TAC Narrative

RE: Small Residential Parking Garage for the Historic Ben Franklin Block
Date: 7.18.19 (Update of 7.2.19 Final TAC Narrative)

1 This package for TAC contains Site, Garage, and 1st floor plans for a small residential parking garage to be located in the existing basement level of the Historic Ben Franklin Block Building. A summary and explanatory write-up by Walker Parking Consultants is also included.

2 In order to work within the existing historic structure and its driveway, in May of 2018 the BOA granted a variance for both a 12' driveway, and, a 12' maneuvering lane. A design with a simple garage circulation loop and gate controlled driveway is implemented. This plan is the result of years of layout and engineering work, as well as many design iterations done in conjunction with Walker Parking Consultants. Walker Parking Consultants has provided a summary letter that is included in this package.

3 The driveway is gate controlled at the Fleet Street entrance to the site's driveway. At the end of the existing driveway, a garage door opens to a ramp to the basement Garage. The ramp descends approximately 6'-10" to circulation loop which goes around the basement garage. All parking spaces are accessed off of the circulation loop. At the end of the circulation loop (which is at the base of the garage ramp), a signal light is used to control cars leaving the garage.

4 Almost all spaces are simply accessed by strait in or angled entry. A few spaces back in, and a few require multipoint turns. Tandem spaces are provided for larger sized residential units.

5 All cars entering the garage from Fleet Street will have priority over any cars exiting the garage. And, Walker Parking Consultants states that there will be minimal impact on Fleet Street traffic (see WPC letter paragraph 5).

6 Cars exiting the garage must come to full stop at the end of the loop, just prior to exit ramp and then signal with their remote to open the door and head out. The Fleet Street gate will remain closed until the exiting car comes to a full stop. The driver then looks both ways, and exits when safe. The garage entrance indicator light will remain red until this car has exited, and then it will return to green. See the WPC letter for a more complete description of their control system.

7 A simple fresh air system has been designed with a fan in the rear of the garage and motorized damper air inlets on the Fleet Street and Vaughn Mall sides of the building. The garage door will be used where it simplifies/improves the design and reduces energy consumption. The inlets are covered by historic decorative grills approximately 1' x 4' and placed a couple feet above sidewalk level, as is shown on the garage plan. At least four air quality set points will be used to control air quality and well as safety.

8 The garage will be heated in the winter to protect sprinkler pipes. Bollards will protect the sprinkler mains. A FDC is currently located in a central area at the head of space 24. A FD KNOX box will be set up for the gate and the garage door.

9 Snow removal will be either via driveway snow melting or snow removal (as it is done now).

10 Trash will be removed, as it is now, via the Vaughn Mall alley.

11 There are two means of egress, as well as the likely use of the garage door as a third means of egress.

12 The Driveway will be illuminated at the Fleet Street entrance and along the length of the Driveway. The garage will have some natural light, as well as, an increase in the standard amount of Lumens typical for a garage by providing additional LED lights. All LED lighting will be replacing the existing fluorescent and incandescent lighting through out the basement, and this will reduce energy costs. Additionally, the basement ceiling will be insulated which will also reduce energy costs.

13 The Existing basement elevator lobby enclosure will be retained if needed. The elevator machine room door may need to be relocated to the North side of the room.

14 All spaces on the "North Side" of the garage will be 9' wide with a Carl Walker "dual" Striping plan to allow cars to more accurately park within the space; and, thereby maximize the space between adjacent cars, walls, and poles. (Most cars are about 6' wide and large SUVs are 6.5' wide). The columns at tandem space 9/13 encroach a few more inches than the other large spaces within the garage but will be well positioned within the dual striping, leaving adequate space to car doors and travel.

15 Bike racks are not required for this project, however, we are investigating putting a bike rack away from the loop and near the egress stairs.

16 A Kohler natural gas generator, or, a battery back-up system using Tesla, Pika Energy, or equivalent system will be used to maintain garage operation during power failures. Currently we are planning to back up the controls, gate, garage door, fresh air system, and lights. The generator would be placed in either the Vaughn Mall Alley, or, in the basement and near ventilation access. Any lithium batteries used for emergency back up would have to be properly protected.

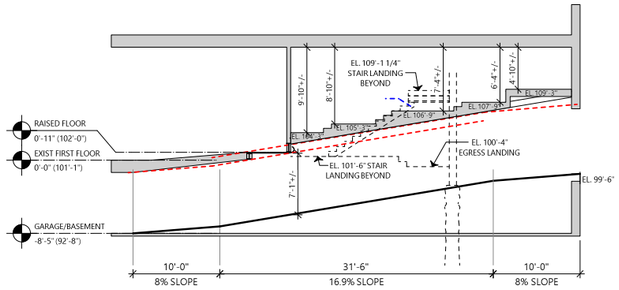
17 The Gross Floor area of the building floors is 14, 932 and the Basement will be used for Parking, the First floor for Retail, the second floor and part of the third floor for Office, and the fourth floor and lofts (a half floor) for Residential. The Building Height is 65'-11".

18) Unitil, Eversource, and the Portsmouth Water Dept. will continue to supply all Utilities.

19) Historic District Commission review and approval will be required for new garage door, fresh air vents, and a potential generator.

