

AMBIT ENGINEERING, INC. CIVIL ENGINEERS AND LAND SURVEYORS

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30 March 2022

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

RE: Request for Design Review Public Hearing at 1 Congress Street, Office and Mixed Use Development

Dear Mr. Chellman and Planning Board Members:

On behalf of Mark McNabb and One Market Square, LLC we are pleased to submit the attached plan set for **Design Review Public Hearing** for the above-mentioned project and request that we be placed on the agenda for your **April 21, 2022** Planning Board Meeting. The project includes the re-use of the existing commercial buildings at 1 and 3 Congress Street, some existing building demolition, and proposed new construction of a 3 story with a short 4th building to the rear of the existing buildings with the associated and required site improvements. The area behind the existing building is currently a surface parking lot. The surface parking will be lowered to below street level and be included with the new construction.

The site redevelopment consists of maintaining some of the existing uses at 1 and 3 Congress Street (with the possible elimination of the residential units) and constructing an office building to the rear. The property was 2 contiguous lots; the lots have been merged to create a 16,106 square foot development parcel. The properties are in CD – 4, CD – 5, Downtown Overlay, and Historic Districts. The application is anticipated to conform to the required Density and Development Standards with the possible exception of building height.

This applicant seeks Public input under the Design Review Section of the Site Plan Regulations. The upcoming Public Hearing will provide additional feedback to the design team. The team received some comments from the Planning Board at the Conceptual Meeting in February. The team did make some minor edits to the plan set submitted herewith. The walkway connection to the High Hanover Parking Garage is no longer being considered with this application. Some progress has been made in the review of the building at the HDC and minor edits included. The team looks forward to additional feedback on the project from the public prior to the next round of design development.

The following plans are included in our submission:

On Site Improvements

- Cover Sheet – This shows the Development Team, Legend, Site Location, and Site Zoning.
- Standard Boundary Survey Plan – These plans show the existing property boundaries. The survey was performed before the lot merger.
- Existing Conditions Plan C1 – This plan shows the existing site conditions in detail.
- Demolition Plan C2 – This plan shows portions of the existing buildings which will be removed.
- Overall Site Plan C3 – This plan shows the potential site development.
- Utility Plan C4 – This plan shows proposed site utilities. The project will be coordinated with the Fleet Street improvements project.
- Grading Plan C5 – This plan shows proposed site grading. High Street is contemplated to be brought all to one surface level similar to Chestnut Street.
- Context Plan A0 – This plan shows the context of the site surroundings. In the upper left is a diagram showing connectivity of a potential pedestrian network connecting the McIntyre Building to the Worth Parking Lot. This exciting possibility is a part of the developer's vision for the project and will involve public / private cooperation.
- Floor Plans A1 and A2 – These are preliminary on site building layouts; the project is in design review at the HDC.
- Elevations A3 – These are the current preliminary building elevations; the project is in design review at the HDC.
- 3D Views - These are preliminary site renderings; the project is in design review at the HDC.
- Landscape Ideas – This plan shows proposed landscape features for the public spaces for review and comment.

Also included herewith is a Draft Traffic Impact Assessment.

We look forward to the review of this submission and the Planning Boards Public Hearing on this application.

Sincerely,

John Chagnon

John R. Chagnon, PE

CC: Mark McNabb, Tracy Kozak, Terrance Parker, FX Bruton

TECHNICAL MEMORANDUM

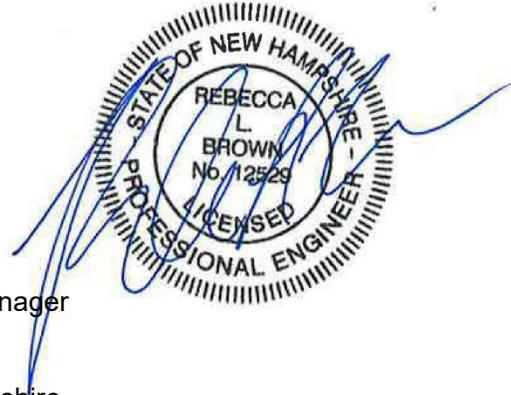
REF: NEX-2200015.00

DATE: March 4, 2022

TO: Mr. Mark A. McNabb
McNabb Properties
3 Pleasant Street, Suite 400
Portsmouth, New Hampshire 03801

FROM: Ms. Rebecca L. Brown, P.E., Senior Project Manager

RE: Traffic Impact Assessment
One Congress Street – Portsmouth, New Hampshire



INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this *Traffic Impact Assessment* (TIA) for a proposed mixed-use redevelopment located One Congress Street in Portsmouth, New Hampshire. The site is comprised of two lots on Tax Map 117, Parcels 14 and 15. Parcel 14 currently contains a 4-story mixed-use building with retail and restaurant space on the first floor and office and apartment space on the upper floors. Parcel 15 contains a private parking locate. The project consists of renovating a portion of the existing building on Parcel 14 and constructing a 4-story addition to encompass the remainder of Parcels 14 and 15, and constructing basement-level parking. Access to the parking lot would be provided via a driveway on Haven Court to a vehicle elevator for access to the basement level. Upon completion, the Project would provide a total of $\pm 35,300$ square feet (SF) of office space and $\pm 11,700$ SF of retail / restaurant space.

This TIA provides a preliminary assessment of the potential vehicular traffic to be generated by the proposed redevelopment, and a review of the safety of the roadways providing access/egress for the redevelopment.

The site is bounded by Haven Court to the north, Congress Street to the south, High Street to the east, and mixed-use buildings to the west. The site location in relation to the surrounding roadways is shown on the map on Figure 1.

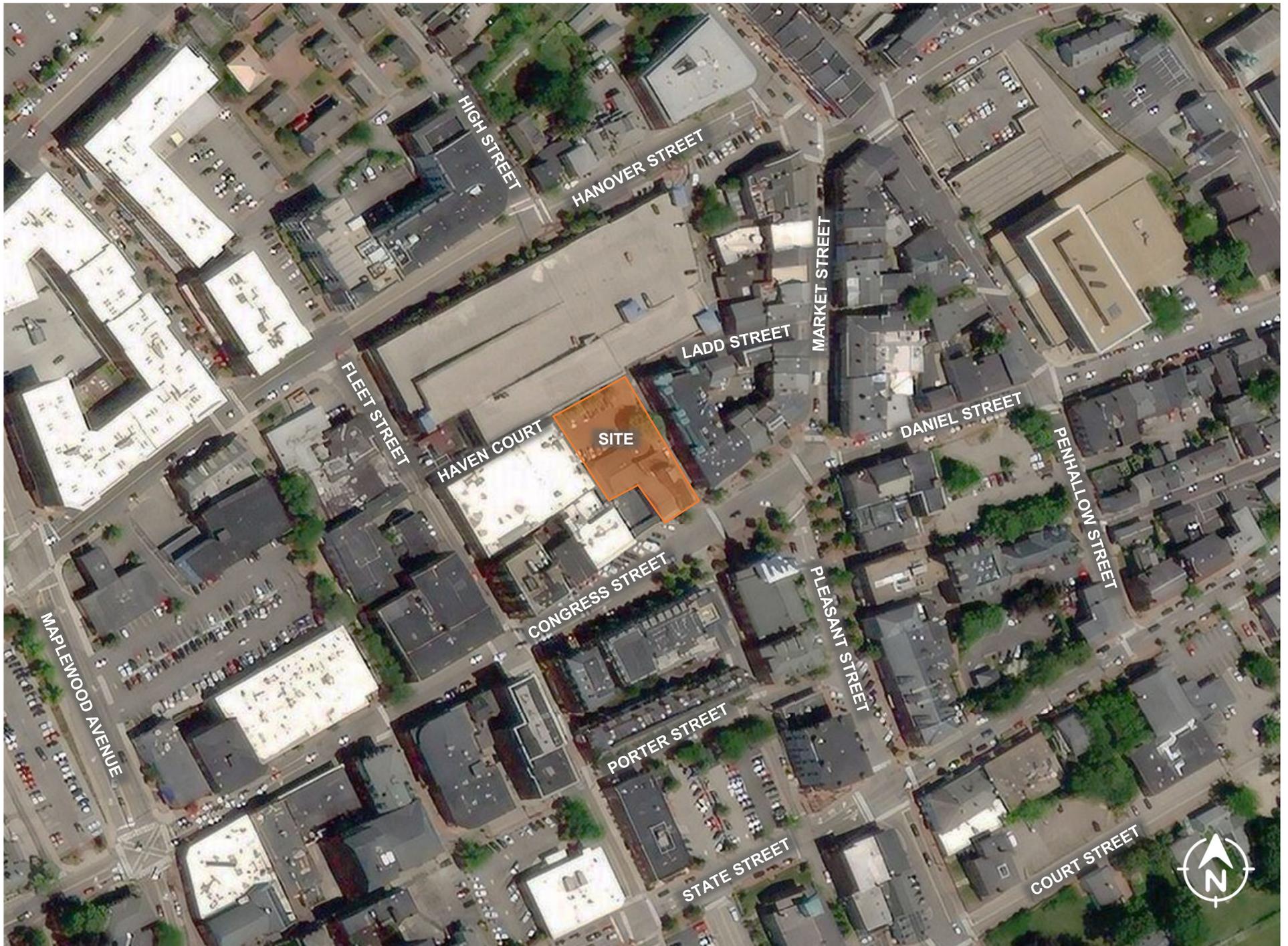


FIGURE I – SITE LOCATION MAP

COLLISIONS

Collision data for the section of Congress Street between Market Square and Fleet Street, as well as along High Street, Haven Court, and Ladd Street, were obtained from NHDOT for the latest complete three years available (2015-2017). A summary of the crashes at this intersection is provided in Table 1. The detailed crash history is provided in the Appendix.

Based on the collision data, the section of Congress Street between Market Square and Fleet Street experienced an average of 5.0 collisions per year over the three-year study period. Of the 15 crashes, three were single-vehicle crashes with a light pole and may have involved vehicles striking the light poles immediately adjacent to the angled parking spaces along the northerly side of Congress Street. Five of the collisions involved a collision with a pedestrian, three of which occurred late at night when visibility of pedestrians in the roadway may have been a factor. Only one of the pedestrian crashes occurred at the intersection with High Street and involved a pedestrian crossing outside of the crosswalk at night.

There were no collisions reported along Haven Court, High Street, or Ladd Street over the three-year study period.

**TABLE 1
Collision Summary**

Location	Number of Collisions		Severity ^a				Collision Type ^b					Percent During	
	Total	Average per Year	PD	PI	F	NR	VEH	PED	FO	SV	U	Commuter Peak ^c	Wet/Icy Conditions ^d
Congress Street from Market Square to Fleet Street	15	5.0	11	4	--	--	7	5	3	--	--	20%	20%
Haven Court	0	0.0	--	--	--	--	--	--	--	--	--	0%	0%
High Street	0	0.0	--	--	--	--	--	--	--	--	--	0%	0%
Ladd Street	0	0.0	--	--	--	--	--	--	--	--	--	0%	0%

Source: NHDOT (2015-2017).

^a PD = property damage only; PI = personal injury; F = fatality, NR = not reported.

^b VEH = collision with another motor vehicle; PED = pedestrian / bicycle; FO = fixed object; SV = single vehicle; U = unknown.

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

^d Represents the percentage of only “known” collisions occurring during inclement weather conditions.

TRIP GENERATION

The site currently contains approximately 1,180 SF of retail space and 5,500 SF of restaurant space on the first floor, with an additional 2,720 SF of office space and 10 residential units on the upper floors. Upon completion, the Project will provide a total of ±35,300 SF of office space, and ±11,700 SF of retail / restaurant space. GPI utilized trip-generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*¹ for Land Use Code (LUC) 710 (General Office) and LUC 822 (Strip Retail Plaza <40k) to estimate the proposed trip generation.

The Project will be located in downtown Portsmouth, in close proximity to multiple retail, restaurant, office, residential, and entertainment uses for sharing of trips between uses. As a result, many of the trips generated by the site will be walking and biking trips. In addition, the site is located in close proximity to multiple bus routes, allowing for easy access to public transportation for access to/from the site. Therefore, the trip rates for the office (LUC 710) and retail (LUC 822) uses were based on Dense Multi-Use Urban settings. The resulting trip generation estimate is summarized in Table 2, and the detailed calculations are provided in the Appendix.

TABLE 2 – Proposed Trip Generation Summary

Time Period/Direction	Office Trips (LUC 710) ^a	Retail Trips (LUC 822) ^b	Total Trips ^c
Weekday Daily	260	504	764
Weekday AM Peak Hour:			
<i>Enter</i>	25	13	38
<i>Exit</i>	<u>4</u>	<u>9</u>	13
<i>Total</i>	29	22	51
Weekday PM Peak Hour:			
<i>Enter</i>	5	24	29
<i>Exit</i>	<u>26</u>	<u>24</u>	50
<i>Total</i>	31	48	79
Saturday Daily	60	794	854
Saturday Midday Peak Hour:			
<i>Enter</i>	8	31	39
<i>Exit</i>	<u>6</u>	<u>29</u>	35
<i>Total</i>	14	60	74

^a ITE LUC 710 (General Office Building) in Dense Multi-Use Urban setting for 38,250 SF.

^b ITE LUC 822 (Strip Retail Plaza (<40K)) in Dense Multi-Use Urban setting for 1,350 SF.

^c Sum of Residential Trips, Office Trips, Retail Trips, and Restaurant Trips.

As previously noted, the site currently contains a mix of residential, office, retail, and restaurant space that is currently generating traffic. Therefore, not all of the site-generated trips will be new to the area. GPI has estimated the trips generated by the former uses on the site based on ITE trip rates for LUC 221 (Multifamily Housing (Mid-Rise)), LUC 710 (General Office), LUC 822 (Strip Retail Plaza <40k)), and LUC 931 (Fine-

¹ *Trip Generation Manual, 11th Edition*; Institute of Transportation Engineers; Washington, DC; September 2021.

Dining Restaurant). The trip rates for the office (LUC 710), retail (LUC 822) and residential (LUC 221) uses were based on Dense Multi-Use Urban settings, while the trip rates for the restaurant (LUC 931) use were based on General Urban/Suburban settings due to the lack of available trip generation data within dense multi-use urban settings for this use. The resulting trip generation estimate is summarized in Table 3, and the detailed calculations are provided in the Appendix.

