by Carey, seconded by Blasko, the Commission in a roll call, voted 5-0 with one member abstaining to approve the September meeting minutes with the following corrections:

a. *In Other Business: CIP:*
   a. *To change 'Open Space Plan' to 'PULA'*
   b. *To change Vaccaro to Collins on the 'swap shop' recommendation*

1. **[Timestamp: 6:28] STATE WETLAND BUREAU APPLICATIONS (NEW BUSINESS)**

4 Robin Lane
Paul & Suzanne Doisneau, Owners
Dredge and Fill – Major Impact
Assessor's Map 207 Lot 10

Luke Taylor, representing TF Moran on behalf of the owners, spoke to the NHDES Wetland Bureau application and letter already filed. The NHDES Wetland Bureau application details how this project will permanently impact 820 square feet and

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seasonally impact 519 square feet within Tidal Surface Waters and permanently impact 73 square feet of Previously Developed Upland Tidal Buffer Zone for the purpose of the constructing a new pier, gangway, float, float piles, and an access with a landing.

The Commission's discussion focused around:

- The 186' length of the pier and its potential impact on marine traffic, motorized and non-motorized (kayaks, paddleboards, etc.) who are avoiding the main navigation channel.

The applicant explained that the length of the pier was needed to reach water that is a depth of 10-feet through the full tidal cycle.

Mr. Taylor reported that the Portsmouth Harbormaster had affirmed that the planned pier would not obstruct channel traffic. Chair Collins asked that the applicant supply a copy of that letter as it did not appear in the packet and Mr. Taylor said he would send it to Homet.

Collins questioned the width of the river – 600 feet? – and that at nearly one-third the distance the pier seemed intrusive. McMillan suggested that a different angle projecting into the river could reach the desired depth with a shorter pier and Mr. Taylor said he would look at that option. Vaccaro commented that the river width at that point seemed to measure 500 feet and that one of the NHDES requirements for docks is that they be no more than 25% of the width of the waterway. The Commission included the comment that this pier seems to exceed that rule in their letter to NHDES.

McMillan and Blasko expressed concern about the non-motorized traffic seeking safer, inshore avoidance of the navigation channel, especially as the location of the proposed pier is just south of the Portsmouth public boat ramp. The Commission agreed the letter to NHDES should point out that local knowledge on both points.

- Blasko asked if the float and gangway would be removed seasonally and where it would be stored. The applicant answered that the gangway would be placed on the float and that both would be stored off-site. The Commission added to their subsequent comments that the float not be placed on the mud or adjacent salt marsh.
- Kirsten Fordham from Pickering Marine said they expect NHDES to restrict any construction to November-March so they planned to drive the 6 pairs of pilings in that timeframe and construct the decking separately.
- Collins asked about alternate locations. Mr. Taylor replied the location was selected to avoid the identified endangered marsh elder and the marsh grass and because the site offered a gap, over rocks, between vegetation and trees that offered the least impact.
- McMillan asked about the spacing of the decking boards. Taylor replied ¾".

Collins asked whether there was a Staff Memo for this application and Homet replied there is not as NHDES does not allow the inclusion of staff comments in the application. The Commission opted to submit a letter to NHDES with comments.

[Timestamp: 34:28] Chag offered a motion and Blasko seconded to approve the application for discussion purposes.

Carey expressed concern of the precedent being set for piers/docks if the application were approved.

Collins noted that docks are not generally approved for access over the full tidal cycle but instead for 75%. She expressed concern that this proposal maxes out the footprint: nearly the full 200' length limit, the full width, the full float size. Chag agreed that decreasing the length and shortening the access to 75% of the tidal cycle was a better option.

Vaccaro emphasized the importance of the Commission's local knowledge about use of the waterway and congested traffic in the area from the boat ramp.

[Timestamp: 49:39] Collins commented that the letter to NHDES should state the Commission does not believe this application offers the least impact. The Commission further discussed their options on the vote and conveying their concerns to NHDES.

Blasko said she would have a hard time supporting this application as there are too many unanswered questions. The applicant suggested they could consider a different angle but what would be the effect on this application? Also needs answers on how far the pier intrudes into the waterway width at this point, the safety aspects of access and use by non-motorized craft, whether it's reasonable to ask for a pier with access for less of the tidal cycle. Chag concurred on all points.

[Timestamp: 56:04] Chag rescinded his motion with the consent of his second (Blasko) and then offered a new motion, seconded by Blasko to deny the permit for reasons stated and for the Commission to submit letter to NHDES with those comments on the application, as follows:

1. *The Commission Does the proposed length of the pier exceed the 25% intrusion on the width of the waterway at mean low tide?*
2. *The Commission has concerns about the safety of those outside the channel who will be impeded.*
3. *The pier is longer than needed – the request for a pier length giving total tidal cycle access should be reduced to a length allowing access for 75% of the cycle.*
4. *The current design angle of the pier is not the least impactful – the applicant has expressed willingness to consider a different angle.*

5. *The float/gangway must be stored offsite and avoid any impact to the salt marsh or other vegetation.*
6. *The application should include a copy of the Harbormaster's letter stating no impediment to the waterway (and copy City of Portsmouth Planning).*
7. *The dock structure must not interfere with the adjacent seagrass. (The Commission had some concerns about how the dock might shade the seagrass).*

[Timestamp: 59:31] The roll call vote to deny was unanimous, 5-0: McMillan, Vaccaro, Carey, Chag and Collins.

2. **OTHER BUSINESS**

[Timestamp: 1:00:17] Capital Improvement Plan – Homet reported on the Commission's requests that were reviewed by the City Council CIP Subcommittee on October 7, 2026 and approved to advance to the Planning Board CIP work session on November 12, 2026. Three Commission requests included

a) Vernal Pool Inventory Update
b) Conservation Fund – sustaining the fund with $500,000 contributions every other year. The review revealed that the City has already bonded but not distributed $1 million in addition to the $300,000 currently in reserve. The CIP recommendation is to start the $500,000 allocations in FY29.
c) PULA – Staff supports inclusion of this request in the CIP with reference to exploring opportunities for grant funding.

Blasko volunteered to attend the next CIP public hearing to show support for the Commission items.

Additional Items:

[Timestamp: 1:05:54] Discussion about Joint Work Session on October 15, 2026 with Planning Board on Article 10

Homet reported on the Planning Board chair's edits to Article 10, accepted by the Board. She was not sure if the Planning Board reviewed the edits the Commissioners had provided to Planning.

The discussion focused on items that need clarification and definitions:

- 10.17.20: Why the word "development" was added in a number of places, especially when items that come for Commission review are often projects such as the SPNHF Creek Farm trail improvements.
- 10.17.20. #10 and 11 requiring a Wetland Protection Plan for each application. The Commission has only requested a full Plan and updates for Hillcrest Estates. Is this aimed primarily at commercial rather than residential properties?
- 10.17.33: Planning Board requesting wetland mapping for every application, when the Commission deals with these on a case-by-case basis. This can be costly for a

homeowner who otherwise could use the City map. Chag noted this requirement makes review more complicated when the goal is simplification and streamlining.

- 10.17.50: Why is Planning Board proposing a new set of review criteria that do not include the ones the Commission has used such as whether the project improves environmental quality. Seems to defer to 30 year old environmental reviews that are likely outdated. Suggests that applicants might use 'I'm an exception" to get out of Commission review criteria. The proposed criteria suggest very different exceptions than utility ROW.
- Carey asked for metrics to qualify the criteria, definitions and examples.
- Vaccaro hopes Article 10 will establish goals, values, priorities that are clear and streamlined.
- Collins asked about the new item "D"
- Four Commission members plan to attend.

[Timestamp: 1:29:26] Stewarding Healthy Trees Program – Blasko reported attending a presentation hosted by Kittery Climate Action Now by Lindsay Watkins, UNH Cooperative Extension arborist who discussed diseases impacting trees in Rockingham County. Commission members expressed interest in hosting a similar program, maybe at Portsmouth Public Library, about diseases and invasives, especially as this is often the reason applicants give for requesting permission to clear cut. Vaccaro commented that the Commission could devote a portion of their meetings, when time allows, to this and other topics. She also commented on the Rec Department's outdoor walks and the potential for similar Conservation Commission educational walks.

II. ADJOURNMENT

[Timestamp: 1:34:56] The meeting adjourned at 5:32 p.m.

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CITY OF PORTSMOUTH, NEW HAMPSHIRE
CONSERVATION COMMISSION
JOINT WORK SESSION WITH PLANNING BOARD

MEETING MINUTES
THURSDAY, OCTOBER 15, 2026, 6 pm
City Hall Council Chambers, 1 Junkins Ave., Portsmouth

For the Zoom recording:
https://www.youtube.com/live/au3MZ8U7IJc?si=H1cgKW1DVUm3dBp0

[Timestamp 4:35] Meeting called to order at 6 pm by Planning Board Chair Rick Chellman.
CONSERVATION COMMISSION MEMBERS PRESENT: Chair Samantha Collins; Vice Chair Barbara McMillan, Lynn Vaccaro, Jessica Blasko. **STAFF:** Kate Homet; Environmental Planner/Sustainability Coordinator
PLANNING BOARD MEMBERS PRESENT: Chair Rick Chellman, Vice Chair Tony Coviello, Councilor Beth Moreau, Paul Giuliano, Logan Roy, Ryann Wolf, Frank Perier.
STAFF PRESENT: City Manager Karen Conard, Planning & Sustainability Director Peter Britz, Assistant Planning Director Peter Stith, Facilities Director Joe Almeida

Members of the Conservation Commission and Planning Board met to review their respective proposed edits to Article 10.

Blasko asked if the Planning Board would start by outlining their goals for the edits the Board suggested. Chair Chellman replied that when reviewing the frequent Conditional Use Permits that come before it, the Board sometimes has a hard time making the criteria in the wetlands article fit the circumstances of the application, especially if:

- The applicant is trying to environmentally improve a site but is constrained from doing so by NHDES restrictions.
- The applicant has a site previously impacted by heavy commercial use extending over the full footprint of the lot that was not previously limited by wetland buffer set-backs but now is.
- A site has intervening property such that maintaining the wetland buffer affects more than the applicant.

Several proposed Planning Board edits were discarded: 10.10.17.20 #10; 10.10.17.81 and .831 and .834.

Assistant Director Stith said staff would update the changes resulting from the discussion in a consolidated document for another Joint Work Session, potentially in January 2027.

The Work Session adjourned to the Planning Board regular meeting at 7:17 pm.

Memo

TO: Conservation Commission Members
FROM: Kate Homet, Environmental Planner/Sustainability Coordinator; Peter Britz, Director of Planning & Sustainability
DATE: November 13, 2026
SUBJ: November 18, 2026 Conservation Commission Meeting

50 Andrew Jarvis Drive
Assessor's Map 229 Lot 3
City of Portsmouth School Department, Owner
LU-26-133

This application is for replacing an existing line of fencing at the high school baseball field and at the track and field. The existing chain link fencing will be replaced with 829 linear feet of higher chain link fencing and five chain link gates for access. The project includes additional holes to be dug for new fencing posts.

1. The land is reasonably suited to the use activity or alteration.

This project seeks to replace an outdated fence along two athletic fields and introduce new access ways for safety and security at the high school. The wetland buffer is already impacted by the existing fence and is already being used for recreational purposes.

2. There is no alternative location outside the wetland buffer that is feasible and reasonable for the proposed use, activity or alteration.

This location is already an existing fence line within the 100' wetland buffer and moving it outside of the buffer is impossible due to the sport field locations. There is no reasonable alternative location that would allow for continued safety and security around the sports fields..

3. There will be no adverse impact on the wetland functional values of the site or surrounding properties.

The proposed work is almost entirely occurring in already disturbed fence line areas. This fencing is within high-traffic areas and will help reduce foot traffic and disturbance by recreational activities in the resource.

4. Alteration of the natural vegetative state or managed woodland will occur only to the extent necessary to achieve construction goals.

This project will be performing the majority of construction in a previously developed area and no vegetation removal is proposed.

5. The proposal is the alternative with the least adverse impact to areas and environments under the jurisdiction of this section.

This proposal is a replacement of a fence within the wetland buffer that is currently helping to keep people, pets and trash from entering the wetland resources around the athletic fields. An upgrade to the existing

fencing should have minimal impact to the resource and should serve as a deterrent for other unintended impacts.

6. Any area within the vegetated buffer strip will be returned to a natural state to the extent feasible.

This application proposes impacts within the vegetated buffer strip. Applicant should demonstrate how they are minimizing disturbance within the 25' buffer and what plans there are, if any, for planting or reseeding.

Recommendation: Staff recommends **approval** of this application to the Planning Board with the following stipulation:

Prior to submission to the Planning Board:

1. *Applicant shall update application to include planting or seeding plans, if any.*

1.175 Middle Road

Assessor's Map 168 Lot 16
Natalie and John Michael Jr. Murphy, Owners
LU-26-136

This application is for the expansion of a deck and footings within the wetland buffer to provide a secondary egress off the rear of the home and connect into the existing rear deck. This project proposes digging and permanently installing an additional footer to hold the new deck area above. This project proposes approximately 21 square feet of permanent impact to expand their deck above a space that is currently exposed soil and less than 1 square foot of impact for installing a new footing.

1. *The land is reasonably suited to the use activity or alteration.*

This project is a minor deck expansion and includes less than square foot of soil disturbance. This area within the buffer is already surrounded by decking and associated footings.

2. There is no alternative location outside the wetland buffer that is feasible and reasonable for the proposed use, activity or alteration.

The entire property is within the 100' wetland buffer, there are no alternative locations outside of the jurisdictional areas where this deck connection can be made.

3. There will be no adverse impact on the wetland functional values of the site or surrounding properties.

The proposed work is occurring in an already disturbed area and the applicant has confirmed that no heavy equipment/machinery will be used. The impacts to the buffer should be minimal and could be even further reduced through installation of erosion controls such as a silt soxx, silt fencing, etc between the structure and the wetland edge.

4. Alteration of the natural vegetative state or managed woodland will occur only to the extent necessary to achieve construction goals.

This project does not propose any removal of existing vegetation.

5. The proposal is the alternative with the least adverse impact to areas and environments under the jurisdiction of this section.

This proposal does not appear to have any alternative locations that would be feasible. It is occurring within an already disturbed area of decking and walkways and should not create any significant adverse impacts.

6. Any area within the vegetated buffer strip will be returned to a natural state to the extent feasible.

This application does not propose impacts to the vegetated buffer strip.

Recommendation: Staff recommends **approval** of this application to the Planning Board with the following stipulations:

Prior to submission to the Planning Board:

1. In accordance with Section 10.1018.40 of the Zoning Ordinance, applicant shall permanently install wetland boundary markers, which may be purchased through the City of Portsmouth Planning & Sustainability Department. It is recommended that markers be placed along the 25' vegetative buffer at 50-foot intervals. Applicant shall show the proposed locations for these markers on the plan set.

2. Applicant shall show on the plan set where erosion control measures will be installed to reduce debris entering the wetland resource during construction.

Coakley Connector Road (650 Borthwick Avenue & 100 Coakley Road)
Assessor's Maps 234 Lot 7-6 and Lot 6
City of Portsmouth ROW
LU-26-149

This application is for the construction of a new 300' long public road between two private parcels off of Borthwick Avenue and Coakley Road. The proposed project includes a sidewalk, closed drainage and on-street parking along the connector roadway. Drainage improvements are proposed on the Granite Group property and on-street parking and sidewalk construction are proposed on Coakley Road. The project will also include minor re-striping and landscaping. Overall, this project proposes approximately 18,433 s.f. of temporary disturbance within the wetland buffer and 12,922 s.f. of permanent new impact within the wetland buffer.

1. The land is reasonably suited to the use activity or alteration.

This project proposes new impervious and new underground structures in what currently exists as a mix of maintained lawn and a parking lot. This land is within a mix of various wetland buffers and this proposal will increase the current impervious surface amount.

2. There is no alternative location outside the wetland buffer that is feasible and reasonable for the proposed use, activity or alteration.

These properties are both within various wetland buffers and eventually drain to nearby Hodgson Brook. Due to safety concerns for residents of the nearby Coakley Road neighborhood, this location is being proposed as the only viable area for getting in and out of the neighborhood once the upcoming bridge project on Coakley Road is underway.

3. There will be no adverse impact on the wetland functional values of the site or surrounding properties.

The proposed work will create nearly 13,000 s.f. of permanent impervious impact to the wetland buffers. This additional impact will have an adverse effect on the adjacent resources if the applicant cannot provide management and treatment for all the stormwater before being released back into the wetland systems.

4. Alteration of the natural vegetative state or managed woodland will occur only to the extent necessary to achieve construction goals.

This project proposes regrading, removal of existing vegetation and trees and removal of existing lawn area. This project proposes some impacts within the 25' no-cut buffer on the Granite Group property. The applicant states that regrading and clearing is needed to slope stormwater off the new connector road and into the adjacent wetland system and plantings are proposed to help revegetate this area of the buffer. Applicant should quantify the square footage of new plantings proposed. Applicant should address alternatives, if applicable, that reduce vegetation removal and prioritize retaining healthy native trees and shrubs.

5. The proposal is the alternative with the least adverse impact to areas and environments under the jurisdiction of this section.

This proposal is introducing nearly 13,000 s.f. of new impervious surface into the wetland buffer area. Alternative locations and layouts with less impact should be discussed.

6. Any area within the vegetated buffer strip will be returned to a natural state to the extent feasible.

This application proposes impacts to the vegetated buffer strip and has a proposed planting plan within this disturbed area of the 'southwest ditch'.

Recommendation: Staff recommends **approval** of this application to the Planning Board with the following stipulations:

Prior to submission to the Planning Board:

1. Applicant shall include trees to be removed, trees to remain, and the specific seed mix for areas to be seeded on the landscaping plan.

2. Applicant shall address alternative layouts or locations for this project as part of their submission.

3. Demolition plan shall include delineation of erosion control measures (silt soxx, silt fence, etc.) to prevent debris, trash and sedimentation from entering the various wetlands during construction.

4. Applicant shall include a column in the impact table calculating existing impervious surface area for comparison with the proposed permanent impervious area.

Scope of Work

Varsity Baseball Fence Replacement

Remove and replace 247 linear feet of existing fencing with new 8-foot-high black vinyl-coated chain-link fencing, including one 12-foot and one 8-foot double-drive gate.

Track & Field Fence Replacement

Remove and replace 829 linear feet of existing fencing with new 4-foot-high galvanized chain-link fencing, including one 12-foot and two 8-foot double-drive gates.

Total Scope: Replacement of 829 linear feet of fencing and five double-drive gates to improve safety, security, and overall athletic facility conditions.

Portsmouth School Department – SAU 52
City Hall, 1 Junkins Ave, Suite 402
Portsmouth, NH 03801
www.cityofportsmouth.com/school

DATE: October 20, 2026

TO: Planning Department

FROM: Ken Linchey, Director of Buildings & Grounds/ Maintenance

RE: Employer Authorization

To Whom It May Concern:

As the Director of Buildings & Grounds/Maintenance for the Portsmouth School Department, I am authorized to act as a representative of the Department in matters related to my responsibilities.

This authorization includes the authority to make decisions and act on behalf of the Portsmouth School Department, provided such actions are made in good faith, are within the scope of my responsibilities, and serve the best interests of the City of Portsmouth, Portsmouth School Department.

Sincerely,
Ken Linchey

Ken Linchey
Director of Buildings & Grounds/Maintenance
Portsmouth School Department
1 Junkins Ave.
Portsmouth, NH 03801
(603)610-4168 – Office Line
klinchey@sau52.org

City of Portsmouth, New Hampshire

Wetland Conditional Use Permit Application Checklist

This wetland conditional use permit application checklist is a tool designed to assist the applicant in the planning process and for preparing the application for Conservation Commission and Planning Board review. The checklist is required to be uploaded as part of your wetland conditional use permit application to ensure a full and complete application is submitted to the Planning and Sustainability Department and to the online portal. A pre-application conference with a member of the Planning and Sustainability Department is encouraged as additional project information may be required depending on the size and scope of the project. The applicant is cautioned that this checklist is only a guide and is not intended to be a complete list of all wetland conditional use permit requirements. Please refer to Article 10 of the City of Portsmouth Zoning Ordinance for full details.

Applicant Responsibilities: Applicable fees are due upon application submittal to the Planning Board (no fees are required for Conservation Commission submission). The application will be reviewed by Planning and Sustainability Department staff to determine completeness. Incomplete applications which do not provide required information for the evaluation of the proposed site development shall not be provided review by the Conservation Commission or Planning Board.

Name of Applicant: Portsmouth School Department Date Submitted: 10/20/2026

Application # (in City's online permitting): LU-26-133

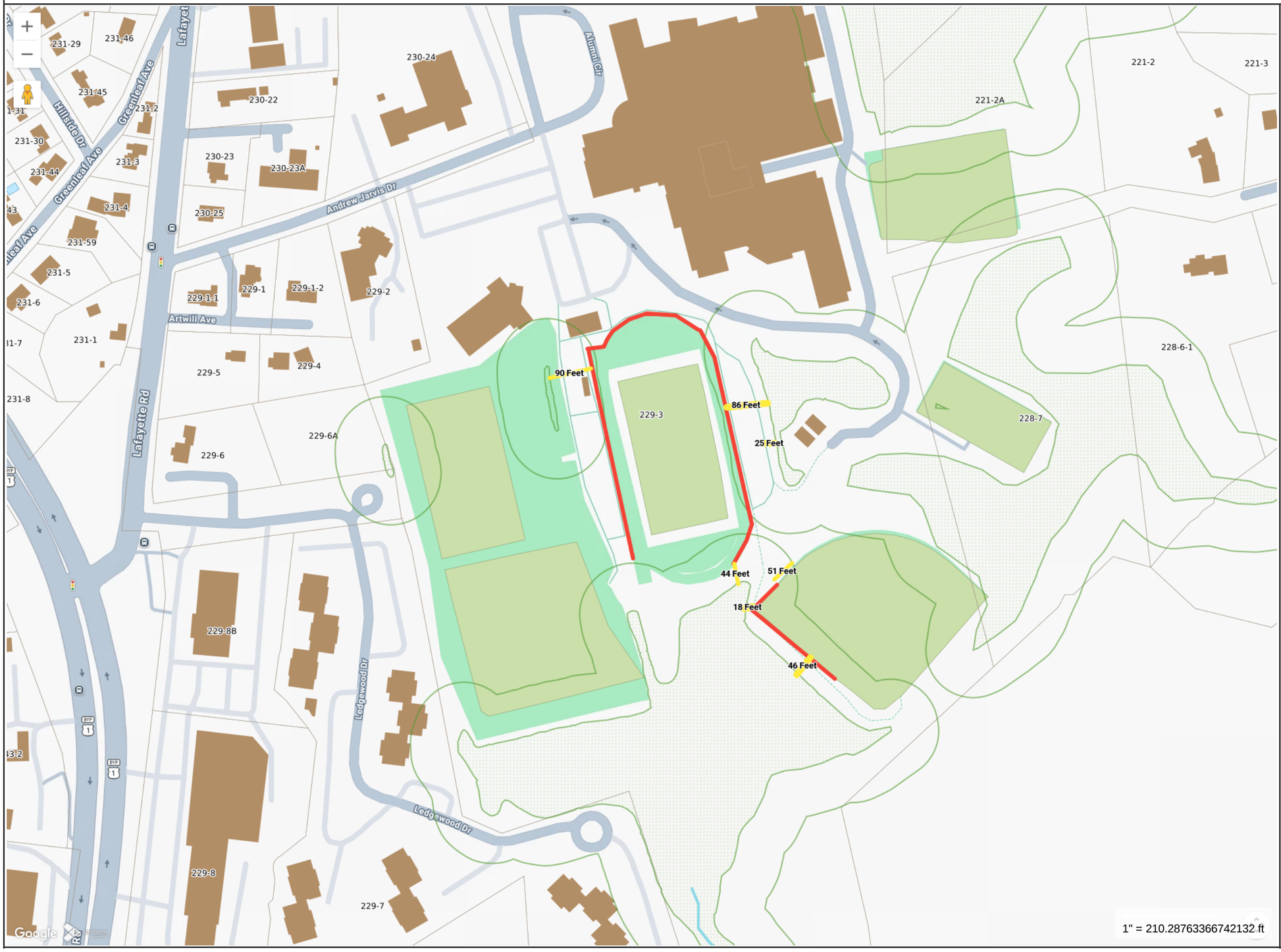
Site Address: 50 Andrew Jarvis Drive Map: 0229 Lot: 0003

☑	Required Items for Submittal	Item Location (e.g. Page or Plan Sheet/Note #)
✓	Complete application form submitted via the City's web-based permitting program	
✓	All application documents, plans, supporting documentation, this checklist and other materials uploaded to the application form in OpenGov in digital **Portable Document Format (PDF)**. One hard copy of all plans and materials shall be submitted to the Planning and Sustainability Department by the published deadline.	

☑	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)
✓	Basic property and wetland resource information. **(10.1017.21)**	
✓	Additional information required for projects proposing greater than 250 square feet of permanent or temporary impacts. **(10.1017.22)**	
✓	Demonstrate impacts as they relate to the criteria for approval set forth in Section 10.1017.50 (or Section 10.1017.60 in the case of utility installation in a right-of-way). **(10.1017.23)**	No impact.
✓	Balance impervious surface impacts with removal and/or wetland buffer enhancement plan. **(10.1017.24)**	No impact

☑	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)
✓	Wetland buffer enhancement plan. **(10.1017.25)**	
✓	Living shoreline strategy provided for tidal wetland and/or tidal buffer impacts. **(10.1017.26)**	N/A
✓	Stormwater management must be in accordance with Best Management Practices including but not limited to: *1. New Hampshire Stormwater Manual, NHDES, current version.* *2. Best Management Practices to Control Non-point Source Pollution: A Guide for Citizens and City Officials, NHDES, January 2004.* **(10.1018.10)**	N/A
✓	Vegetated Buffer Strip slope of greater than or equal to 10%. **(10.1018.22)**	No slope changes
✓	Removal or cutting of vegetation, use of fertilizers, pesticides and herbicides. **(10.1018.23/10.1018.24/10.1018.25)**	No
✓	All new pavement within a wetland buffer shall be porous pavement. **(10.1018.31)**	No
✓	An application that proposes porous pavement in a wetland buffer shall include a pavement maintenance plan. **(10.1018.32)**	No
✓	Permanent wetland boundary markers shall be shown on the plan submitted with an application for a conditional use permit and shall be installed during project construction. **(10.1018.40)**	
☑	**Requested Items for Submittal**	**Item Location (e.g. Page or Plan Sheet/Note #)**
✓	A narrative/letter addressed to the Conservation Commission Chair (if recommended to Planning Board then an additional narrative addressed to the Planning Board Chair at that time) describing the project and any proposed wetland and/or wetland buffer impacts. Please visit the WCUP instruction page for further application instructions.	
✓	If New Hampshire Department of Environmental Services (NHDES) Standard Dredge and Fill Permit is required for this work, please provide this permit application at the same time as your submission for a Wetland Conditional Use Permit.	