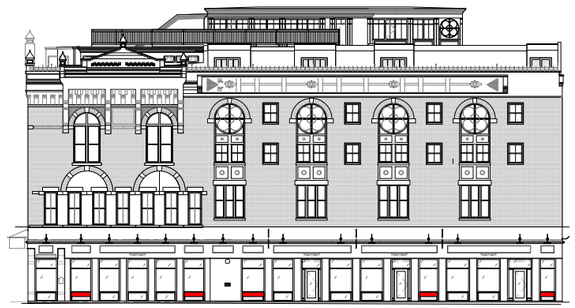
20) List of all Reference Drawings included in TAC Package:

1) TAC Review Narrative
2) Garage Plans A 1.1B
3) Walker Parking Consultants Summary Letter
4) Site Plan
5) Garage Plan A1.1C
6) Ground/1st floor plan A1.2



2 A1.1B GARAGE ENTRY RAMP

Scale: 1/8" = 1'-0"

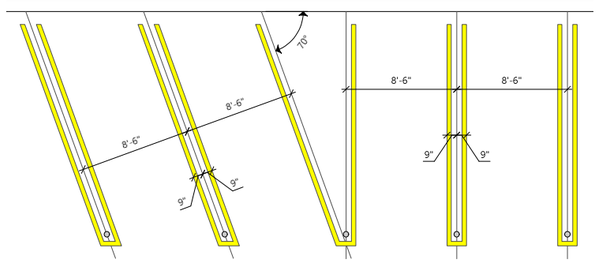


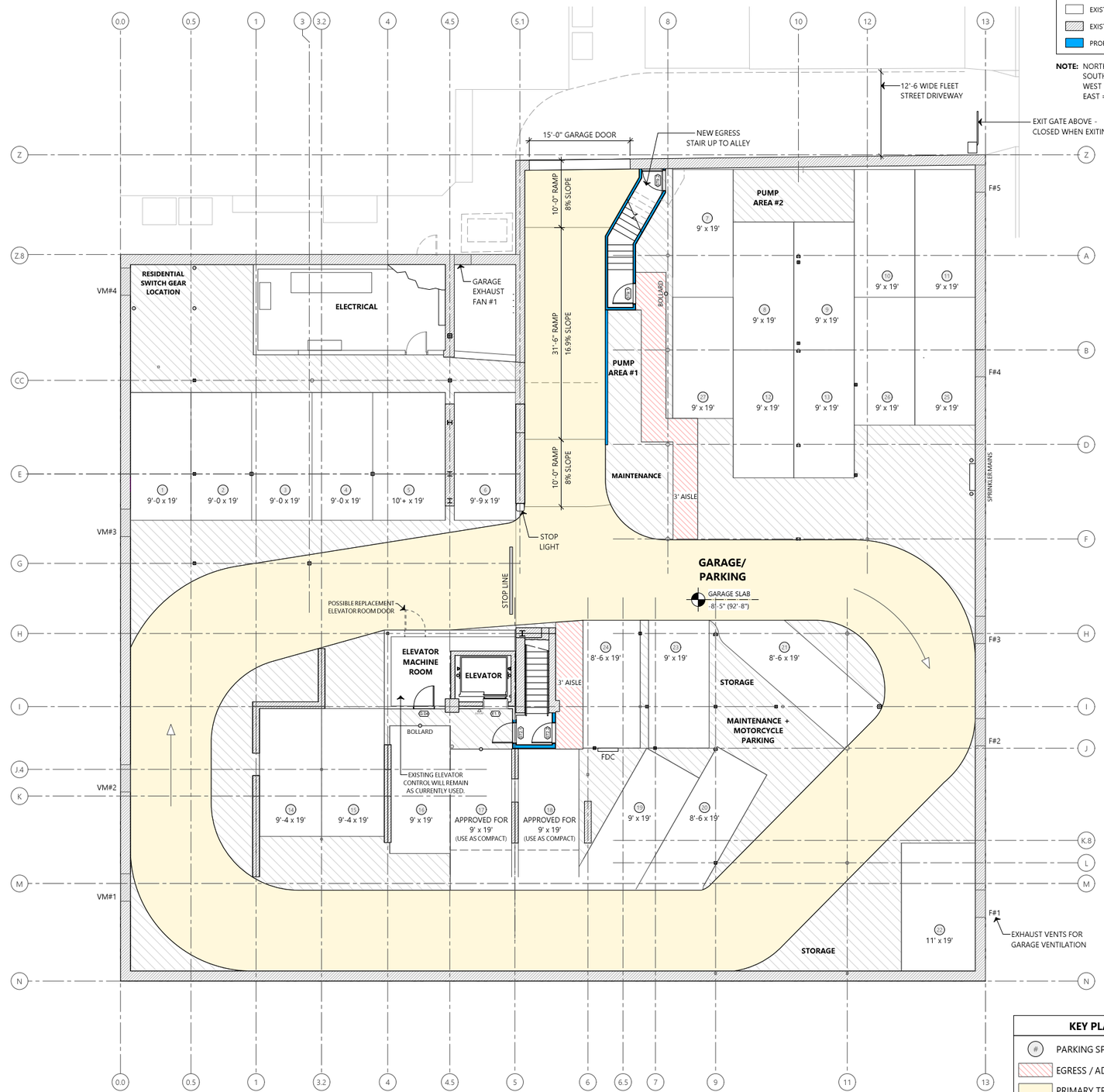
3 A1.1B FLEET STREET GARAGE VENT DIAGRAM

Scale: 1/16" = 1'-0"

PARKING STRUCTURE DESIGN GUIDELINES - STRIPING

DOUBLE STRIPES FOR SPACE STRIPING ARE RECOMMENDED AS THEY HELP PARKERS CENTER THEIR VEHICLES BETWEEN STRIPES, MAXIMIZING THE SPACE BETWEEN VEHICLES (REFER TO THE GRAPHIC BELOW). ALSO RECOMMENDED IS THE USE OF TRAFFIC YELLOW PAINT FOR STALL STRIPING AS YELLOW PAINT IS MORE VISIBLE OVER TIME THAN WHITE PAINT.