TABLE 3 – Existing Trip Generation Summary

Time Period/Direction	Residential Trips (LUC 221) ^a	Office Trips (LUC 710) ^b	Retail Trips (LUC 822) ^c	Restaurant Trips (LUC 931) ^d	Total Trips ^e
Weekday Daily	26	20	50	462	558
Weekday AM Peak Hour:					
<i>Enter</i>	0	2	1	2	5
<i>Exit</i>	<u>2</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>5</u>
<i>Total</i>	2	2	2	4	10
Weekday PM Peak Hour:					
<i>Enter</i>	1	0	2	29	32
<i>Exit</i>	<u>1</u>	<u>2</u>	<u>2</u>	<u>14</u>	<u>19</u>
<i>Total</i>	2	2	4	43	51
Saturday Daily	24	4	80	496	604
Saturday Midday Peak Hour:					
<i>Enter</i>	1	1	3	35	40
<i>Exit</i>	<u>1</u>	<u>0</u>	<u>3</u>	<u>24</u>	<u>28</u>
<i>Total</i>	2	1	6	59	68

^a ITE LUC 221 (Multifamily Housing (Mid-Rise)) in Dense Multi-Use Urban setting for 10 dwelling units.

^b ITE LUC 710 (General Office Building) in Dense Multi-Use Urban setting for 1,392 SF.

^c ITE LUC 822 (Strip Retail Plaza (<40K)) in Dense Multi-Use Urban setting for 1,044 SF.

^d ITE LUC 931 (Fine-Dining Restaurant) in General Urban/Suburban setting for 5,391 SF.

^e Sum of Residential Trips, Office Trips, Retail Trips, and Restaurant Trips.

Table 4 provides a comparison of the trips generated by the proposed land uses to the trips generated by the former uses on the site.

TABLE 4 – Trip Generation Comparison

Time Period/Direction	Existing Trips ^a	Proposed Trips ^b	Net Increase in Trips ^c
Weekday Daily	558	764	206
Weekday AM Peak Hour:			
<i>Enter</i>	5	38	33
<i>Exit</i>	<u>5</u>	<u>13</u>	8
<i>Total</i>	10	51	41
Weekday PM Peak Hour:			
<i>Enter</i>	32	29	-3
<i>Exit</i>	<u>19</u>	<u>50</u>	31
<i>Total</i>	51	79	28
Saturday Daily	604	854	250
Saturday Midday Peak Hour:			
<i>Enter</i>	40	39	-1
<i>Exit</i>	<u>28</u>	<u>35</u>	7
<i>Total</i>	68	74	6

^a Total Existing Trips (From Table 3).

^b Total Proposed Trips (From Table 4).

^c Proposed Trips minus Existing Trips.

As shown in Table 5, the proposed redevelopment will result in a minimal increase in vehicle trips of 6 additional trips during the Saturday midday peak hour. This increase represents one additional vehicle every ten minutes in the downtown area and will have negligible impacts on traffic operations on downtown roadways. The proposed redevelopment will generate increases of 41 vehicle trips (33 entering and 8 exiting) during the weekday AM peak hour and of 28 vehicles trips (3 fewer entering and 31 additional exiting) during the weekday PM peak hour. These increases in traffic volumes represent one additional vehicle every 1.5 to two minutes on downtown roadways.

CONCLUSIONS

- The site is comprised of two lots on Tax Map 117, Parcels 14 and 15. Parcel 14 currently contains a 4-story mixed-use building with retail and restaurant space on the first floor and office and apartment space on the upper floors. Parcel 15 contains a private parking locate. The project consists of renovating a portion of the existing building on Parcel 14 and constructing a 4-story addition to encompass the remainder of Parcels 14 and 15, and constructing basement-level parking. Access to the parking lot would be provided via a driveway on Haven Court to a vehicle elevator for access to the basement level. Upon completion, the Project would provide a total of ±35,300 square feet (SF) of office space and ±11,700 SF of retail / restaurant space.
- The section of Congress Street between Market Square and Fleet Street experienced an average of 5.0 collisions per year over the three-year study period. Of the 15 crashes, three were single-vehicle crashes with a light pole and may have involved vehicles striking the light poles immediately adjacent to the angled parking spaces along the northerly side of Congress Street. Five of the

collisions involved a collision with a pedestrian, three of which occurred late at night when visibility of pedestrians in the roadway may have been a factor. Only one of the pedestrian crashes occurred at the intersection with High Street and involved a pedestrian crossing outside of the crosswalk at night. The occurrence of collisions with pedestrians at night may be an indication that the crosswalk is not adequately lit due either to poor lighting or overgrown street trees blocking existing light poles.

- There were no collisions reported along Haven Court, High Street, or Ladd Street over the three-year study period.
- The proposed redevelopment will result in a minimal increase in vehicle trips of 6 additional trips during the Saturday midday peak hour. This increase represents one additional vehicle every ten minutes in the downtown area and will have negligible impacts on traffic operations on downtown roadways. The proposed redevelopment will generate increases of 41 vehicle trips (33 entering and 8 exiting) during the weekday AM peak hour and of 28 vehicles trips (3 fewer entering and 31 additional exiting) during the weekday PM peak hour. These increases in traffic volumes represent one additional vehicle every 1.5 to two minutes on downtown roadways.

- APPENDIX

- *NHDOT Crash Data*
- *Trip Generation Calculations*

TRAFFIC IMPACT ASSESSMENT

One Congress Street – Portsmouth, New Hampshire

NHDOT CRASH DATA

FID	CRASH_DATE	ACDDAY	ACDTIME	ACDSTREET	INTERSTREE	MILESFTFR	NSEW_TO	TYPE_OF_AC	FIXED_OBJE	LOCATION_F	NUMVEHICLE	TOTALFATAL	TOTALINJUR	PEDFATALS	SEVERITY	ROAD_ALIGN	ROAD_CONDI	SURFACE_CO	LIGHTING_D	WEATHER_DE	TRAFFIC_CO
417934	6/22/2015	MON	1558	151 HIGH ST	HIGH ST AND DEER ST	150	E	Other Motor Vehicle		Along the Road	2	0	0	0	No Apparent Injury	Straight and Level	Normal	Dry	Daylight	Clear	Lane Control
434430	8/13/2015	THU	933	75 CONGRESS ST	FLEET ST	10	S	Fixed Object	Light Pole	Along the Road	1	0	0	0	Unknown	Straight and Level	Normal	Dry	Daylight	Clear	Visible Road Markings
455142	11/4/2015	WED	1443	1 DANIEL ST	1 MARKET SQ	0	AT	Pedestrian		At Intersection	1	0	1	0	No Apparent Injury	Other	Normal	Dry	Daylight	Clear	Stop Sign
466467	5/17/2016	TUE	1242	5 MARKET SQ	CONGRESS ST	10	N	Other Motor Vehicle		Along the Road	2	0	0	0	No Apparent Injury	Straight and Level	Normal	Dry	Daylight	Clear	Lane Control
488867	6/16/2016	TUE	2302	5 MARKET SQ	PLEASANT ST	0	AT	Pedestrian		Intersection Related	3	0	2	0	Non_Incapacitating	Straight and Level	Normal	Dry	Dark-Street Light On	Clear	Visible Road Markings
481938	7/17/2016	SUN	1444	62 CONGRESS ST	FLEET ST	20	W	Other Motor Vehicle		Unknown	2	0	0	0	No Apparent Injury	Unknown	Normal	Dry	Daylight	Clear	None
482191	7/19/2016	TUE	1356	10 PLEASANT ST	14 MARKET SQ	0	AT	Other Motor Vehicle		Along the Road	2	0	0	0	No Apparent Injury	Straight and Level	Normal	Dry	Daylight	Clear	None
482892	10/25/2016	TUE	1638	29 CONGRESS ST		0		Other Motor Vehicle		Unknown	2	0	0	0	Non_Incapacitating	Unknown	Normal	Dry	Daylight	Clear	Yield Sign
469157	11/8/2016	TUE	1934	14 MARKET SQ		0		Other Motor Vehicle		Along the Road	2	0	0	0	No Apparent Injury	Straight and Level	Normal	Dry	Daylight	Clear	Lane Control
499903	11/20/2016	SUN	1251	75 CONGRESS ST	FLEET ST	40	W	Pedestrian		Intersection Related	2	0	1	0	Non_Incapacitating	Straight and Level	Normal	Dry	Daylight	Clear	Traffic Signals
481331	12/8/2016	THU	2018	5 CONGRESS ST	HIGH ST	0	AT	Pedestrian		At Intersection	2	0	0	0	No Apparent Injury	Straight and Level	Normal	Dry	Dark-Street Light On	Clear	Visible Road Markings
469809	12/12/2016	MON	1612	40 PLEASANT ST		0		Other Motor Vehicle		Unknown	2	0	0	0	No Apparent Injury	Unknown	Normal	Dry	Dusk	Clear	None
479143	12/22/2016	THU	1426	8 CONGRESS ST		0		Fixed Object	Light Pole	At Intersection	1	0	0	0	No Apparent Injury	Unknown	Normal	Wet	Daylight	Snow	None
484255	12/24/2016	SAT	1	5 MARKET SQ	1 PLEASANT ST	0	AT	Pedestrian		Intersection Related	2	0	1	0	Possible	Straight and Level	Normal	Wet	Dark-Street Light On	Cloudy	Stop Sign
477050	3/28/2017	TUE	833	6 CONGRESS ST	1 CHURCH ST	0	AT	Fixed Object	Light Pole	Along the Road	1	0	0	0	Unknown	Straight and Level	Normal	Wet	Unknown	Cloudy	None

TRIP-GENERATION CALCULATIONS

Proposed Use	Size	Variable
Residential (LUC 221)	0	Units
Office (LUC 710)	35300	SF
Retail (LUC 822)	11700	SF
Restaurant (LUC 930)	0	SF

Existing Uses	Size	Variable
Residential (LUC 221)	10	Units
Office (LUC 710)	2720	SF
Retail (LUC 822)	1180	SF
Restaurant (LUC 931)	5500	SF

Time Period / Direction	Proposed Trips					First Floor Office					Net Change in Trips
	Office LUC 710	Residential LUC 221	Retail LUC 822	Restaurant LUC 930	Total Trips	Office LUC 710	Residential LUC 221	Retail LUC 822	Restaurant LUC 930	Total Trips	
Weekday Daily	260	0	504	0	764	20	26	50	462	558	206
Weekday AM Peak Hour											
Enter	25	0	13	0	38	2	0	1	2	5	33
Exit	4	0	9	0	13	0	2	1	2	5	8
Total	29	0	22	0	51	2	2	2	4	10	41
Weekday PM Peak Hour											
Enter	5	0	24	0	29	0	1	2	29	32	-3
Exit	26	0	24	0	50	2	1	2	14	19	31
Total	31	0	48	0	79	2	2	4	43	51	28
Saturday Daily	60	0	794	0	854	4	24	80	496	604	250
Saturday Midday Peak Hour											
Enter	8	0	31	0	39	1	1	3	35	40	-1
Exit	6	0	29	0	35	0	1	3	24	28	7
Total	14	0	60	0	74	1	2	6	59	68	6

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

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
 Independent Variable (X): 35.300

AVERAGE WEEKDAY DAILY

$$\frac{\text{ITE LUC 710 Weekday Trip Rate (U)}}{\text{ITE LUC 710 Weekday Trip Rate (S)}} = \frac{\text{ITE LUC 710 Weekday Evening Trip Rate (U)}}{\text{ITE LUC 710 Weekday Evening Trip Rate (S)}}$$

$$\frac{(Y)}{9.74} = \frac{0.87}{1.15} \quad Y = 7.37$$

T = Y * 35.300
 T = 260.11
 T = 260 vehicle trips
 with 50% (130 vpd) entering and 50% (130 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.83 * (X)
 T = 0.83 * 35.300
 T = 29.30
 T = 29 vehicle trips
 with 86% (25 vph) entering and 14% (4 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.87 * (X)
 T = 0.87 * 35.300
 T = 30.71
 T = 31 vehicle trips
 with 17% (5 vph) entering and 83% (26 vph) exiting.

SATURDAY DAILY

$$\frac{\text{ITE LUC 710 Saturday Trip Rate (U)}}{\text{ITE LUC 710 Saturday Trip Rate (S)}} = \frac{\text{ITE LUC 710 Weekday Evening Trip Rate (U)}}{\text{ITE LUC 710 Weekday Evening Trip Rate (S)}}$$

$$\frac{(Y)}{2.21} = \frac{0.87}{1.15} \quad Y = 1.67$$

T = Y * 35.300
 T = 1.67 * 35.300
 T = 59.02
 T = 60 vehicle trips
 with 50% (30 vpd) entering and 32% (30 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$\frac{\text{ITE LUC 710 Saturday Peak Trip Rate (U)}}{\text{ITE LUC 710 Saturday Peak Trip Rate (S)}} = \frac{\text{ITE LUC 710 Weekday Evening Trip Rate (U)}}{\text{ITE LUC 710 Weekday Evening Trip Rate (S)}}$$

$$\frac{(Y)}{0.53} = \frac{0.87}{1.15} \quad Y = 0.40$$

T = Y * 35.300
 T = 14.15
 T = 14 vehicle trips
 with 54% (8 vph) entering and 46% (6 vph) exiting.
(same distribution split as ITE LUC 710 General Urban/Suburban during the Saturday Peak period)

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 822 - Strip Retail Plaza (<40k)

Dense Multi-Use Urban

Average Vehicle Trips Ends vs: 1000 Sq. Ft. Gross Floor Area
 Independent Variable (X): 11.700

AVERAGE WEEKDAY DAILY

$$\frac{\text{ITE LUC 822 Weekday General Urban/Suburban}}{\text{ITE LUC 822 Weekday PM General Urban/Suburban}} = \frac{\text{ITE LUC 822 Weekday Dense Multi-Use Urban}}{\text{ITE LUC 822 Weekday PM Dense Multi-Use Urban}}$$

$$\frac{54.45}{5.19} = \frac{(Y)}{4.10} \quad Y = 43.01$$

T = Y * 11.700
 T = 503.22
 T = 504 vehicle trips
 with 50% (252 vpd) entering and 50% (252 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\frac{\text{ITE LUC 822 Weekday AM General Urban/Suburban}}{\text{ITE LUC 822 Weekday PM General Urban/Suburban}} = \frac{\text{ITE LUC 822 Weekday AM Dense Multi-Use Urban}}{\text{ITE LUC 822 Weekday PM Dense Multi-Use Urban}}$$

$$\frac{2.36}{5.19} = \frac{(Y)}{4.10} \quad Y = 1.86$$

T = Y * 11.700
 T = 21.76
 T = 22 vehicle trips
 with 60% (13 vpd) entering and 50% (9 vpd) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\frac{\text{ITE LUC 821 Weekday PM Dense Multi-Use}}{\text{ITE LUC 821 Weekday PM General Urban/Suburban}} = \frac{\text{ITE LUC 822 Weekday PM Dense Multi-Use Urban}}{\text{ITE LUC 822 Weekday PM General Urban/Suburban}}$$

$$\frac{3.23}{5.19} = \frac{(Y)}{6.59} \quad Y = 4.10$$

T = Y * 11.700
 T = 47.97
 T = 48 vehicle trips
 with 50% (24 vpd) entering and 50% (24 vpd) exiting.