Applicant's Signature: Ken Linchey **Date:** 10/20/26



MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

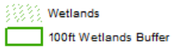
City of Portsmouth, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 09/15/2026

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

Map Theme Legends

Wetlands



City of Portsmouth



MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

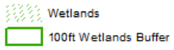
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Map Theme Legends

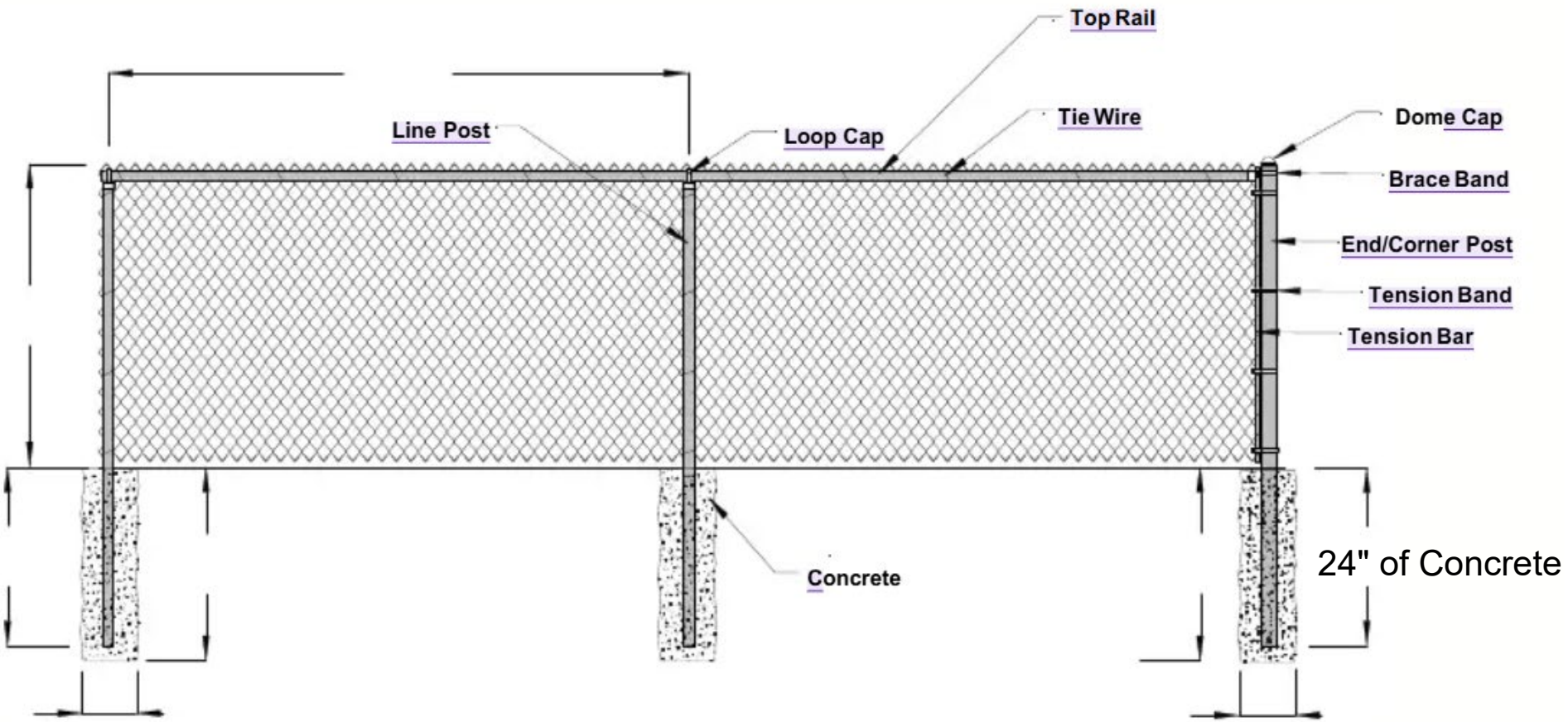
Wetlands



City of Portsmouth

Chainlink Fence Detail

4' & 8' Chain Link with toprail



CEDAR + SALT

a design - build team

175 Middle Rd
Portsmouth, NH
Wetland Conditional Use Application

Docusign Envelope ID: 73183AF6-3783-8E43-823B-054F42F26385

To whom it may concern:

We Natalie and John Murphy, are the Owners of record for the property located at 175 Middle Rd in Portsmouth, NH, and have authorized Cedar & Salt Homes LLC (Project Managers: Meaghan Clark and Austin Hall) to act on our behalf for all matters related to the variance application with the Portsmouth Planning Department for the Project outlined in the land use application submitted on October 21st, 2026.

Project Manager Signature: Signed by: Austin Hall E2F115C06047421... Date: 10/18/2026

Owner Signature: Signed by: John Murphy 69E338D25A3B408... Date: 10/18/2026

Owner Signature: Signed by: Natalie Murphy F0F3709F302C43F... Date: 10/18/2026

CEDAR + SALT

a design - build team

City of Portsmouth, New Hampshire

Wetland Conditional Use Permit Application Checklist

This wetland conditional use permit application checklist is a tool designed to assist the applicant in the planning process and for preparing the application for Conservation Commission and Planning Board review. The checklist is required to be uploaded as part of your wetland conditional use permit application to ensure a full and complete application is submitted to the Planning and Sustainability Department and to the online portal. A pre-application conference with a member of the Planning and Sustainability Department is encouraged as additional project information may be required depending on the size and scope of the project. The applicant is cautioned that this checklist is only a guide and is not intended to be a complete list of all wetland conditional use permit requirements. Please refer to Article 10 of the City of Portsmouth Zoning Ordinance for full details.

Applicant Responsibilities: Applicable fees are due upon application submittal to the Planning Board (no fees are required for Conservation Commission submission). The application will be reviewed by Planning and Sustainability Department staff to determine completeness. Incomplete applications which do not provide required information for the evaluation of the proposed site development shall not be provided review by the Conservation Commission or Planning Board.

Name of Applicant: Austin Hall Date Submitted: 10/28/26

Application # (in City's online permitting): LU-26-136

Site Address: 175 Middle Rd Map: 0168 Lot: 0016

☑	Required Items for Submittal	Item Location (e.g. Page or Plan Sheet/Note #)
✓	Complete application form submitted via the City's web-based permitting program	
✓	All application documents, plans, supporting documentation, this checklist and other materials uploaded to the application form in OpenGov in digital **Portable Document Format (PDF)**. One hard copy of all plans and materials shall be submitted to the Planning and Sustainability Department by the published deadline.	

☑	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)
✓	Basic property and wetland resource information. **(10.1017.21)**	Pg. 1-7
☐	Additional information required for projects proposing greater than 250 square feet of permanent or temporary impacts. **(10.1017.22)**	N/A
✓	Demonstrate impacts as they relate to the criteria for approval set forth in Section 10.1017.50 (or Section 10.1017.60 in the case of utility installation in a right-of-way). **(10.1017.23)**	Pg. 8
☐	Balance impervious surface impacts with removal and/or wetland buffer enhancement plan. **(10.1017.24)**	request for waiver

☑	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)
☐	Wetland buffer enhancement plan. **(10.1017.25)**	request for waiver
☐	Living shoreline strategy provided for tidal wetland and/or tidal buffer impacts. **(10.1017.26)**	N/A
☐	Stormwater management must be in accordance with Best Management Practices including but not limited to: *1. New Hampshire Stormwater Manual, NHDES, current version.* *2. Best Management Practices to Control Non-point Source Pollution: A Guide for Citizens and City Officials, NHDES, January 2004.* **(10.1018.10)**	N/A
☐	Vegetated Buffer Strip slope of greater than or equal to 10%. **(10.1018.22)**	N/A
☐	Removal or cutting of vegetation, use of fertilizers, pesticides and herbicides. **(10.1018.23/10.1018.24/10.1018.25)**	N/A
☐	All new pavement within a wetland buffer shall be porous pavement. **(10.1018.31)**	N/A
☐	An application that proposes porous pavement in a wetland buffer shall include a pavement maintenance plan. **(10.1018.32)**	N/A
☑	Permanent wetland boundary markers shall be shown on the plan submitted with an application for a conditional use permit and shall be installed during project construction. **(10.1018.40)**	Pg. 3
☑	**Requested Items for Submittal**	**Item Location (e.g. Page or Plan Sheet/Note #)**
☑	A narrative/letter addressed to the Conservation Commission Chair (if recommended to Planning Board then an additional narrative addressed to the Planning Board Chair at that time) describing the project and any proposed wetland and/or wetland buffer impacts. Please visit the WCUP instruction page for further application instructions.	Pg. 10
☐	If New Hampshire Department of Environmental Services (NHDES) Standard Dredge and Fill Permit is required for this work, please provide this permit application at the same time as your submission for a Wetland Conditional Use Permit.	

Applicant's Signature: _____ **Date:** 10/28/26

MAP GEO WITH WETLANDS THEME

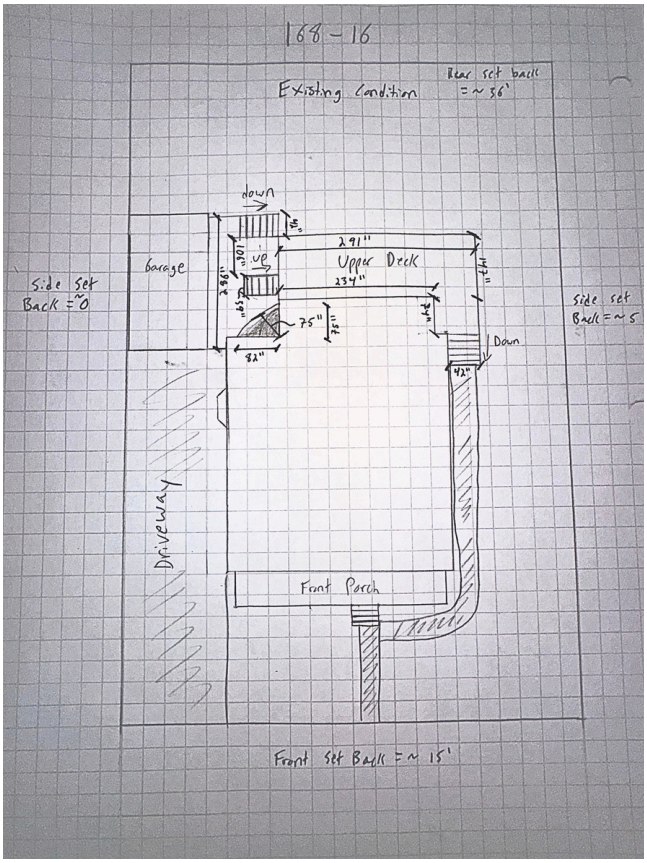


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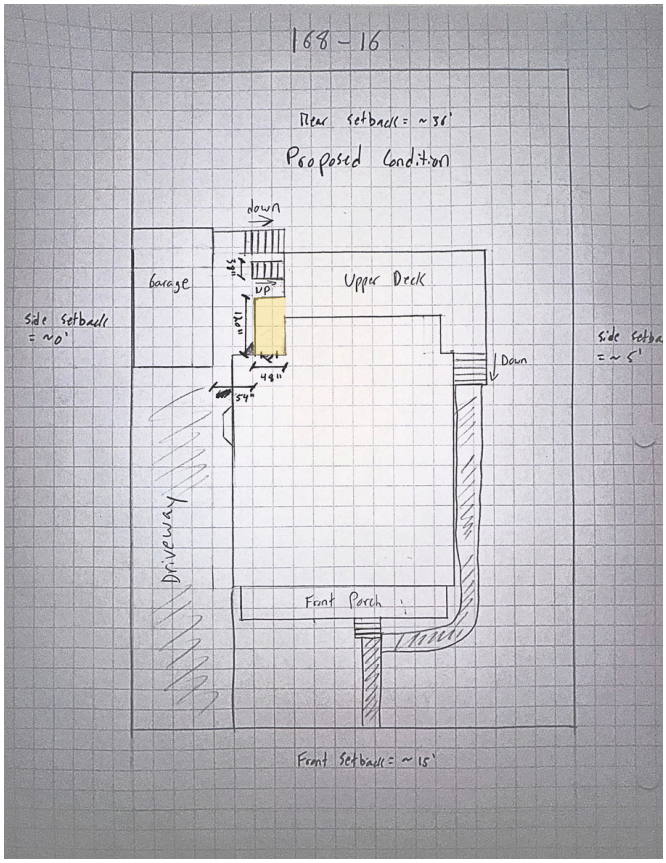
175 MIDDLE RD
PORTSMOUTH, NH 03801

603-305-8684, 603-560-0384
info@cedaransalthomes.com
www.cedarandsalthomes.com

EXISTING CONDITION SITE PLAN



PROPOSED CONDITION SITE PLAN

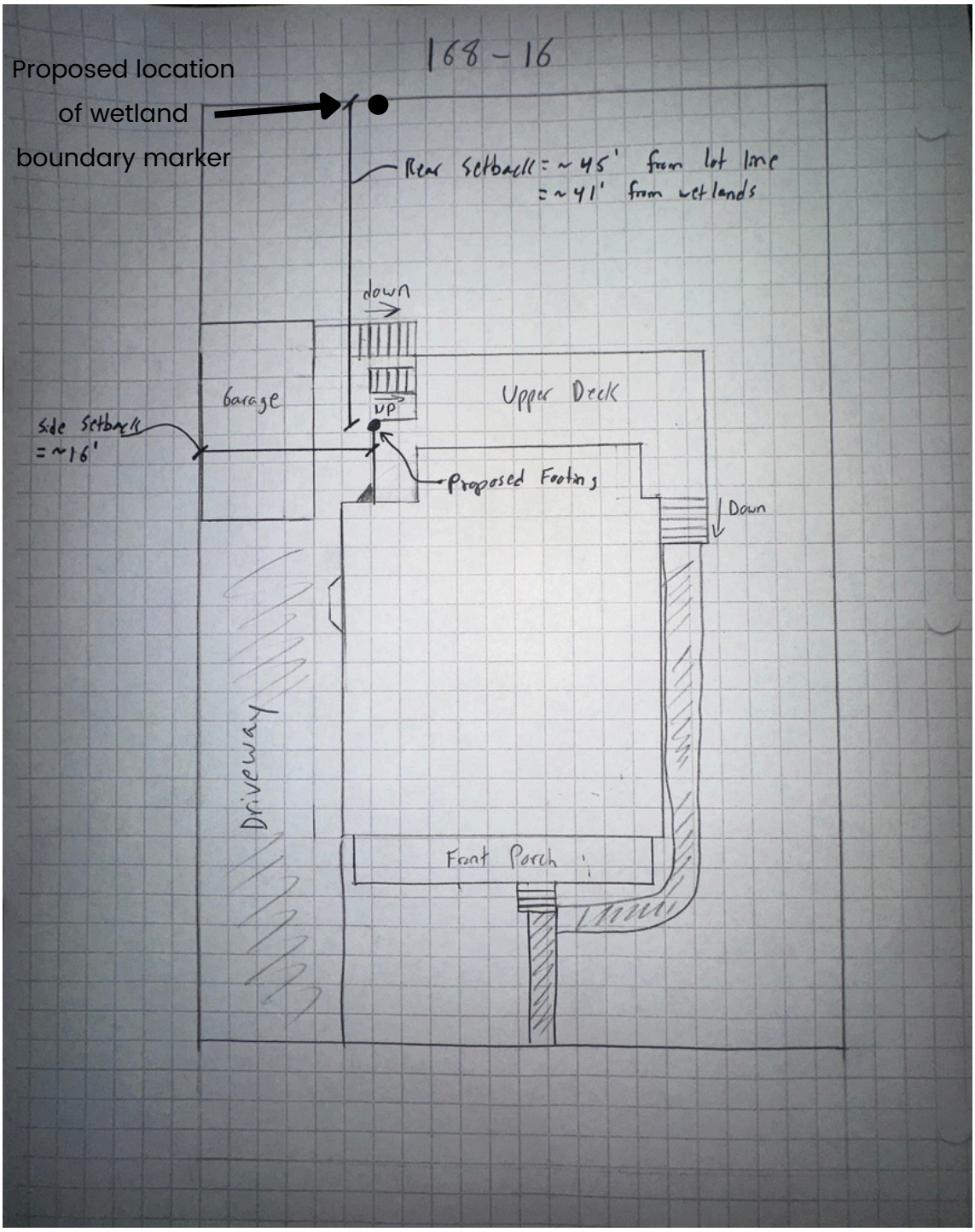


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PROPOSED FOOTING LOCATION



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FRONT ELEVATION FROM STREET



DECK ENTRY FROM DRIVEWAY



EXISTING STAIR SET/PROPOSED LOCATION



LOWER AND UPPER DECK SECTION



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LOWER AND UPPER DECK SECTION



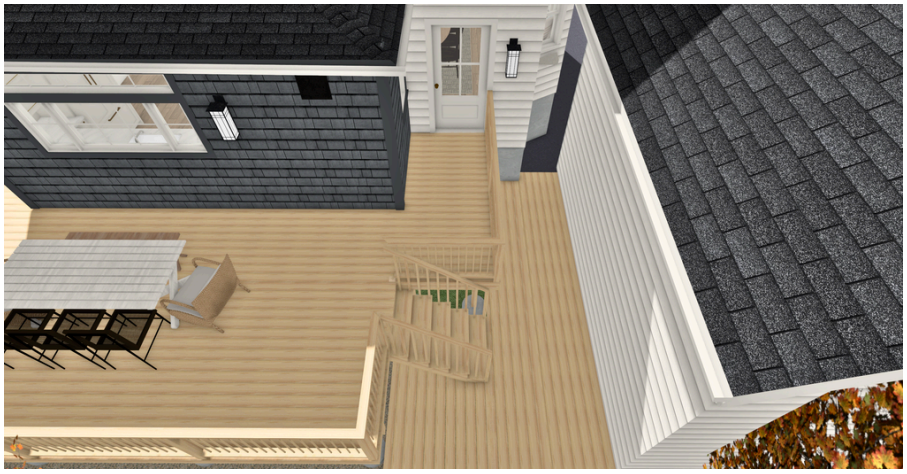
REAR ELEVATION



EXISTING DECK



PROPOSED DECK ADJUSTMENT



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PROPOSED SCOPE OF WORK

- Frame 4'x10' deck landing over existing lower deck section/dirt
  - Assumes installation of pressure treated deck boards installed with 1/4" gaps to allow for rain water to pass through
- Shift existing stair set over ~3' to accomodate landing entry to existing deck
- Hand excavate and install (1) 12" diameter x 48" deep concrete footing to support proposed deck post

Impact To Criteria Listed In Section 10.1017.50

- (1) “The land is reasonably suited to the use, activity or alteration.”
  - The property already has an existing deck. This proposed alteration is in kind with the existing conditions of the property
  - The only new permenant impact is 0.79 sqft for the footing
- (2) “There is no alternative location outside the wetland buffer that is feasible and reasonable for the proposed use, activity or alteration”
  - The entire lot is located within the 100' wetland buffer, as a result there is no alternative location to place the footing outside of the wetland buffer
- (3) “There will be no adverse impact on the wetland functional values of the site or surrounding properties.”
  - The proposed alteration will have neglible if any impact on the wetland functional values as we are only adding a 12" diamater footing ~41' from the closest edge of the wetland
- (4) “Alteration of the natural vegetative state or managed woodland will occur only to the extent necessary to achieve construction goals; and”
  - We will not be directly altering any part of the vegetative state or managed woodland in the wetland, and will only be disturbing the amount of earth necessary to install the sonotube
- (5) “The proposal is the alternative with the least adverse impact to areas and environments under the jurisdiction of this Section”
  - A concrete footing is the best alternative to supporting the proposed deck post on this lot and in this specific location. The total square footage of impermeable surfaces is less than 1 sqft and should have neglible impact on the health of the wetland.
- (6) “Any area within the vegetated buffer strip will be returned to a natural state to the extent feasible”
  - The proposed work is located outside of the vegetated buffer strip and therefore is not applicable

Impact To Criteria Listed In Section 10.1017.50

- Wetland enhancement plan
  - Due to the negligible impact on the health of the wetland, we do not have a proposed wetland enhacement plan, however if deemed necessary we are happy to accommodate a reasonable request to offset any potential impact to the neighboring wetlands

Letter to Chair Collins

Dear Chair Collins,

The objective of the proposed footing is to safely support a landing that will be used daily by our clients to safely enter and exit their home. Additionally, this landing will create a direct path between the interior and exterior living spaces, avoiding passage through the kitchen where more hazards will be present, escpecially for chidren. Though we are creating an impervious surface less than 1 sqft, we are willing to make up for that if needed through an enhancement plan that the conservation commission deems reasonable and equitable to the proposed disturbance.

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MEMO

To:	Samantha Collins, Chair – Portsmouth Conservation Commission
From:	Joanne Theriault, CWS, CWB® - Hoyle, Tanner & Associates, Inc.
Date:	November 6, 2026
Re:	Coakley Road/Borthwick Road Connector Project 100 Coakley Road/650 Borthwick Avenue, Portsmouth, NH

Hoyle, Tanner & Associates has been contracted by the City of Portsmouth (the City) Department of Public Works (the DPW) to assist with permitting and engineering services for the Coakley Road/Borthwick Avenue Connector Project. A Land Use and Wetland Conditional Use Permit (WCUP) Application has been completed on the City's online permitting system, including this narrative document and its attachments, and the package is hereby submitted for review by the Portsmouth Conservation Commission at its October 2026 meeting.

Project Description

The proposed project is located on Coakley Road and Borthwick Avenue in Portsmouth, NH. The purpose and need of the project is to provide an alternative route to the Coakley Road and Larry Lane neighborhood, which currently has only one vehicle access route. This alternative route would provide a detour during the upcoming replacement of the Coakley Road bridge over Hodgson Brook and improve public safety for emergency access to the neighborhood in the future.

The DPW proposes construction of a new roadway approximately 300' in length, connecting Borthwick Avenue and Coakley Road. The proposed connector road would straddle the property boundary between The Granite Group at 100 Coakley Road (Map 234, Lot 6) and the Fairfield Inn at 650 Borthwick Avenue (Map 234, Lot 7-6; Attachment A). The proposed project includes a sidewalk, closed drainage and on-street parking along the connector roadway. Drainage improvements are proposed on the Granite Group property and on-street parking and sidewalk construction are proposed on Coakley Road. The project will also include minor re-striping and landscaping.

Existing Conditions

The project area is currently developed with two commercial buildings and associated parking lots, plantings and maintained lawns. The southwestern portion of the project area has approximately 4,700 square feet (SF) of young forest and shrub vegetation abutting Wetland A to the east. Other features currently in the project area include a concrete ramp and loading dock and a fenced-in hotel swimming pool. The proposed project would require impacts within the 100' buffer of Wetlands A-D (Attachment B).

Wetland A

Wetland A is located on the southwest corner of the proposed project area with its boundary near the property line between 100 Coakley Road and 96 Coakley Road. It is a created water feature designed to

City of Portsmouth, New Hampshire

Wetland Conditional Use Permit Application Checklist

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Applicant Responsibilities: Applicable fees are due upon application submittal to the Planning Board (no fees are required for Conservation Commission submission). The application will be reviewed by Planning and Sustainability Department staff to determine completeness. Incomplete applications which do not provide required information for the evaluation of the proposed site development shall not be provided review by the Conservation Commission or Planning Board.

Name of Applicant: City of Portsmouth Date Submitted: 11/6/2026

Application # (in City's online permitting): _____

Site Address: 100 Borthwick Avenue Map: 234 Lot: 6

☑	Required Items for Submittal	Item Location (e.g. Page or Plan Sheet/Note #)
✔	Complete application form submitted via the City's web-based permitting program	Submitted Online
✔	All application documents, plans, supporting documentation, this checklist and other materials uploaded to the application form in OpenGov in digital **Portable Document Format (PDF)**. One hard copy of all plans and materials shall be submitted to the Planning and Sustainability Department by the published deadline.	PDFs Submitted Online, Hard Copies Delivered 11/6/2026

☑	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)
✔	Basic property and wetland resource information. **(10.1017.21)**	Narrative Pages 1-3
✔	Additional information required for projects proposing greater than 250 square feet of permanent or temporary impacts. **(10.1017.22)**	Narrative Pages 1-3
✔	Demonstrate impacts as they relate to the criteria for approval set forth in Section 10.1017.50 (or Section 10.1017.60 in the case of utility installation in a right-of-way). **(10.1017.23)**	Narrative Pages 3-4
✔	Balance impervious surface impacts with removal and/or wetland buffer enhancement plan. **(10.1017.24)**	Narrative Pages 4-5

☑	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)
✔	Wetland buffer enhancement plan. **(10.1017.25)**	Attachment 3
☐	Living shoreline strategy provided for tidal wetland and/or tidal buffer impacts. **(10.1017.26)**	N/A
☐	Stormwater management must be in accordance with Best Management Practices including but not limited to: *1. New Hampshire Stormwater Manual, NHDES, current version.* *2. Best Management Practices to Control Non-point Source Pollution: A Guide for Citizens and City Officials, NHDES, January 2004.* **(10.1018.10)**	Narrative Page 5
☐	Vegetated Buffer Strip slope of greater than or equal to 10%. **(10.1018.22)**	N/A
✔	Removal or cutting of vegetation, use of fertilizers, pesticides and herbicides. **(10.1018.23/10.1018.24/10.1018.25)**	Plan Sheet
✔	All new pavement within a wetland buffer shall be porous pavement. **(10.1018.31)**	Exemption Requested Narrative Page 5
☐	An application that proposes porous pavement in a wetland buffer shall include a pavement maintenance plan. **(10.1018.32)**	N/A
☐	Permanent wetland boundary markers shall be shown on the plan submitted with an application for a conditional use permit and shall be installed during project construction. **(10.1018.40)**	Exemption Requested Narrative Page 5
☑	**Requested Items for Submittal**	**Item Location (e.g. Page or Plan Sheet/Note #)**
✔	A narrative/letter addressed to the Conservation Commission Chair (if recommended to Planning Board then an additional narrative addressed to the Planning Board Chair at that time) describing the project and any proposed wetland and/or wetland buffer impacts. Please visit the WCUP instruction page for further application instructions.	Narrative Page 1
☐	If New Hampshire Department of Environmental Services (NHDES) Standard Dredge and Fill Permit is required for this work, please provide this permit application at the same time as your submission for a Wetland Conditional Use Permit.	N/A

Applicant's Signature: _____ **Date:** _____

collect stormwater from the adjacent impervious surfaces for infiltration and transport through a culvert crossing under Borthwick Avenue. Hydrophytic vegetation is rooted on the wetland margins, including sensitive fern (*Onoclea sensibilis*), green ash (*Fraxinus pennsylvanica*), poison ivy (*Toxicodendron radicans*), American elm (*Ulmus americana*), red maple (*Acer rubrum*), American basswood (*Tilia americana*) and common reed (*Phragmites australis*). The center of Wetland A is perennially flooded/ponded with sparse vegetation. Fine sandy loam soils forming a dark layer of mixed organic materials over a depleted matrix were observed on the vegetated margins and a thicker organic surface develops in the flooded center. A chain link fence crosses the lot between the 100 Coakley Road building and crosses through the interior of Wetland A. Principal functions provided by Wetland A include floodflow alteration and groundwater recharge/discharge.