1 A1.1B BASEMENT / GARAGE PLAN

Scale: 1/8" = 1'-0"

TMS architects
www.tmsarchitects.com
+1.603.436.4274

Revision and Issue Notes:

LICENSED ARCHITECT SHANNON C. ALTHEN No. 3402 STATE OF NEW HAMPSHIRE

PERMIT SET

Franklin Block Building

75 Congress Street
Portsmouth, NH

2019.07.09 TAC SUBMISSION

Proj. Manager:	SFL	Produced:	SCA
Scale:	NOTED ON TITLE		
Project No:	2018059		
Date:	2019.06.25		

BASEMENT GARAGE PARKING LAYOUT

A1.1B

Walker Parking Consultants (WPC) were hired to consult , review, and help specify the small private parking garage under the Historic Ben Franklin Block Building.

They are a conservative design firm, recently choosen as Portsmouth's Garage Designer and City's Consultant.

After several design iterations, WPC has concluded that the final design of the Parking Layout, Access Ramp, and Two-Way use of the Existing Driveway is a workable configuation; suitable for a Private Residential Garage.

WALKER CONSULTANTS

20 Park Plaza, Suite 1202
Boston, MA 02116

617.350.5040
walkerconsultants.com

May 10, 2019

Michael De La Cruz
Ben Franklin Block Building
75 Congress Street
Suite 306
Portsmouth, NH 03801

Re: Ben Franklin Block Building Parking Review Summary
Portsmouth, NH

Dear Michael:

The following letter is intended to summarize the design review performed by Walker Consultants for the Ben Franklin Block Building.

Walker Consultants was retained by Michael De La Cruz to review the proposed parking design providing approximately 26 parking spaces in the basement of the existing Ben Franklin Block Building in Portsmouth, New Hampshire. This parking facility is provided to support the residential redevelopment of this building; parking will be used by the residences of the building. Walker understands that the spaces will be assigned to individual unit owners / renters; it is anticipated that the tandem parking spaces shown will be sold / leased to the same tenant. Walker has also been retained to provide general guidance on the parking technology necessary for operating a two-way access ramp to the parking area that is only of sufficient width to accommodate a single lane of traffic.

PARKING GEOMETRICS REVIEW

The proposed parking area has gone through several iterations of design. Walker has been involved during the design process to review the parking configuration and perform a computer-aided design turning analysis (AutoTurn) on the vehicular travel lane and each parking space. Recommendations were made for improvements to the parking configuration via memoranda with sketches and discussions. From this process the following was determined:

- The turning analysis demonstrates that a design vehicle (85th percentile of passenger vehicles, currently a Buick Enclave) can safely maneuver through the parking field via the one-way drive lane.
- The turning analysis demonstrates that all proposed parking spaces can be accessed.
    - Some of the spaces require multiple-point turning maneuvers and/or specific paths to approach / egress the parking space. The geometrics and available space for the vehicular movements are relatively tight, however the analysis demonstrates that all of the spaces can be accessed.
        - For a small residential facility such as this with assigned parking, the flow characteristics and nature of repeat users who understand the necessary turning movements to access / egress their assigned space are such that this configuration can work.

        - Walker has provided sketches demonstrating the turning movements which can be provided to each parking space owner to understand the turning movements; however, it is also anticipated that the user will "learn" their space based on their specific vehicle's size and turning capabilities.
    - Some spaces are limited with respects to the size of vehicles that can park in that space.
        - Walker's approach is to first run a design vehicle representing the 85th percentile of passenger vehicles which includes light trucks. If that vehicle cannot access the space or imposes on the vehicular travel lane, smaller vehicles are modeled: a design car (representing the 85th percentile of cars, currently a Volvo S80) followed by a design small car (similar to a compact car, currently a Honda Civic).
        - Walker has identified for the client which spaces have size limitations.
        - For a residential facility with assigned parking, space size limitations can be accommodated. The parking space owner will be notified of the size / turning movement limitations and will be restricted parking that size vehicle in their space.
- It should be noted that AutoTurn analyses are often conservative, however are a computer-based and therefore do not take into account user error and similar conditions; field tests can demonstrate better performance than the analysis. Walker understands that the client has developed a mock-up of the parking facility in a parking lot and has been able to demonstrate vehicular access to each space with 17' and 18' light duty trucks. Please note that Walker has not been involved with the field testing and therefore cannot provide additional comment on how this field tests related to the computer analysis other than the spaces were all able to be accessed.

PARKING RAMP ACCESS TECHNOLOGY

Walker Consultants reviewed the functional and operational design intent of the two-way, single lane configuration that provides vehicular access from the street into /out of the parking facility. Considering the flow characteristics of a residential use group, the nature of repeat users, and the small number of spaces in this parking area, this configuration can work. The conceptual system functionality is as follows:

1. An access control gate will be provided at the exterior end of ramp that abuts the Fleet St. The gate will remain in the down position except during vehicle access to / from the ramp. The overall intent of the system will be to give preference to users entering off of Fleet St. opposed to users exiting.
2. Red/green indicator lights will be provided at the bottom of the ramp and on the building adjacent to the access gate.
    a. The indicator light at the bottom of the ramp will be red unless a user activates their transponder to exit the ramp and there is no other user entering the ramp.
    b. The indicator at street level will remain green at all times unless a user is currently using the ramp to exit the system.
3. For residents entering the garage from the street
    a. The users will have a "clicker" transponder similar to an overhead door transponder and/or automated vehicle identification (AVI) technology for the purposes of system activation (specific

system will be determined later in design). The user will activate the transponder when close to the facility and the red / green indicator light mounted to the building will indicate whether the ramp is available (green) or if a vehicle is currently using the ramp / exiting (red).