SATURDAY DAILY

$$\frac{\text{ITE LUC 821 Saturday Daily Trip Rate}}{\text{ITE LUC 821 Saturday Peak Hour Trip Rate}} = \frac{\text{ITE LUC 822 Saturday Daily Trip Rate}}{\text{ITE LUC 822 Saturday Peak Hour Trip Rate}}$$

$$\frac{81.07}{6.22} = \frac{(Y)}{5.20} \quad Y = 67.78$$

T = Y * 11.700
 T = 793.03
 T = 794 vehicle trips
 with 50% (397 vpd) entering and 50% (397 vpd) exiting.
(same distribution split as ITE LUC 821 during the Saturday Daily)

SATURDAY PEAK HOUR OF GENERATOR

$$\frac{\text{ITE LUC 821 Saturday Peak Dense Multi-Use}}{\text{ITE LUC 821 Saturday Peak General Urban/Suburban}} = \frac{\text{ITE LUC 822 Saturday Peak Dense Multi-Use Urban}}{\text{ITE LUC 822 Saturday Peak General Urban/Suburban}}$$

$$\frac{4.92}{6.22} = \frac{(Y)}{6.57} \quad Y = 5.20$$

T = Y * 11.700
 T = 60.84
 T = 60 vehicle trips
 with 51% (31 vpd) entering and 50% (29 vpd) exiting.

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)
Dense Multi-Use Urban

Average Vehicle Trips Ends vs: Dwelling Units
 Independent Variable (X): 10

AVERAGE WEEKDAY DAILY

$$T = 2.59 * (X)$$

$$T = 2.59 * 10$$

$$T = 25.90$$

$$T = 26 \text{ vehicle trips}$$

with 50% (13 vpd) entering and 50% (13 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.20 * (X)$$

$$T = 0.20 * 10$$

$$T = 2.00$$

$$T = 2 \text{ vehicle trips}$$

with 12% (0 vph) entering and 88% (2 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.18 * (X)$$

$$T = 0.18 * 10$$

$$T = 1.80$$

$$T = 2 \text{ vehicle trips}$$

with 72% (1 vph) entering and 28% (1 vph) exiting.

SATURDAY DAILY

$$\frac{\text{ITE LUC 221 Saturday Daily Trip Rate (General Urban/Suburban)}}{\text{ITE LUC 221 Weekday Daily Trip Rate (General Urban/Suburban)}} = \frac{\text{ITE LUC 221 Saturday Daily Trip Rate (Dense Multi-Use Urban)}}{\text{ITE LUC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)}}$$

$$\frac{4.91}{5.44} = \frac{(Y)}{2.59} \quad Y = 2.34$$

$$T = Y * 10.000$$

$$T = 23.377$$

$$T = 24 \text{ vehicle trips}$$

with 50% (12 vpd) entering and 50% (12 vpd) exiting.
(same distribution split as ITE LUC 221 General Urban/Suburban during the Saturday Daily period)

SATURDAY PEAK HOUR OF GENERATOR

$$\frac{\text{ITE LUC 221 Saturday Peak Trip Rate (General Urban/Suburban)}}{\text{ITE LUC 221 Weekday Evening Peak Trip Rate (General Urban/Suburban)}} = \frac{\text{ITE LUC 221 Saturday Peak Trip Rate (Dense Multi-Use Urban)}}{\text{ITE LUC 221 Weekday Evening Peak Trip Rate (Dense Multi-Use Urban)}}$$

$$\frac{0.44}{0.44} = \frac{(Y)}{0.18} \quad Y = 0.18$$

$$T = Y * 10.000$$

$$T = 1.8$$

$$T = 2 \text{ vehicle trips}$$

with 49% (1 vpd) entering and 51% (1 vpd) exiting.
(same distribution split as ITE LUC 221 General Urban/Suburban during the Saturday Peak period)

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

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
 Independent Variable (X): 2.720

AVERAGE WEEKDAY DAILY

$$\frac{\text{ITE LUC 710 Weekday Trip Rate (U)}}{\text{ITE LUC 710 Weekday Trip Rate (S)}} = \frac{\text{ITE LUC 710 Weekday Evening Trip Rate (U)}}{\text{ITE LUC 710 Weekday Evening Trip Rate (S)}}$$

$$\frac{(Y)}{9.74} = \frac{0.87}{1.15} \quad Y = 7.37$$

T = Y * 2.720
 T = 20.04
 T = 20 vehicle trips
 with 50% (10 vpd) entering and 50% (10 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.83 * (X)
 T = 0.83 * 2.720
 T = 2.26
 T = 2 vehicle trips
 with 86% (2 vph) entering and 14% (0 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.87 * (X)
 T = 0.87 * 2.720
 T = 2.37
 T = 2 vehicle trips
 with 17% (0 vph) entering and 83% (2 vph) exiting.

SATURDAY DAILY

$$\frac{\text{ITE LUC 710 Saturday Trip Rate (U)}}{\text{ITE LUC 710 Saturday Trip Rate (S)}} = \frac{\text{ITE LUC 710 Weekday Evening Trip Rate (U)}}{\text{ITE LUC 710 Weekday Evening Trip Rate (S)}}$$

$$\frac{(Y)}{2.21} = \frac{0.87}{1.15} \quad Y = 1.67$$

T = Y * 2.720
 T = 1.67 * 2.720
 T = 4.55
 T = 4 vehicle trips
 with 50% (2 vpd) entering and 32% (2 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$\frac{\text{ITE LUC 710 Saturday Peak Trip Rate (U)}}{\text{ITE LUC 710 Saturday Peak Trip Rate (S)}} = \frac{\text{ITE LUC 710 Weekday Evening Trip Rate (U)}}{\text{ITE LUC 710 Weekday Evening Trip Rate (S)}}$$

$$\frac{(Y)}{0.53} = \frac{0.87}{1.15} \quad Y = 0.40$$

T = Y * 2.720
 T = 1.09
 T = 1 vehicle trips
 with 54% (1 vph) entering and 46% (0 vph) exiting.
(same distribution split as ITE LUC 710 General Urban/Suburban during the Saturday Peak period)

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 822 - Strip Retail Plaza (<40k)

Dense Multi-Use Urban

Average Vehicle Trips Ends vs: 1000 Sq. Ft. Gross Floor Area
 Independent Variable (X): 1.180

AVERAGE WEEKDAY DAILY

$$\frac{\text{ITE LUC 822 Weekday General Urban/Suburban}}{\text{ITE LUC 822 Weekday PM General Urban/Suburban}} = \frac{\text{ITE LUC 822 Weekday Dense Multi-Use Urban}}{\text{ITE LUC 822 Weekday PM Dense Multi-Use Urban}}$$

$$\frac{54.45}{5.19} = \frac{(Y)}{4.10} \quad Y = 43.01$$

T = Y * 1.180
 T = 50.75
 T = 50 vehicle trips
 with 50% (25 vpd) entering and 50% (25 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\frac{\text{ITE LUC 822 Weekday AM General Urban/Suburban}}{\text{ITE LUC 822 Weekday PM General Urban/Suburban}} = \frac{\text{ITE LUC 822 Weekday AM Dense Multi-Use Urban}}{\text{ITE LUC 822 Weekday PM Dense Multi-Use Urban}}$$

$$\frac{2.36}{5.19} = \frac{(Y)}{4.10} \quad Y = 1.86$$

T = Y * 1.180
 T = 2.19
 T = 2 vehicle trips
 with 60% (1 vpd) entering and 50% (1 vpd) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\frac{\text{ITE LUC 821 Weekday PM Dense Multi-Use}}{\text{ITE LUC 821 Weekday PM General Urban/Suburban}} = \frac{\text{ITE LUC 822 Weekday PM Dense Multi-Use Urban}}{\text{ITE LUC 822 Weekday PM General Urban/Suburban}}$$

$$\frac{3.23}{5.19} = \frac{(Y)}{6.59} \quad Y = 4.10$$

T = Y * 1.180
 T = 4.84
 T = 4 vehicle trips
 with 50% (2 vpd) entering and 50% (2 vpd) exiting.

SATURDAY DAILY

$$\frac{\text{ITE LUC 821 Saturday Daily Trip Rate}}{\text{ITE LUC 821 Saturday Peak Hour Trip Rate}} = \frac{\text{ITE LUC 822 Saturday Daily Trip Rate}}{\text{ITE LUC 822 Saturday Peak Hour Trip Rate}}$$

$$\frac{81.07}{6.22} = \frac{(Y)}{5.20} \quad Y = 67.78$$

T = Y * 1.180
 T = 79.98
 T = 80 vehicle trips
 with 50% (40 vpd) entering and 50% (40 vpd) exiting.
(same distribution split as ITE LUC 821 during the Saturday Daily)

SATURDAY PEAK HOUR OF GENERATOR

$$\frac{\text{ITE LUC 821 Saturday Peak Dense Multi-Use}}{\text{ITE LUC 821 Saturday Peak General Urban/Suburban}} = \frac{\text{ITE LUC 822 Saturday Peak Dense Multi-Use Urban}}{\text{ITE LUC 822 Saturday Peak General Urban/Suburban}}$$

$$\frac{4.92}{6.22} = \frac{(Y)}{6.57} \quad Y = 5.20$$

T = Y * 1.180
 T = 6.14
 T = 6 vehicle trips
 with 51% (3 vpd) entering and 50% (3 vpd) exiting.

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 931 - Fine Dining Restaurant
General Urban/Suburban

Average Vehicle Trips Ends vs: 1,000 Sq. Ft. Gross Floor Area
Independent Variable (X): 5.500

AVERAGE WEEKDAY DAILY

$T = 83.84 * (X)$
 $T = 83.84 * 5.500$
 $T = 461.12$
 $T = 462$ vehicle trips
with 50% (231 vpd) entering and 50% (231 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 0.73 * (X)$
 $T = 0.73 * 5.500$
 $T = 4.02$
 $T = 4$ vehicle trips
with 55% (2 vph) entering and 45% (2 vph) exiting.
(same distribution split as ITE LUC 932 during the Weekday AM)

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 7.80 * (X)$
 $T = 7.8 * 5.500$
 $T = 42.90$
 $T = 43$ vehicle trips
with 67% (29 vph) entering and 33% (14 vph) exiting.

SATURDAY DAILY

$T = 90.04 * (X)$
 $T = 90.04 * 5.500$
 $T = 495.22$
 $T = 496$ vehicle trips
with 50% (248 vpd) entering and 50% (248 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$T = 10.68 * (X)$
 $T = 10.68 * 5.500$
 $T = 58.74$
 $T = 59$ vehicle trips
with 59% (35 vph) entering and 41% (24 vph) exiting.

COMMERCIAL DEVELOPMENT

1 CONGRESS STREET PORTSMOUTH, NEW HAMPSHIRE SITE PERMIT PLANS

OWNER:

ONE MARKET SQUARE LLC
3 PLEASANT STREET
SUITE #400
PORTSMOUTH, NH 03801
TEL. (603) 427-0725

LANDSCAPE ARCHITECT:

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

LAND SURVEYOR & CIVIL ENGINEER:

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

GEOTECHNICAL:

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

ARCHITECT:

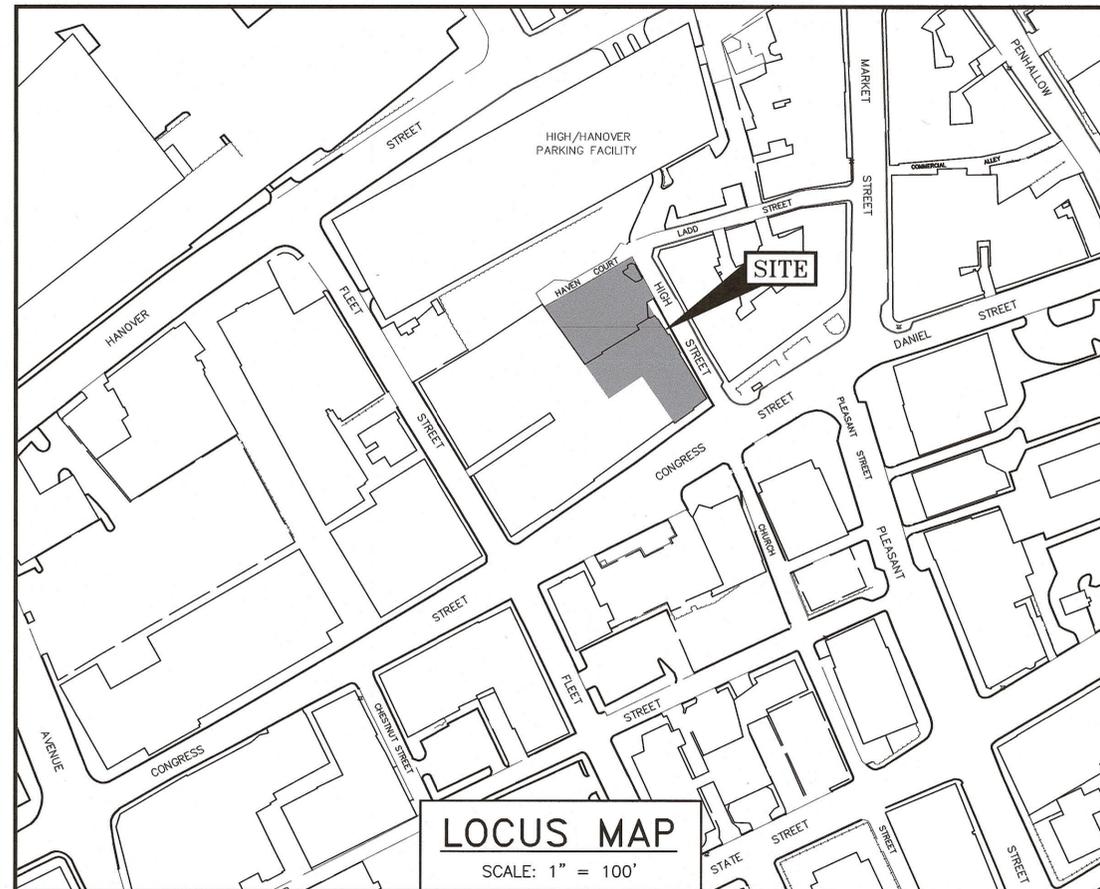
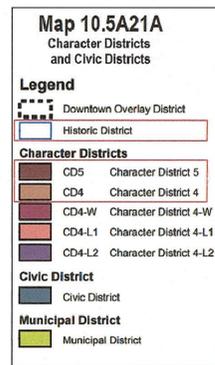
ARCOVE LLC
3 CONGRESS STREET
SUITE 1
PORTSMOUTH, NH 03801
TEL. (603) 731-5187