The 100' buffer of Wetland A is a mix of maintained lawn, existing structures and a parking lot. The Vegetated Buffer Strip (0'-25' from the wetland boundary) above the east side of the wetland is not maintained as grass and has grown to a young forested and shrubby vegetated block with grade alteration. Plants observed in the block include Morrow's honeysuckle (*Lonicera morrowii*), smooth sumac (*Rhus glabra*), poison ivy, American beech (*Fagus americana*), multiflora rose (*Rosa multiflora*), glossy buckthorn (*Frangula alnus*) and Virginia creeper (*Parthenocissus quinquefolia*).

Wetland B

Wetland B abuts the proposed project area from the opposite side of Borthwick Avenue. It is a large wetland that collects stormwater from the adjacent impervious surfaces, including the south side of the project area. Stormwaters flow into Wetlands A and C and are conveyed by culverts under Borthwick Avenue into Wetland B. Wetland B continues eastward to the NH Route 1 Bypass and then outlets via a culvert to Hodgson Brook. Wetland B has permanently flooded portions with no stream channel carrying directional surface water flow to the east.

Vegetation in Wetland B includes purple loosestrife (*Lythrum salicaria*), sensitive fern, green ash, red maple, gray alder (*Alnus incana*), glossy buckthorn, multiflora rose, high bush cranberry (*Viburnum opulus*) and broad leaf cattail (*Typha latifolia*). The majority of Wetland B is perennially saturated with perennially flooded portions, and a roadside ditch is adjacent to Borthwick Avenue and hydrologically connected to the rest of Wetland B. Principal functions provided by Wetland B include floodflow alteration and groundwater recharge/discharge. Its long hydroperiod and varied vegetative structure also make it suitable for nutrient removal/retention, sediment/toxicant retention and wildlife habitat.

The 100' buffer of Wetland B is a mix of maintained lawn, existing structures, and the paved surface of Borthwick Avenue. Borthwick Avenue lies in what would be the Vegetated Buffer Strip on the north side of Wetland B (0'-25' from the wetland boundary) and the strip has only roadside grass for retained vegetation.

Wetland C

Wetland C is a created water feature designed to collect stormwater from the adjacent impervious surfaces. It runs parallel to Borthwick Avenue for approximately 60' along the frontage of 640 Borthwick Avenue. Water is conveyed under the road by a culvert under the Fairfield Inn driveway and outlets into Hodgson Brook. Vegetation is a mix of maintained grasses with non-blooming sedges (*Carex* spp.)

developing below the wetland boundary. The principal function provided by Wetland C is floodflow alteration.
The 100' buffer of Wetland C is a mix of maintained lawn, existing structures, the parking lot at 650 Borthwick Avenue and the paved surface of Borthwick Avenue. Primarily maintained lawn lies in what would be the Vegetated Buffer Strip on the north side of Wetland C (0'-25' from the wetland boundary).

Wetland D

Wetland D is located adjacent to Hodgson Brook's west bank upstream/north of its crossing under Coakley Road. It extends westward approximately 425' with negligible gradient, nearly reaching the residences on the Coakley Road loop. The wetland has hydrology from a perennial interaction with ground water, creating continuously saturated soils. Soils have a loamy clay texture with redoximorphic features. Dominant vegetation in Wetland 1 includes tussock sedge (*Carex stricta*), broadleaf cattail, soft rush (*Juncus effusus*), silky dogwood (*Swida amomum*), Morrow's honeysuckle, glossy buckthorn and meadow rue (*Thalictrum* spp.). Principal functions provided by Wetland D include floodflow alteration, groundwater recharge/discharge, and sediment/shoreline stabilization. It is also suitable to provide wildlife habitat, but this function is not principal due to Wetland D's urban context.

The 100' buffer of Wetland D, on its south boundary abutting the project area, is a mix of maintained lawn, existing structures, parking lot and the paved surface of Coakley Road. Coakley Road lies in what would be the Vegetated Buffer Strip on the south side of Wetland B (0'-25' from the wetland boundary), and the strip has only roadside grass for retained vegetation.

Wetland Buffer Impacts

The proposed project requires permanent and temporary ground disturbance in the 100' wetland buffers of Wetlands A-D (Attachment D). The southern end of the proposed connector road surface lies within the buffers of Wetlands B and C and it would require permanent alteration to the previously maintained and/or disturbed portions of these buffers but no impacts are proposed in the 25' vegetated buffer strip of either wetland. The northern end of the proposed connector road with proposed sidewalks, street side-slope grading, and on-street parking would require both permanent and temporary impacts to the buffer of Wetland D on the opposite side of Coakley Road but no impacts are proposed to the Wetland D 25' vegetated buffer strip.

Grading within the 100' buffer of Wetlands A and B is proposed to establish feasible post-construction stormwater drainage. The grading would redirect stormwater from the existing lawn area between Wetland A and the proposed connector road completely toward Wetland A, where portions of it currently drain into Wetland C. Both the pre-construction and post-construction drainage patterns direct water into Wetland B and ultimately to Hodgson Brook. The proposed grading in the buffer of Wetland A also requires approximately 1,550 SF of vegetation clearing. The proposed post-construction condition of these areas is detailed in the project's Wetland Buffer Enhancement Plan (Attachment E).

No impacts are proposed to delineated wetlands.

Wetland Conditional Use Permit – Required Items for Submittal

10.1017.23 – Criteria for Approval

1. The land is reasonably suited to the use, activity or alteration.
   The site is well-suited to this use because it lacks constricting slopes, ledge and other constraining characteristics. The 300' path between 100 Coakley Road and 250 Borthwick Avenue constitutes the shortest length location to connect the two roads and therefore minimizes new impervious surface and manages construction and maintenance costs.

2. There is no alternative location outside the wetland buffer that is feasible and reasonable for the proposed use, activity or alteration.
   The purpose and need of the project is to create a connection between Borthwick Avenue and Coakley Road, specifically to allow alternative permanent access to the Coakley Road and Larry Lane neighborhood during the replacement of the Hodgson Brook culvert. No other location is available outside of a 100' wetland buffer that would fulfill this purpose.

3. There will be no adverse impact on the wetland functional values of the site or surrounding properties.
   No direct impacts are proposed to wetlands as a result of the proposed project. The principal functional values of Wetlands A-D include floodflow alteration, groundwater recharge/discharge, and shoreline stabilization; none of the proposed impacts to the buffers of these wetlands would adversely affect their ability to serve these functions.

4. Alteration of the natural vegetative state or managed woodland will occur only to the extent necessary to achieve construction goals.

   No part of the proposed project area is currently in a natural vegetative state, and there are no managed woodlands occurring on the site. The disturbed vegetated area associated with Wetland A and the proposed grading on Lot 234-6 will be transformed to maintained lawn.

5. The proposal is the alternative with the least adverse impact to areas and environments under the jurisdiction of this Section.
   The proposed project has been designed to avoid and minimize impacts to environmental resources to the greatest extent practicable. The existing condition at the proposed project site is highly developed and urban with a closed drainage system controlling the flow of stormwater off the site. The addition of a 300' road will have a negligible impact on downstream water quality. Impacts to wetland buffers in this location will have no effect on the current wetlands' functions and values.

6. Any area within the vegetated buffer strip will be returned to a natural state to the extent feasible.
   Vegetation clearing within the VBS is unavoidable. The necessary elevation of the proposed road does not allow for an underground pipe to convey stormwater flow, so vegetation removal and grading in the area is necessary to direct stormwater to the west toward Wetland A. Impacted portions of the VBS will be re-vegetated per the project's Buffer Enhancement Plan (Attachment E)

10.1017.24 – Impervious Surface Impacts

The existing conditions of the Wetland A-D 100' buffers are primarily maintained grass, impervious rooftops, parking lots and road surfaces, and the project requires only minimal conversion of pervious to impervious surface; however, there is no opportunity possible in the existing road rights-of-way or allowable on impacted private land to decrease existing impervious surface within the wetland buffer. The existing impervious surface of Lots 234-6 and 234-7-6 totals 91,981 SF, and the proposed post-construction impervious area is 95,956 SF, an increase of 7,210 SF. Within the 100' buffers of Wetlands A-D, an increase of 5,781 SF impervious surface will be necessary

10.1018.10 Stormwater Management Practices

Stormwater management practices for the proposed project have been designed in accordance with the NHDES New Hampshire Stormwater Manual (2025), Best Management Practices to Control Non-point Source Pollution: A Guide for Citizens and City Officials, NHDES, January 2004 to the greatest extent practicable.

Four new catch basins will be installed along the new Connector Road, each with a 2' sump. The proposed deep-sump catch basins will provide water-quality benefits by providing pretreatment of stormwater runoff prior to discharge. The sumps provide storage below the outlet invert that promotes settling and retention of sediment, debris, and sediment-associated pollutants, thereby reducing the pollutant load conveyed downstream. This is particularly beneficial for runoff from paved roadway and parking areas, where stormwater may contain suspended solids, metals, hydrocarbons, and other pollutants.

10.1018.40 Wetland Boundary Markers

An exemption is requested for this requirement. Permanent wetland boundary markers are required on newly formed lots but are unnecessary for transportation projects.

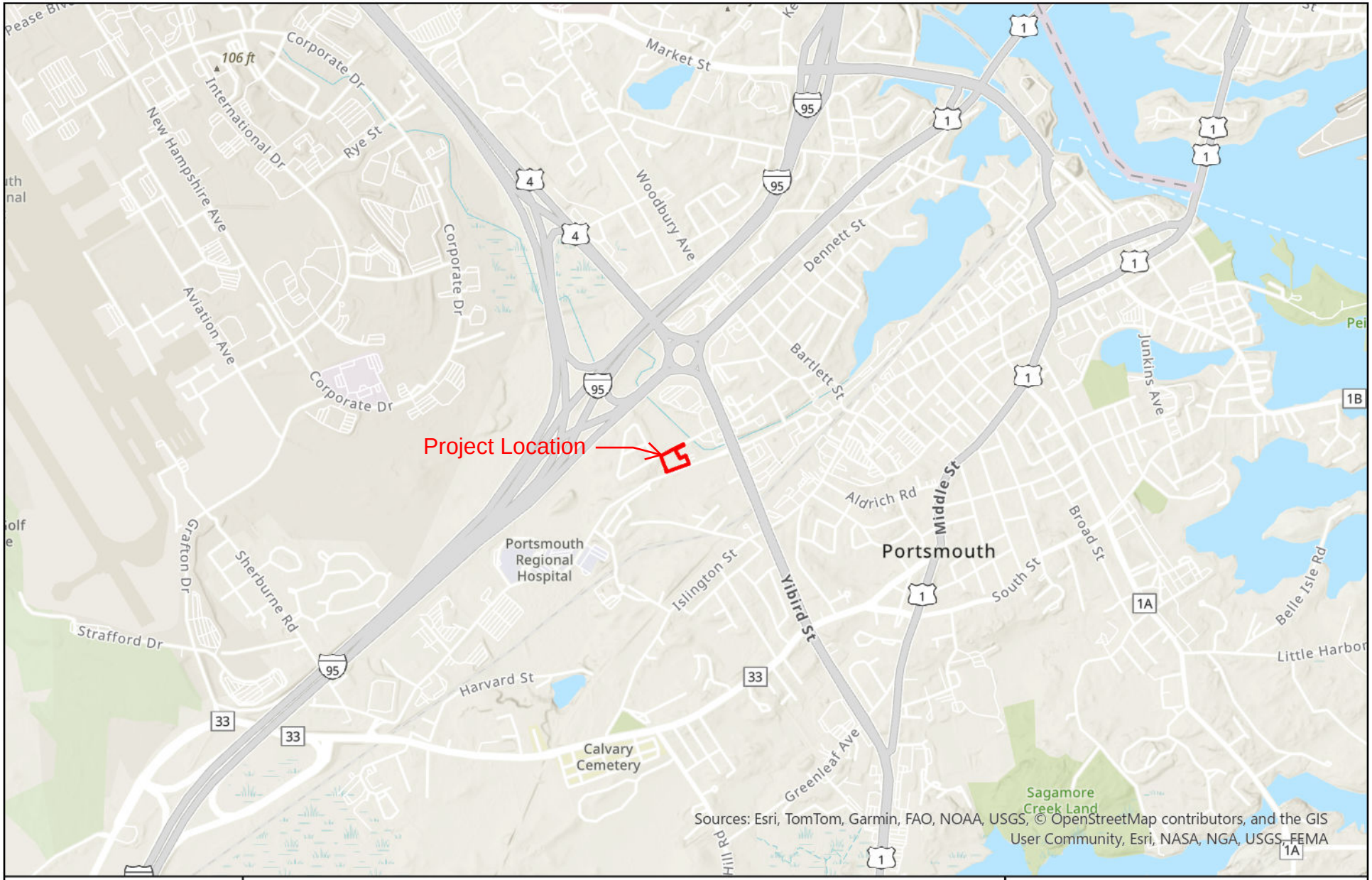
10.1018.31 Porous Pavement

The City of Portsmouth Zoning Ordinance requires the use of porous pavement for all new pavement with a wetland's 100' buffer. The DPW requests an exemption to this rule for the new pavement proposed in the buffer zones of Wetlands B, C, and D. The pre-construction project area is highly developed and has a closed drainage system to manage stormwater running off existing impervious surfaces. As a result, porous pavement would have little overall impact. In addition, porous pavement is not as structurally sound as typical pavement and is therefore unsuitable for roadways.

Attachments

A - USGS Location Map
B - Aerial Wetland Location Map
C – Project Photos
D – Project Plans
E – Wetland Buffer Enhancement Plan

Attachment A
USGS Location Map



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150 Dow Street
Manchester, NH 03101
http://www.hoyletanner.com

Coakley Road/Borthwick Avenue Connector Road Project
Portsmouth, NH

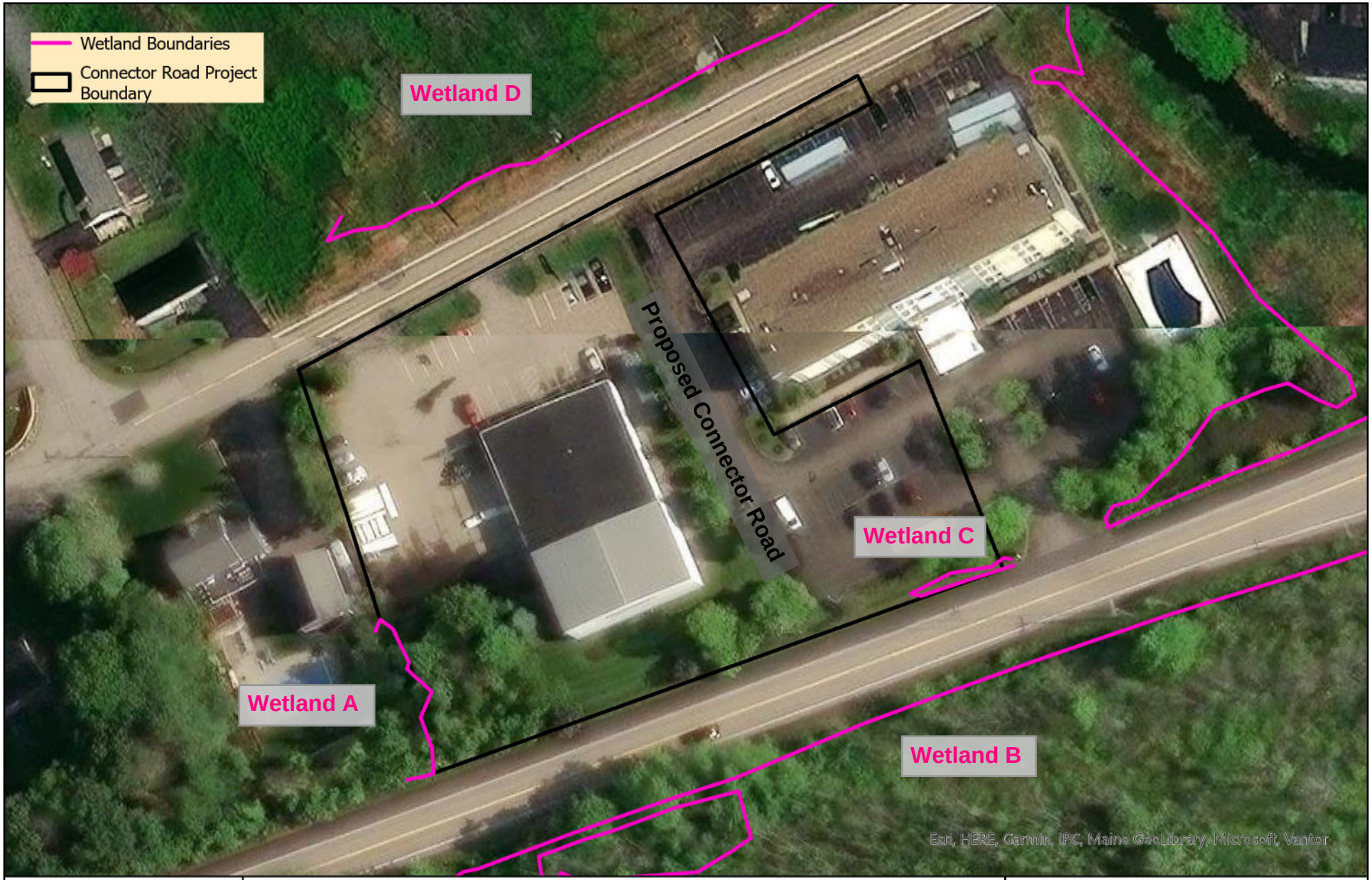
N

SCALE
1 inch = 2,000 feet

Project Location Map

Last updated on *Friday, September 25, 2026* by *jtheriault*

Attachment B
Aerial Wetland Location Map



HOYLE TANNER
150 Dow Street
Manchester, NH 03101
http://www.hoyletanner.com

Coakley Road/Borthwick Avenue Connector Road Project
Portsmouth, NH

N

SCALE
1 inch = 80 feet

Wetland/Stream Delineation Map

Last updated on *Friday, September 25, 2026* by *jtheriault*

Attachment C
Project Photos



Photo 1 – View of Wetland A and Vegetated Buffer Strip Facing West



Photo 2 – View of Wetland A 100’ Buffer Facing North



Photo 3 – View of Wetland B Interior Facing North



Photo 4 – Wetland B Buffer View of Road and Roadside Managed Grass

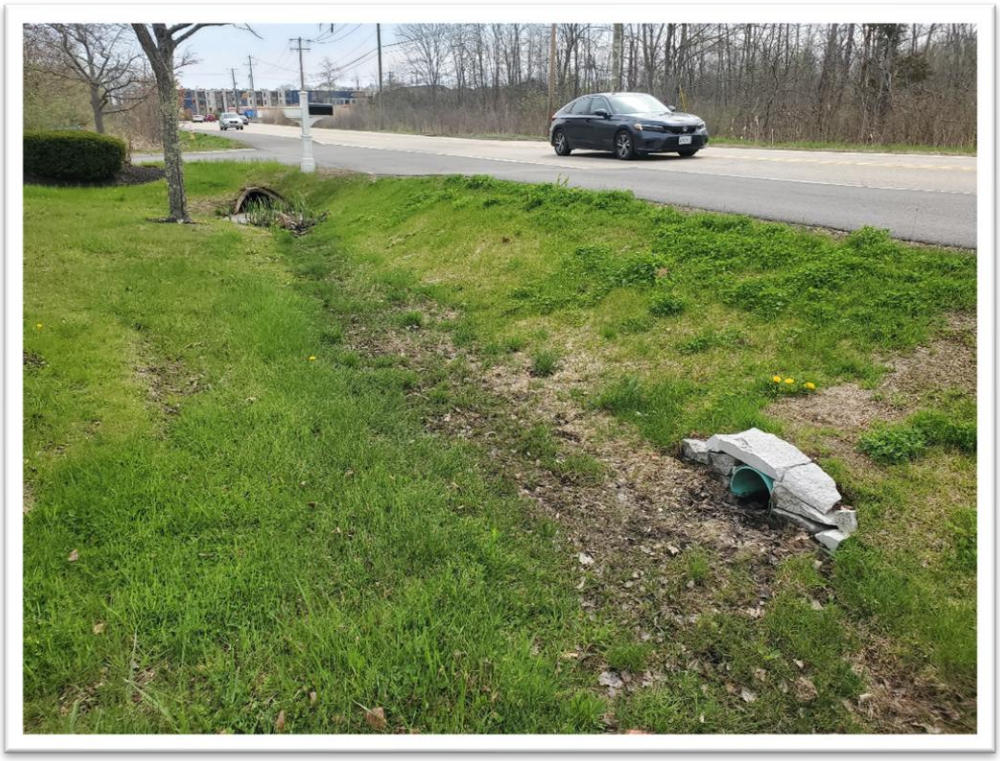


Photo 5 – Wetland C View of Wetland Facing East



Photo 6 – Wetland C View of 100’ Buffer Facing Northeast



Photo 7 – Wetland D View of Open Floodplain Section Facing West



Photo 8 – Wetland D 100’ Buffer View of Road and Proposed Impact Area Facing North

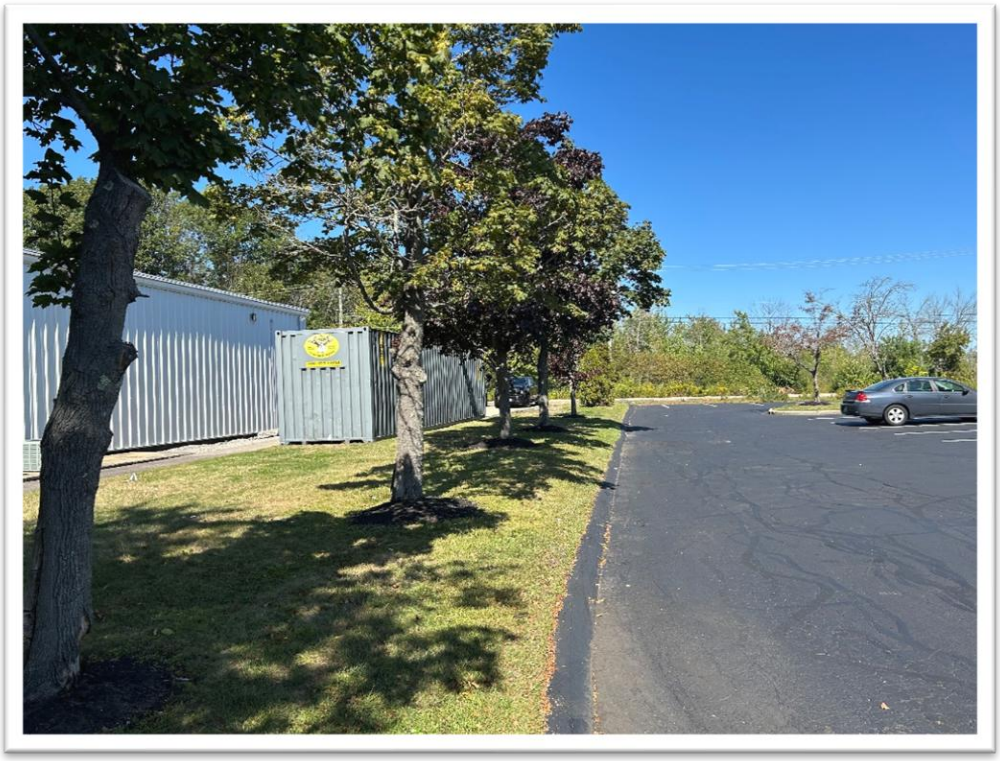


Photo 9 – View of Proposed Connector Road Location Facing North



Photo 10 – View of Proposed Connector Road Location Facing South

Attachment D

Project Plans - Provided Separately

Attachment E
Wetland Buffer Enhancement Plan

To:	Samantha Collins, Chair – Portsmouth Conservation Commission
Applicant:	City of Portsmouth Department of Public Works
Agent:	Hoyle, Tanner & Associates, Inc. 150 Dow Street Manchester, NH 03101 Attn: Joanne Theriault, CWB®, Senior Environmental Scientist Phone Number: (603) 460-5578 Email: jtheriault@hoyletanner.com
Date:	November 6, 2026
Re:	Coakley Road/Borthwick Road Connector Project 100 Coakley Road/650 Borthwick Avenue, Portsmouth, NH **Wetland Buffer Enhancement Plan**

Purpose and Regulatory Basis

This Wetland Buffer Enhancement Plan has been prepared for the Coakley/Borthwick Road Connector Road project in Portsmouth, New Hampshire. The plan has been developed in accordance with Section 10.1017.25 of the City of Portsmouth Zoning Ordinance. The plan is intended to enhance the functions of the jurisdictional wetland buffer and partially offset impacts associated with construction of the proposed connector road.

Existing Buffer Conditions

Existing conditions within the jurisdictional wetland buffer include maintained lawn, paved parking areas, previously developed or disturbed land, and a vegetated buffer adjacent to the wetland delineated west of the project limits. The vegetated buffer and existing tree line provide separation between the developed site and the wetland and is dominated by red oak (Quercus rubra), American elm (Alnus americana), sugar maple (Acer saccarum), quaking aspen (Populus tremuloides), and staghorn sumac (Rhus typhina) near the Borthwick Road edge. The area contains invasive plant species, including Oriental bittersweet (*Celastrus orbiculatus*), multiflora rose (*Rosa multiflora*), and Morrow's honeysuckle (*Lonicera morrowii*).

The project plans depict the proposed roadway, grading, drainage, existing wetland limits, wetland buffer, and areas of temporary and permanent wetland-buffer impact.