b. If the ramp is available, the light on the street level will remain green, the gate adjacent to the street will open, the overhead door at the building will open, and the light at the bottom of the ramp will remain red. The user will enter the access alley and the gate will close.

c. If the ramp is not available, meaning it is being utilized in the exiting direction, the exterior red / green light will be red, the gate will remain closed, and the vehicle at grade will need to remain outside of the gate until the exiting vehicle exits onto Fleet St. In the event that the wait is longer than a few seconds, users will circulate the block to prevent a queue in the street.

d. If another user approaches along Fleet St. while the first user is entering the facility, they will activate their transponder and the intent of the system is to allow that second user to enter the facility before an exiting vehicle is permitted on the ramp. The system functionality will be the same as identified above, however a user stopped on the lower level will have to remain in the level below until both vehicles have cleared the ramp.

4. For residents exiting the garage from the lower level

a. The users will active the transponder. The red / green indicator light at the bottom of the ramp will indicate whether the ramp is available (green) or if a vehicle is using the ramp / entering (red).

b. If the ramp is available, the light at the bottom of the ramp will turn green, the gate adjacent to the street will remain closed, and the overhead door at the face of the building will open. The vehicle will travel up the ramp to the street and the gate at the top of the ramp will remain closed until the vehicle is immediately adjacent to the gate to exit onto Fleet St. The driver will stop and use mirrors mounted on the buildings to look down the sidewalks in both directions before proceeding. The car will exit after the stop when it is established to be safe to proceed.

c. If the ramp is not available, meaning it is being utilized in the entering direction, the interior red / green light will remain red and the vehicle will need to remain stopped just before entering the ramp until the vehicle from the street level is down the ramp and into the parking loop.

5. It should be noted that the occurrences of conflicting traffic on the ramp should be minimal. The parking supply is only 26 parking spaces and maximum peak hour volumes for residential flows are typically in the range of 30% to 50%, representing 8 to 13 vehicles in an hour (in an urban environment the flows are typically on the lower end). This is a vehicle every 7.5 to 4.5 minutes respectively. In an instance when a conflict did occur, the queue resulting from a peak hour flow of 4.5 to 7.5 minutes is minimal.

The represents the conceptual design intent for the system. Further design of the system will be necessary during the construction document phase to ensure the necessary components and sequencing is provided to prevent conflicting vehicular movements.