LAND USE ATTORNEY:

BRUTON & BERUBE, PLLC
601 CENTRAL AVENUE
DOVER, N.H. 03820
Tel. (603) 749-4529

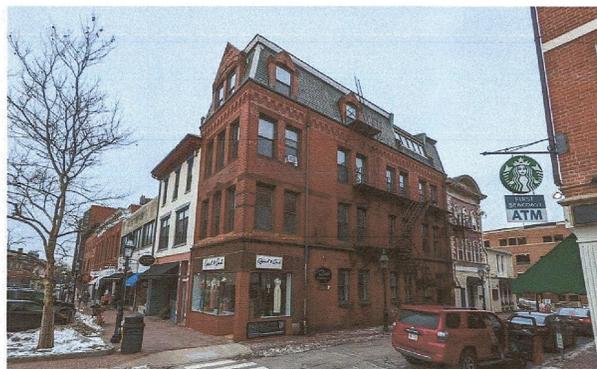
PERMIT LIST:

NHDES SEWER DISCHARGE PERMIT: TO BE SUBMITTED
PORTSMOUTH BOA: PENDING
PORTSMOUTH HDC: TO BE SUBMITTED
PORTSMOUTH SITE PLAN: TO BE SUBMITTED



LEGEND:

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



INDEX OF SHEETS

ON SITE DEVELOPMENT	
-	BOUNDARY PLAN
C1	EXISTING CONDITIONS PLAN
C2	DEMOLITION PLAN
C3	OVERALL SITE PLAN
C4	UTILITY PLAN
C5	GRADING PLAN
OFF SITE IMPROVEMENTS	
A0	CONTEXT
A1	FLOOR PLANS
A2	ELEVATIONS
A3	3D VIEWS
-	LANDSCAPE IDEAS

UTILITY CONTACTS

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

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

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

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

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

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

APPROVED BY THE PORTSMOUTH PLANNING BOARD

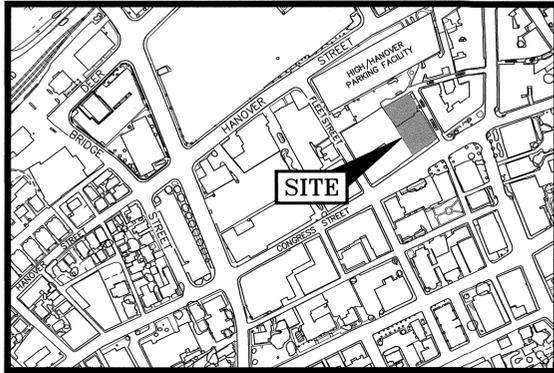
CHAIRMAN

DATE

**SITE PERMIT PLANS
COMMERCIAL DEVELOPMENT
1 CONGRESS STREET
PORTSMOUTH, N.H.**

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

PLAN SET SUBMITTAL DATE: 30 MARCH 2022



LOCATION MAP

SCALE: 1" = 300'

LEGEND:

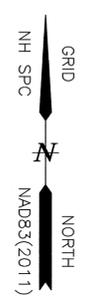
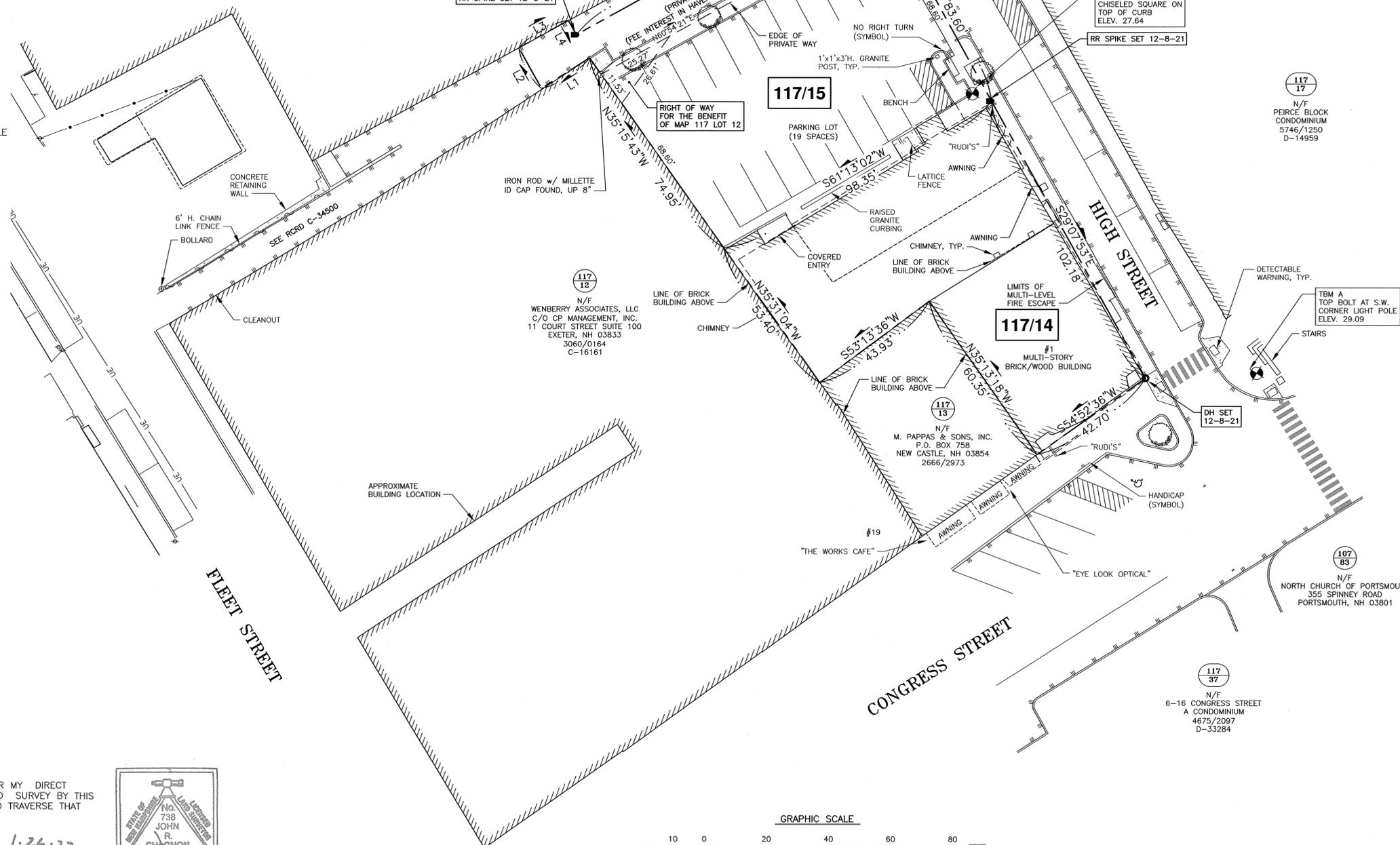
- N/F NOW OR FORMERLY
- RP RECORD OF PROBATE
- RCRD ROCKINGHAM COUNTY REGISTRY OF DEEDS
- RR SPK RAILROAD SPIKE
- MAP 11/LOT 21
- IR FND IRON ROD FOUND
- IP FND IRON PIPE FOUND
- IR SET IRON ROD SET
- DH FND DRILL HOLE FOUND
- DH SET DRILL HOLE SET
- NHNB NHDOT BOUND FOUND
- TB TOWN BOUND
- BND w/DH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

LENGTH TABLE

LINE	BEARING	DISTANCE
L1	S57°27'42"W	18.36'
L2	N28°53'22"W	15.00'
L3	N61°07'46"E	18.19'
L4	S29°05'39"E	5.28'

PLAN REFERENCES:

- 1) PLAN OF A LOT OF LAND IN PORTSMOUTH N.H. BELONGING TO THE ESTATE OF CHAS. H. MENDUM, SCALE: 1 IN = 20 FT, DATED JULY 1, 1908, PREPARED BY WM. A. GROVER CIVIL ENGINEER, RCRD 00469.
- 2) LAND ON HAVEN COURT PORTSMOUTH, N.H., F.W. HARTFORD TO HISLOP GARAGE CO., SCALE: 1IN. = 20FT., DATED FEB. 1926, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 00376.
- 3) LOT PLAN NOS. 7-13 CONGRESS ST. PORTSMOUTH, N.H., SCALE: 1/4 INCH = 1 FOOT, DATED MAR. 1937, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED.
- 4) PLAN OF LOT NOS. 173 - 181 FLEET ST. PORTSMOUTH, N.H., SCALE: 1IN. = 20FT., DATED NOV. 1945, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED
- 5) LAND IN PORTSMOUTH, N.H., RALPH T. WOOD & IRA A. NEWICK TO J.J. NEWBERRY CO., SCALE: 1IN. = 20FT., DATED MAY 1946, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 01243.
- 6) PLAN OF LOT PORTSMOUTH, N.H., NEWICK & WOOD INC. TO CITY OF PORTSMOUTH, SCALE 1IN. = 40FT., DATED MAR. 1956, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, RCRD 02537
- 7) PLAN OF LOT 26 - 30 HIGH ST. PORTSMOUTH, N.H., SCALE: 1IN. = 10FT., DATED OCT. 1961, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, NOT RECORDED
- 8) PLAN OF LAND FOR RICHARD A. CABRAL & BRUCE E. NADEAU CONGRESS/FLEET ST. COUNTY OF ROCKINGHAM PORTSMOUTH, N.H., SCALE: 1" = 20', DATED JANUARY 1987, PREPARED BY RICHARD P. MILLETTE AND ASSOCIATED, RCRD C-16161
- 9) SUBDIVISION OF ASSESSOR'S PARCEL 117/12, LAND OF WENBERRY ASSOCIATES, LLC, FLEET STREET & HAVEN COURT PORTSMOUTH, NEW HAMPSHIRE FOR CITY OF PORTSMOUTH, N.H., SCALE: 1" = 20', DATED 11/22/05, PREPARED BY JAMES VERRA AND ASSOCIATES, INC., RCRD C-34500.

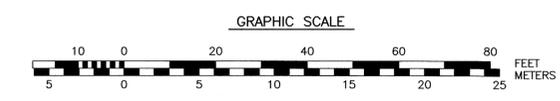
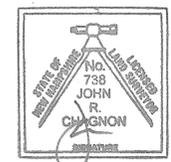


AMBIT ENGINEERING, INC.
 Civil Engineers & Land Surveyors
 200 Griffin Road - Unit 3
 Portsmouth, N.H. 03801-7114
 Tel (603) 430-9282
 Fax (603) 436-2318

- NOTES:**
- 1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 117 AS LOTS 14 AND 15.
 - 2) OWNER OF RECORD:
 ONE MARKET SQUARE, LLC
 3 PLEASANT STREET, SUITE 400
 PORTSMOUTH, NH 03801
 6363/31 PARCEL 1 & PARCEL 2
 - 3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 AND CHARACTER DISTRICT 5.
 - 4) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.
 - 5) LOT AREAS: MAP 117 LOT 14 7,266 S.F. 0.1668 ACRES
 MAP 117 LOT 15 8,840 S.F. 0.2029 ACRES
 COMBINED LOT AREA: 16,106 S.F. 0.3697 ACRES
 - 6) PARCELS ARE NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F, EFFECTIVE JANUARY 29, 2021
 - 7) THE PURPOSE OF THIS PLAN IS TO SHOW THE RESULTS OF A STANDARD BOUNDARY SURVEY ON TAX MAP 117, LOTS 14 AND 15 IN PORTSMOUTH, NH.
 - 8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBS.
 - 9) HAVEN COURT IS A PRIVATE WAY 15 FEET WIDE. ALL RIGHTS, TITLE AND INTEREST UNTO SAID HAVEN COURT WERE CONVEYED WITH ASSESSOR'S MAP 117 LOT 15, AS DESCRIBED IN RCRD 983/179, SUBJECT TO RIGHTS OF OTHERS (OTHERS NOT DEFINED ON THIS SURVEY).

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

John R. Chagnon
 JOHN R. CHAGNON, LLS 738
 DATE: 1.26.22



NO.	DESCRIPTION	DATE
1	NEW OWNER	1/26/22
0	ISSUED FOR RECORDING	12/8/21

STANDARD BOUNDARY SURVEY
TAX MAP 117
LOTS 14 & 15
 OWNER OF RECORD:
ONE MARKET SQUARE, LLC
 PROPERTY LOCATED AT:
1 CONGRESS STREET & HIGH STREET
 CITY OF PORTSMOUTH
 COUNTY OF ROCKINGHAM
 STATE OF NEW HAMPSHIRE



AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
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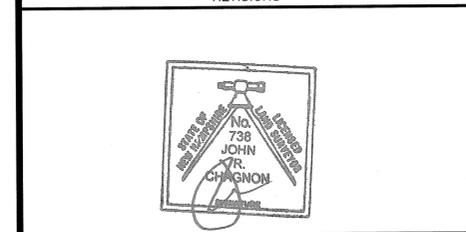
NOTES:

- 1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 117 AS LOTS 14 AND 15.
- 2) OWNER OF RECORD:
ONE MARKET SQUARE, LLC
3 PLEASANT STREET, SUITE 400
PORTSMOUTH, NH 03801
6363/31 PARCEL 1 & PARCEL 2
- 3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 AND CHARACTER DISTRICT 5.
- 4) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.
- 5) LOT AREAS: MAP 117 LOT 14 MAP 117 LOT 15
7,266 S.F. 8,840 S.F.
0.1668 ACRES 0.2029 ACRES

COMBINED LOT AREA:
16,106 S.F.
0.3697 ACRES
- 6) PARCELS ARE NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F, EFFECTIVE JANUARY 29, 2021
- 7) THE PURPOSE OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS ON TAX MAP 117, LOTS 14 AND 15 IN PORTSMOUTH, N.H.
- 8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBS.