Avoidance and Minimization

The grading along the southwest portion of the project was revised after initial design to create a defined ditch line a reduce the extent of clearing and grading on the southwest side of the proposed connector road. Creation of the ditch line reduces encroachment into the adjacent wooded buffer and limits the removal of existing trees and other established vegetation. Initial design required 12,550 SF of buffer impact and 4,400 SF of vegetation clearing in the southwest impact area, and the redesign reduced the impact area by greater than 5,000 SF (Currently proposed: 7,100 SF of impact; 1,550 SF vegetation clearing). The proposed ditch would be situated perpendicular to the existing tree line and would tie into an existing slope that drains toward the wetland west of the project limits as shown on the Grading Plan (Sheet C-301). The Landscaping Plan (Sheet C-501) identifies the proposed planting area extending approximately 5 feet on either side of the ditch, and planting details are shown on Sheet C-502.

The revised grading therefore represents an impact-minimization measure in addition to providing the location for the proposed buffer enhancement work.

Enhancement Area

Wetland Buffer enhancement will be completed within a **580-square-foot area** located along the proposed southwest ditch and the existing slope leading toward the wetland. The enhancement area will generally include a 10-foot-wide planting zone at the lower portion of the ditch line, together with plantings on the slope where the proposed grading transitions to the existing grade.

The enhancement area was selected because it is located:

- Within the jurisdictional wetland buffer;
- Immediately upgradient of the wetland;
- Within an area that will receive and convey stormwater runoff;
- Within the existing tree line;
- On land where the project applicant can provide for establishment and maintenance; and
- In a location where enhancement can improve vegetation, habitat, slope stability, and stormwater treatment.

Invasive-Species Removal

Oriental bittersweet, multiflora rose, and Morrow's honeysuckle will be removed by hand from the enhancement area. Hand removal is proposed to minimize disturbance to retained native vegetation, soils, and the adjacent wetland buffer.

The work will focus on removing above-ground growth and, where practicable, root systems. Care will be taken to avoid unnecessary clearing, soil disturbance, and damage to desirable native vegetation. Removed invasive plant material will be taken out of the wetland buffer and disposed of at an offsite location in a manner that prevents resprouting or the spread of fruits, seeds, roots, or other viable plant material.

Native Planting Plan

Native herbaceous vegetation, grasses, and shrubs will be established within the proposed ditch and transition slope. Plantings will be concentrated within a 10-foot-wide area along the lowest portion of the ditch line, where they will help slow stormwater flow, promote filtration, stabilize soil, and increase vegetative cover before runoff enters the wetland.

Plantings will be installed where the proposed grading ties into the existing slope toward the wetland to function as a softscape slope-stabilization measure and will reduce the potential for erosion and sediment movement.

The proposed planting palette includes:

- Purple Joe-Pye weed (*Eutrochium purpureum*), with an anticipated mature diameter of 3';
- Sensitive fern (*Onoclea sensibilis*), with an anticipated mature diameter of 3';
- New England aster (*Symphyotrichum novae-angliae*), with an anticipated mature diameter of 4';
- Red-osier dogwood (*Swida sericea*), with an anticipated mature diameter of 5';
- Highbush blueberry (*Vaccinium corymbosum*), with an anticipated mature diameter of 5';
- Switch panicgrass (*Panicum virgatum*), with an anticipated mature diameter of 2'; and
- Wrinkleleaf goldenrod (*Solidago rugosa*), with an anticipated mature diameter of 2'.

Red-osier dogwood will be installed as bare-root stock and concentrated on or near the transition slope, where its woody root system will contribute to soil stabilization. Highbush blueberry and red-osier dogwood will add native woody cover and structural diversity within the buffer. The herbaceous perennials, ferns, and grasses will

provide complementary ground-level cover, reduce exposed soil, and increase surface roughness within the ditch.

Planting locations and spacing will account for the anticipated mature diameter of each species. Plants will be arranged in naturalized groupings rather than evenly spaced rows. The final layout will provide adequate room for mature growth while creating overlapping vegetation that reduces concentrated flow paths and limits openings that could be recolonized by invasive species.

Enhancement of Buffer Functions

The proposed enhancement measures will improve several functions of the wetland buffer.

Stormwater attenuation and treatment

The dense plantings within the lower portion of the ditch will increase surface roughness and slow stormwater runoff before it reaches the wetland. Reduced flow velocity will support settling of suspended sediment and allow greater contact between runoff, vegetation, surface soils, and plant root systems.

The plantings are not intended to function as a substitute for engineered stormwater treatment practices. Rather, they will provide supplemental vegetative treatment within the buffer by slowing shallow runoff, stabilizing the ditch, and improving filtration along the final flow path toward the wetland.

Erosion control and slope stabilization

Switchgrass, sensitive fern, and the proposed herbaceous perennials will provide ground-level cover within the ditch and on disturbed soil. Red-osier dogwood will provide woody root structure on the transition slope. Together, these species will help retain soil, reduce erosion, and stabilize the area where the proposed grading ties into the existing slope.

Native vegetation and invasive-species control

Removal of oriental bittersweet, multiflora rose, and Morrow's honeysuckle will reduce competition with retained and newly planted native vegetation. Establishing a diverse native plant community following invasive-species removal will improve the ecological condition and resilience of the buffer.

Wildlife and pollinator habitat

Proposed plantings will provide seasonal floral and vegetative resources for pollinators and other wildlife. Native shrubs, grasses, ferns, and flowering perennials will also increase the structural diversity of the existing buffer and provide additional cover, foraging opportunities, and habitat connectivity along the wetland edge.

Site Constraints and Alternative Enhancement Locations

The extent and location of the proposed enhancement are constrained by adjacent private property. Plantings were considered along the existing ditch southeast of the proposed connector road. That ditch is located on private property, however, and the project applicant would not have sufficient control over long-term maintenance. Plantings in that location could be inadvertently mowed or removed, and their continued establishment could not be assured. For that reason, the southeast ditch was not selected as a formal buffer-enhancement area.

The proposed southwest ditch provides a more practicable enhancement location because it is associated with the revised project grading, is situated immediately upgradient of the wetland, and can be maintained as part of the project. Concentrating enhancement within this controlled area provides greater assurance that the plantings and invasive-species management will remain effective over time.

Implementation

The limits of the enhancement area will be shown on the final project plans. Before planting, the enhancement area will be reviewed in the field to identify existing native vegetation to be retained and invasive plants to be removed.

Planting will occur after final grading and stabilization of the ditch and transition slope. Installation will include the following:

1. Removal of identified invasive plants by hand;
2. Preparation of planting locations while minimizing disturbance to retained vegetation and existing soils;
3. Installation of native shrubs, grasses, ferns, and herbaceous perennials;
4. Installation of red-osier dogwood as bare-root stock within appropriate slope and moisture conditions;
5. Watering at the time of planting and during the establishment period, as necessary;
6. Stabilization of exposed soil using appropriate temporary or permanent erosion-control treatment; and
7. Replacement of plants that die or fail to establish during the monitoring period.

Plants will not be installed in a manner that blocks the designed conveyance area of the ditch. The final planting layout (Plan Set Sheet C-502) preserves a stable stormwater flow path while maximizing vegetative roughness, filtration, and slope protection.

Relationship to Project Impacts

The 580-square-foot enhancement area will partially offset the impacts of the Coakley Road Connector Road by improving a disturbed portion of the wetland buffer located directly between the project and the wetland. The plan combines invasive-species removal, new native plantings, pollinator and wildlife habitat enhancement, vegetative stormwater treatment, and softscape slope stabilization.

The enhancement will not replace all wetland-buffer functions affected by the connector road. It will, however, provide a measurable improvement over the post-construction condition that would otherwise exist within the southwest ditch and transition slope. The enhancement measures directly address several of the options identified by Section 10.1017.25, including new plantings, invasive-species removal, habitat creation, and improved site hydrology.

Future Stormwater Improvements

The Portsmouth Department of Public Works has indicated its intent to evaluate additional stormwater treatment measures during a later phase of work associated with replacement of the Coakley Road bridge over Hodgson Brook. These future measures may provide additional opportunities to improve runoff treatment within the broader project area.

Because the scope, design, permitting, funding, and schedule of the bridge-replacement phase have not yet been established as part of this Buffer Enhancement Plan, those potential measures are not relied upon to demonstrate compliance for the Connector Road project. The 580-square-foot enhancement area described above therefore represents the current project's defined and implementable buffer-enhancement commitment.

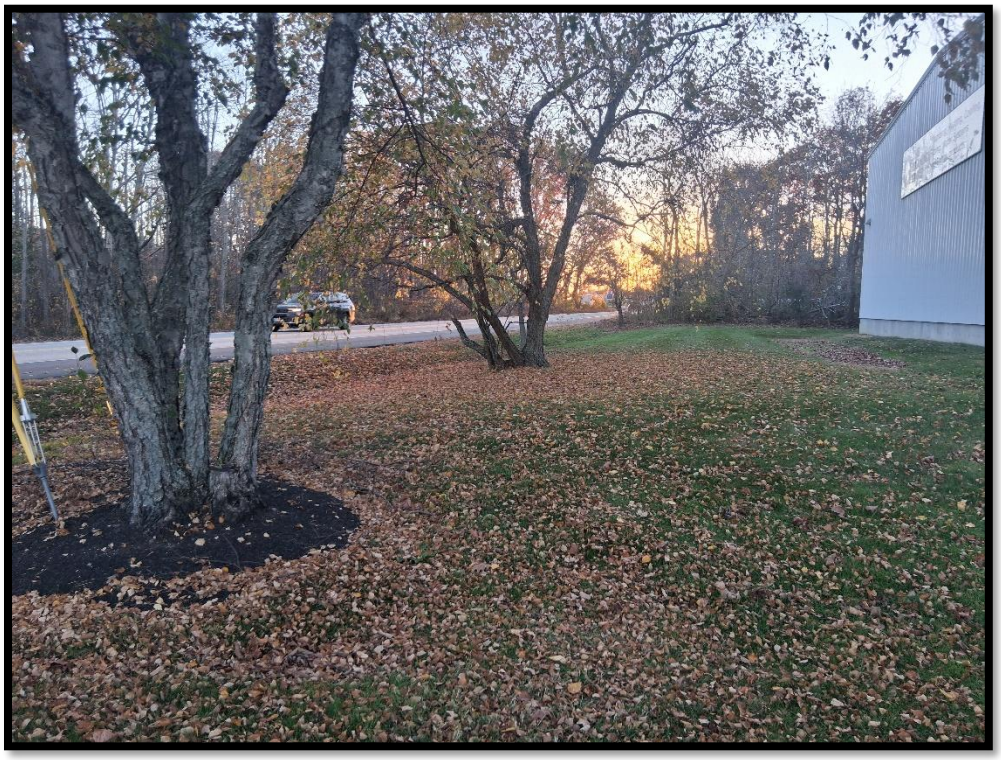


Photo 1 – Proposed Ditch Line Area from Proposed Connector Road Facing West – 11/4/2026



Photo 2 – Proposed Ditch Line Area from Existing Lawn Facing West – 11/4/2026



Photo 3 – Existing Wetland Vegetated Buffer Facing West – 11/4/2026



Photo 4 – Existing Wetland Vegetated Buffer Facing Northwest – 11/4/2026



Photo 5 – Proposed Planting Area Existing Condition Facing Northeast from Borthwick Road 11/4/2026



Photo 6 – Proposed Planting Area Existing Condition Facing Northeast from Interior – 11/4/2026

BORTHWICK - COAKLEY CONNECTOR ROAD
PORTSMOUTH, NEW HAMPSHIRE
Project #7251

11/6/2026

DEPARTMENT OF
PUBLIC WORKS
CITY OF PORTSMOUTH, NH
680 PEVERLY HILL ROAD
603-427-1530



LOCATION MAP
SCALE: N.T.S

INDEX	SHEET NO.
LEGEND & ESTIMATED QUANTITIES	G-101
GENERAL NOTES	G-102
PROPOSED RIGHT-OF-WAY PLAN	E-001
PROPOSED EASEMENT PLAN	E-002
DEMOLITION PLAN	C-101
SITE PLAN	C-201
GRADING, DRAINAGE & UTILITIES PLAN	C-301
LANDSCAPING PLAN	C-501
PLANTING PLAN	C-502
DETAILS SHEETS	C-601 TO C-605
WETLAND IMPACT PLAN	W-001

SURVEY BY:
SAM COMPANY
102 KENT PLACE
NEWMARKET, NH 03857
WWW.DOUCETSURVEY.COM
603-659-6560

DESIGN BY:
HOYLE, TANNER & ASSOCIATES, INC.
PEASE INTERNATIONAL TRADEPORT
183 INTERNATIONAL DRIVE, SUITE 200
PORTSMOUTH, NH 03801
603-431-2520

HOYLE TANNER
150 Dow Street • Manchester, NH 03101
(603) 669-5555 • www.hoyletanner.com

DRAFT FINAL PLANS
11/6/2026

STATE OF NEW HAMPSHIRE
JOANNE E THERIAULT
No. 305
CERTIFIED WETLAND SCIENTIST
11/6/2026

JOANNE THERIAULT, CERTIFIED WETLAND SCIENTIST #305, OF HOYLE, TANNER & ASSOCIATES, INC. OF MANCHESTER, NH, PERFORMED THE WETLAND MAPPING ON MAY 6, 2026 ACCORDING TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL AND THE INTERIM REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL; NORTHCENTRAL AND NORTHEAST REGION, VERSION 2.0, JANUARY 2012, US ARMY CORPS OF ENGINEERS.

NO.	REVISIONS	APP'D	DATE

PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: COVER SHEET

DRAWING SCALE: AS SHOWN	DATE: 10/8/2026
PROJECT NO.: 7251	SHEET: C-000
APPROVED BY: WCA	

LEGEND:

EXISTING | PROPOSED

PROPERTY LINE

RIGHT–OF–WAY

EASEMENT

BUILDING

EDGE OF PAVEMENT

EDGE OF TRAVELED WAY

CURB (VGC)

SIDEWALK

ADA RAMP

ADA SYMBOL

SIGN

MAILBOX (M)

SINGLE WHITE LINE (SWL)

DOUBLE YELLOW CENTERLINE (DYCL)

RETAINING WALL

LOOSE STONE WALL

CHAIN LINK FENCE

STOCKADE FENCE

GUARDRAIL

SHRUB

TREE

TEMPORARY BENCHMARK

1' CONTOUR (53 / 52)

WETLANDS

100' WETLANDS BUFFER

DRAINAGE (D)

WATER (W / xw)

GRAVITY SEWER (S)

LOW PRESSURE SEWER (FM)

SEWER SERVICE (xs)

UNDERGROUND TELE. (UT)

U/G POWER (UGE)

U/G ELECTRIC (xe)

OVERHEAD WIRES (OHW)

GAS (G)

FIRE HYDRANT

WATER SHUT OFF

WATER GATE VALVE

UTILITY POLE

UTILITY POLE w/ LIGHT

CATCHBASIN

MANHOLE (D / S)

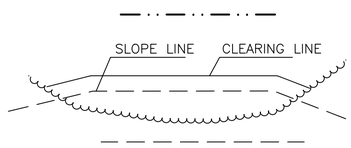
EROSION CONTROL

SAWCUT

BORING LOCATION (B1)

CONSTRUCTION BASELINE (2+50)

PROPOSED



DITCH LINE

CLEARING LINE

SLOPE LINE

SLOPE LINE (FILL)

SUMMARY OF QUANTITIES:

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY
201.1	CLEARING AND GRUBBING (F)	A	0.1
201.21	REMOVING SMALL TREES	EA	11
202.6	CURB REMOVAL FOR SALVAGE	LF	200
202.8	REMOVAL OF FENCE	LF	51
203.1	COMMON EXCAVATION	CY	1350
203.11	COMMON EXCAVATION - LRS	CY	45
203.601	EMBANKMENT-IN-PLACE	CY	173
214	FINE GRADING	SY	1200
214A	FINE GRADING (SIDEWALKS AND DRIVEWAYS)	SY	1200
304.4	CRUSHED STONE FINE IN PLACE (FOR ROADS)	CY	743
403.118	MACHINE INSTALLED BINDER COURSE	TON	300
403.11W	MACHINE INSTALLED WEARING COURSE	TON	160
403.12	HOT BITUMINOUS ASPHALT, HAND METHOD	TON	46
403.16	PAVEMENT JOINT ADHESIVE	LF	1800
410.22	ASPHALT EMULSION FOR TACK COAT	GAL	105
417	COLD PLANING BITUMINOUS SURFACES	SY	58
522.001	CONCRETE PAD	LS	1
550.3	STEEL BOLLARD (REMOVABLE)	EA	2
603.0001	VIDEO INSPECTION	LF	220
603.82212	12" PE PIPE (TYPE S)	LF	220
604.0007	POLYETHYLENE LINER	EA	8
604.124	CATCH BASINS TYPE B, 4-FOOT DIAMETER	U	5
604.324	DRAINAGE MANHOLES, 4-FOOT DIAMETER	U	3
604.45	ADJUST CB OR MANHOLE FRAME AND GRATE/COVER TO GRADE, BRICK WITH MORTAR	LF	3
604.728	GRATES & FRAMES, TYPE B	EA	1
607.28	CHAIN LINK FENCE WITH ALUMINUM COATED STEEL FABRIC, 8' HIGH	LF	44
607.428	POST ASSEMBLIES FOR CHAIN LINK FENCE, 8' HIGH	EA	4
607.72816	DOUBLE GATE CHAIN LINK FENCE WITH ALUMINUM COATED STEEL FABRIC, 16' WIDE X 8' HIGH	LF	16
608.24	4" CONCRETE SIDEWALK	SY	481
608.54	ADA DETECTABLE WARNING PANELS	SF	35
608.548	ADA DETECTABLE WARNING PANELS RADIUS	SF	85
609.015	NEW 5" STRAIGHT VERTICAL GRANITE CURB	LF	1050
609.025	NEW 5" CURVED VERTICAL GRANITE CURB	LF	230
615.03	TRAFFIC SIGN TYPE C	SF	13
618.6	UNIFORMED OFFICERS	HR	40
618.7	UNIFORMED FLAGGERS	HR	100
619.1	MAINTENANCE OF TRAFFIC	LS	1
619.11	FLAKE CALCIUM CHLORIDE FOR DUST CONTROL	LS	1
632.0104	RETROREFLECTIVE PAINT PAVE. MARKING, 4" LINE	LF	4400
632.0112	RETROREFLECTIVE PAINT PAVE. MARKING, 12" LINE	LF	360
632.0118	RETROREFLECTIVE PAINT PAVE. MARKING, 18" LINE	LF	70
632.911	OBLITERATE PAVE. MARKING LINE, 12" WIDE & UNDER	LF	560
641	LOAM	CY	390
645	CATCH BASIN SILT SACK	EA	7
645.512	PERIMETER SOCK FOR EROSION CONTROL	LF	300
645.531	SILT FENCE	LF	300
645.7	STORM WATER POLLUTION PREVENTION PLAN	U	1
645.719	MONITORING SWPPP AND EROSION AND SEDIMENT CONTROLS	HR	35
646.31	TURF ESTABLISHMENT WITH MULCH AND TACKIFIERS	SY	2350
650.201	LANDSCAPING	U	1
650.202	LANDSCAPING - UNSPECIFIED	U	1
692	MOBILIZATION	U	1
699	MISCELLANEOUS TEMPORARY EROSION AND SEDIMENT CONTROL	$	5000
1008.4	ALTERATIONS AND ADDITIONS AS NEEDED - UTILITY ADJUSTMENTS	$	5000
1010.15	FUEL ADJUSTMENT	$	2000
1010.2	ASPHALT CEMENT ADJUSTMENT	$	5000

Bid Alternate 1 - Granite Group Delivery Area

201.901	CLEANING EXISTING BMP	LS	1
203.1	COMMON EXCAVATION	CY	75
214A	FINE GRADING (SIDEWALKS AND DRIVEWAYS)	SY	580
304.4	CRUSHED STONE (FINE GRADATION) (F)	CY	40
403.118	MACHINE INSTALLED BINDER COURSE	TON	66
403.11W	MACHINE INSTALLED WEARING COURSE	TON	34
403.12	HOT BITUMINOUS PAVEMENT, HAND METHOD	TON	5
403.16	PAVEMENT JOINT ADHESIVE	LF	170
410.22	ASPHALT EMULSION FOR TACK COAT	GAL	19
417	COLD PLANING BITUMINOUS SURFACES	SY	20
550.3	STEEL BOLLARD (REMOVABLE)	EA	2
605.82251	24" AGGREGATE UNDERDRAIN TYPE 2, WITH 6" PERF. CORR. POLYETHYLENE PIPE	LF	60

REV.	DESCRIPTION	DRAWN BY	CHECKED BY	DATE

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HOYLE TANNER
150 Dow Street • Manchester, NH 03101
(603) 669-5555 • www.hoyletanner.com

DRAWN JCM | CHECKED EPR | QC'D WCA | DATE October 2026

PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: LEGEND & QUANTITY TABLES

SHEET: G–101

DEMOLITION NOTES:

1. LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT GUARANTEED. CONTRACTOR SHALL LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, AND COORDINATE WITH NECESSARY UTILITIES.
2. MATERIAL TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE NOTED. DISPOSAL SHALL BE IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS.
3. ANY DAMAGE BY THE CONTRACTOR DURING DEMOLITION AND/OR CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
4. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND FEES NECESSARY TO COMPLETE THE WORK.
5. CONTRACTOR SHALL REMOVE TREES AND BRUSH AS INDICATED AND AS REQUIRED FOR COMPLETION OF THE WORK. ALL STUMPS SHALL BE REMOVED AND SURFACES GRUBBED WITHIN THE LIMITS OF WORK.
6. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL BE COORDINATED WITH THE CITY OF PORTSMOUTH.
7. CONTRACTOR SHALL PROTECT ALL FIELD STONE WALLS, FENCES, MAILBOXES, STRUCTURES, ETC. THROUGHOUT THE COMPLETION OF THE WORK.
8. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION WORK. THIS INCLUDES SILT FENCE/SILT SOCK AND INLET PROTECTION BARRIERS.
9. CONTRACTOR SHALL SAWCUT PAVEMENT AT EDGES OF TRENCHES FOR CLEAN VERTICAL EDGES.
10. CONTRACTOR SHALL PHASE DEMOLITION AND CONSTRUCTION AS REQUIRED TO PROVIDE CONTINUOUS ACCESS TO RESIDENTIAL AND COMMERCIAL PROPERTIES THROUGHOUT THE CONSTRUCTION PERIOD.
11. PAVEMENT RECLAMATION LIMITS ARE SHOWN FOR CONTRACTOR'S CONVENIENCE. ADDITIONAL RECLAMATION MAY BE REQUIRED. CONTRACTOR TO VERIFY FULL LIMITS OF PAVEMENT RECLAMATION.
12. CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE PADS, PAVEMENT, PIPES AND HEADWALLS WITHIN THE LIMITS OF CONSTRUCTION.
13. CONTRACTOR SHALL COORDINATE WITH ALL APPLICABLE UTILITIES. WORK ASSOCIATED WITH UTILITIES INCLUDES, BUT IS NOT LIMITED TO, RELOCATION OF UTILITY POLES.
14. CONTRACTOR SHALL NOTIFY DIG–SAFE 72 HOURS PRIOR TO ANY WORK STARTING. CONTRACTOR REQUIRED TO MAINTAIN AN ACTIVE DIG–SAFE PERMIT THROUGHOUT THE DURATION OF CONSTRUCTION.

GRADING NOTES:

1. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CONTRACTOR SHALL PAY CLOSE ATTENTION TO DRIVEWAY ENTRANCES.
2. EXISTING MANHOLES AND CATCH BASINS WITHIN LIMITS OF CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADES.
3. ALL WATER SHUT OFF VALVES WITHIN THE LIMITS OF CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADES.
4. CONTRACTOR SHALL CLEAN ALL STRUCTURES WITHIN THE CONSTRUCTION LIMITS IMMEDIATELY UPON COMPLETION OF THE WORK. ALL SEDIMENT AND DEBRIS SHALL BE DISPOSED OF PER FEDERAL, STATE AND LOCAL REGULATIONS.
5. STORM DRAIN PIPING, UNLESS OTHERWISE NOTED, SHALL BE HIGH DENSITY POLTYETHYLENE (HANCOR HI–Q, ADS N–12 OR APPROVED EQUAL).
6. PROPOSED CATCHBASINS SHALL BE EQUIPPED WITH 2' SUMPS.
7. ALL DISTURBED AREAS THAT ARE NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED FERTILIZER AND MULCH.
8. CONTRACTOR SHALL PROVIDE THE FOLLOWING MINIMUM REQUIREMENTS FOR COMPACTION:

BELOW PAVEMENT AND CONCRETE AREAS:	95%
TRENCH BEDDING AND BACKFILL:	95%
BELOW LOAM AND SEED AREAS:	90%

   COMPACTION PERCENTAGES SHALL BE THE MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE CONTENT IN ACCORDANCE WITH ASTM D–1557, METHOD C. FIELD DENSITY TESTS SHALL BE CONDUCTED IN ACCORDANCE WITH ASTM D–1556 OR ASTM–2922.
9. STORM DRAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION (NHDOT) AND CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS (DPW) STANDARD SPECIFICATIONS.
10. CONTRACTOR SHALL GRADE SLOPES TO THE LINES AND GRADES SHOWN ON THE PLANS. SLOPES STEEPER THAN 2:1 SHALL INCLUDE 6" RIP–RAP STONE FOR A DEPTH OF 18". SLOPES FROM 4:1 TO 2:1, CONTRACTOR SHALL PROVIDE A SLOPE STABILIZATION BLANKET.