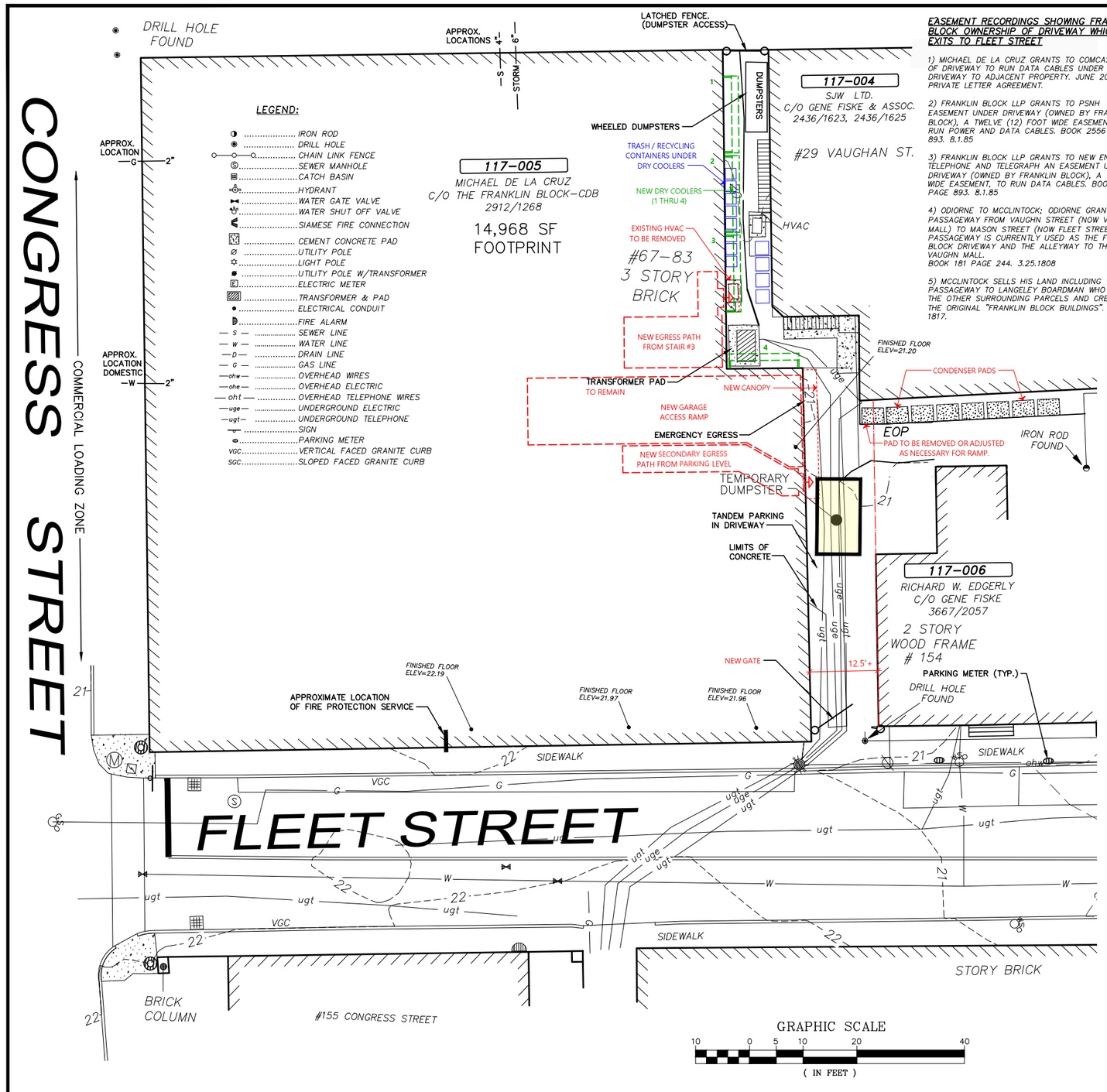
Sincerely,

WALKER CONSULTANTS

Brandon Schrenker, PE (MA)
Project Manager

PORTSMOUTH HERALD-- A groundbreaking ceremony for the Foundry Place Garage will be held 4 p.m. Wednesday, Sept. 6.

The public is welcome to join members of the City Council, members of the Garage Building and Economic Development committees, project representatives including **Walker Parking Consultants**, Consigli Construction Co., Tighe & Bond and DeStefano Architects, and city staff. The ceremony will mark the beginning of construction on the city's 600-space garage and subsequent revitalization of the North End



EASEMENT RECORDINGS SHOWING FRANKLIN BLOCK OWNERSHIP OF DRIVEWAY WHICH EXITS TO FLEET STREET

1) MICHAEL DE LA CRUZ GRANTS TO COMCAST USE OF DRIVEWAY TO RUN DATA CABLES UNDER DRIVEWAY TO ADJACENT PROPERTY. JUNE 2009. PRIVATE LETTER AGREEMENT.

2) FRANKLIN BLOCK LLP GRANTS TO PSNH EASEMENT UNDER DRIVEWAY (OWNED BY FRANKLIN BLOCK), A TWELVE (12) FOOT WIDE EASEMENT, TO RUN POWER AND DATA CABLES. BOOK 2556 PAGE 893. 8.1.85

3) FRANKLIN BLOCK LLP GRANTS TO NEW ENGLAND TELEPHONE AND TELEGRAPH AN EASEMENT UNDER DRIVEWAY (OWNED BY FRANKLIN BLOCK), A 12 FOOT WIDE EASEMENT, TO RUN DATA CABLES. BOOK 2556 PAGE 893. 8.1.85

4) ODIORNE TO MCCLINTOCK; ODIORNE GRANTS PASSAGEWAY FROM VAUGHN STREET (NOW VAUGHN MALL) TO MASON STREET (NOW FLEET STREET). THE PASSAGEWAY IS CURRENTLY USED AS THE FRANKLIN BLOCK DRIVEWAY AND THE ALLEYWAY TO THE VAUGHN MALL. BOOK 181 PAGE 244. 3.25.1808

5) MCCLINTOCK SELLS HIS LAND INCLUDING THE PASSAGEWAY TO LANGELEY BOARDMAN WHO BUYS THE OTHER SURROUNDING PARCELS AND CREATES THE ORIGINAL "FRANKLIN BLOCK BUILDINGS". 1813 TO 1817.

NOTES:

1. OWNER OF RECORD..... MICHAEL DE LA CRUZ
   ADDRESS..... C/O THE FRANKLIN BLOCK-CDB
   75 CONGRESS ST., PORTSMOUTH, NH. 03801
   DEED REFERENCE..... 2912/1268
   TAX SHEET / LOT..... 117-005
2. ZONED:..... CD5
   SEE ZONING TABLE FOR DIMENSIONAL REQUIREMENTS BELOW.
3. ZONED:..... DOWNTOWN OVERLAY DISTRICT, CD5
   HISTORIC DISTRICT
4. THE RELATIVE ERROR OF CLOSURE WAS LESS THAN 1 FOOT IN 15,000 FEET.
5. THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED UPON THE FIELD LOCATION OF ALL VISIBLE STRUCTURES (IE CATCH BASINS, MANHOLES, WATER GATES ETC.) AND INFORMATION COMPILED FROM PLANS PROVIDED BY UTILITY COMPANIES AND GOVERNMENTAL AGENCIES. ALL CONTRACTORS SHOULD NOTIFY, IN WRITING, SAID AGENCIES PRIOR TO ANY EXCAVATION WORK AND CALL DIG-SAFE @ 1-888-DIG-SAFE.
6. THE PARCEL SHOWN HEREON DOES NOT LIE WITHIN THE 100-YEAR FLOOD HAZARD ZONE AS DEPICTED ON FLOOD INSURANCE RATE MAP PORTSMOUTH, NEW HAMPSHIRE, ROCKINGHAM COUNTY COMMUNITY-PANEL NO. 33015C0259E , EFFECTIVE DATE MAY 17, 2005 BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

REFERENCE PLANS:

1. "SUBDIVISION OF LAND FOR R. T. GOODWIN CORP, PORTSMOUTH, NEW HAMPSHIRE", DATED MAY 8, 1981, RCRD #C-10212
2. PLAN OF LAND FOR ROBERT MEROWITZ, 75 CONGREES STREET, PORTSMOUTH, NEW HAMPSHIRE", DATED 11-29-1983, BY RICHARD P. MILLETTE & ASSOC. RECORDED RCRD
3. "PLAN OF LAND, FOR WINEBAUM REALTY COMPANY, PORTSMOUTH NEW HAMPSHIRE", DATED NOV. 1955, BY JOHN W. DURGIN, C.E., PLAN #6415
4. LIMITED EXISTING CONDITIONS SURVEY BY JAMES VERRA & ASSOCIATES, INC.