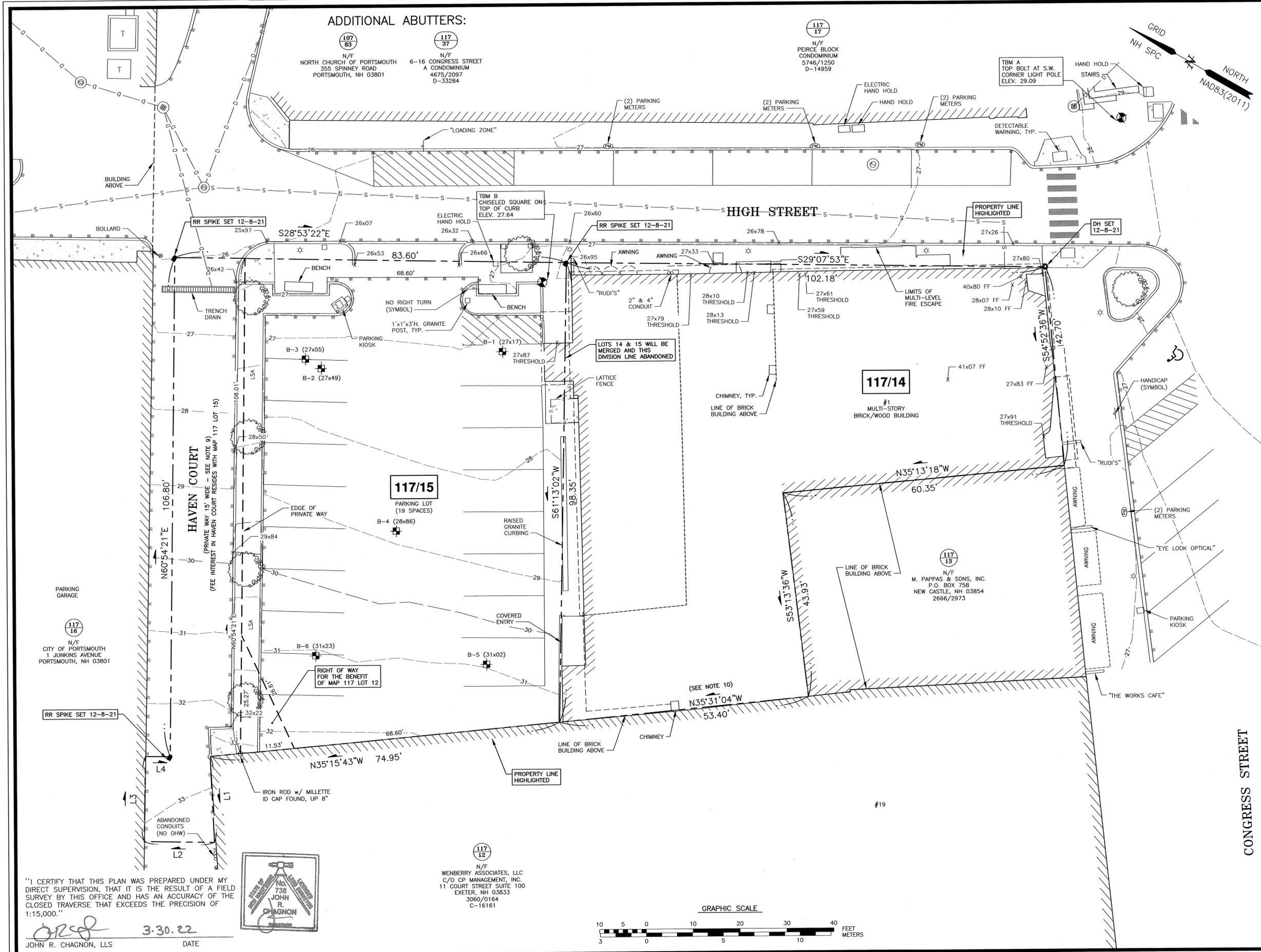
**COMMERCIAL DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.**

NO.	DESCRIPTION	DATE
2	ADD TOPOGRAPHY	2/9/22
1	BORING LOCATIONS	2/7/22
0	PROPERTY LINES	1/26/22



SCALE 1" = 10' NOVEMBER 2021

EXISTING CONDITIONS PLAN **C1**



ADDITIONAL ABUTTERS:

107 83 N/F NORTH CHURCH OF PORTSMOUTH 355 SPINNEY ROAD PORTSMOUTH, NH 03801
117 37 N/F 6-16 CONGRESS STREET A CONDOMINIUM 4675/2097 D-33284

117 17 N/F PEIRCE BLOCK CONDOMINIUM 5746/1250 D-14959

117 16 N/F CITY OF PORTSMOUTH 1 JUNKINS AVENUE PORTSMOUTH, NH 03801

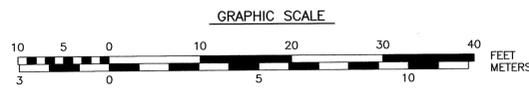
117/14 #1 MULTI-STORY BRICK/WOOD BUILDING

117/15 PARKING LOT (19 SPACES)

117 13 N/F M. PAPPAS & SONS, INC. P.O. BOX 758 NEW CASTLE, NH 03854 2666/2973

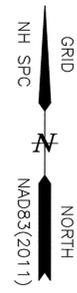
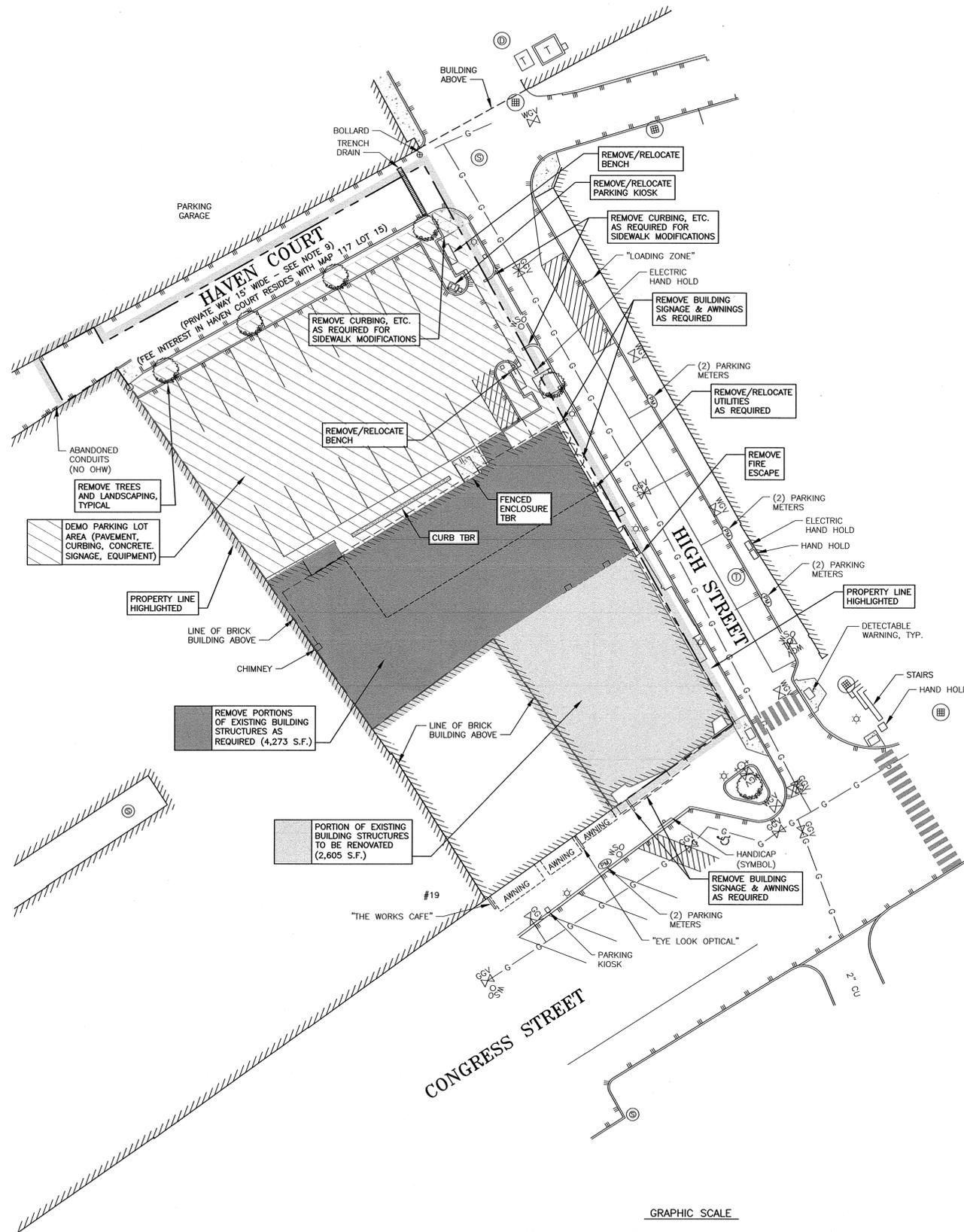
117 12 N/F WENBERRY ASSOCIATES, LLC C/O CP MANAGEMENT, INC. 11 COURT STREET SUITE 100 EXETER, NH 03833 3060/0164 C-16161

"I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000."
JOHN R. CHAGNON, LLS 3.30.22 DATE



DEMOLITION NOTES

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

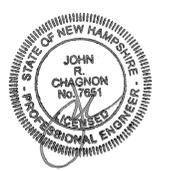


AMBIT ENGINEERING, INC.
 Civil Engineers & Land Surveyors
 200 Griffin Road - Unit 3
 Portsmouth, N.H. 03801-7114
 Tel (603) 430-9282
 Fax (603) 436-2315

- NOTES:**
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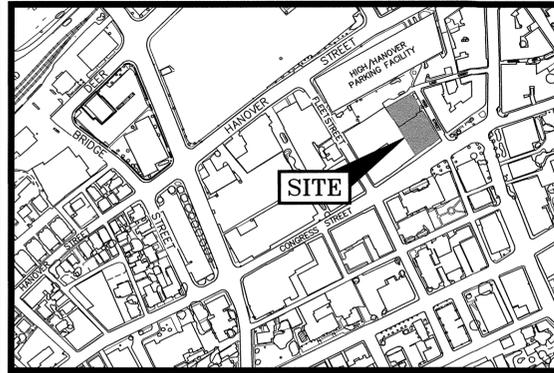
COMMERCIAL DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	1/26/22
REVISIONS		



SCALE 1" = 20' NOVEMBER 2021

DEMOLITION PLAN **C2**



LOCATION MAP

SCALE: 1" = 300'

PLAN REFERENCE:

STANDARD BOUNDARY SURVEY, TAX MAP 117, LOTS 14 & 15, FOR PETER H. JARVIS & SONS, LLC. 1 CONGRESS STREET & HIGH STREET, CITY OF PORTSMOUTH, COUNTY OF ROCKINGHAM, STATE OF NEW HAMPSHIRE. PREPARED BY AMBIT ENGINEERING, INC. DATED NOVEMBER 2021, ISSUED FOR RECORDING 12/8/21. R.C.R.D. PLAN D-43095.



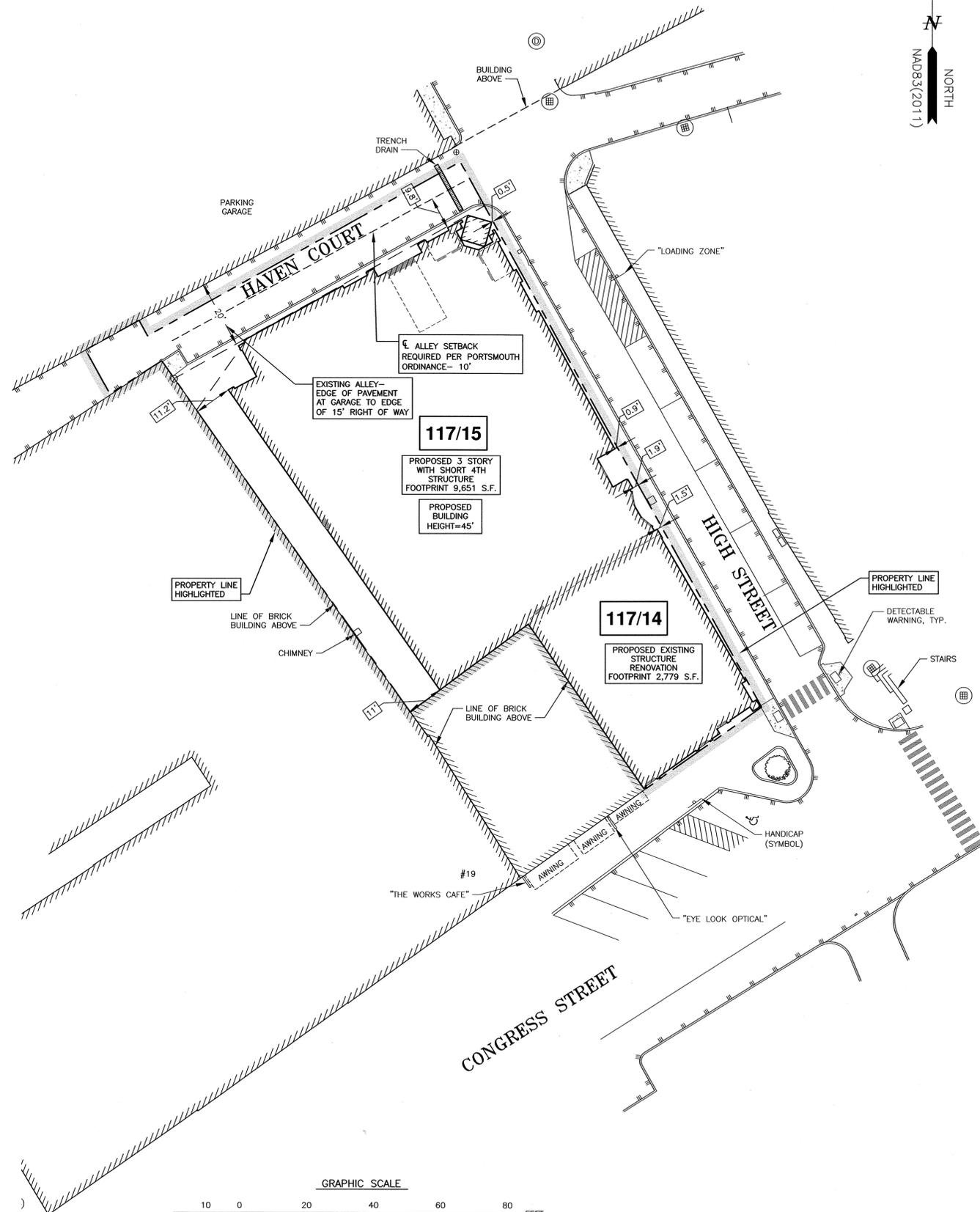
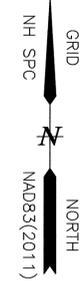
AMBIT ENGINEERING, INC.
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Tel (603) 430-9282
Fax (603) 436-2316

NOTES:

- 1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 117 AS LOTS 14 AND 15.
- 2) OWNER OF RECORD:
ONE MARKET SQUARE, LLC
3 PLEASANT STREET, SUITE 400
PORTSMOUTH, NH 03801
6363/31 PARCEL 1 & PARCEL 2
- 3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 AND CHARACTER DISTRICT 5. SEE TABLES THIS SHEET.
- 4) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.
- 5) LOT AREAS:

MAP 117 LOT 14	MAP 117 LOT 15
7,266 S.F.	8,840 S.F.
0.1668 ACRES	0.2029 ACRES

COMBINED LOT AREA:
16,106 S.F.
0.3697 ACRES
- 6) PARCELS ARE NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F, EFFECTIVE JANUARY 29, 2021
- 7) THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED DEVELOPMENT ON TAX MAP 117, LOTS 14 AND 15 IN PORTSMOUTH, NH.
- 8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBS.
- 9) HAVEN COURT IS A PRIVATE WAY 15 FEET WIDE. ALL RIGHTS, TITLE AND INTEREST UNTO SAID HAVEN COURT WERE CONVEYED WITH ASSESSOR'S MAP 117 LOT 15, AS DESCRIBED IN RCRD 983/179. SUBJECT TO RIGHTS OF OTHERS (OTHERS NOT DEFINED ON THIS PLAN).