SITE NOTES:

1. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE SPECIFIED.
2. ALL WORK SHALL CONFORM TO THE CITY OF PORTSMOUTH DPW STANDARD SPECIFICATIONS.
3. CONTRACTOR SHALL PROVIDE A VERSION OF THE PLANS WITH THE FIELD CHANGES NOTED TO THE CITY OF PORTSMOUTH UPON COMPLETION OF THE PROJECT.
4. MATERIALS AND CONSTRUCTION SHALL COMPLY TO ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND SPECIFICATIONS.
5. CONTRACTOR IS RESPONSIBLE TO MAINTAIN ALL VERTICAL AND HORIZONTAL CONTROL FOR THE PROJECT.
6. PAVEMENT MARKINGS AND SIGNS SHALL CONFORM TO THE LATEST REVISION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
7. CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE CITY OF PORTSMOUTH FOR APPROVAL.
8. CONTRACTOR SHALL BE FAMILIAR WITH ALL AMERICAN WITH DISABILITY ACT (ADA) REQUIREMENTS FOR ACCESSIBILITY.
9. PAVEMENT MARKINGS SUCH AS CROSSWALKS, STOP BARS, LEGENDS AND SYMBOLS SHALL BE THERMOPLASTIC PER AASHTO M249. CENTERLINE AND EDGE STRIPING SHALL BE TRAFFIC PAINT PER AASHTO M248 TYPE 'F'. TRAFFIC PAINT COLOR AS INDICATED IN THE PLANS.
10. ACCESS TO THE PARKING LOT ON THE NORTHWEST SIDE OF THE HOTEL SHALL BE MAINTAINED THROUGH THE DURATION OF THE CONTRACT

UTILITY NOTES:

1. CONTRACTOR SHALL IDENTIFY AND RECORD SWING TIES TO ALL EXISTING UTILITY STRUCTURES, INCLUDING, BUT NOT LIMITED TO WATER SHUT OFF VALVES, MANHOLES, FIRE HYDRANTS.
2. CONTRACTOR SHALL COORDINATE UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY.
   ELECTRIC – EVERSOURCE
   TELEPHONE – FAIRPOINT
   WATER/SEWER – CITY OF PORTSMOUTH
   GAS – UNITIL
3. LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT GUARANTEED. CONTRACTOR SHALL LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, AND COORDINATE WITH NECESSARY UTILITIES.
4. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS, ARRANGE ALL INSPECTIONS, AND SUBMIT CERTIFICATES OF ACCEPTANCE TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
5. CONTRACTOR SHALL NOTIFY DIG–SAFE 72 HOURS PRIOR TO ANY WORK STARTING. CONTRACTOR REQUIRED TO MAINTAIN AN ACTIVE DIG–SAFE PERMIT THROUGHOUT THE DURATION OF CONSTRUCTION.
6. CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, CATCH BASINS, FRAMES, GRATES & COVERS, AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THESE DRAWINGS TO RENDER INSTALLATION OF THE UTILITY COMPLETE AND OPERATIONAL.
7. CONTRACTOR SHALL PROVIDE AS–BUILT PROPOSED STORM WATER DRAINAGE SYSTEM, TO INCLUDE ELEVATIONS OF RIM AND ALL INVERTS.
8. NEW FRAMES, GATE VALVES AND CURB STOPS SHALL BE ADJUSTED TO GRADE. ADJUSTMENTS (TEMP. & FINAL) ARE INCIDENTAL TO THE PAY ITEM.
9. PROPOSED POLE LOCATIONS ARE SHOWN FOR THE CONTRACTOR'S AWARENESS. EVERSOURCE SHALL REMOVE, RELOCATE AND CONSTRUCT ANY UTILITY POLE WORK SHOWN ON THESE PLANS. THE CONTRACTOR IS TO COORDINATE WITH EVERSOURCE DURING CONSTRUCTION.

GRANITE PLUMBING DELIVERY AREA: (BID ALTERNATE 1)

WORK IN THIS AREA WILL INCLUDE:

1. REMOVAL OF EXISTING PAVEMENT.
2. REMOVAL OF 14' SECTION OF WALL AND INSTALLATION OF BOLLARDS AS NOTED ON SHEET C–201.
3. CLEAR VEGETATION FROM BMP, WITH MINOR REGRADING TO ENSURE POSITIVE DRAINAGE AND OUTLET OF WATER.
4. INSTALL APPROX. 60 LF OF 24" AGGREGATE UNDERDRAIN TYPE 2, WITH 6" PERF. CORR. POLYETHYLENE PIPE ALONG CONCRETE RETAINING WALL.
5. REGRADING TO PROVIDE FINISH GRADES SHOWN, SUPPLEMENTING EXISTING SUBBASE MATERIAL WITH CRUSHED STONE (FINE) (NHDOT 304.4).
6. REPAVING WITH A TOTAL OF THICKNESS OF 5" AS NOTED IN THE TYPICAL ROADWAY SECTION (PAVEMENT ONLY).
7. WORK IN THIS AREA TO BE COORDINATED WITH BUSINESS OWNER TO MINIMIZE DISTURBANCE OF DELIVERIES.
8. BUSINESS OWNER RESPONSIBLE FOR RELOCATION OF ANY DUMPSTER OR MATERIALS STORED IN THIS AREA.
9. FINAL PAVEMENT GRADING SHALL BE APPROVED BY RESIDENT. PARKING LOT SHOULD GRADE TO DRAIN TOWARDS 14' WIDE OPENING IN CONCRETE WALL.
10. WORK IN GRANITE GROUP DELIVERY AREA TO BE COORDINATED WITH BUSINESS OWNER TO MINIMIZE DISRUPTION OF DELIVERIES.

WETLAND NOTES:

1. PERMANENT WETLAND BOUNDARY MARKERS SHALL BE SHOWN ON THE PLAN AND INSTALLED DURING CONSTRUCTION.
2. THE FOLLOWING VEGETATION PRACTICES SHALL BE AVOIDED IN ALL WETLAND BUFFERS, EXCEPT WHERE SPECIFICALLY ALLOWED (PER PORTSMOUTH ZONING ORDINANCE ARTICLES 10.1018.23, 10.1018.24 AND 10.1018.25):
   2.1. CHEMICAL CONTROL OF VEGETATION
   2.2. REMOVAL OR CUTTING OF VEGETATION IN THE VEGETATED BUFFER STRIP (VBS)
   2.3. REMOVAL OF >50% OF TREES GREATER THAN 6" DBH IN THE LIMITED CUT AREA (LCA)
   2.4. USE OF ANY FERTILIZER IN A WETLAND OR VBS
   2.5. USE OF ANY FERTILIZERS OTHER THAN LOW PHOSPHATE AND SLOW–RELEASE NITROGEN FERTILIZERS IN A WETLAND BUFFER
   2.6. USE OF PESTICIDES IN A WETLAND BUFFER

GENERAL NOTES:

1. EXISTING SIGNS WITHIN THE PROJECT FOOTPRINT, TO BE RELOCATED WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND WILL NOT BE PAID FOR SEPARATELY.
2. ALL COSTS ASSOCIATED WITH FURNISHING, INSTALLING, AND MAINTAINING TEMPORARY EROSION AND SEDIMENT CONTROL SHALL BE SUBSIDIARY TO 645.71 – MONITORING SWPPP AND EROSION AND SEDIMENT CONTROLS.

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DRAWN JCM | CHECKED EPR | QC'D WCA | DATE October 2026

PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: GENERAL NOTES

SHEET: G–102

COAKLEY ROAD

BORTHWICK AVENUE

TBM 8824H
MAG NAIL IN
CONC. LIGHT POLE BASE
ELEV.=22.48'

TBM 8824G
MAG NAIL SET UP 10"
IN POLE PSNH/271/4/4
ELEV.=23.38'

NO TEST DRIVERS
LOCAL TRAFFIC ONLY

3191/5/NETT/271/5/8T
W/CABLE BOX & COND

65T/4 1/2

30T/ES271/3Y

EXISTING COAKLEY
ROAD R.O.W.

NH STATE PLANE COORDINATE SYSTEM
NAD 1983

5/8" REBAR FND.
DOWN 3" NO CAP

N62°30'47"E
22.54'

N62°30'47"E
26.85'

28.2'

N62°30'47"E 273.87'

N62°30'47"E 212.00'

~PAVED DRIVE~

MB#96

~GRASS~

THE GRANITE GROUP

~PAVED~
PARKING

PROPOSED
NEW R.O.W.

~PAVED PARKING~

N17°40'14"W 35.98'

45'

22.5'

22.5'

36.1'

8.6'

EXISTING
PROPERTY
LINE

260.91'
S24°11'41"E

39.1'

189.82'
S24°11'41"E

263.67'
S24°11'41"E

7.4'

8.8'

N17°40'14"W 39.35'

5/8" REBAR FND.
DOWN 7" W/ID CAP
TRITECH ENGINEERING

8' WOODEN
STOCKADE FENCE

100' WETLANDS SETBACK

SLIDING GATE

8' CHAIN LINK FENCE

~CONC. RAMP~

FF=22.6'

DUMPSTERS

100'
WETLANDS
BUFFER

CONC. RET. WALL

100 COAKLEY ROAD
TAX MAP 234, LOT 6
GPP PROPERTIES 1995 1 LLC
PO BOX 2004
CONCORD, NH 03302
R.C.R.D. BOOK 3102, PAGE 284

TAX MAP 234, LOT 6
52,494 Sq. Ft.
1.21 Acres

PROPOSED
NEW R.O.W.

EXISTING SEWER
EASEMENT CENTERLINE.
EASEMENT DOES NOT
SPECIFY WIDTH

N24°09'47"W 234.98'

5/8" REBAR FND.
UP 2" NO CAP

EXISTING DRAINAGE
EASEMENT

EXISTING
BORTHWICK
AVENUE R.O.W.

S69°31'16"W 212.23'

S69°31'16"W
26.41'

S69°31'16"W
22.55'

5/8" REBAR FND.
FLUSH W/ID CAP ILLEGIBLE

PSNH3101X1/7/NETT

TBM 8824A
MAG NAIL SET UP 7"
IN POLE PSNH/3101X1/6/7/NETT
ELEV.=23.30'

COAST BUS STOP

TBM 8824B
MAG NAIL SET UP 6"
IN POLE ES3101X1/7
ELEV.=20.20'

650 BORTHWICK AVENUE
TAX MAP 234, LOT 7-6
NAVEESHA HOSPITALITY LLC
110 HARTWELL AVE SUITE 300
LEXINGTON, MA 02421
R.C.R.D. BOOK 6434, PAGE 696

CB 3237 (2750)
RIM ELEV.=21.4'
DEBRIS ELEV.=18.8'
(A) 4" PVC INV.=19.4'
(3236) 10" UNK INV.=19.0'*
*CRUSHED & BROKEN

CB 3236 (3639)
RIM ELEV.=21.2'
DEBRIS ELEV.=18.8'
(A) 6" PVC INV.=19.0'
(3237) UNK INV.=18.9'*
(B) 10" UNK INV.=18.9'
*CRUSHED & BROKEN

TAX MAP 234, LOT 7-6
125,801 Sq. Ft.
2.89 Acres

CONC. WALK

VINYL STOCKADE
FENCE

DUMPSTER ENCLOSURE
8' CHAIN LINK FENCE

CONC. BLOCK
RET. WALL

~POOL~
ENCLOSURE

METAL
PICKET
FENCE

ENTRANCE
SIGN

100'
WETLANDS
BUFFER

TBM 8824C
CHISELED BOX IN
CORNER OF CONC. PAD
ELEV.=22.22'

TAX MAP 234, LOT 5
GIRI PORTSMOUTH 505 INC
2300 CROWN COLONY DR STE 203
QUINCY, MA 02169
R.C.R.D. BOOK 6015, PAGE 2242

S47°22'54"E 242.28'

S66°58'05"W 449.00'

S69°31'16"W 226.12'

MB#650

35MPH

~PAVED WALK~

NETT/7809/10

ES3101X1/7Y
W/COAST BUS STOP SIGN

GRAPHIC SCALE
20 10 0 20 40 60 80 FEET
5 0 5 10 15 20 25 METERS

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DRAWN JCM
CHECKED EPR
QC'D WCA
DATE October 2026

PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: PROPOSED RIGHT-OF-WAY PLAN

SHEET: E-001

COAKLEY ROAD

BORTHWICK AVENUE

TBM 8824H
MAG NAIL IN
CONC. LIGHT POLE BASE
ELEV.=22.48'

TBM 8824G
MAG NAIL SET UP 10"
IN POLE PSNH/271/4/4
ELEV.=23.38'

NO TEST DRIVERS
LOCAL TRAFFIC ONLY

3191/5/NETT/271/5/8T
W/CABLE BOX & COND

65T/4 1/2

30T/ES271/3Y

CONSTRUCT 24'
TEMPORARY DRIVEWAY

EXISTING COAKLEY
ROAD R.O.W.

5/8" REBAR FND.
DOWN 3" NO CAP

PROPOSED PERMANENT
R.O.W. EASEMENT
5,901± S.F.

N62°30'47"E
22.54'

N62°30'47"E
26.85'

28.2'

24'-0"

N62°30'47"E 111.12' (TIE LINE)

N62°30'47"E 140.21'

S62°25'48"W 77.51'

S27°29'13"E
6.47'

N62°30'47"E 119.91'

N62°30'47"E 65.37' (TIE LINE)

MB#96

~PAVED DRIVE~

~GRASS~

THE GRANITE GROUP

~PAVED~
~PARKING~

5/8" REBAR FND.
DOWN 7" W/ID CAP
TRITECH ENGINEERING

8' WOODEN
STOCKADE FENCE

N27°12'57"W 35.48'

N27°12'57"W 57.26'

S63°39'10"W 103.67'

PROPOSED TEMPORARY
CONSTRUCTION ACCESS
16,745± S.F.

PROPOSED TEMPORARY
CONSTRUCTION ACCESS
14,800± S.F.
~PAVED PARKING~

S27°34'12"E
57.71'

100' WETLANDS SETBACK

N68°32'38"E 46.00'

PROPOSED TEMPORARY
CONSTRUCTION ACCESS
7150± S.F.

N66°27'36"E 38.97'

SIDING SHED

6' CHAIN LINK FENCE

S22°5'53"E 19.51'

S67°14'38"W
11.34'

EXISTING
PROPERTY
LINE

N61°30'19"W 50.58'

CONC. WALK

TH=23.2'

CB 3237 (2750)
RIM ELEV.=21.4'
DEBRIS ELEV.=18.8'
(A) 4" PVC INV.=19.4'
(3236) 10" UNK INV.=19.0'*
*CRUSHED & BROKEN

650 BORTHWICK AVENUE
TAX MAP 234, LOT 7-6
NAVEESHA HOSPITALITY LLC
110 HARTWELL AVE SUITE 300
LEXINGTON, MA 02421
R.C.R.D. BOOK 6434, PAGE 696

CB 3236 (3639)
RIM ELEV.=21.2'
DEBRIS ELEV.=18.8'
(A) 6" PVC INV.=19.0'
(3237) UNK INV.=18.9'*
(B) 10" UNK INV.=18.9'
*CRUSHED & BROKEN

TAX MAP 234, LOT 7-6
125,801 Sq. Ft.
2.89 Acres

TAX MAP 234, LOT 5
GIRI PORTSMOUTH 505 INC
2300 CROWN COLONY DR STE 203
QUINCY, MA 02169
R.C.R.D. BOOK 6015, PAGE 2242

S47°52'54"E 242.26'

~GRASS~

N23°57'3"W
81.97'

DUMPSTER

CONC. RAMP

S68°37'43"W 20.94'

100 COAKLEY ROAD
TAX MAP 234, LOT 6
GPP PROPERTIES 1995 1 LLC
PO BOX 2004
CONCORD, NH 03302
R.C.R.D. BOOK 3102, PAGE 284

N22°56'08"W
88.37'

189.82'
S24°11'41"E

260.91'
S24°11'41"E

S27°33'29"E 85.18'

N62°30'39"E
21.89'

VINYL STOCKADE
FENCE

CONC. WALK

S27°20'39"E 35.47'

DUMPSTER ENCLOSURE
8' CHAIN LINK FENCE

CONC. BLOCK
RET. WALL

~POOL~
ENCLOSURE

METAL
PICKET
FENCE

N62°39'21"E 74.39'

~PAVED PARKING~

S27°19'26"E
46.00'

S62°40'34"W 96.70'

100'
WETLANDS
BUFFER

TBM 8824C
CHISELED BOX IN
CORNER OF CONC. PAD
ELEV.=22.22'

ENTRANCE
SIGN

N27°07'11"W 21.14'

N62°39'14"E 6.09'

N27°20'46"W 13.13'

MB#650

~PAVED WALK~

CENTERLINE OF
SEWER MAIN.
EASEMENT DOES
NOT SPECIFY
WIDTH

N67°28'32"E
32.30'

S22°52'47"E
17.06'

PROPOSED PERMANENT
R.O.W. EASEMENT
5,979± S.F.

TAX MAP 234, LOT 6
52,494 Sq. Ft.
1.21 Acres

S67°23'29"W
2.87'

N34°44'13"W
15.81'

N67°21'41"E 93.87'

N24°09'47"W 234.98'

S22°41'42"E 61.95'

S22°52'47"E 32.97'

N20°36'13"W 71.34'

N67°17'09"E
80.33'

5/8" REBAR FND.
DOWN 2" W/ID CAP
ILLEGIBLE

CONC. RET. WALL

8" CHAIN LINK FENCE

100'
WETLANDS
BUFFER

N22°25'51"W 44.58'

N22°26'21"W 50.36'

N22°25'51"W 39.35'

EXISTING DRAINAGE
EASEMENT

EXISTING
BORTHWICK
AVENUE R.O.W.

S69°31'16"W
182.66'

S69°31'16"W
26.41'

S69°31'16"W
42.43'

S69°31'16"W
22.55'

5/8" REBAR FND.
FLUSH W/ID CAP ILLEGIBLE

PSNH3101X1/7/NETT

COAST BUS STOP

TBM 8824B
MAG NAIL SET UP 6"
IN POLE ES3101X1/7
ELEV.=20.20'

NETT/7809/10

ES3101X1/7Y
W/COAST BUS STOP SIGN

NH STATE PLANE COORDINATE SYSTEM
NAD 1983

GRAPHIC SCALE
20 10 0 20 40 60 80 FEET
5 0 5 10 15 20 25 METERS

NOTES:
1. A TEMPORARY DRIVEWAY, MINIMUM 24' WIDTH SHALL BE CONSTRUCTED WITHIN THE PROPOSED TEMPORARY ACCESS LIMITS. DRIVE SHALL BE CONSTRUCTED AND MAINTAINED TO ALLOW FOR ACCESS TO THE PARKING LOT ON THE NORTHWEST SIDE OF THE HOTEL THROUGH THE DURATION OF THE CONSTRUCTION.

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JCM	EPR	WCA	October 2026

PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: PROPOSED EASEMENT PLAN

SHEET: E–002

COAKLEY ROAD

BORTHWICK AVENUE

TBM 8824H
MAG NAIL IN
CONC. LIGHT POLE BASE
ELEV.=22.48'

TBM 8824G
MAG NAIL SET UP 10"
IN POLE PSNH/271/4/4
ELEV.=23.35'

TBM 8824B
MAG NAIL SET UP 6"
IN POLE ES3101X1/7
ELEV.=20.20'

TBM 8824C
CHISELED BOX IN
CORNER OF CONC. PAD
ELEV.=22.22'

TREE TO BE REMOVED, REMOVAL OF CAST IRON WELL IS SUBSIDIARY TO REMOVAL OF TREE

TREE TO REMAIN

SIGN TO REMAIN

LIGHT TO REMAIN

FENCE TO REMAIN

TREES TO REMAIN, PROTECT DURING CONSTRUCTION

REMOVE 14' OF CONCRETE RETAINING WALL

ACTIVE SEWER LINE APPROXIMATE LOCATION

PROPOSED NEW R.O.W.

EXISTING PROPERTY LINE

APPROXIMATE LIMITS OF DEMOLITION (12,840± SF)

APPROXIMATE LIMITS OF DEMOLITION (5,040± SF)

APPROXIMATE LIMITS OF DEMOLITION (14,645± SF)

TAX MAP 234, LOT 7-6
125,801 Sq. Ft.
2.89 Acres

TAX MAP 234, LOT 6
52,494 Sq. Ft.
1.21 Acres

100 COAKLEY ROAD
TAX MAP 234, LOT 6
GPP PROPERTIES 1995 1 LLC
PO BOX 2004
CONCORD, NH 03302
R.C.R.D. BOOK 3102, PAGE 284

650 BORTHWICK AVENUE
TAX MAP 234, LOT 7-6
NAVEESHA HOSPITALITY, LLC
110 HARTWELL AVE SUITE 300
LEXINGTON, MA 02421
R.C.R.D. BOOK 6434, PAGE 696

TAX MAP 234, LOT 5
GIRI PORTSMOUTH 505 INC
2300 CROWN COLONY DR STE 203
QUINCY, MA 02169
R.C.R.D. BOOK 6015, PAGE 2242

THE GRANITE GROUP

CB 3237 (2750)
RIM ELEV.=21.4'
DEBRIS ELEV.=18.8'
(A) 4" PVC INV.=19.4'
(3236) 10" UNK INV.=19.0'*
*CRUSHED & BROKEN

CB 3236 (3639)
RIM ELEV.=21.2'
DEBRIS ELEV.=18.8'
(A) 6" PVC INV.=19.0'
(3237) UNK INV.=18.9'*
(B) 10" UNK INV.=18.9'
*CRUSHED & BROKEN

NOTES:
1. DEMOLITION PLAN INTENDED TO SHOW LIMITS OF FULL DEPTH CONSTRUCTION, EXCAVATION & FILL LIMITS OUTSIDE OF THE CITY'S RIGHT-OF-WAY. COLD PLANING WILL OCCUR OUTSIDE THE LIMITS OF DEMOLITION WHERE NECESSARY. THE LIMIT OF DEMOLITION SERVES AS THE LIMIT OF COMMON EXCAVATION AS SHOWN ON THE COLD PLANE DETAIL ON SHEET 11.
2. LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT EXACT. CONTRACTOR SHALL LOCATE ALL UTILITIES BEFORE WORKING IN THE RESPECTIVE AREAS.

GRAPHIC SCALE
20 10 0 20 40 60 80 FEET
5 0 5 10 15 20 25 METERS

NH STATE PLANE COORDINATE SYSTEM
NAD 1983

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PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: DEMOLITION PLAN

SHEET: C–101

COAKLEY ROAD

BORTHWICK AVENUE

SHOULDER RECONSTRUCTION IS TO BE PER THE VERTICAL GRANITE CURB FOR ROADWAY DETAIL

3191/5/NETT/271/5/8T W/CABLE BOX & COND

65T/4 1/2

NO TEST DRIVERS LOCAL TRAFFIC ONLY

SIGN TO BE SET ON NEW POLE

30T/ES271/3Y

100' WETLANDS BUFFER

PROPOSED DETECTABLE WARNING PANEL (TYP.)

PROPOSED 5.5' WIDE CONCRETE SIDEWALK (TYP.)

PROPOSED CR (TYP.)

4" SSLW

END VGC (6' TIP)

END SAWCUT

N62°30'47"E 273.87'

N62°30'47"E 212.00'

+43.40 15.55 RT

+43.33 15.33 LT

BEGIN VGC (3' TIP)

PROP. R1-1

PROP. LANDSCAPING

5/8" REBAR FND. DOWN 3" NO CAP

5/8" REBAR FND. DOWN 7" W/ID CAP TRITECH ENGINEERING

EXISTING PARKING SPACES (TYP.)

PROPOSED PARKING SPACES (TYP.)

SEE NOTE. 1

REMOVE CURB (ITEM 202.6) (TYP.)

END VGC (MATCH)

100' WETLANDS SETBACK

8' WOODEN STOCKADE FENCE

REGRADE AND PAVE AREA AS SEEN IN SHEET C-301

SLIDING GATE

8' CHAIN LINK FENCE

BEGIN VGC (MATCH)

PROP. R7-1d

PROP. LOAM & SEED

CONSTRUCT 60 LF OF 24" AGGREGATE UNDERDRAIN TYPE 2, WITH 6" PERF. CORR. POLYETHYLENE PIPE ALONG WALL

DUMPSTERS

ACTIVE SEWER LINE APPROXIMATE LOCATION

BOLLARDS TO BE LOCATED TO PREVENT VEHICULAR ACCESS

CLEAR VEGETATION FROM BMP. WITH MINOR REGRADING TO ENSURE POSITIVE DRAINAGE AND OUTLET OF WATER

CONC. RET. WALL

SAWCUT 14' SECTION OF CONCRETE RETAINING WALL. REMOVE TO FINISHED GRADE. PAID FOR UNDER COMMON EX.

100' WETLANDS BUFFER

CLEARING LINE

SLOPE LINE

5/8" REBAR FND. UP 3" NO CAP

PROPOSED 5.5' CONCRETE SIDEWALK (TYP.)

+5.43 13.00 RT

+5.43 113.00 LT

PROP. CR (TYP.)

RESET R2-1

PROP. R1-1

REGRADE AREA AS SEEN IN SHEET C-301

S69°31'16"W 212.26'

100 COAKLEY ROAD
TAX MAP 234, LOT 6
GPP PROPERTIES 1995 1 LLC
PO BOX 2004
CONCORD, NH 03302
R.C.R.D. BOOK 3102, PAGE 284

PARKING COUNT:
EXISTING – 20
PROPOSED – 20

TAX MAP 234, LOT 6
52,494 Sq. Ft.
1.21 Acres

PROP. R7-1d

4" SSLW

4" DSLY

PROP. LOAM & SEED

650 BORTHWICK AVENUE
TAX MAP 234, LOT 7-6
NAVEESHA HOSPITALITY LLC
110 HARTWELL AVE SUITE 300
LEXINGTON, MA 02421
R.C.R.D. BOOK 6434, PAGE 696

PARKING COUNT:
EXISTING – 115
PROPOSED SITE – 106
PROPOSED STREET – 9

TAX MAP 234, LOT 7-6
125,801 Sq. Ft.
2.89 Acres

PROPOSED LANDSCAPING

PROPOSED 5.0' WIDE CONCRETE SIDEWALK (PRIVATE) (TYP.)

BEGIN VGC (MATCH)

DUMPSTER ENCLOSURE 8' CHAIN LINK FENCE

FULL-DEPTH HMA CONSTRUCTION 3'R

END VGC

6"STEEL BOLLARD (TYP.)

PROPOSED DUMPSTER PAD w/ FENCE AND GATE

EXISTING PARKING LINES TO BE REMOVED

EXISTING PARKING SPACES (TYP.)

PROPOSED PARKING SPACES (TYP.)

100' WETLANDS BUFFER

CONC. BLOCK RET. WALL

POOL ENCLOSURE

METAL PICKET FENCE

ENTRANCE SIGN

VINYL STOCKADE FENCE

CONC. WALK

~PAVED PARKING~

~PAVED WALK~

~GRASS~

~PAVED DRIVE~

TAX MAP 234, LOT 5
GIRI PORTSMOUTH 505 INC
2300 CROWN COLONY DR STE 203
QUINCY, MA 02169
R.C.R.D. BOOK 6015, PAGE 2242

S47°52'34"E 242.26'

S69°31'16"W 226.12'

S66°58'05"W 449.00'

N24°09'47"W 234.98'

(R&R) 35MPH

END VGC (MATCH)

PROP. LIMITS OF SAWCUT

PROP. CROSSWALK (TYP.)