	Existing	Proposed	Required		
Max. Front Yard	0'	0'	0' to 5'	V	
Max. Secondary	NA	NA	0' to 5'	V	
Side Yard	0'	0'	NR	V	
Min. Rear Yard	9' to 12-8"	9' to 12-8"	5'+	V	
Min Front lot line Buildout	100%	100%	80%	V	
Max Building Block Length	129'	129'	225'	V	
Max. Façade Modulation	Conforms	Conforms	100'	V-See 10.5A43.22	
Max Entrance spacing	Conforms	Conforms	50'	V	
Max. Building coverage	90.50%	90.50%	95%	V	
Ma. Building Footprint	14,968	14,968	20,000	V	
Min. Lot Area	NR	NR	NR	V	
Min. lot area Per Dwelling	NR	NR	NR	V	
Min Open space	9.50%	9.50%	5%	V	
Max. Ground Floor,GFA/use	1800	1800	15,000	V	
Building Height	65'-11"	65'-11"	45'	V (Variance Obtained)	
Max. finish FL above grade	36"	36"	36"	V	
Min. Ground Story Height	14'	14'	12'	V	
Min Second Story Height	12'	12'	10'	V	
Façade Glazing, Shopfront	70%	70%	20%,50%,70%	V	
Roof Type	Flat, Bow	Flat, Bow	Flat, Bow	V(Historic Roof)	
Roof Pitch	NA	NA	NA	V	

ANNOTATIONS BY TMS ARCHITECTS
JULY 9, 2019

DRIVEWAY WIDTH 12.5'+ AS PER ATTORNEYS' FINDINGS SPRINGER, TANGUAY, PELECH + CASASSA / RYAN

THE NUMBER OF PARKING SPACES BEING PROVIDED IS 27 WHERE NO PARKING IS REQUIRED FOR 15 RESIDENTIAL UNITS. A VARIANCE FROM SECTION 10.112.30 WAS GRANTED 3/2/2018 FOR THE CONSTRUCTION OF 15 RESIDENTIAL UNITS WITH NO OFF STREET PARKING TO BE REQUIRED.

All conditions on this Plan shall remain in effect in perpetuity pursuant to the requirements of the Site Plan Review Regulations.

This Site Plan shall be recorded in the Rockingham County Registry of Deeds.

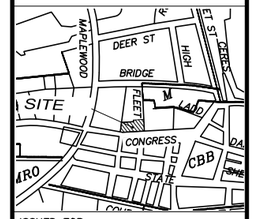
The driveway connection to the Fleet street ROW must be built to Portsmouth DPW standards.

All improvements shown on this Site Plan shall be constructed and maintained in accordance with the plan by the property owner and all future owners. No changes shall be made to this site plan without the express approval of the Portsmouth Planning Director.

ENGINEER:
ALTUS ENGINEERING, INC.
133 COURT STREET PORTSMOUTH, NH 03801
(603) 433-2335 www.ALTUS-ENG.com

TMS ARCHITECTS
1 CATE STREET - PORTSMOUTH, NH
(603) 436-4274

WALKER PARKING CONSULTANTS
20 PARK PLAZA - BOSTON, MA
(617) 350-5040



ISSUED FOR:
SITE REVIEW APPROVAL

ISSUE DATE:
MAY 17, 2013

REVISIONS

NO.	DESCRIPTION	BY	DATE
0	INITIAL SUBMISSION "STORAGE & OFFICE SPACE PROJECT"	EDW	5/17/13

DRAWN BY: EDW
APPROVED BY: EDW
DRAWING FILE: 3964.DWG

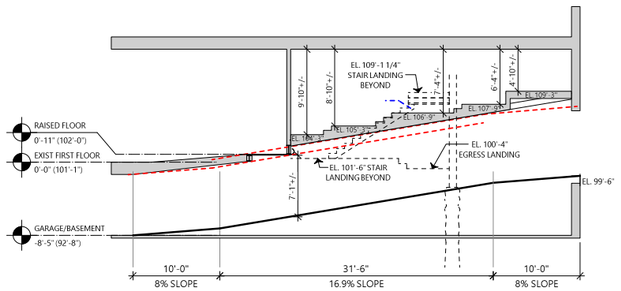
SCALE: 1' = 10'