One Market Square
Conceptual Area Summary
1/25/2022

addition	total gsf	cd4 - lot 15	cd5 - lot 14
4th floor	6,697	4,924	1,773
3rd floor	9,609	5,957	3,652
2nd floor	9,608	5,957	3,651
1st floor (footprint)	9,608	5,957	3,651
basement	9,791	6,162	3,629
total new	45,313		

renovation	total gsf	cd4 - lot 15	cd5 - lot 14
4th floor	2,294	residential	
3rd floor	2,716	residential	
2nd floor	2,716	office	
1st floor	1,386	restaurant	
1st floor	1,330	retail	
basement	2,717	storage/mech	
total renovation	13,159		

TOTAL FOOTPRINT	12,324
TOTAL GSF	58,472

BUILDING DATA:
PROPOSED BUILDING:
12,280 S.F. FOOTPRINT

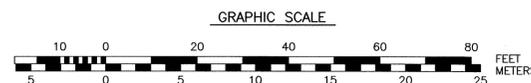
HEIGHT DATA:

LOT	REQUIRED HEIGHT & STORIES	PROPOSED HEIGHT & STORIES
14	2-3 STORIES WITH SHORT 4TH=45'	44'-11"/ 3 STORY WITH 4TH SHORT
15	2 STORIES WITH SHORT 3RD=35'	44'-11"/ 3 STORY WITH 4TH SHORT

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

APPROVED BY THE PORTSMOUTH PLANNING BOARD

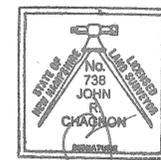
CHAIRMAN _____ DATE _____



COMMERCIAL DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
1	REMOVE ZONING DEVELOPMENT TABLES	3/30/22
0	ISSUED FOR COMMENT	1/26/22

REVISIONS



SCALE 1" = 20' NOVEMBER 2021

OVERALL SITE PLAN

C3

UTILITY NOTES:

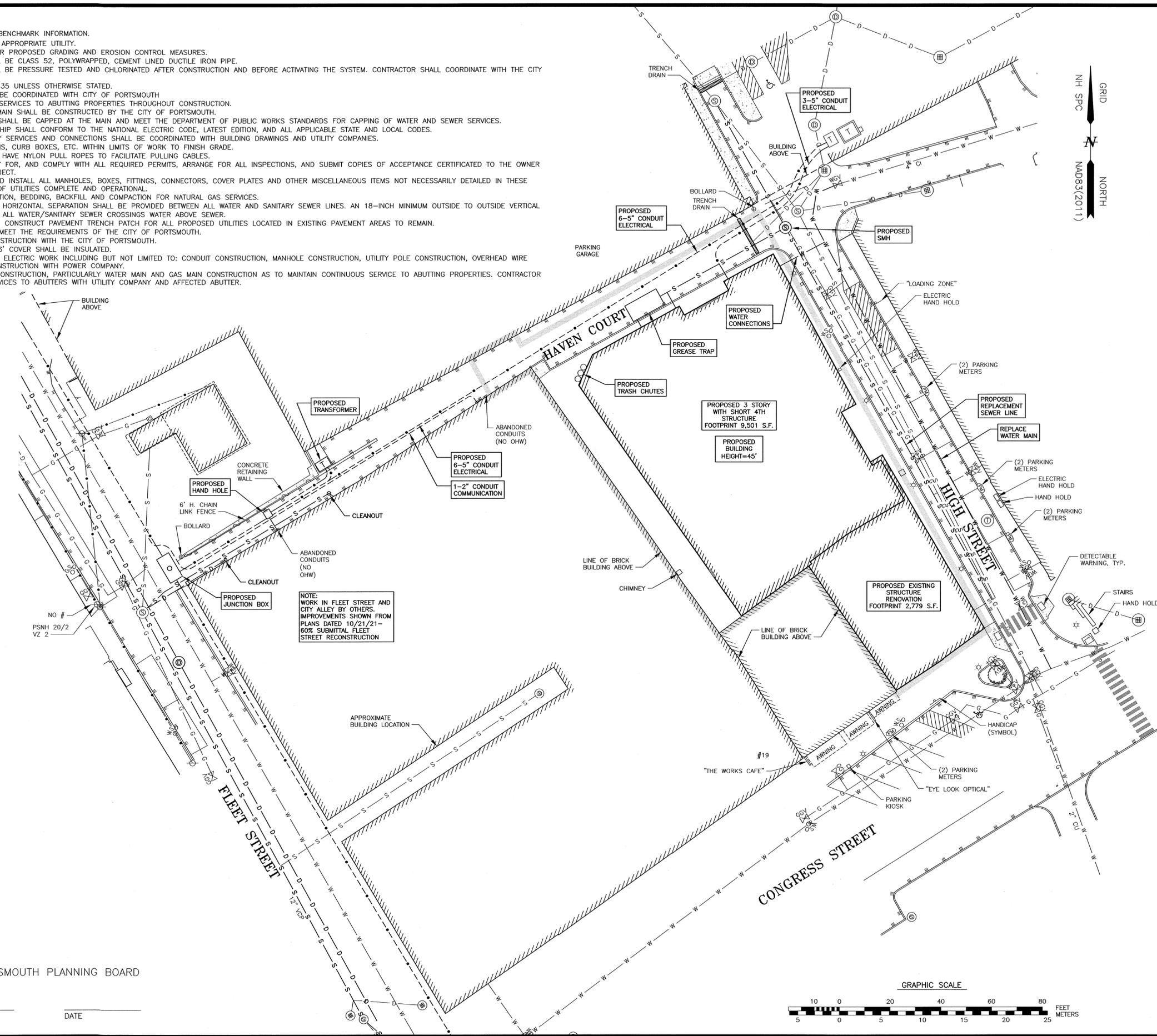
- 1) SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.
- 2) COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY.
- 3) SEE GRADING AND DRAINAGE PLAN FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
- 4) ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, POLYWRAPPED, CEMENT LINED DUCTILE IRON PIPE.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



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- 4) INSTALL CATCH BASIN INLET PROTECTION ON ALL EXISTING AND PROPOSED CATCH BASINS UNTIL CONSTRUCTION IS COMPLETED AND THE SITE IS STABILIZED.
- 5) ALL WATER MAIN AND SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE NEW HAMPSHIRE STATE PLUMBING CODE AND CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS.
- 6) UTILITY AS-BUILTS SHALL BE SUBMITTED TO THE CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS UPON COMPLETION OF THE PROJECT.
- 7) EVERSOURCE WORK ORDER #7706719
- 8) PROPOSED SEWER FLOW (NEW CONSTRUCTION):
 35,522 S.F. OFFICE SPACE
 35,522 X (2.5 GPD/100 S.F.) = 888 GALLONS PER DAY.



NOTE:
 WORK IN FLEET STREET AND
 CITY ALLEY BY OTHERS.
 IMPROVEMENTS SHOWN FROM
 PLANS DATED 10/21/21-
 60% SUBMITTAL FLEET
 STREET RECONSTRUCTION

**COMMERCIAL
 DEVELOPMENT
 ONE CONGRESS STREET
 PORTSMOUTH, N.H.**

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	3/2/22
REVISIONS		

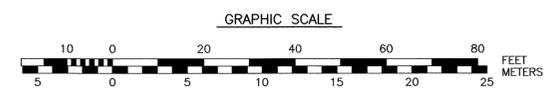


SCALE 1" = 20' NOVEMBER 2021

UTILITY PLAN **C4**

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

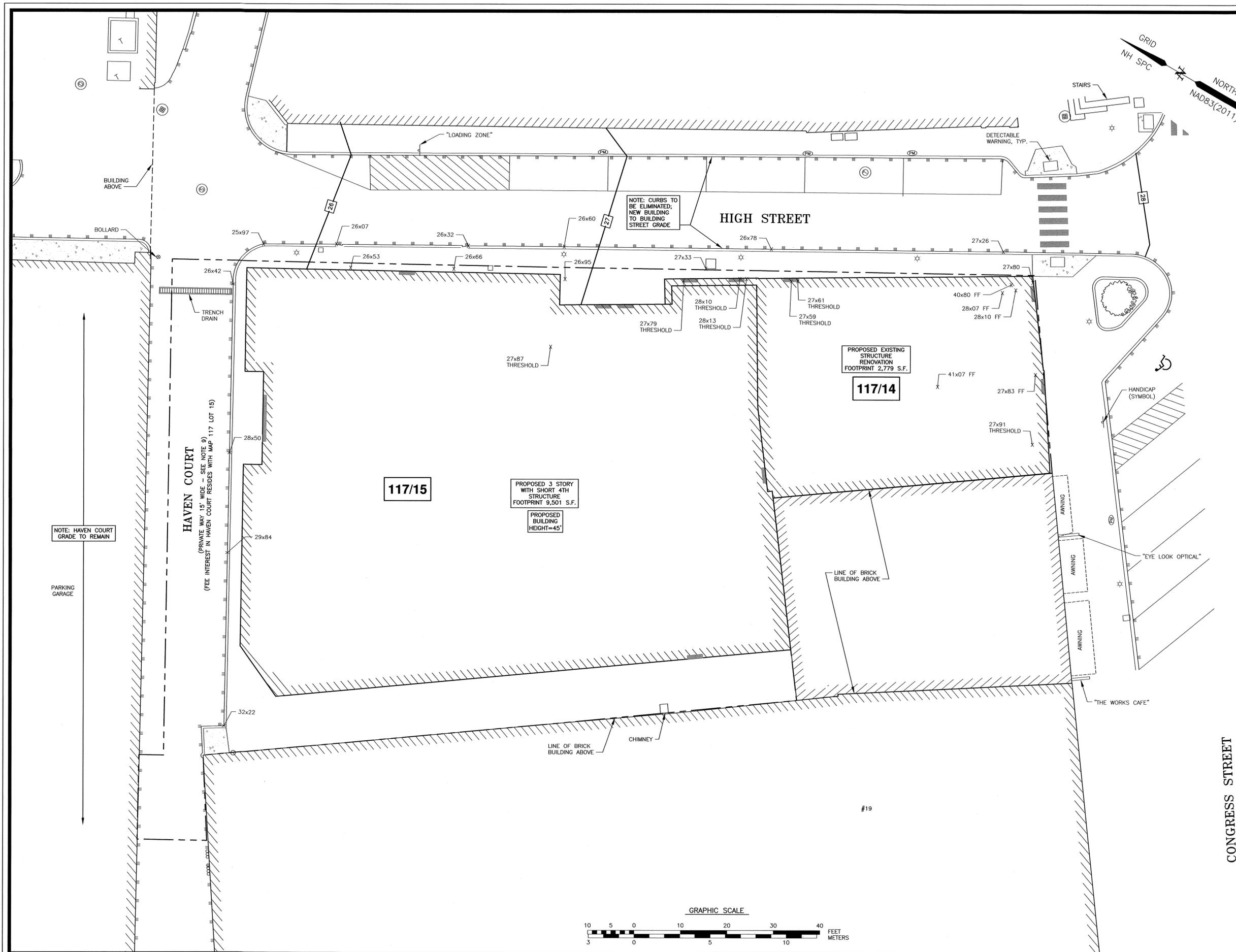




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COMMERCIAL DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	3/2/22
REVISIONS		



SCALE 1" = 10' NOVEMBER 2021

GRADING PLAN **C5**



COMMERCIAL ALLEY



LADD STREET



HAVEN COURT (LOOKING EAST)



1 CONGRESS STREET
 PEDESTRIAN CONNECTIONS
 SCALE: 1"=100'



LADD STREET AT HIGH STREET



CHURCH STREET TOWARDS HILL STREET



H2.07 HISTORIC
 1 CONGRESS STREET
 SCALE: 8000000



HAVEN COURT AT FLEET STREET



HAVEN COURT (LOOKING WEST)

PEDESTRIAN CONNECTIONS

CONTEXT MAP

1 CONGRESS STREET

H2.02

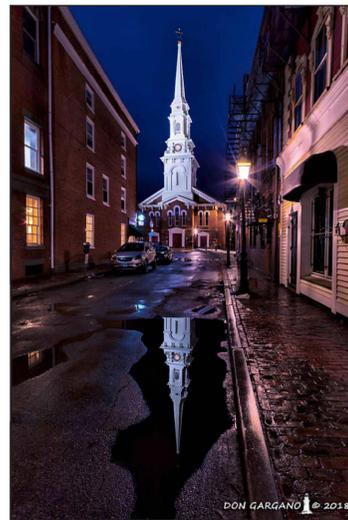
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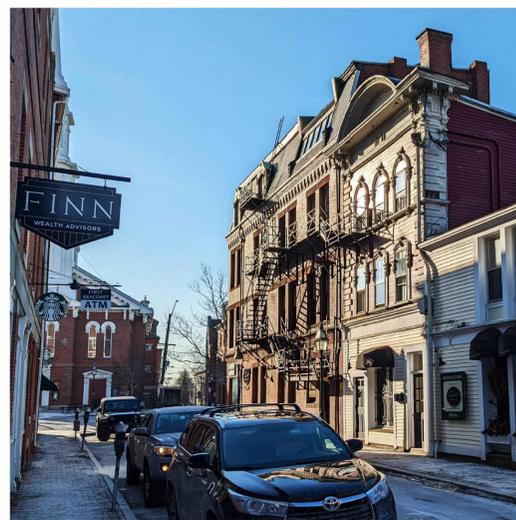
1