BEGIN VGC (MATCH)

5/8" REBAR FND. FLUSH W/ID CAP ILLEGIBLE

PSNH3101X1/7/NETT

COAST BUS STOP (R&R) WITH NEW UTILITY POLE

NETT/7809/10

ES3101X1/7Y W/COAST BUS STOP SIGN

NOTES:
1. INSTALLATION OF CURBING TO ALLOW FOR GRANITE GROUP SIGN AND FOUNDATION TO REMAIN IN PLACE DURING AND POST-CONSTRUCTION.
2. CONTRACTOR TO MAINTAIN PEDESTRIAN TRAFFIC DURING CONSTRUCTION (SUBSIDIARY TO OTHER PAY ITEMS)
3. EXISTING SIGNS WITHIN THE PROJECT FOOTPRINT TO BE REMOVED OR RELOCATED WILL BE CONSIDERED SUBSIDIARY TO THE CONTRACT AND WILL NOT BE PAID FOR SEPARATELY.
4. ALL PARKING STALLS TO BE STRIPED SHALL BE STRIPED WITH 4" SSLW

PAVEMENT MARKING LEGEND
{}SSL()* = {SIZE IN INCHES} SINGLE SOLID LINE (COLOR W=WHITE, Y=YELLOW)
{}DSL()* = {SIZE IN INCHES} DOUBLE SOLID LINE (COLOR W=WHITE, Y=YELLOW)

GRAPHIC SCALE
20 10 0 20 40 60 80 FEET
5 0 5 10 15 20 25 METERS

NH STATE PLANE COORDINATE SYSTEM NAD 1983

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PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: SITE PLAN

SHEET: C-201

COAKLEY ROAD

BORTHWICK AVENUE

TBM 8824H
MAG NAIL IN
CONC. LIGHT POLE BASE
ELEV.=22.48'

TBM 8824G
MAG NAIL SET UP 10"
IN POLE PSNH/271/4/4
ELEV.=23.38'

NO TEST DRIVERS
LOCAL TRAFFIC ONLY

30T/ES271/3Y

3191/5/NETT/271/5/8T
W/CABLE BOX & COND

RECONSTRUCT DMH TO CB
W/ TYPE B GRATE & FRAME
RIM=22.21
INV IN=18.70
INV IN=18.65
INV OUT=18.60

PROP. 20 LF 12" HDPE

PDMHx
RIM=22.65
INV IN=17.85
INV OUT=17.85

PDMHx
RIM=22.36
INV IN=16.99
INV IN=17.24
INV OUT=16.99

PROP. 5 LF 12" HDPE

DMH
RIM=21.93
INV IN=16.57
INV OUT=16.48

15" HDPE
INV.=16.5'

PCBx
RIM=22.13
INV OUT=17.39

DMH (RET.)
ADJUST TO GRADE
INV IN=17.60
INV OUT=17.35

PCBx
RIM=21.87
INV OUT=18.12

PDMHx
RIM=22.28
INV IN(EAST)=18.05
INV IN(WEST)=18.05
INV OUT=17.95

PCBx
RIM=21.90
INV IN=18.20
INV OUT=18.10

PROP. 9 LF 12" HDPE

PROP. 13 LF
12" HDPE

N62°30'47"E 212.00'

N62°30'47"E 273.87'

S47°52'34"E 242.26'

S69°31'16"W 226.12'

S66°58'05"W 449.00'

N24°09'47"W 234.98'

12+00

NH STATE PLANE COORDINATE SYSTEM
NAD 1983

THE GRANITE GROUP
100 COAKLEY ROAD
TAX MAP 234, LOT 6
GPP PROPERTIES 1995 1 LLC
PO BOX 2004
CONCORD, NH 03302
R.C.R.D. BOOK 3102, PAGE 284

TAX MAP 234, LOT 5
GIRI PORTSMOUTH 505 INC
2300 CROWN COLONY DR STE 203
QUINCY, MA 02169
R.C.R.D. BOOK 6015, PAGE 2242

650 BORTHWICK AVENUE
TAX MAP 234, LOT 7-6
NAVEESHA HOSPITALITY LLC
110 HARTWELL AVE SUITE 300
LEXINGTON, MA 02421
R.C.R.D. BOOK 6434, PAGE 696

CB 3237 (2750)
RIM ELEV.=21.4'
DEBRIS ELEV.=18.8'
(A) 4" PVC INV.=19.4'
(3236) 10" UNK INV.=19.0'*
*CRUSHED & BROKEN

CB 3236 (3639)
RIM ELEV.=21.2'
DEBRIS ELEV.=18.8'
(A) 6" PVC INV.=19.0'
(3237) UNK INV.=18.9'*
(B) 10" UNK INV.=18.9'
*CRUSHED & BROKEN

TAX MAP 234, LOT 7-6
125,801 Sq. Ft.
2.89 Acres

TAX MAP 234, LOT 6
52,494 Sq. Ft.
1.21 Acres

PROP. UTILITY POLE
STA. 1+85.2
15.1 LT
(BY OTHERS)

PROP. UTILITY POLE
STA. 2+83.6
89.9 RT
(BY OTHERS)

PROP. 147 LF 12" HDPE

PROP. 19 LF 12" HDPE

PROP. DITCH LINE

PROP. OVERHEAD
WIRE (TYP.)

PROP. GUY WIRE (TYP.)

PROP. UTILITY POLE
(TYP.)
PSNH3101X1/7/NETT

REMOVE 14' OF
CONCRETE RETAINING
WALL

CLEAR
VEGETATION
FROM BMP, WITH
MINOR
REGRADING TO
ENSURE POSITIVE
DRAINAGE AND
OUTLET OF
WATER

ACTIVE SEWER
LINE
APPROXIMATE
LOCATION

SEE GRANITE
PLUMBING
DELIVERY AREA
NOTE ON SHEET
G-102

TREES TO REMAIN,
PROTECT DURING
CONSTRUCTION

ADJUST SEWER
MANHOLE TO GRADE

REM. EXIST. UP, BRACE
POLE, AND GUY

TBM 8824B
MAG NAIL SET UP 6"
IN POLE ES3101X1/7
ELEV.=20.20'

TBM 8824C
CHISELED BOX IN
CORNER OF CONC. PAD
ELEV.=22.22'

ES3101X1/7Y
W/COAST BUS STOP SIGN

COAST BUS STOP

NOTES:
1. FINAL DITCH GRADING SHALL BE APPROVED BY RESIDENT. DITCH SHOULD GRADE TO DRAIN TOWARDS THE EXISTING 24' INLET PIPE.
2. LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT EXACT. CONTRACTOR SHALL LOCATE ALL UTILITIES BEFORE WORKING IN THE RESPECTIVE AREAS.
3. ALL CONTOURS (EXISTING & PROPOSED) ARE SHOWN AT 1' INTERVALS OTHER THAN CONTOURS WITHIN THE AREAS OF REGRADING ON THE WEST SIDE OF THE GRANITE GROUP BUILDING. CONTOURS IN THIS ARE ARE DISPLAYED AT AN INTERVAL OF .2' (EXISTING & PROPOSED).

GRAPHIC SCALE
20 10 0 20 40 60 80 FEET
5 0 5 10 15 20 25 METERS

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PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: GRADING, DRAINAGE & UTILITIES PLAN

SHEET: C–301

COAKLEY ROAD

BORTHWICK AVENUE

~PAVED DRIVE~

3191/5/NETT/271/5/8T
W/CABLE BOX & COND

65T/4 1/2

NO TEST DRIVERS
LOCAL TRAFFIC ONLY

30T/ES271/3Y

NH STATE PLANE COORDINATE SYSTEM
NAD 1983

28.1'

N62°30'47"E 26.85'

N62°30'47"E 22.54'

N62°30'47"E 273.87'

N62°30'47"E 212.00'

~GRASS~

~PAVED PARKING~

~PAVED~
PARKING

THE GRANITE GROUP

LOAM & SEED
DISTURBED AREA

LOAM &
SEED ISLAND

MULCH
LANDSCAPED AREA
TO MATCH EXISTING

AUTUMN BRILLIANCE
SERVICEBERRY (TYP.)

8' WOODEN
STOCKADE FENCE

100' WETLANDS SETBACK

SLIDING GATE

8' CHAIN LINK FENCE

~CONC. RAMP~

FF=22.6'

DUMPSTERS

100 COAKLEY ROAD
TAX MAP 234, LOT 6
GPP PROPERTIES 1995 1 LLC
PO BOX 2004
CONCORD, NH 03302
R.C.R.D. BOOK 3102, PAGE 284

260.5'
S24°11'41"E

189.82'
S24°11'41"E

263.67'
S24°11'41"E

LOAM & SEED
DISTURBED AREA

TAX MAP 234, LOT 6
52,494 Sq. Ft.
1.21 Acres

650 BORTHWICK AVENUE
TAX MAP 234, LOT 7-6
NAVEESHA HOSPITALITY LLC
110 HARTWELL AVE SUITE 300
LEXINGTON, MA 02421
R.C.R.D. BOOK 6434, PAGE 696

TAX MAP 234, LOT 7-6
125,801 Sq. Ft.
2.89 Acres

PROPOSED
LANDSCAPING

VINYL STOCKADE
FENCE

CONC. WALK

DUMPSTER ENCLOSURE
8' CHAIN LINK FENCE

BLUE CHIFFON ROSE
OF SHARON (2)

LOAM & SEED
ISLAND

EMERALD GREEN
ARBORVITAE (6)

CONC. BLOCK
RET. WALL

~POOL~
ENCLOSURE

METAL
PICKET
FENCE

100'
WETLANDS
BUFFER

ENTRANCE
SIGN

TAX MAP 234, LOT 5
GIRI PORTSMOUTH 505 INC
2300 CROWN COLONY DR STE 203
QUINCY, MA 02169
R.C.R.D. BOOK 6015, PAGE 2242

N24°09'47"W 234.98'

100'
WETLANDS
BUFFER

SEE PLANTING PLAN FOR
ADDITIONAL INFORMATION

LOAM & SEED
DISTURBED AREA

S69°37'16"W 212.22'

S69°31'16"W 26.41'

S69°31'16"W 22.55'

S69°31'16"W 226.12'

S66°58'05"W 449.00'

S47°52'54"E 242.26'

35MPH

MB#650

PSNH3101X1/7/NETT

COAST BUS STOP

NETT/7809/10

ES3101X1/7Y
W/COAST BUS STOP SIGN

GRAPHIC SCALE
20 10 0 20 40 60 80 FEET
5 0 5 10 15 20 25 METERS

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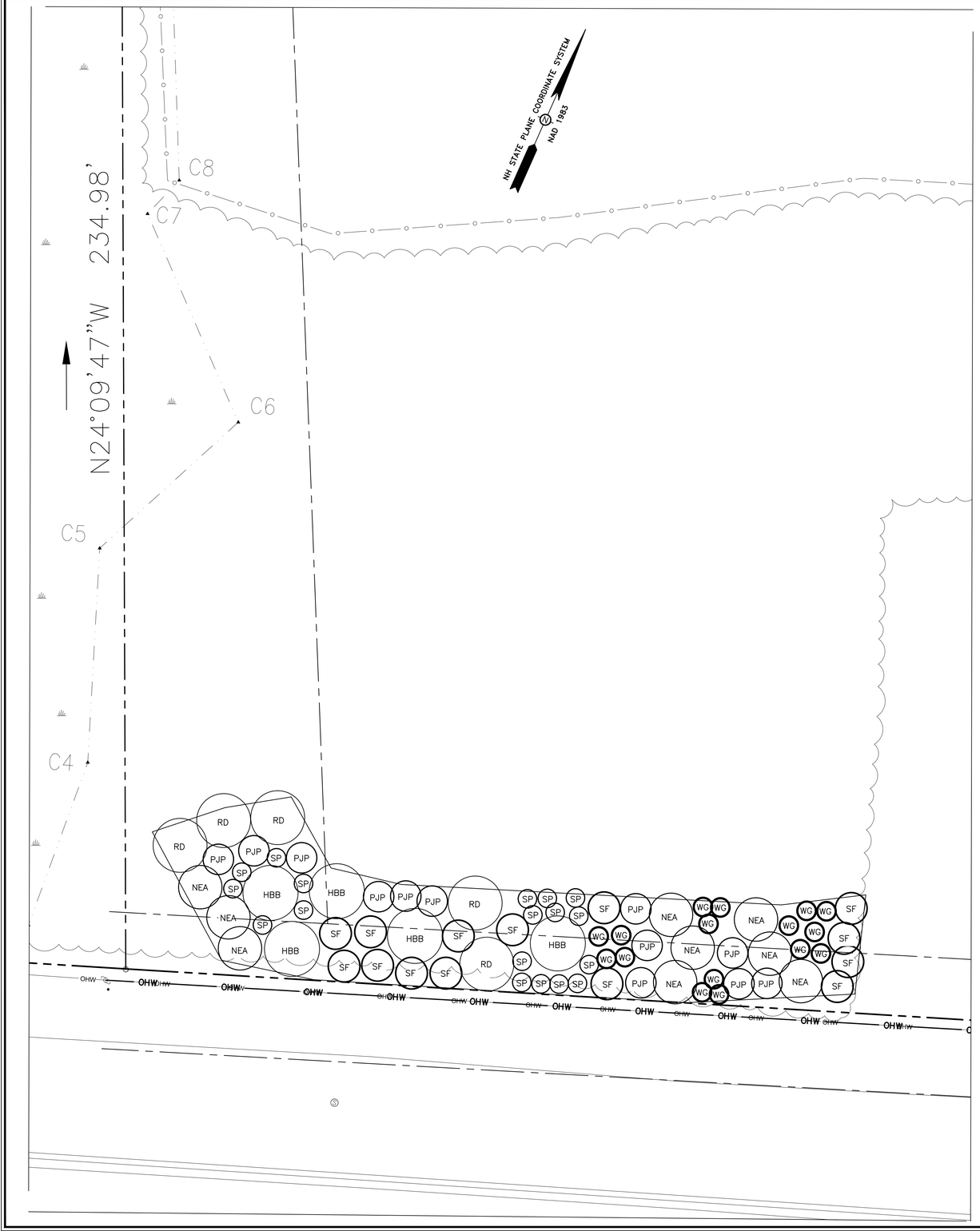
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CHECKED EPR
QC'D WCA
DATE October 2026

PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: LANDSCAPING PLAN

SHEET: C–501



NOTES:

1. WETLAND BUFFER ENHANCEMENT AREA: WITHIN THE 580 SQUARE-FOOT WETLAND BUFFER ENHANCEMENT AREA, REMOVE ORIENTAL BITTERSWEET, MULTIFLORA ROSE, AND MORROW'S HONEYSUCKLE BY HAND. REVEGETATE THE PROPOSED DITCH AND TRANSITION SLOPES WITH NATIVE SHRUBS, GRASSES, FERNS, AND HERBACEOUS PERENNIALS IN ACCORDANCE WITH THE APPROVED PLANTING PLAN. THE ENHANCEMENT AREA SHALL NOT BE ROUTINELY MOWED.
2. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIAL IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING SHOWN ON ALL DRAWINGS.
3. ALL PLANT MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY "THE AMERICAN STANDARD FOR NURSERY STOCK" PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, LATEST EDITION.
4. ALL PLANT MATERIAL SHALL BE WARRANTIED FOR 1 YEAR AFTER SUBSTANTIAL COMPLETION.
5. ALL PLANTS SHALL BE BALLED AND BURLAP UNLESS OTHERWISE NOTED ON THE PLANT LIST/SCHEDULE.
6. ALL PLANTS SHALL BE APPROVED BY ENGINEER PRIOR TO THEIR INSTALLATION AT THE SITE.
7. CONTRACTOR SHALL STAKE ALL PLANT LOCATIONS IN THE FIELD. OBTAIN APPROVAL OF ENGINEER BEFORE STARTING PLANT INSTALLATIONS.
8. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO A PRE-CONSTRUCTION STATE UNLESS OTHERWISE NOTED BY ENGINEER OR PLANS.

PLANTING SCHEDULE

ID	Qty	Latin Name	Common Name	Scheduled Size	Notes
BORTHWICK AVE					
SHRUBS					
RD	5	*Swida sericea*	Red-Osier Dogwood	#3 cont.	Bare-Root Stock; 5' O.C.
HBB	5	*Vaccinium corymbosum*	High Bush Blueberry	#3 cont.	5' O.C.
PERENNIALS					
SP	18	*Panicum virgatum*	Switch Panicgrass	#1 cont.	24" O.C.
WG	16	*Solidago rugosa*	Wrinkleleaf Goldenrod	#1 cont.	24" O.C.
PJP	12	*Eutrochium purpureum*	Purple Joe Pye-Weed	#1 cont.	36" O.C.
SF	14	*Onoclea sensibilis*	Sensitive Fern	#1 cont.	36" O.C.
NEA	9	*Symphyotrichum novae-angliae*	New England Aster	#1 cont.	48" O.C.

GRAPHIC SCALE

5 2.5 0 5 10 15 20 FEET
5 0 5 10 15 20 25 METERS

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DATE October 2026

PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: PLANTING PLAN

SHEET: C-502

PROJECT NAME AND LOCATION:

COAKLEY – CONNECTOR ROAD
PORTSMOUTH, NEW HAMPSHIRE

DESCRIPTION:

CONSTRUCTION OF A NEW ROADWAY CONNECTING COAKLEY RD TO BORTHWICK AVE, INCLUDING STREETSCAPING (SIDEWALKS, CURBING, AND LANDSCAPING). ADDITIONALLY INSTALLATION OF DRAINAGE ALONG THE SOUTH SIDE OF COAKLEY ROAD AND RELOCATED OVERHEAD UTILITIES ON THE NORTH SIDE OF BORTHWICK AVE.

CONSTRUCTION SEQUENCE:

1. INSTALL ALL EROSION CONTROL MEASURES.
2. COORDINATE WITH UTILITY COMPANIES FOR RELOCATION OF POLES AND OVERHEAD UTILITIES.
3. REMOVE EXISTING PAVEMENT, SIDEWALKS AND LANDSCAPING AND INSTALL DRAINAGE.
4. GRADE AND COMPACT BASE MATERIALS.
5. PLACE BASE COURSE OF ROADWAY PAVEMENT.
6. PLACE CURBING AND CONSTRUCT NEW SIDEWALKS.
7. FINISH GRADE BEHIND SIDEWALKS.
8. PLACE SEED AND MULCH ON LOAMED AREAS.
9. PLACE WEARING COURSE OF PAVEMENT.
10. INSTALL ALL ROADWAY STRIPING AND SIGNS.
11. WHEN CONSTRUCTION ACTIVITY IS COMPLETE AND SITE IS STABILIZED, REMOVE EROSION CONTROL MEASURES.

EROSION AND SEDIMENT CONTROLS AND STABILIZATION PRACTICES:

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".

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 CONSTRUCTION, BUT IN NO CASE SHALL EXCEED 5 ACRES AT ANY ONE TIME BEFORE DISTURBED AREAS ARE STABILIZED.

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

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

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.

ALL EROSION CONTROLS SHALL BE INSPECTED WEEKLY DURING THE LIFE OF THE PROJECT AND AFTER EACH STORM OF 0.5" OR GREATER. ALL DAMAGED SILT FENCES 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.

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

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

DISTURBED AREAS SHALL BE SEEDED WITHIN 72 HOURS FOLLOWING FINISHED GRADING.

AT NO TIME SHALL ANY DISTURBED AREA REMAIN UNSTABILIZED FOR LONGER THAN 72 HOURS. ALL AREAS WHERE CONSTRUCTION IS NOT COMPLETE WITHIN THIRTY DAYS OF THE INITIAL DISTURBANCE SHALL BE MACHINE HAY MULCHED AND SEEDED WITH RYE GRASS TO PREVENT EROSION.

INSTALLATION PROCEDURES OF EROSION AND SEDIMENT CONTROLS:

A. VEGETATIVE PRACTICE

FOR PERMANENT MEASURES AND PLANTINGS FROM EARLY SPRING TO SEPTEMBER 30:

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	SEEDING RATE
CREEPING RED FESCUE	100 LBS/ACRE
KENTUCKY BLUEGRASS	100 LBS/ACRE

SLOPE SEED (ALL SLOPES GREATER THAN OR EQUAL TO 3:1)

CREEPING RED FESCUE	20 LBS/ACRE
TALL FESCUE	20 LBS/ACRE
BIRDSFOOT TREFOIL	2 LBS/ACRE

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.
MULCH: 1.5 TONS/ACRE

B. MULCHING

IN ORDER TO BE EFFECTIVE, MULCHING MUST BE IN PLACE PRIOR TO MAJOR STORM EVENTS. THERE ARE TWO TYPES OF STANDARDS:

APPLY MULCH PRIOR TO ANY STORM EVENT:
THIS IS APPLICABLE WHEN WORKING WITHIN 100 FEET OF WETLANDS. IT WILL BE NECESSARY TO CLOSELY MONITOR WEATHER FORECASTS FOR ADEQUATE WARNING TO SIGNIFICANT STORMS.

REQUIRED MULCHING WITHIN SPECIFIED TIME PERIOD:
THE TIME PERIOD CAN RANGE FROM 14 TO 21 DAYS OF INACTIVITY IN AN AREA, THE LENGTH OF TIME VARYING WITH SITE CONDITIONS. JUDGEMENT SHALL BE USED TO EVALUATE THE INTERACTION OF SITE CONDITIONS AND THE POTENTIAL FOR IMPACT ON ADJACENT AREAS TO CHOOSE AN APPROPRIATE TIME RESTRICTION.

WHEN MULCH IS TO BE APPLIED TO PROVIDE PROTECTION OVER WINTER MONTHS, IT SHALL BE AT A RATE OF 6,000 POUNDS OF HAY OR STRAW PER ACRE. A TACKIFIER SHALL BE ADDED TO THE MULCH.

C. WINTER NOTES

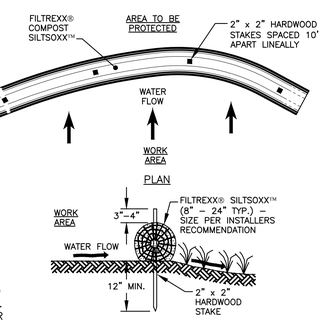
ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED 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 STONE PER NHDOT ITEM 304.4.

MAINTENANCE AND PROTECTION:

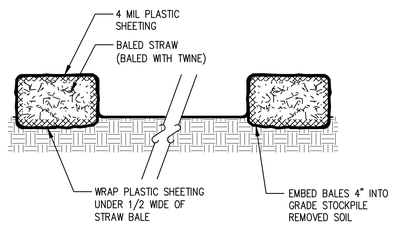
1. THE CONTRACTOR SHALL MAINTAIN ALL LOAM & SEED AREAS UNTIL FINAL ACCEPTANCE AT THE COMPLETION OF THE CONTRACT. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, REMOVAL OF STONES AND OTHER FOREIGN OBJECTS OVER 1/2 INCHES IN DIAMETER WHICH MAY APPEAR AND THE FIRST TWO (2) CUTTINGS OF GRASS NO CLOSER THEN 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.
2. THE CONTRACTOR SHALL TAKE WHATEVER MEASURES ARE NECESSARY TO PROTECT THE GRASS WHILE IT IS DEVELOPING.
3. 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.
4. SEEDED AREAS WILL BE FERTILIZED AND RESEEDED AS NECESSARY TO INSURE VEGETATIVE ESTABLISHMENT.
5. THE SWALES WILL BE CHECKED WEEKLY AND REPAIRED WHEN NECESSARY UNTIL ADEQUATE VEGETATION IS ESTABLISHED.
6. THE SILT FENCE BARRIER SHALL BE CHECKED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.
7. SILT FENCING SHALL BE REMOVED ONCE VEGETATION IS ESTABLISHED, AND DISTURBED AREAS RESULTING FROM SILT FENCE REMOVAL SHALL BE PERMANENTLY SEEDED.



NOTES:
1. ALL MATERIAL TO MEET FILTREXX SPECIFICATIONS.
2. FILLTREXX SYSTEM SHALL BE INSTALLED BY A CERTIFIED FILTREXX INSTALLER.
3. THE CONTRACTOR SHALL MAINTAIN THE COMPOST FILTRATION SYSTEM IN A FUNCTIONAL CONDITION AT ALL TIMES. IT WILL BE ROUTINELY INSPECTED AND REPAIRED WHEN REQUIRED.
4. SILTSOXX DEPICTED IS FOR MINIMUM SLOPES, GREATER SLOPES MAY REQUIRE ADDITIONAL PLACEMENTS.
5. THE COMPOST FILTER MATERIAL WILL BE DISPERSED ON SITE WHEN NO LONGER REQUIRED, AS DETERMINED BY THE ENGINEER.

SEDIMENTATION FENCE / LOG

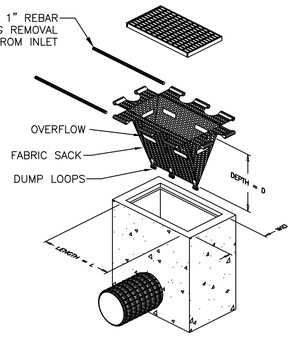
SCALE: N.T.S



NOTES:
1. CONTRACTOR MUST PROVIDE A CONCRETE CLEAN–OUT STATION. NO TRUCK CLEAN–OUT WILL BE ALLOWED WITHOUT CONTAINMENT.
2. PLASTIC WRAP SHALL BE FREE OF TEARS OR HOLES.
3. AFTER BASIN IS USED, WASHWATER FROM WASHOUT BASIN SHALL BE ALLOWED TO EVAPORATE OR BE VACUUMED OUT.
4. REMOVE REMAINING HARDENED SOLIDS.
5. REPLACE PLASTIC SHEETING AND STRAWBALES AS REQUIRED.

CONCRETE CLEAN–OUT

SCALE: N.T.S



NOTES:
1. SILT SACK SHALL BE INSTALLED AT ALL EXISTING AND PROPOSED CATCH BASINS AND INLETS WITHIN THE LIMITS OF CONSTRUCTION SHOWN ON THE PLANS.
2. INSTALL AND MAINTAIN PER MANUFACTURERS REQUIREMENTS.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE CORRECT SIZE DEVICE FOR EACH INLET.
4. THE INLET SEDIMENT CONTROL DEVICE SHALL BE OF HIGH FLOW DESIGN (200 GAL/MIN/FT), AS PER THE MANUFACTURER'S SPECS.
5. THE SEDIMENT CONTROL DEVICE SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND MAINTAINED A MINIMUM ONCE PER MONTH OR WITHIN THE 48 HOURS FOLLOWING A STORM EVENT. FILTER SHALL BE CLEANED IN A MANNER WHICH ENSURES THAT ALL SEDIMENT REMAINS ON SITE.
6. SUBSTITUTION OF A SHEET OF FILTER FABRIC PLACED OVER THE OPENING OF THE INLET IS NOT APPROVED.
7. THE FILTER SHALL BE REPLACED OR CLEANED WHEN THE BAG BECOMES HALF FULL WITH SEDIMENT OR OTHER DEBRIS.