OWNER:
MICHAEL DE LA CRUZ
75 CONGRESS STREET
PORTSMOUTH, NH 03801
PH.: 603-601-0944

PROJECT:
FOURTH FLOOR / ATTIC SPACE / GARAGE PROJECT

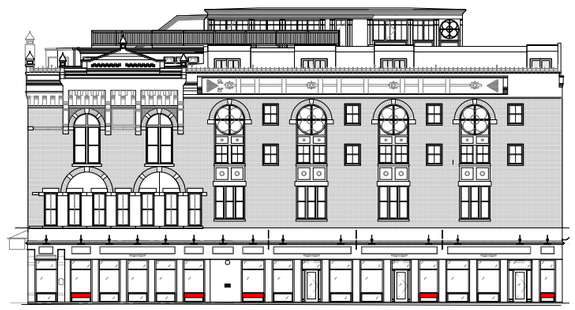
TITLE:
EXISTING CONDITIONS PLAN

SHEET NUMBER:
P3964 1 of 1



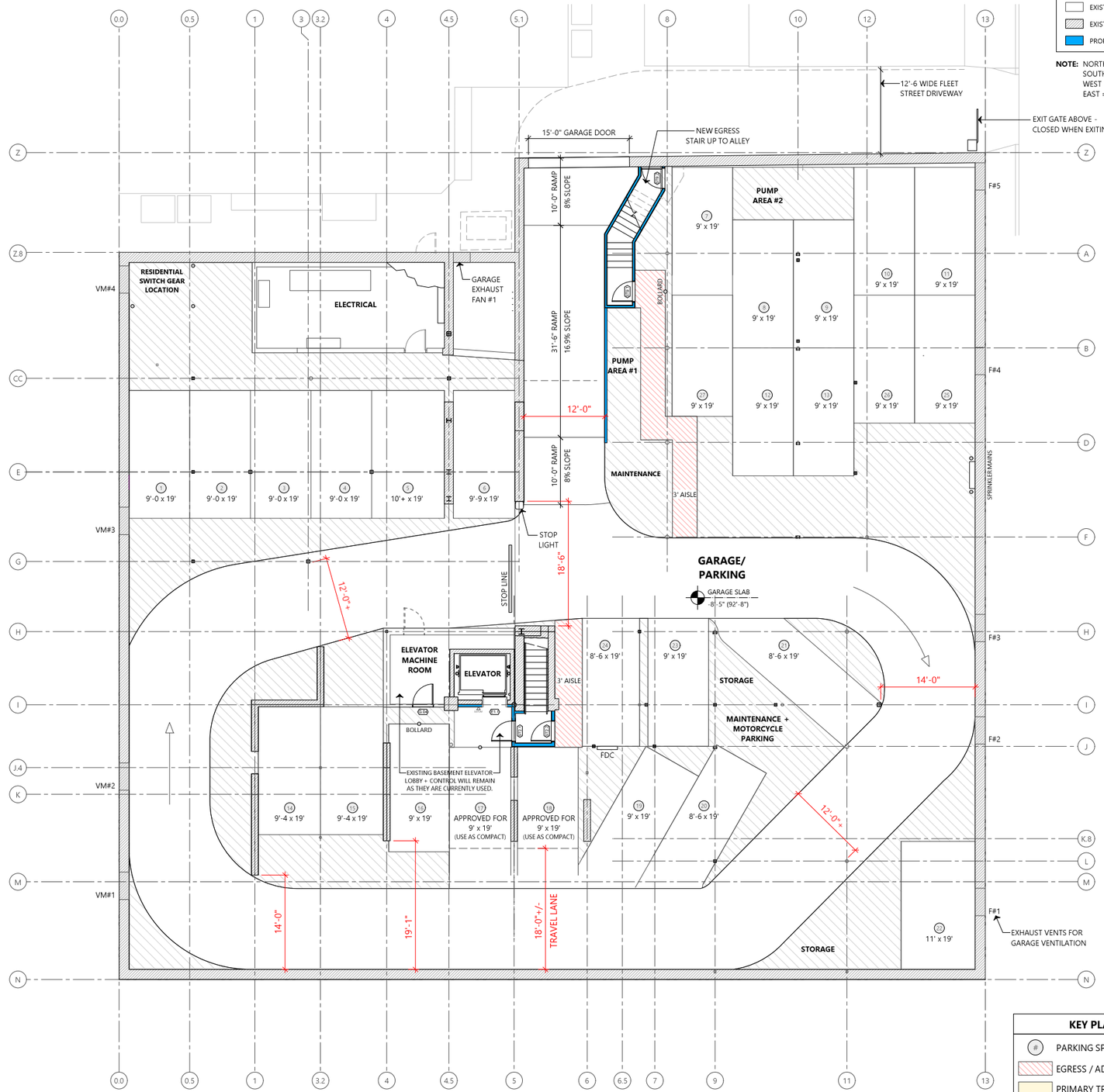
2 A1.1C GARAGE ENTRY RAMP

Scale: 1/8" = 1'-0"



3 A1.1C FLEET STREET GARAGE VENT DIAGRAM

Scale: 1/16" = 1'-0"

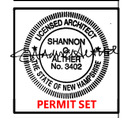


1 A1.1C BASEMENT / GARAGE PLAN

Scale: 1/8" = 1'-0"

TMS architects
www.tmsarchitects.com
+1.603.436.4274

Revision and Issue Notes:



PERMIT SET

Franklin Block Building

75 Congress Street
Portsmouth, NH

2019.07.08 TAC SUBMISSION

Proj Manager:	Architect:
SFL	SCA
Scale:	NOTED ON TITLE
Project No:	2018059
Date:	2019.06.25

BASEMENT GARAGE PARKING LAYOUT (B)

A1.1C

NOTES:

THE DRAWINGS THAT ACCOMPANY THIS SET ARE A COMBINATION OF MULTIPLE GROUPS / ENTITIES THAT HAVE HELPED WITH THE INPUT AND DESIGN OUTLINE. THE DIMENSIONS AND RELATIONSHIPS SHOWN IN THE PLANS ARE INTENDED TO BE AN ACCURATE REPRESENTATION TO THE ACTUAL SPACES. VERIFICATION OF DISTANCES / HEIGHTS AND THICKNESSES AT CRITICAL AREAS AND PROGRAM ELEMENTS WILL REQUIRE ON SITE VERIFICATION. ANY DISCREPANCIES ARE TO BE BROUGHT UP TO THE ARCHITECT OF RECORD AS SOON AS POSSIBLE.