2



3



4



5



6

EXISTING CONDITIONS PHOTOS

1 CONGRESS STREET

H2.04

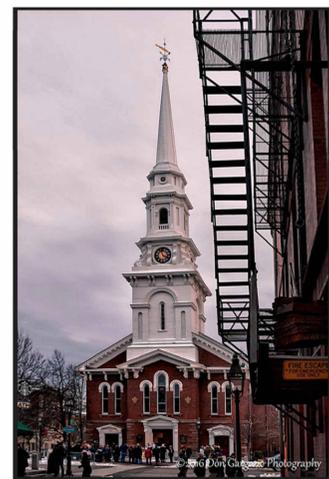
SCALE: 8000000



HIGH STREET



LADD STREET



HIGH STREET

H2.03 WAYFINDING
 1 CONGRESS STREET
 SCALE: 8000000

1 CONGRESS STREET

1 CONGRESS STREET & HIGH STREET
 PORTSMOUTH, NH 03801

ONE MARKET SQUARE
 LLC, OWNER

Scale:
 Date: 03/30/2022
 Project Number: 1002

REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN REVIEW

CONTEXT

1 CONGRESS STREET

1 CONGRESS STREET & HIGH STREET
 PORTSMOUTH, NH 03801

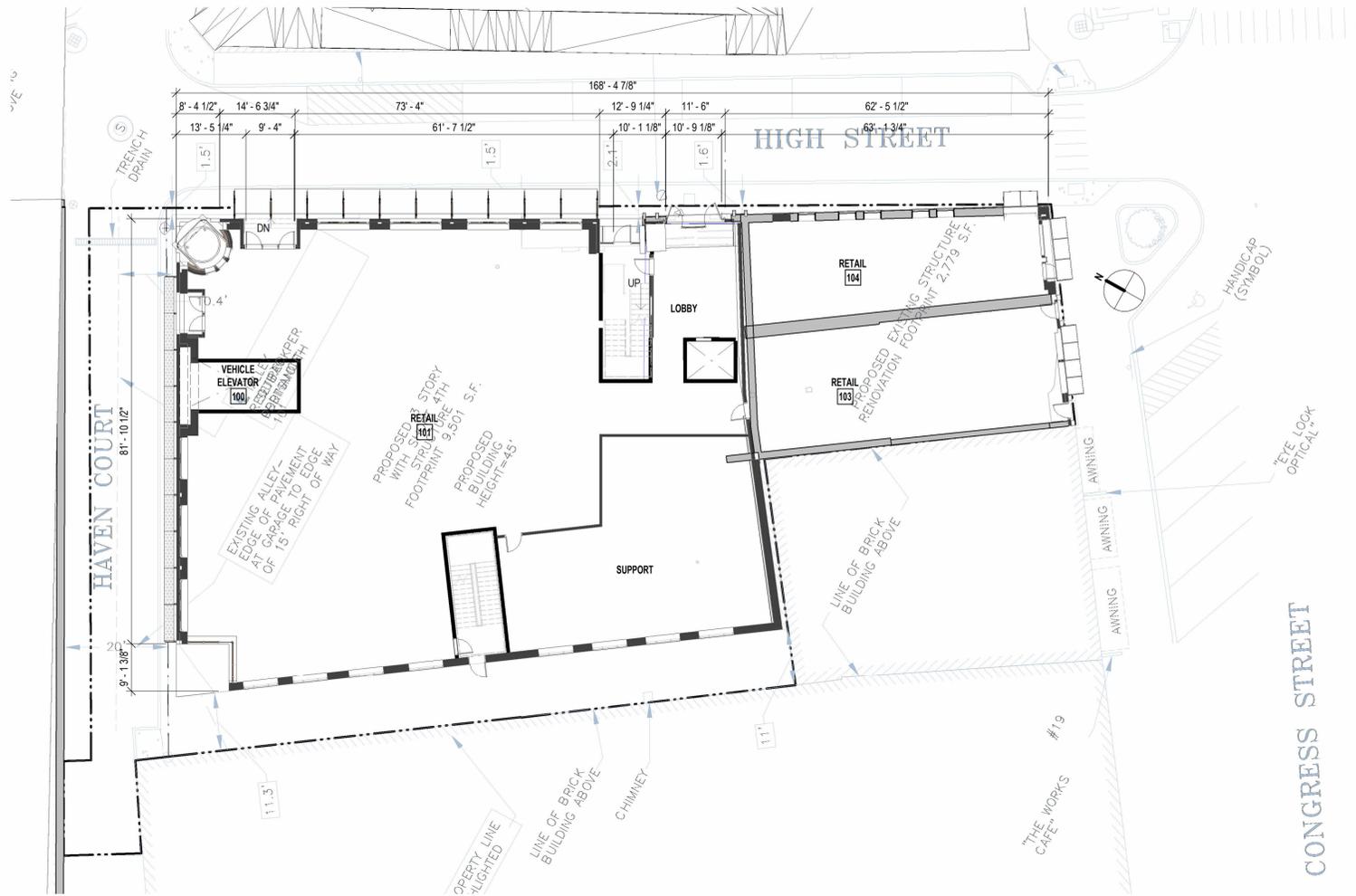
**ONE MARKET SQUARE
 LLC, OWNER**

Scale: 1/16" = 1'-0"
 Date: 03/30/2022
 Project Number: 1002

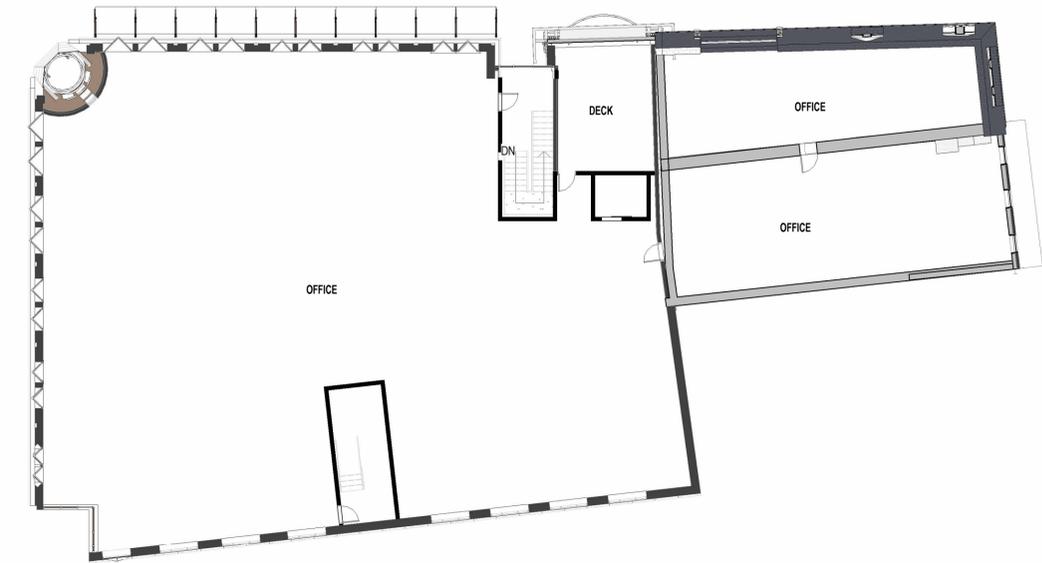
REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN REVIEW

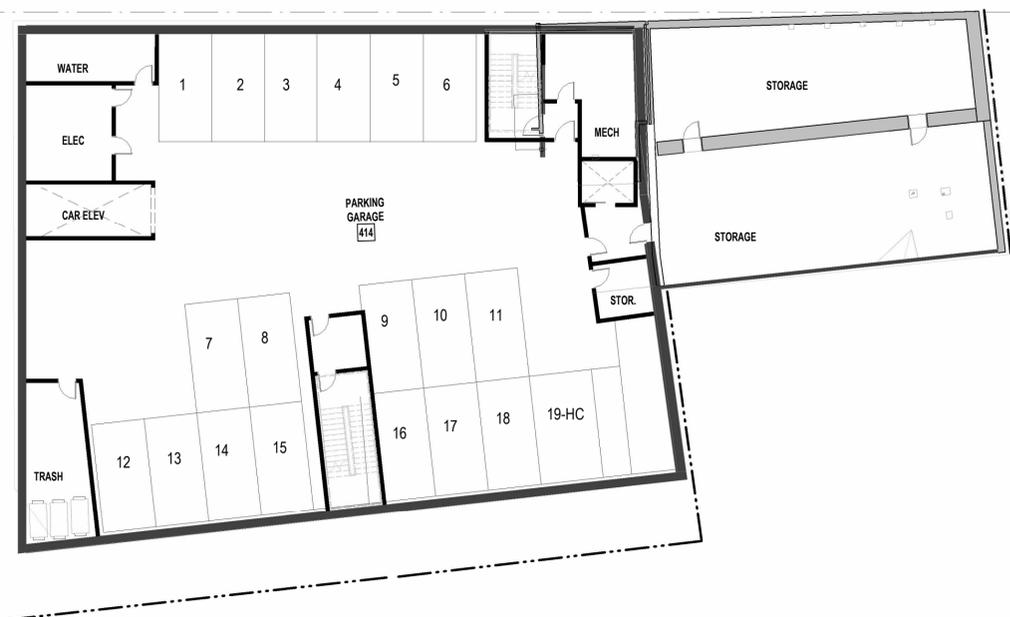
FLOOR PLANS



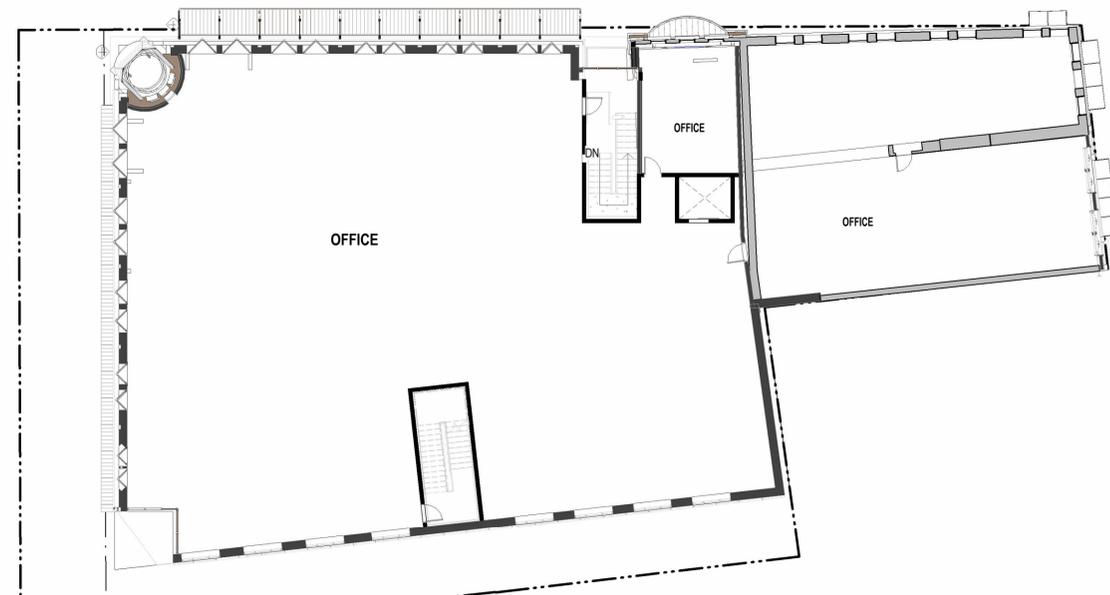
2 LEVEL 1 PB1
 1/16" = 1'-0"



4 LEVEL 3 - Presentation Plan PB2
 1/16" = 1'-0"



1 BASEMENT PB1
 1/16" = 1'-0"



3 LEVEL 2 - Presentation Plan PB2
 1/16" = 1'-0"

1 CONGRESS STREET

1 CONGRESS STREET & HIGH STREET
 PORTSMOUTH, NH 03801

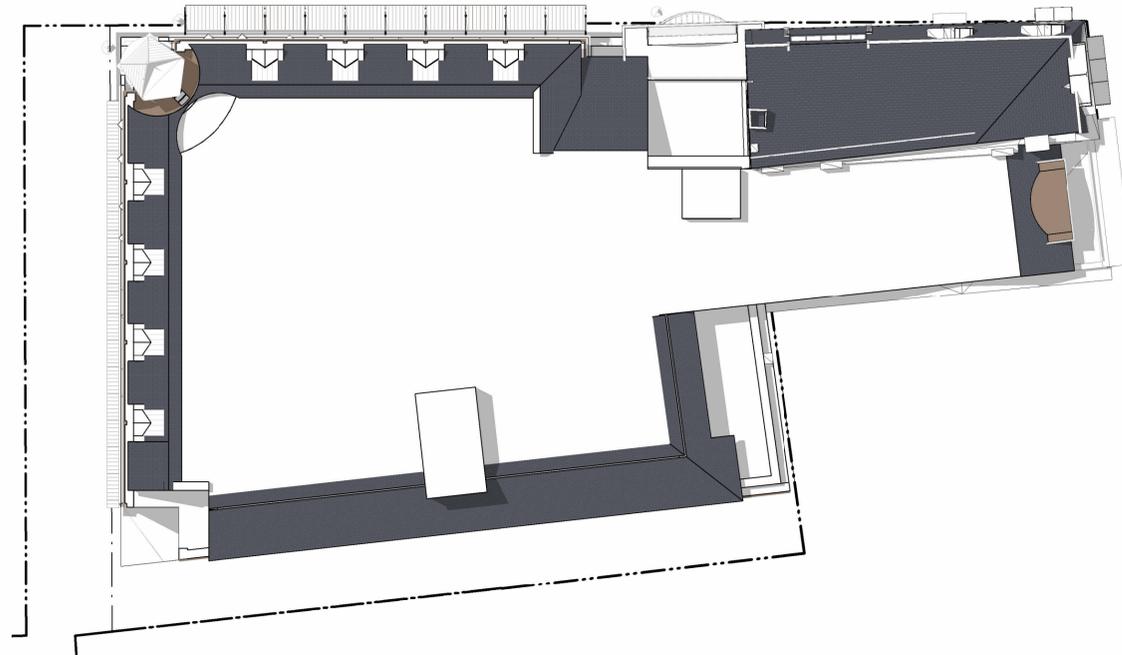
ONE MARKET SQUARE
 LLC, OWNER

Scale: 1/16" = 1'-0"
 Date: 03/30/2022
 Project Number: 1002

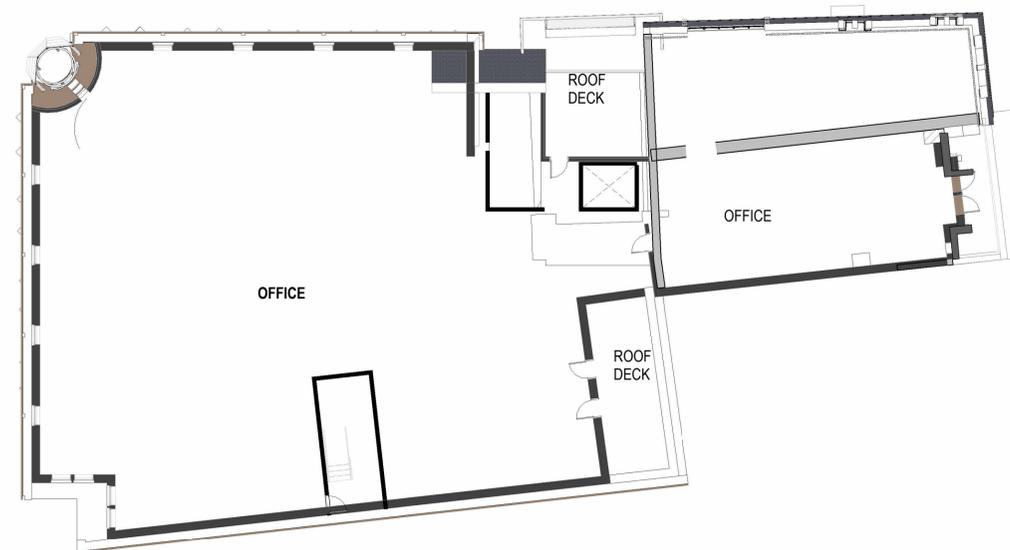
REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN REVIEW