DRAINAGE INLET PROTECTION

SCALE: N.T.S

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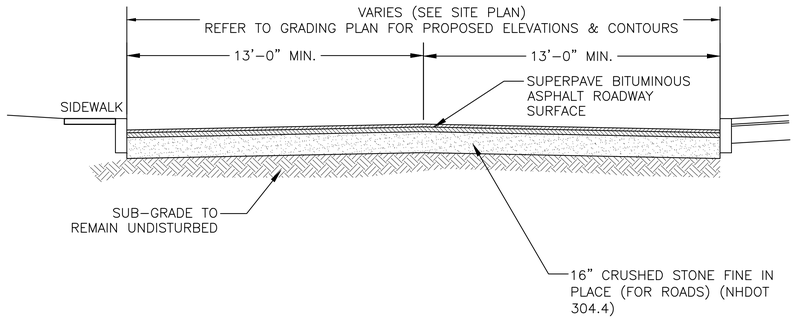
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JCM	EPR	WCA	October 2026

PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: DETAIL SHEETS NOTES & EROSION CONTROL

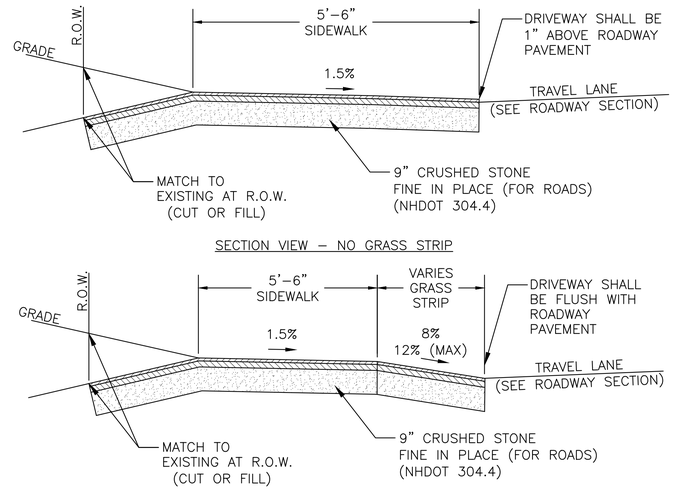
SHEET: C–601



NOTES:
1. SUB–GRADE SHALL BE PROOF–ROLLED AND ACCEPTED BY THE ENGINEER PRIOR TO PLACEMENT OF SELECT STONE BASE MATERIALS.

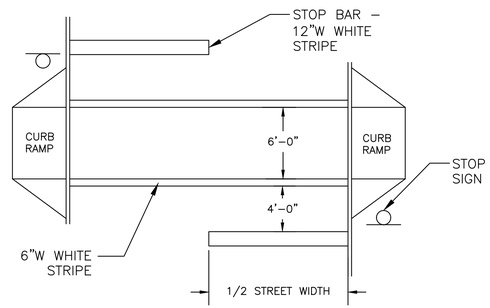
PAVEMENT THICKNESS:
5" TOTAL THICKNESS:
1.5" WEARING (3/8" 75 GYRATION)
3.5" BINDER (3/4" 50 GYRATION)
(TO BE PLACED IN 2" AND 1.5" LIFTS)

TYPICAL ROADWAY SECTION
SCALE: N.T.S



NOTES:
1. DRIVEWAY PAVEMENT SHALL BE:
   1.0" WEARING (3/8" 50 GYRATION)
   2.0" BINDER (1/2" 50 GYRATION)
2. ENGINEER TO DETERMINE IF EXISTING BASE MATERIALS ARE ACCEPTABLE.
3. SUB–GRADE SHALL BE COMPACTED PRIOR TO PLACEMENT OF STONE BASE. STONE BASE SHALL BE COMPACTED TO 95% PROCTOR.

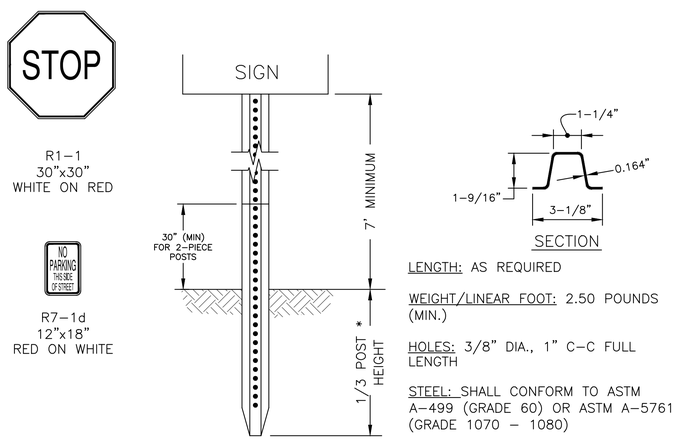
TYPICAL DRIVEWAY SECTION
SCALE: N.T.S



STANDARD CROSSWALK

NOTES:
1. CROSSWALK SLOPES SHALL MATCH ROADWAY SLOPES.
2. STRIPING SHALL BE THERMO PLASTIC RETROREFLECTIVE PAVEMENT MARKING PER ASTM D 4505.
3. STANDARD CROSSWALKS SHALL BE AT CONTROLLED STOP (SIGNS OR SIGNALS) CROSSINGS WITH STOP SIGNS AND/OR LOW TRAFFIC LOCATIONS AS DIRECTED BY THE ENGINEER.

PEDESTRIAN CROSSING DETAILS
SCALE: N.T.S



LENGTH: AS REQUIRED

WEIGHT/LINEAR FOOT: 2.50 POUNDS (MIN.)

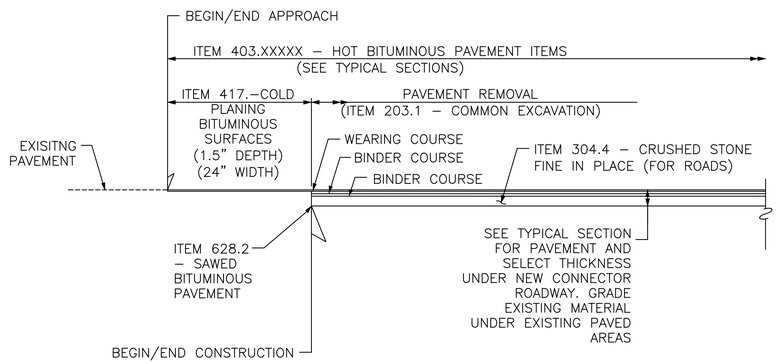
HOLES: 3/8" DIA., 1" C–C FULL LENGTH

STEEL: SHALL CONFORM TO ASTM A–499 (GRADE 60) OR ASTM A–5761 (GRADE 1070 – 1080)

FINISH: SHALL BE HOT DIPPED GALVANIZED.

NOTES:
1. POSTS MAY BE SET OR DRIVEN.
2. WHEN POSTS ARE SET, HOLES SHALL BE DUG TO THE PROPER DEPTH; AFTER INSERTING POSTS, THE HOLES SHALL BE BACK FILLED WITH SUITABLE MATERIAL IN LAYERS NOT TO EXCEED 6" IN DEPTH AND THOROUGHLY COMPACTED, CARE BEING TAKEN TO PRESERVE THE ALIGNMENT OF THE POST.
3. WHEN POSTS ARE DRIVEN, A SUITABLE DRIVING CAP SHALL BE USED AND AFTER DRIVING THE TOP OF THE POST SHALL HAVE SUBSTANTIALLY THE SAME CROSS–SECTIONAL DIMENSION AS THE BODY OF THE POST; BATTERED HEADS WILL NOT BE ACCEPTED.
4. POSTS SHALL NOT BE DRIVEN WITH THE SIGN ATTACHED TO THE POST.
5. WHEN SIGN IS IN PLACE, NO PART OF THE POST SHALL EXTEND ABOVE THE SIGN.
6. WHEN POST IS TO BE INSTALLED IN A CONCRETE SIDEWALK, A 4" DIA. PVC SLEEVE SHALL BE CAST INTO THE CONCRETE AGAINST THE BACK SIDE OF THE CURB.

SIGNS AND POST
SCALE: N.T.S



PAVEMENT MATCH DETAIL
SCALE: N.T.S

NOTES:
1. PAVEMENT MATCH DETAIL APPLIES IN PARKING AREAS ADJACENT TO FULL DEPTH CONSTRUCTION.
2. PAVEMENT MATCH DETAIL IS NOT TO BE USED IN AREAS WHERE WORK IS LIMITED TO SAWCUT AND CURB INSTALLATION.

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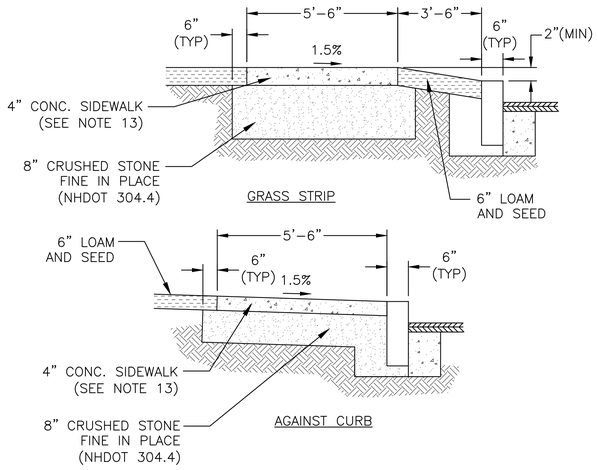
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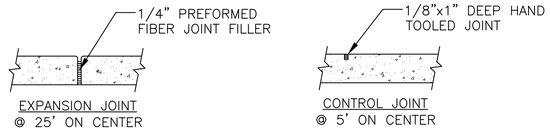
PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: DETAIL SHEETS ROADWAY

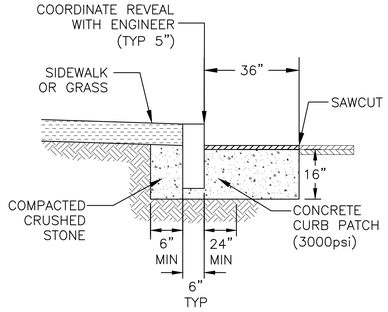
SHEET: C–602



NOTES:
1. MEDIUM BROOM FINISH.
2. JOINTS SHALL BE HAND TOOLED WITH 1/8" RADII.
3. EXPANSION JOINT FIBER FILLER SHALL BE TRIMMED TO 1/4" BELOW SIDEWALK SURFACE FOR SEALANT.
4. THERE SHALL BE NO CHANGE IN ELEVATION (LIP) OR GAPS IN THE SIDEWALK GREATER THAN 1/4".
5. SIDEWALK CONCRETE SHALL BE TREATED WITH SILOXANE SEALER NO SOONER THAN 14 DAYS AND NO MORE THAN 45 DAYS AFTER PLACEMENT. REFER TO MANUFACTURERS SPECIFICATIONS FOR REQUIRED TEMPERATURES FOR APPLICATION. SIDEWALKS SHALL BE CLEANED PRIOR TO APPLICATION OF SEALANT.
6. EXPANSION JOINT FIBER SHALL BE USED AT ALL LOCATIONS WHERE CONCRETE ABUTS STRUCTURES (BUILDINGS, RET. WALLS, POLES, ETC.).
7. CONTRACTOR SHALL BE RESPONSIBLE TO CONSTRUCT SIDEWALKS WITH SLOPES COMPLIANT WITH ADA CODES.
8. GRAVEL BASE MATERIALS SHALL BE COMPACTED WITH JUMPING JACK ALONG BACK SIDE OF CURB PRIOR TO PLACEMENT OF CONCRETE.
9. SUB-GRADE SHALL BE COMPACTED PRIOR TO PLACEMENT OF GRAVEL BASE. GRAVEL BASE SHALL BE COMPACTED TO 95% PROCTOR.
10. CONTRACTOR SHALL WORK WITH CITY ENGINEER TO DETERMINE CONC. GRADES PRIOR TO PLACEMENT OF CONCRETE.
11. CONCRETE SHALL HAVE A STRENGTH OF 4,000psi CLASS AA w/FIBER MESH, AIR ENTRAINMENT (5%-7%) WITH A SLUMP OF 4"-6".
12. BASE MATERIAL SHALL BE NHDOT 304.4.
13. CONCRETE SHALL BE 6" THICK AT ADA CURB RAMPS.

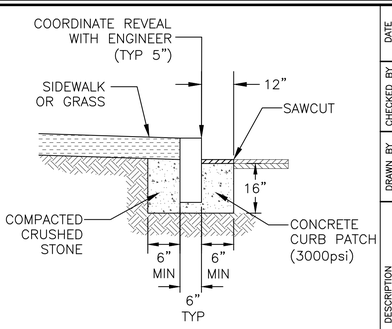


CONCRETE SIDEWALK
SCALE: N.T.S



RADIUS	MAX. LENGTH
<20'	USE CURVED CURB
21'-25'	3'
26'-30'	4'
31'-35'	5'
36'-40'	6'
41'-50'	7'
51'-56'	8'
56'-60'	9'
OVER 60'	10'

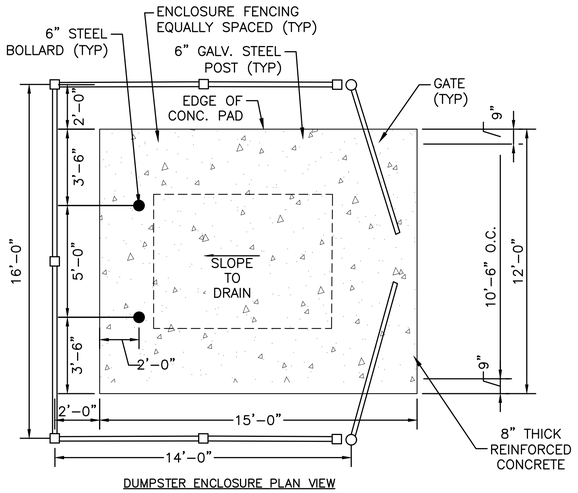
VERTICAL GRANITE CURB FOR ROADWAYS
SCALE: N.T.S



RADIUS	MAX. LENGTH
<20'	USE CURVED CURB
21'-25'	3'
26'-30'	4'
31'-35'	5'
36'-40'	6'
41'-50'	7'
51'-56'	8'
56'-60'	9'
OVER 60'	10'

VERTICAL GRANITE CURB FOR DRIVEWAYS
SCALE: N.T.S

NOTES:
1. CURB TO BE SET TO LINE AND GRADE SPECIFIED.
2. IN AREAS OF SHOULDER RECONSTRUCTION, THE PROPOSED ROADWAY SHOULDER SLOPE SHALL MATCH THE ADJACENT TRAVELWAY SLOPE.
3. ALL RADII 20 FEET AND SMALLER SHALL USE CURVED SECTIONS.
4. CURB AT FLUSH SECTION OF SIDEWALK SHALL BE SET TO 1.5% CROSS SLOPE. CURB AT RAMPS SHALL BE SET TO 7.5% RUNNING SLOPE. IT IS THE CURB CONTRACTORS RESPONSIBILITY TO VERIFY SLOPES WITH A SMART LEVEL.
5. VERTICAL GRANITE JOINTS SHALL BE MORTARED.
6. SEE CHART FOR MAX / MIN STONE LENGTHS.
7. RESET EXISTING CURB. ANY MISSING OR DAMAGED CURB SHALL BE REPLACED WITH MATCHING CURB SIZE (NEW).
8. NO CURB LESS THAN 3' IN LENGTH WILL BE ALLOWED.
9. CURB MATERIAL SHALL BE FROM THE SAME LOT OF GRANITE. VARIANCES IN COLOR AND TYPE WILL NOT BE ACCEPTED.
10. TYPICAL CURB REVEAL SHALL BE 5". VERIFY WITH CITY ENGINEER PRIOR TO CURB INSTALLATION.
11. COMPACTED SELECT BASE MATERIALS MAY BE AS CURB PATCH INSTEAD OF CONCRETE WHEN APPROVED BY THE ENGINEER. GRAVEL CURB PATCH SHALL BE COMPACTED TO THE TOP OF THE BASE MATERIAL LEVEL AND SHALL HAVE BASE ASPHALT PLACED FLUSH WITH ROADWAY BASE.
12. CONTRACTOR SHALL USE JUMPING JACK TO COMPACT ALONG CURB AT LOCATIONS WHERE CONC. BACKFILL IS NOT USED. SELECT BASE MATERIALS FOR SIDEWALK SHALL BE COMPACTED WITH JUMPING JACK ALONG BACK SIDE OF CURB PRIOR TO PLACEMENT OF CONCRETE.



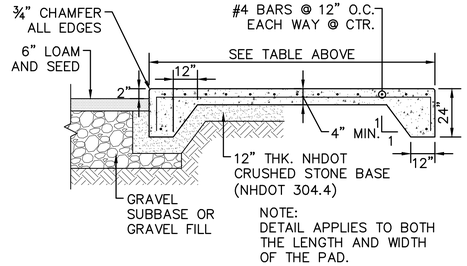
DUMPSTER ENCLOSURE PLAN VIEW

DUMPSTER ENCLOSURE NOTES:

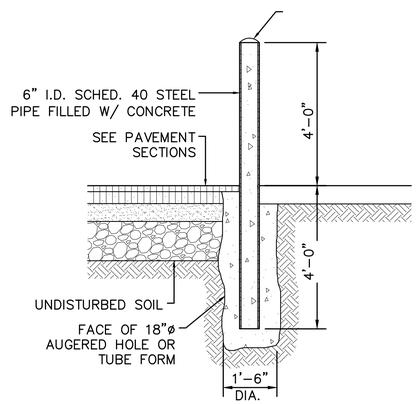
1. THE CONTRACTOR SHALL SUBMIT A FENCING & GATE DETAIL FOR OWNER APPROVAL PRIOR TO ENCLOSURE CONSTRUCTION.
2. FENCING MATERIAL SHALL BE CHAIN LINK. COLOR TO BE GALVANIZED OR MATCH BUILDING ACCENT COLORS
3. REFER TO NHDOT STANDARD PLAN FN-2 FOR CHAIN LINK FENCE DETAILS.
4. DUMPSTER GATES SHALL MATCH FENCING MATERIAL.
5. ALL ENCLOSURE HARDWARE INCLUDING HINGES, LATCHES, DROP PINS & FASTENERS SHALL BE HEAVY DUTY COMMERCIAL GRADE. HARDWARE COLOR SHALL BE GALVANIZED OR MATCH BUILDING ACCENT COLORS.
6. PRIVACY SLATS ARE REQUIRED ALONG ALL 4 SIDES OF THE FENCING, INCLUDING THE GATES.

CONCRETE PAD FOR DUMPSTER
SCALE: N.T.S

STRUCTURE	LENGTH	WIDTH
DUMPSTER	15'	12'



TYPICAL DUMPSTER PAD DETAIL
SCALE: N.T.S



STEEL PIPE BOLLARD DETAIL
SCALE: N.T.S

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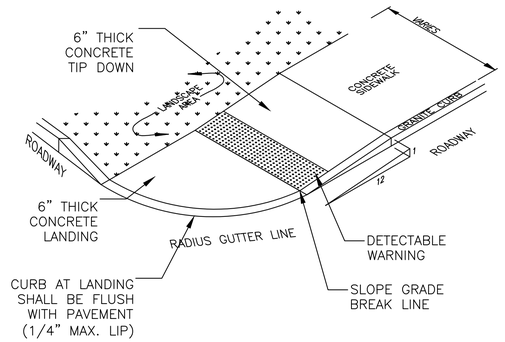
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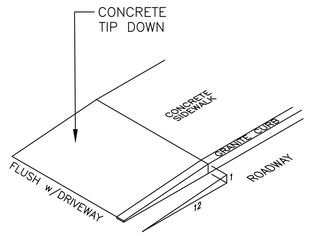
PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: DETAIL SHEETS SIDEWALKS & CONCRETE PAD

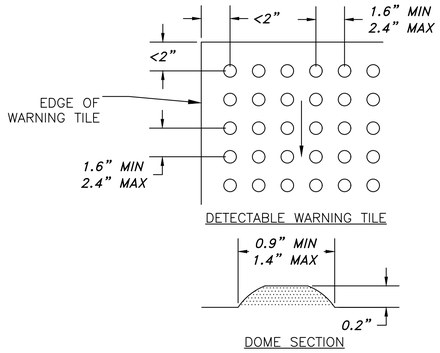
SHEET: C-603



CURB RAMPS AT STREETS

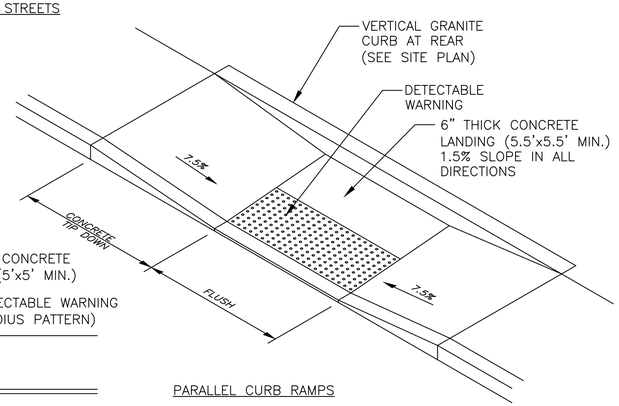


RAMPS AT DRIVEWAYS

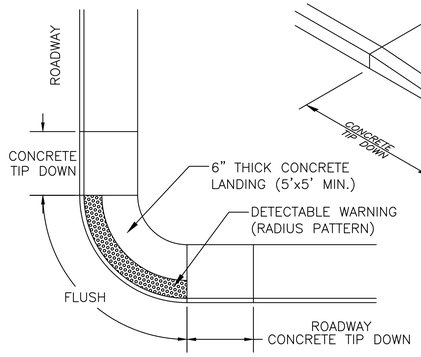


NOTES:

1. ALL CURB RAMPS AND SIDEWALKS SHALL COMPLY WITH ADA (AMERICANS WITH DISABILITIES ACT).
2. TIP DOWNS SHALL HAVE A RUNNING SLOPE OF 7.5% (8.3% MAX.) AND CROSS SLOPE OF 1.5% (2.0% MAX.).
3. THERE SHALL BE NO CHANGE IN ELEVATION (LIP) OR GAPS IN THE SIDEWALK RAMPS GREATER THAN 1/4".
4. LANDINGS AND AREAS OF CHANGE IN DIRECTION SHALL HAVE A SLOPE OF 1.5% (2.0% MAX.) IN ALL DIRECTIONS.
5. DETECTABLE WARNINGS SHALL BE INSTALLED SO THAT PATTERN IS IN LINE WITH DIRECTION OF TRAVEL TO THE EXTENT POSSIBLE.
6. DETECTABLE WARNING TILES SHALL BE PLACED SO THAT THE EDGE CLOSEST TO THE CURB IS BETWEEN 6"–8" FROM CURB LINE.
7. DETECTABLE WARNING TILE SHALL SPAN THE FULL WIDTH OF THE RAMP AND A MINIMUM OF 24" DEEP.
8. DETECTABLE WARNING TILE SHALL BE CAST IRON, NEENAH FOUNDRY OR APPROVED EQUAL. RADIUS ADA CURB RAMPS SHALL HAVE DETECTABLE WARNING TILES IN A RADIUS PATTERN USING TUFTILE OR APPROVED EQUAL.
9. CONCRETE AT DETECTABLE WARNING RAMPS SHALL BE FIBER REINFORCED WITH A MEDIUM BROOM FINISH.
10. BASE MATERIAL FOR CONCRETE SECTIONS SHALL BE 8" THICK CRUSHED STONE BASE (NHDOT 304.4).
11. NOT ALL FACILITIES CAN BE CONSTRUCTED TO MEET THE DESIGN STANDARDS. FACILITIES THAT CANNOT BE CONSTRUCTED TO MEET THE DESIGN STANDARDS SHALL BE CONSTRUCTED TO MEET THE STANDARDS TO THE GREATEST EXTENT PRACTICABLE. NONSTANDARD FEATURES SHALL BE DOCUMENTED ON TECHNICAL INFEASABILITY FORM AND SUBMITTED TO NHDOT ADA COORDINATOR FOR APPROVAL.
12. TO CHECK FIELD LAYOUT ALL SLOPES AND GRADES SHALL BE MEASURED WITH A DIGITAL LEVEL USING AT LEAST TWO READINGS. WHERE THE READINGS VARY, THE MEASUREMENTS SHALL BE AVERAGED. GRADE (RUNNING SLOPE) SHALL BE MEASURED ALONG THE CENTERLINE AND OFFSET 1.00' TO 1.50' FROM THE CENTERLINE. CROSS SLOPES SHALL BE MEASURED PERPENDICULAR TO CENTERLINE AT 5.00' TO 10.00' INTERVALS.
13. GRADES (RUNNING SLOPES) ARE MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL. CROSS SLOPES ARE MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.



PARALLEL CURB RAMPS



RADII CURB RAMPS

CURB RAMP DETAILS

SCALE: N.T.S

TYPICAL CURB TRANSITION LENGTH TABLE

CURB REVEAL (INCHES)		7	6	5	4	3	2	1
	ROADWAY PROFILE GRADE (%)	MINIMUM TRANSITION LENGTH REQUIRED (FT)						
LOW SIDE TRANSITION LENGTH	−10%	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	−9%	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	−8%	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	−7%	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	−6%	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	−5%	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	−4%	5.1	5.0	5.0	5.0	5.0	5.0	5.0
	−3%	5.6	5.0	5.0	5.0	5.0	5.0	5.0
	−2%	6.1	5.3	5.0	5.0	5.0	5.0	5.0
	−1%	6.9	5.9	5.0	5.0	5.0	5.0	5.0
	0%	7.8	6.7	5.6	5.0	5.0	5.0	5.0
HIGH SIDE TRANSITION LENGTH	1%	9.0	7.7	6.4	5.1	5.0	5.0	5.0
	2%	10.6	9.1	7.6	6.1	5.0	5.0	5.0
	3%	13.0	11.1	9.3	7.4	5.6	5.0	5.0
	4%	15.0	14.3	11.9	9.5	7.1	5.0	5.0
	5%	15.0	15.0	15.0	13.3	10.0	6.8	5.0
	6%	15.0	15.0	15.0	15.0	15.0	11.3	5.3
	7%	15.0	15.0	15.0	15.0	15.0	15.0	15.0
	8%	15.0	15.0	15.0	15.0	15.0	15.0	15.0
	9%	15.0	15.0	15.0	15.0	15.0	15.0	15.0
	10%	15.0	15.0	15.0	15.0	15.0	15.0	15.0

NOTES:

1. SEE NHDOT CURB RAMP DETAILS FOR ADDITIONAL INFORMATION REGARDING HIGH SIDE AND LOW SIDE TRANSITIONS AS WELL AS CURB RAMP TYPE CONFIGURATIONS.
2. THIS TABLE REPRESENTS THE MINIMUM LENGTH OF CURB RAMP TRANSITIONS BASED ON THE EXISTING ROADWAY PROFILE GRADE AND THE CURB REVEAL AT FULL HEIGHT ALONG THE SIDEWALK. THE MINIMUM TRANSITION LENGTH REQUIRED IS BASED ON 7.5% SLOPE AND INDICATED CURB REVEAL.