FLOOR PLANS



2 ROOF - Presentation Plan PB2
 1/16" = 1'-0"



1 LEVEL 4 - Presentation Plan PB2
 1/16" = 1'-0"



1 PROPOSED ELEVATION - NE - HIGH STREET
1/8" = 1'-0"

1 CONGRESS STREET

1 CONGRESS STREET & HIGH STREET
PORTSMOUTH, NH 03801

ONE MARKET SQUARE
LLC, OWNER

Scale: 1/8" = 1'-0"
Date: 03/30/2022
Project Number: 1002

REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN REVIEW

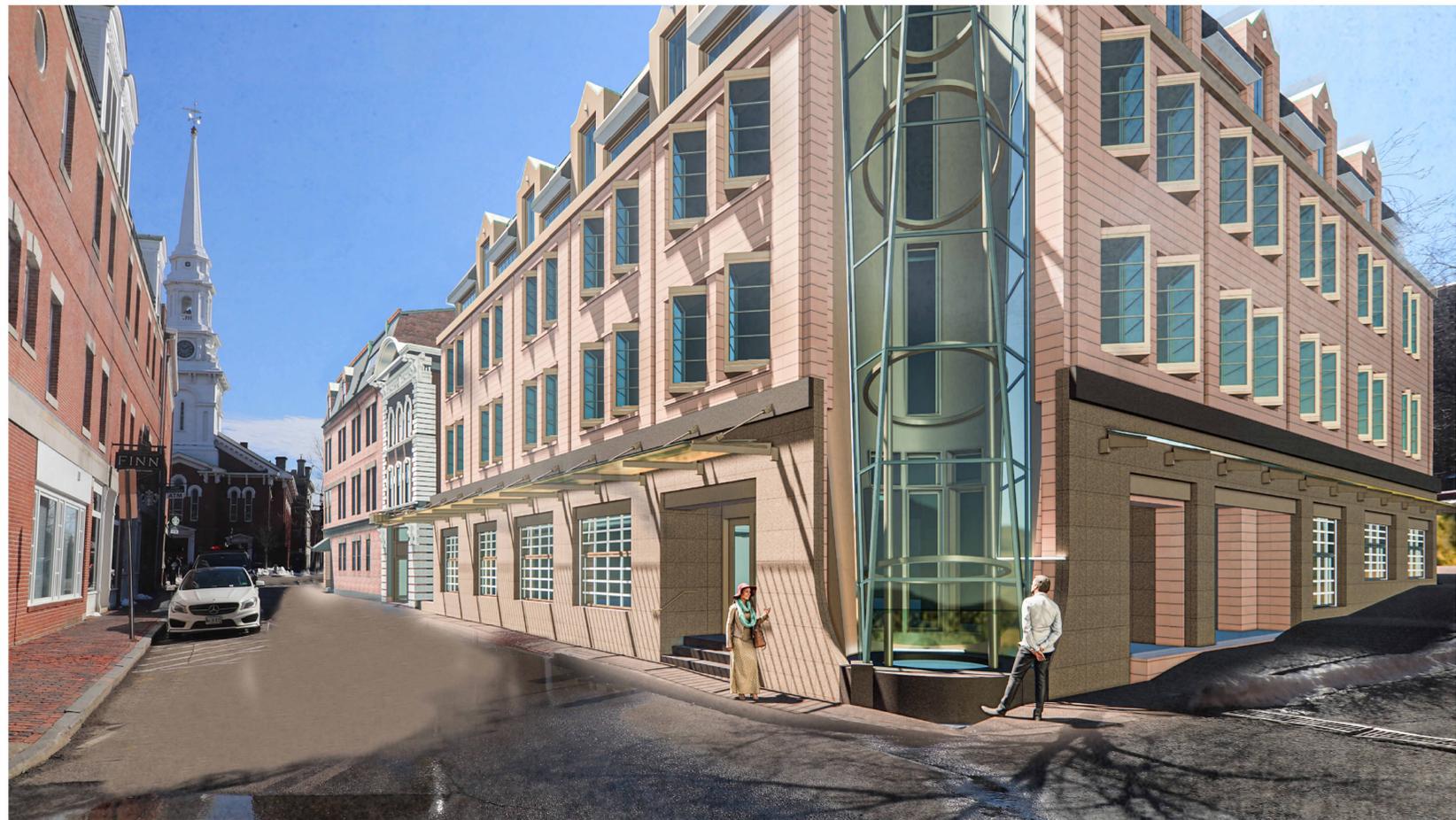
ELEVATIONS

A3



2 PROPOSED ELEVATION - NW HAVEN COURT
1/8" = 1'-0"

3 PROPOSED ELEVATION - CONGRESS STREET
1/8" = 1'-0"



3 Congress St, Ste 1
 Portsmouth, NH 03801
 T 603.731.5187
 arcove.com

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 Civil Engineering
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 Portsmouth NH 03801
 (603) 430-9282
 ambitengineering.com

Terra Firma Landscape
 Landscape Architecture
 163a Court St
 Portsmouth NH 03801
 (603) 531-9109
 terrafirmalandarch.com

1 CONGRESS STREET

1 CONGRESS STREET & HIGH STREET
 PORTSMOUTH, NH 03801

**ONE MARKET SQUARE
 LLC, OWNER**

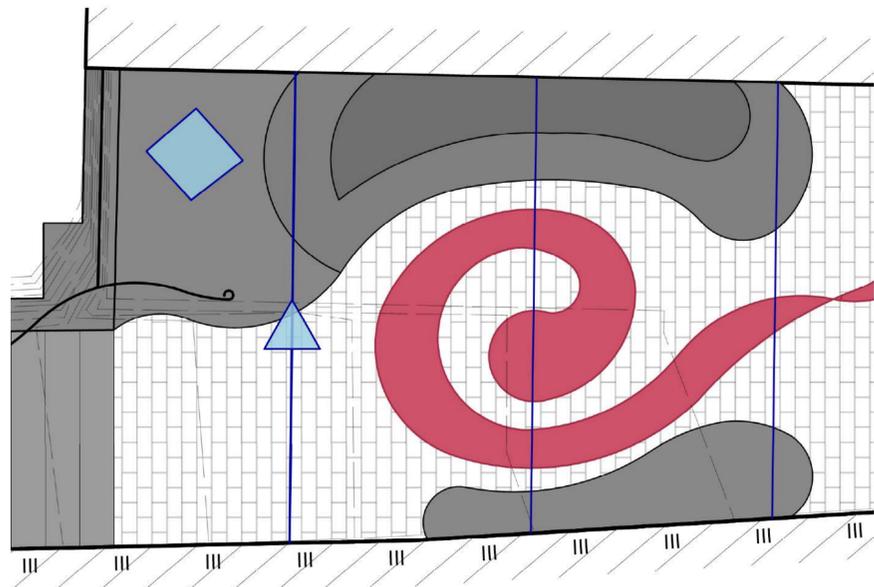
Scale:
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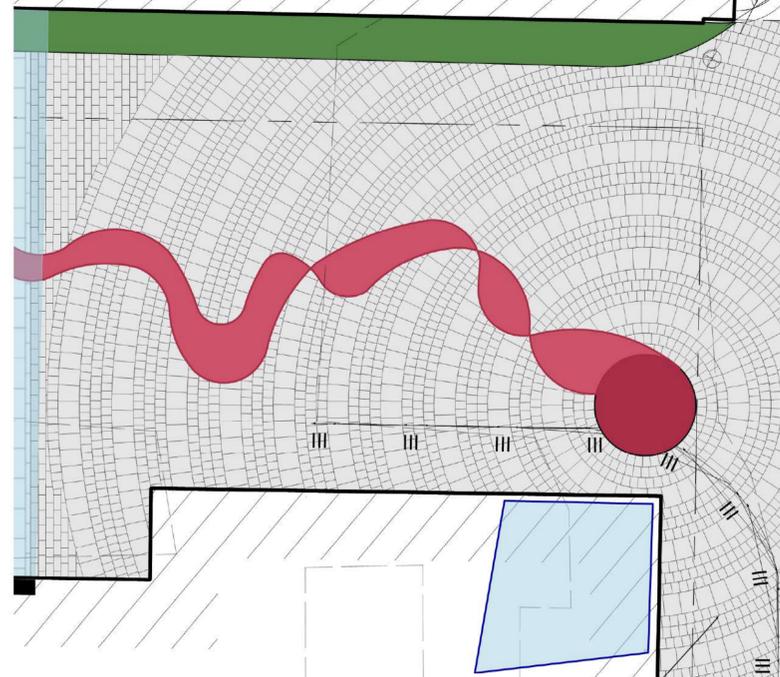
SITE PLAN REVIEW

3D VIEWS

A4



AMPHITHEATER DETAIL WITH SERPENTINE END



SERPENTINE BEGINNING DETAIL



CATENARY LIGHTING



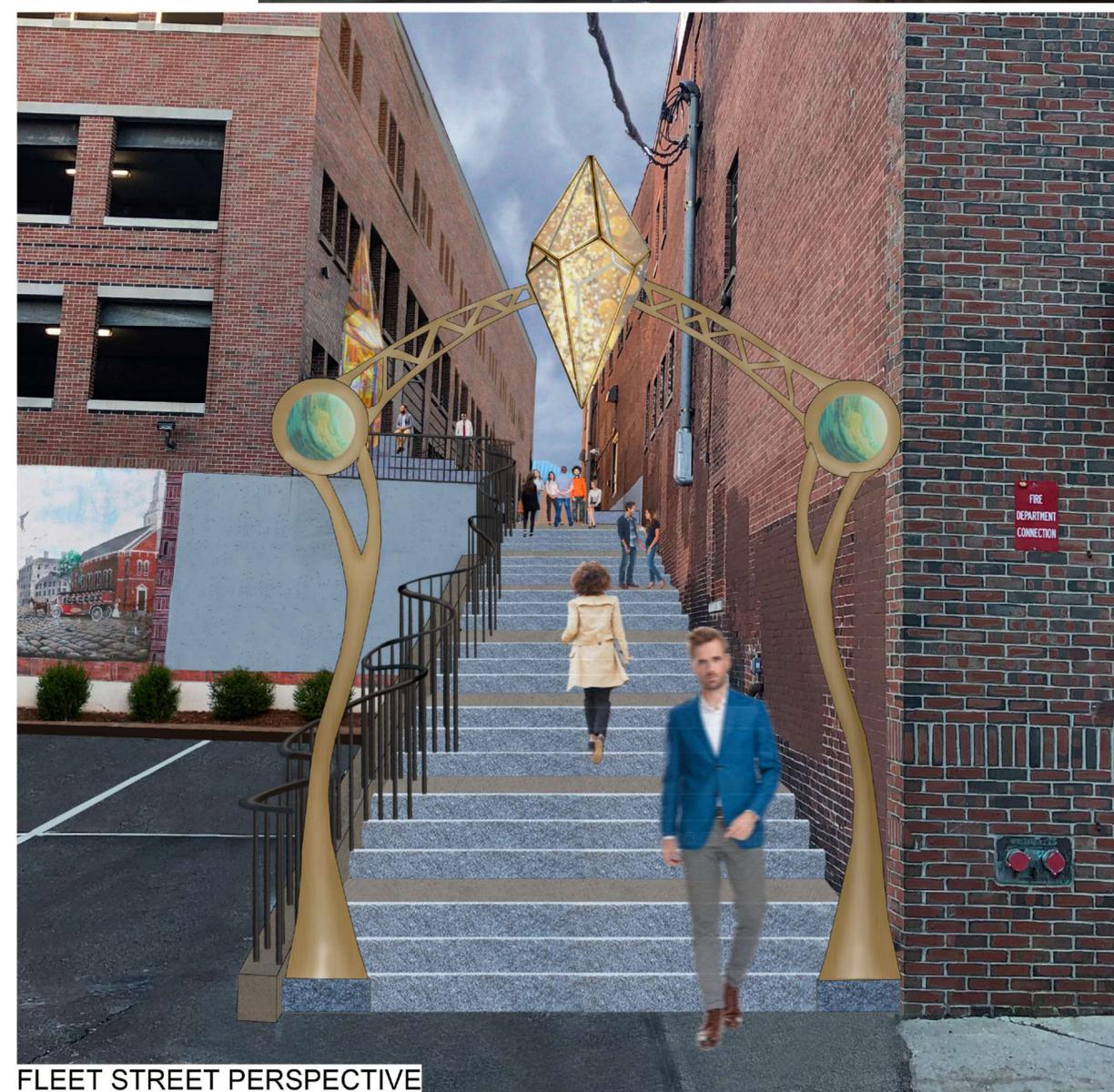
STONE SEATING



STONE SEATING



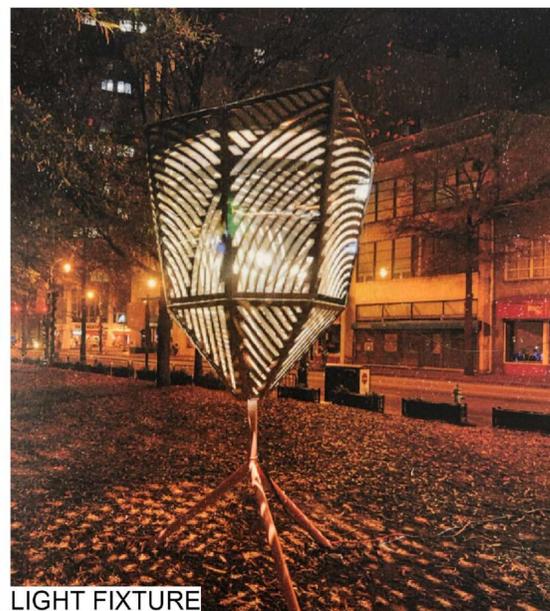
LABYRINTH INSPIRES + INFORMS THE SERPENTINE PAVING



FLEET STREET PERSPECTIVE



PRISM TOWER



LIGHT FIXTURE

LANDSCAPE IDEAS
1 CONGRESS STREET



terra firma
landscape architecture

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