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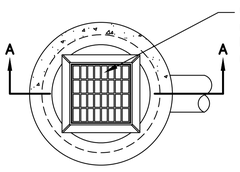
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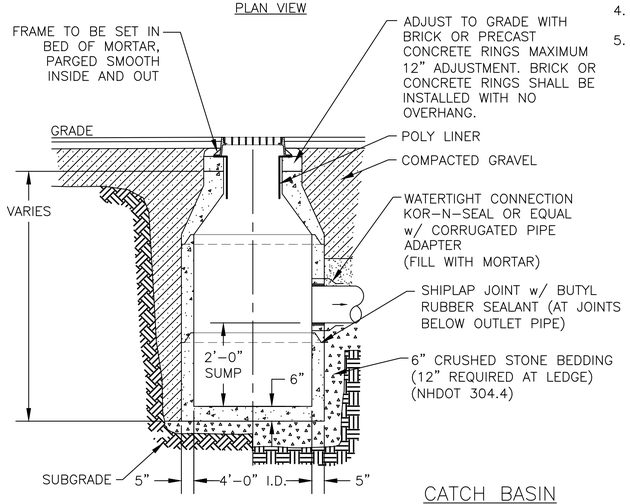
PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: DETAIL SHEETS CURB RAMPS

SHEET: C–604



PLAN VIEW



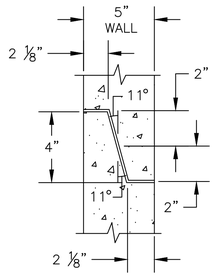
SECTION A–A

CATCH BASIN

SCALE: N.T.S

NOTES:

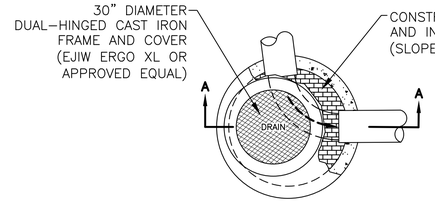
1. CONCRETE SHALL BE 4,000 P.S.I. AFTER 28 DAYS.
2. CIRCUMFERENTIAL REINFORCEMENT SHALL BE 0.12 SQ. IN. PER LINEAR FT. IN ALL SECTIONS & SHALL BE PLACED IN THE CENTER THIRD OF WALL.
3. THE TONGUE OR THE GROOVE OF THE JOINT SHALL CONTAIN ONE LINE OF CIRCUMFERENTIAL REINFORCEMENT EQUAL TO 0.12 SQ. IN. PER LINEAR FT.
4. EACH CASTING TO HAVE LIFTING HOLES CAST IN.
5. ALL CATCHBASINS OUTLETS SHALL HAVE 'ELIMINATOR' OIL AND FLOATING DEBRIS TRAP BY KLEANSTREAM (NO EQUAL). FOR EXIT ONLY CBs, NOT FOR PASS THROUGH CBs.



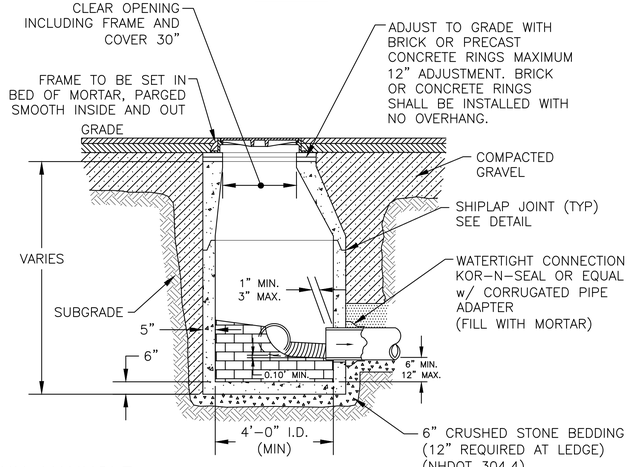
SHIPLAP DETAIL

NOTES:

1. CONCRETE SHALL BE 4,000 P.S.I. AFTER 28 DAYS.
2. CIRCUMFERENTIAL REINFORCEMENT SHALL BE 0.12 SQ. IN. PER LINEAR FT. IN ALL SECTIONS AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.
3. THE TONGUE OR THE GROOVE OF THE JOINT SHALL CONTAIN ONE LINE OF CIRCUMFERENTIAL REINFORCEMENT EQUAL TO 0.12 SQ. IN. PER LINEAR FT..
4. EACH CASTING TO HAVE LIFTING HOLES CAST IN.
5. LADDER RUNGS SHALL BE OMITTED.



PLAN VIEW



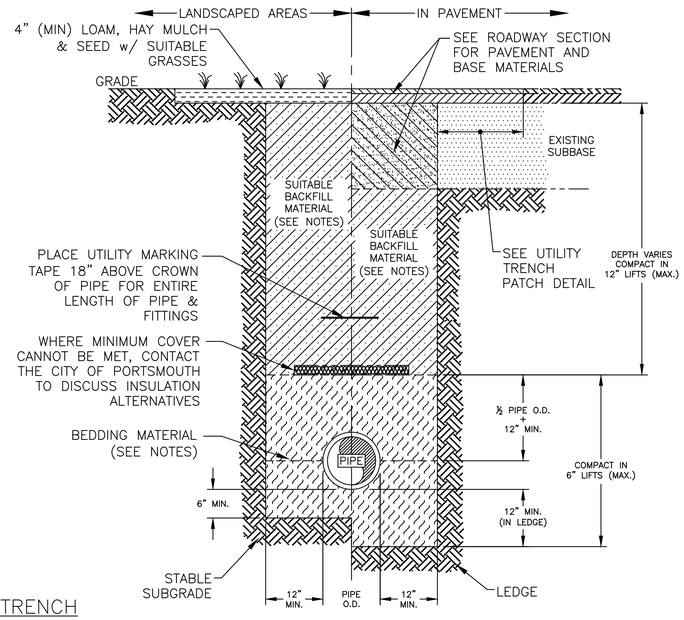
DRAIN MANHOLE

SCALE: N.T.S

SECTION A–A

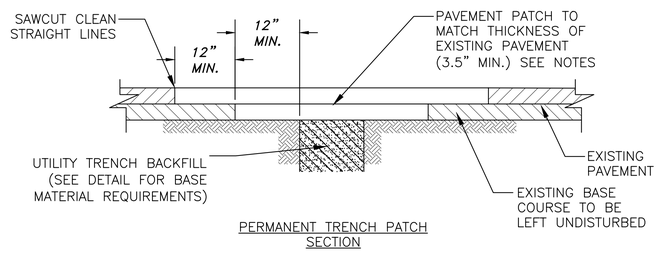
NOTES:

1. SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE THE NATURAL MATERIAL EXCAVATED DURING CONSTRUCTION, BUT SHALL EXCLUDE DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, ALL WET OR SOFT MUCK, PEAT OR CLAY, ALL EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN LARGEST DIMENSION, OR ANY MATERIALS DEEMED TO BE UNACCEPTABLE BY THE ENGINEER.
2. BEDDING MATERIAL SHALL BE THE FULL WIDTH OF THE TRENCH UP TO 12" ABOVE TOP OF PIPE:
   WATER – COURSE SAND
   SEWER – CRUSHED STONE (NHDOT 304.4)
   DRAIN – CRUSHED STONE (NHDOT 304.4)
3. SAND SHALL NOT BE DIRECTLY PLACED ON CRUSHED STONE. IN THE EVENT FINELY GRADED BACKFILL OR SAND IS USED ABOVE STONE, GEOTEXTILE FABRIC SHALL BE PLACED TO SEPARATE.
4. DEPTH OF COVER SHALL BE:
   WATER – 5' MIN. & 7' MAX. (<5' REQ. RIGID INS.)
   SEWER – AS INDICATED ON PLANS (<6' REQ. RIGID INS.)
   DRAIN – AS INDICATED ON PLANS (<3' REQ. RIGID INS.)
5. WATER MAIN SHALL BE POLY WRAPPED AND HAVE THREE BRASS WEDGES AT ALL NON MECHANICAL CONNECTIONS.
6. ALL PIPES GREATER THAN 12" DIA. WITH STONE BEDDING, BEDDING SHALL BE WRAPPED IN GEOTEXTILE FABRIC. GEOTEXTILE FABRIC SHALL BE MIRAFI 140N OR APPROVED EQUAL. FABRIC SHALL BE WRAPPED COMPLETELY AROUND STONE w/12" (MIN) OVERLAP AT SEAMS.
7. UPON APPROVAL FROM THE ENGINEER, 2" RIGID FOAM INSULATION SHALL BE PLACED ON TOP OF BEDDING MATERIAL. BEDDING MATERIAL SHALL BE MADE SMOOTH TO ALLOW FOAM BOARD TO SIT WITHOUT VOIDS BENEATH. THE ENGINEER SHALL DETERMINE THE WIDTH REQUIREMENT OF THE FOAM BOARD.
8. RIGID INSULATION, GEOTEXTILE FABRIC, MARKING TAPE ARE INCIDENTAL TO THE PIPE PAY ITEM.

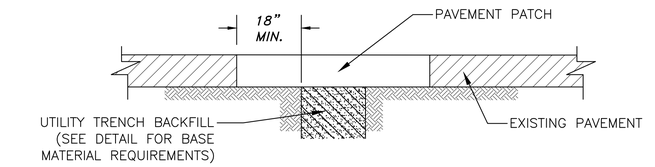


DRAINAGE TRENCH

SCALE: N.T.S



PERMANENT TRENCH PATCH SECTION



TEMPORARY TRENCH PATCH SECTION

DRAINAGE TRENCH PATCH

SCALE: N.T.S

NOTES:

1. TEMPORARY ASPHALT PLACED FOR UTILITY TRENCHES ARE SUBSIDIARY TO THE PIPE INSTALLATION PAY ITEM.
2. TEMPORARY PAVEMENT PATCH SHALL BE 3/4" BINDER (2" THICK MIN.). PERMANENT PAVEMENT PATCH SHALL MATCH EXISTING THICKNESS, OR 3.5", WHICH EVER IS GREATER.
3. TEMPORARY PAVEMENT PATCHES SHALL BE MAINTAINED REGULARLY. CONTRACTOR SHALL REPLACE TEMPORARY PAVEMENT PATCHES AT THE DISCRETION OF THE ENGINEER.
4. TRENCHES MAY REMAIN GRAVEL DURING THE WORK WEEK. NO TRENCHES SHALL REMAIN GRAVEL OVER THE WEEKEND, TEMPORARY PAVEMENT IS REQUIRED.

REV.	DESCRIPTION	DRAWN BY	CHECKED BY	DATE

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HOYLE TANNER
150 Dow Street • Manchester, NH 03101
(603) 669-5555 • www.hoyletanner.com

DRAWN JCM | CHECKED EPR | QC'D WCA | DATE October 2026

PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: DETAIL SHEETS DRAINAGE & UTILITY

SHEET: C–605

COAKLEY ROAD

BORTHWICK AVENUE

EXISTING RIGHT OF WAY LINE

NO TEST DRIVERS
LOCAL TRAFFIC ONLY

3191/5/NETT/271/5/8T
W/CABLE BOX & COND

65T/4 1/2

30T/ES271/3Y

100'
WETLANDS
BUFFER

5/8" REBAR FND.
DOWN 3" NO CAP

N62°30'47"E 212.00'

N62°30'47"E 273.87'

~PAVED DRIVE~

~PAVED PARKING~

~GRASS~

~PAVED WALK~

~CONC. RAMP~

~POOL ENCLOSURE~

5/8" REBAR FND.
DOWN 7" W/ID CAP
TRITECH ENGINEERING

8' WOODEN
STOCKADE FENCE

100' WETLANDS SETBACK

SLIDING GATE

8' CHAIN LINK FENCE

DUMPSTERS

CONC. RET. WALL

CONC. BLOCK
RET. WALL

METAL
PICKET
FENCE

DUMPSTER ENCLOSURE
8' CHAIN LINK FENCE

CONC. WALK

VINYL STOCKADE
FENCE

5/8" REBAR FND.
UP 2" NO CAP

5/8" REBAR FND.
FLUSH W/ID CAP ILLEGIBLE

COAST BUS STOP

ENTRANCE
SIGN

PSNH3101X1/7/NETT

ES3101X1/7Y
W/COAST BUS STOP SIGN

NETT/7809/10

S69°31'16"W 212.22'

S69°31'16"W 226.12'

S47°52'34"E 242.26'

N24°09'47"W 234.98'

100 COAKLEY ROAD
TAX MAP 234, LOT 6
GPP PROPERTIES 1995 1 LLC
PO BOX 2004
CONCORD, NH 03302
R.C.R.D. BOOK 3102, PAGE 284

TAX MAP 234, LOT 6
52,494 Sq. Ft.
1.21 Acres

650 BORTHWICK AVENUE
TAX MAP 234, LOT 7-6
NAVEESHA HOSPITALITY LLC
110 HARTWELL AVE SUITE 300
LEXINGTON, MA 02421
R.C.R.D. BOOK 6434, PAGE 696

TAX MAP 234, LOT 7-6
125,801 Sq. Ft.
2.89 Acres

TAX MAP 234, LOT 5
GIRI PORTSMOUTH 505 INC
2300 CROWN COLONY DR STE 203
QUINCY, MA 02169
R.C.R.D. BOOK 6015, PAGE 2242

THE GRANITE GROUP

NH STATE PLANE COORDINATE SYSTEM
NAD 1983

LEGEND:

TEMPORARY INLAND WETLAND BUFFER IMPACTS (18,433 SF)

PERMANENT INLAND WETLAND BUFFER IMPACTS (12,922 SF)

LOCATION	PERMANENT INLAND WETLAND BUFFER IMPACTS (SF)	TEMPORARY INLAND WETLAND BUFFER IMPACTS (SF)
COAKLEY ROAD	4,249	6,179
BORTHWICK AVENUE	8,673	5,245
GRANITE GROUP	0	7,009
Total:	12,922	18,433

GRAPHIC SCALE

20 10 0 20 40 60 80 FEET
5 0 5 10 15 20 25 METERS

REV.	DESCRIPTION	DRAWN BY	CHECKED BY	DATE

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DRAWN JCM
CHECKED EPR
QC'D WCA
DATE October 2026

PROJECT: BORTHWICK – COAKLEY CONNECTOR ROAD

TITLE: WETLAND IMPACT PLAN

SHEET: W–001

JONES & BEACH ENGINEERS INC.
100 Domain Drive, Suite 201, Exeter, NH 03833
603.772.4746 – JonesandBeach.com

October 26, 2026

Portsmouth Conservation Commission
Attn: Samantha Collins, Chair
1 Junkins Avenue, Suite 3rd Floor
Portsmouth, NH 03801

RE: Conservation Commission Work Session
182 Birch Street, Portsmouth, NH
Tax Map 218, Lot 5
JBE Project No. 23152

Dear Mr. Britz,

Jones & Beach Engineers, Inc., on behalf of our client, Green & Company, request to be heard at the Conservation Commission meeting on November 18, 2026 regarding the above-mentioned property. This property currently has a house and a detached garage within the wetland buffer. The City of Portsmouth owns the abutting property. The current landowner has a large collection of junk and debris all over the property currently.

Green & Company would like to remove all the debris and the existing structures on the site. They would then like to construct a new house on the lot, which will be partially within the wetland buffer, but moved further from the wetlands. The wetlands are offsite on the City property, but the 100' buffer extends on this piece. The new house would be connected to City water and sewer, and the existing septic system would be abandoned.

We had a meeting with the Technical Advisory Committee to discuss the extent of what would be required for access to this lot. They requested that we continue the construction of Birch Street at 20'wide to just past the driveway to the new house. This will provide the Commission with better access to monitor your property, which we understand has been challenging in the past. These improvements will require a conditional use permit from the Planning Board, and it is our goal that we can discuss this with your commission so when we come back with surveyed and designed plans, they will incorporate the items from this discussion to save time modifying the plans.

The following ae included with this request:

1. Conceptual Design Plan.
2. Photos of the property in current state.

Very truly yours,
JONES & BEACH ENGINEERS, INC.

Joseph Coronati
Vice President

cc: Green & Company (via email)
Peter Britz, City Planner (via email)



Aerial view of debris with septic tank location, leachfield location unknown



Photo of front yard



Driveway to 182 Birch Street from end of recently paved roadway



Driveway to 182 Birch Street and abutters yard



Septic tank between house & garage. Located in wetland buffer



House, garage, paved driveway & debris in wetland buffer

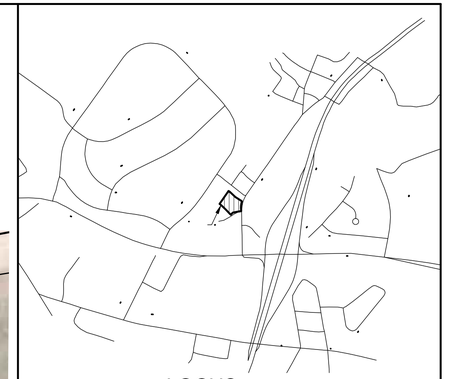


Front Yard



Front Yard





NOTES:

1. THE INTENT OF THIS PLAN IS TO SHOW A CONCEPTUAL RESIDENCE WITH DRIVEWAY AND ACCESS ROAD ON PORTSMOUTH NH TAX MAP 218, LOT 3.
2. CURRENT OWNER OF RECORD:
   DAVID T MURRAY
   182 BIRCH STREET
   PORTSMOUTH, NH 03801
   BK 3432 PG 2644
3. ZONING DISTRICT: SINGLE RESIDENCE B
   LOT AREA MINIMUM = 15,000 SF
   LOT FRONTAGE MINIMUM = 100'
   MIN. YARD DIMENSIONS:
   FRONT = 30'
   SIDE = 10'
   REAR = 30'
   MAX. BUILDING HEIGHT = 35' (SLOPED ROOF) / 30' (FLAT ROOF)
   MAX. BUILDING COVERAGE = 20%
   PROP. BUILDING COVERAGE = 17.9%
   MIN. OPEN SPACE = 40%
   PROP. OPEN SPACE = 77.3%
4. THIS PLAN SET HAS BEEN PREPARED BY JONES & BEACH ENGINEERS, INC., FOR MUNICIPAL AND STATE APPROVALS BASED ON DATA OBTAINED FROM EXISTING MUNICIPAL RECORDS AND AERIAL IMAGERY. ON-SITE FIELD SURVEY HAS NOT YET BEEN PERFORMED.

WETLAND BUFFER IMPACTS:

- TEMPORARY WETLAND BUFFER IMPACT TOTAL = 4,330 S.F.
- PERMANENT WETLAND BUFFER IMPACT TOTAL = 868 S.F.

GRAPHIC SCALE

−20 0 10 20 40 80

(IN FEET)
1 inch = 20 feet

THIS CONCEPT PLAN HAS BEEN PREPARED BY JONES & BEACH ENGINEERS, INC. (JBE) FOR CONCEPTUAL PURPOSES ONLY. JBE WILL ASSUME NO LIABILITY IF IT IS USED FOR ANY OTHER PURPOSE. THIS PLAN IS SPECIFICALLY NOT INTENDED FOR ANY CONSTRUCTION-RELATED ACTIVITY, INCLUDING (BUT NOT LIMITED TO) CONSTRUCTION BIDDING. IN ADDITION, DUE TO DISCREPANCIES WHICH MAY OR MAY NOT EXIST IN THE AVAILABLE PLAN REFERENCES, ANY PROPERTY LINES AND EXISTING FEATURES DEPICTED ON THIS CONCEPT PLAN AND ANY CALCULATIONS BASED ON THE SAME MAY NOT BE ENTIRELY ACCURATE. JBE ASSUMES NO LIABILITY FOR THE ACCURACY OF THESE LINES OR RELATED CALCULATIONS, AND IT IS UNDERSTOOD THAT THE USER OF THIS CONCEPT PLAN ACCEPTS ALL RESPONSIBILITY FOR ANY AND ALL ACTIONS ARISING FROM THE USE OF THIS PLAN. THE USER AGREES, TO THE FULLEST EXTENT PERMITTED BY LAW, TO HOLD HARMLESS AND INDEMNIFY JBE FROM AND AGAINST ALL CLAIMS, LIABILITIES, LOSSES, DAMAGES, AND COSTS ARISING FROM THE USE OF THIS PLAN, INCLUDING, BUT NOT LIMITED TO, ATTORNEYS' FEES.

Design: JAC	Draft: GDR	Date: 11/9/26	
Checked: JAC	Scale: AS SHOWN	Project No.: 23152	
Drawing Name: 23152-CONCEPT7-LOTS 3-4.dwg			

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM JONES & BEACH ENGINEERS, INC. (JBE). ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO JBE.

REV.	DATE	REVISION	BY
1	11/9/26	CONCEPT 7	KDR
0	10/27/26	ISSUED FOR REVIEW	GDR

Designed and Produced in NH
Jones & Beach Engineers, Inc.
Civil Engineering Services
100 Domain Drive
Suite 201
Exeter, NH 03833
603-772-4746
E-MAIL: JBE@JONESANDBEACH.COM

Plan Name:	CONCEPTUAL SITE PLAN
Project:	182 BIRCH STREET, PORTSMOUTH NH TAX MAP 218 LOT 3
Applicant:	BIRCH REAL ESTATE, LLC 11 LAFAYETTE ROAD, NORTH HAMPTON, NH 03862 BK 6538 PG 2767

DRAWING No.

CP7

SHEET 1 OF 1
JBE PROJECT NO. 23152

The State of New Hampshire
Department of Environmental Services

Robert R. Scott, Commissioner

November 10, 2026

PAUL DOISNEAU 2021 REVOCABLE TRUST
PO BOX 571
NEEDHAM MA 02494

Re: Request for More Information – Standard Dredge and Fill Wetlands Permit Application (RSA 482-A)
NHDES File Number: 2026-02527
Subject Property: 4 Robin Lane, Portsmouth, Tax Map #207, Lot #10

Dear Applicant:

On November 9, 2026, the New Hampshire Department of Environmental Services (NHDES) Wetlands Bureau reviewed the above-referenced Standard Dredge and Fill Wetlands Permit Application (Application). Pursuant to RSA 482-A:3, XIV(a)(2) and Rules Env-Wt 100 through 900, NHDES Wetlands Bureau determined the following additional information is required to complete its evaluation of the Application:

1. On October 19, 2026, NHDES received correspondence from the Portsmouth Conservation Commission (PCC) recommending denial of this project that includes comments of concern regarding this application (enclosed). In accordance with Env-Wt 311.06(h), please address all comments of concern received from the PCC as a part of the response to this letter.
2. The Application omitted both the phone number and email address for the Applicant. This information is required pursuant to Env-Wt 311.04(a).
3. Revise the plans prepared by TF Moran, Inc. (TFM Plans) to include the landward boundary of the navigational channel on plan sheet C-02, titled "proposed conditions plan," per Env-Wt 606.04(a)(1) and plan sheet C-03, titled "pier profile", per Env-Wt 606.04(b)(2).
4. The highest observable tide line (HOTL) observed on March 12, 2026, as depicted on the TFM Plans supplied with the Application is not accurate. Review of local tide charts indicates a higher tide fluctuation in the area than the date the HOTL was observed. Revise the TFM Plans to depict the following in accordance with Env-Wt 603.08 (a)(6), pursuant to Env-Wt 602.23 "'Highest observable tide line (HOTL)' means *a line defining the farthest landward limit of tidal flow, not including storm events,* that can be recognized by indicators such as the presence of a strand line of flotsam and debris, the landward margin of salt-tolerant vegetation, or a physical barrier that blocks inland flow of the tide." *(emphasis added).* Please re-delineate the HOTL to reflect the highest perigean tide.
5. The project as proposed is not the least environmentally-impacting practicable alternative per Env-Wt 606.06(e)(2). To reduce the potential impacts of this project, revise the TFM Plans to reduce the total length of the proposed tidal docking structure to the terminus of the originally proposed pier.
6. The TFM Plans indicate that the proposed tidal docking structure will impede structures and navigation of currently moored vessels as well as obstruct the rights of passage of near shore watercraft users. Revise the TFM Plans to reduce the total length of the proposed tidal docking structure to the terminus of the originally proposed pier, such that it will not obstruct the rights of passage of near shore watercraft users per Env-Wt 606.06(i), nor impede the passage of non-motorized watercraft or channel navigation to a degree that a reasonable person would find objectionable as required per Env-Wt 606.03(a)(2).

7. The Application indicates that eel grass beds are located in the vicinity of the project. To ensure compliance with Env-Wt 606.03, revise plan sheet C-02, titled "proposed conditions plan," of the TFM Plans to show the locations of all special aquatic sites, including all current and historically supported eel grass beds, at or within 100 feet of the proposed impact areas per Env-Wt 603.07(b)(4).

Please submit the required information as soon as practicable. Pursuant to RSA 482-A:3, XIV(a)(2), **the required information must be received by NHDES Wetlands Bureau within 60 days of the date of this request (no later than January 9, 2027), or the Application will be denied**. Should additional time be necessary to submit the required information, an extension of the 60-day time period may be requested. Requests for additional time must be received prior to the deadline in order to be approved. In accordance with applicable statutes and regulations, the applicant is also expected to provide copies of the required information to the municipal clerk and all other interested parties.

Pursuant to RSA 482-A:3, XIV(a)(3), NHDES Wetlands Bureau will approve or deny the Application within 30 days of receipt of all required information, or schedule a public hearing, if required by RSA 482-A or associated rules.

If you have any questions, please contact me at Kristin.Duclos@des.nh.gov or (603) 559-1516.

Sincerely,

Kristin L. Duclos
Wetlands Specialist, Wetlands Bureau
Land Resources Management, Water Division

Copied: Portsmouth Municipal Clerk/Conservation Commission
TFMoran, Inc. c/o Luke Taylor