EXISTING COMMERCIAL SPACES SECOND AND THIRD FLOORS:
- PARTITION / DEMISING WALLS BASED ON FLOOR LAYOUTS AND INTENDED SCOPE CHANGE (MAY BE MINIMAL)
- RESTROOMS TO REMAIN AS-IS UNLESS CHANGES IN PHASE TWO

MECHANICAL
- AREAS AT EACH FLOOR LEVEL MAY REMAIN AS IS, MAY BE RENOVATED OR MAY REQUIRE NEW SPACES BASED ON THE MEPFP COORDINATION WORK THAT IS FORTH COMING
- AS PHASE ONE MAY HAVE IMPACT AT EACH FLOOR BASED ON EXISTING AND NEW CHASES, PIPE RUNS OR OTHER MECHANICAL EQUIPMENT REQUIREMENTS, REVIEW WILL BE REQUIRED ONCE MEPFP DRAWINGS ARE COMPLETED OR DESIGN / BUILD OUTLINE IS COMPLETED
- NO GLYCOL IS ANTICIPATED IN THE MAIN BUILDING SYSTEMS (OTHER THAN GARAGE RAMP ELEMENT)
- WATER SOURCE HEAT PUMP AND FORCED HOT AIR (NEW SYSTEMS TO BLEND / COORDINATE WITH EXISTING)
- COORDINATE WITH CIRCULATION ROUTING AND OTHER EXISTING INFRASTRUCTURE AS MUCH AS POSSIBLE

UTILITIES
- COORDINATE EXISTING AND PROPOSED UTILITIES WITH INTENDED PROJECT SCOPE
- COORDINATE REQUIRED VOLUME / CAPACITIES AND RESTRICTIONS WITH EACH DISCIPLINE / TRADE

CIRCULATION
- ELEVATOR AND ASSOCIATED EQUIPMENT TO BE REVIEWED AND UPGRADED BASED ON NEW WORK AND ADDED ELEVATOR ACCESS POINTS.
- STAIR COMPONENTS, CORRIDORS AND OTHER EXIT ACCESS ELEMENTS TO BE REVIEWED AND UPGRADED BASED ON OUTLINED WORK SCOPE

BLOCKING NOTE: PROVIDE BLOCKING IN AREAS ASSOCIATED WITH GRAB BARS / TOWERS BARS / MIRRORS / VANITIES / TV'S AND OTHER AREAS BASED ON THE TYPICAL UNIT LAYOUT. CONTRACTOR TO CREATE A BLOCKING TEMPLATE PLAN AND COORDINATE WITH THE OWNER BASED ON PRODUCTS / EQUIPMENT SELECTED.

ATTEMPT TO LOCATE NEW SEWER / DRAIN LINES AGAINST EXISTING AND PROPOSED STEEL COLUMNS TO MINIMIZE IMPACT TO UNIT FLOOR SPACE AND LAYOUTS. TIE INTO EXISTING DRAINAGE SYSTEM PER FLOOR LEVEL OR PER BUILDING ZONE BASED ON THE EXISTING AND PROPOSED LAYOUT.

FIRST FLOOR DOOR SCHEDULE

#	TYPE	WIDTH"	HEIGHT"	ROUGH OPENING WIDTH	ROUGH OPENING HEIGHT	DOOR MATERIAL	FRAME MATERIAL	DOOR FINISH	FIRE RATING	NOTES
1.001.1		34"	80"	3'0"	6'10"					
E1.2		42"	81 1/4"	3'8"	6'11 1/4"					
G003.1		180"	80 3/4"	15'2"	6'10 3/4"	MTL	MTL	PAINT	60	DOOR OPERATOR
ST2.3		36"	80"	3'2"	6'10"	WOOD	MTL	PAINT	60	CLOSER / PANIC
ST3.1		36"	80"	3'2"	6'10"	WOOD	MTL	PAINT	90	CLOSER / PANIC
ST3.2		34"	80"	3'0"	6'10"	WOOD	MTL	PAINT	90	
ST3.3		36"	80"	3'2"	6'10"	WOOD	MTL	PAINT	90	CLOSER / PANIC
ST9.3		36"	80"	3'2"	6'10"	WOOD	MTL	PAINT	90	EXT DOOR WITH WEATHER STRIPPING + CLOSER
ST9.4		36"	80"	3'2"	6'10"	WOOD	MTL	PAINT		EXTERIOR DOOR / CLOSER
U111.1		36"	80"	3'2"	6'10"	WOOD	MTL	PAINT		
U111.2		32"	80"	2'10"	6'10"	WOOD	MTL	PAINT		
U111.3		36"	80"	3'2"	6'10"	WOOD	MTL	PAINT		
U111.4		36"	80"	3'2"	6'10"	WOOD	MTL	PAINT		

DOORS & WINDOWS:

NOTE: EXISTING DOORS AND WINDOWS ARE TO REMAIN AS IS BUT WILL REQUIRE REVIEW OF EXISTING WEATHERSTRIPPING, OPERATION AND INTEGRITY. CONTRACTOR TO VERIFY ALL EXISTING DOORS AND WINDOWS AND REVIEW WITH THE DESIGN TEAM. CONTRACTOR TO CREATE AN ALLOWANCE FOR THIS WORK AND WORK TOWARDS THAT ALLOWANCE FOR EXISTING CONDITIONS WORK.

NOTE: NEW WINDOW TYPES / STYLES ARE SHOWN BASED ON THE INTENDED LOCATION / DESIGN OUTLINE. ATTEMPT TO UTILIZE STANDARD SIZES WHERE POSSIBLE. ODD SHAPES AND WINDOWS THAT CREATE A "SERIES" ARE MEANT TO HAVE A STANDARD MULL SPACING OF 4" (3" DOUBLE STUD AND 1/2" AIR SPACE ON EACH SIDE TO WINDOW ROUGH OPENING. WINDOW WITH SILLS LESS THAN 36" ARE REQUIRED TO HAVE WINDOW OPENING CONTROL DEVICES OF 4" MAXIMUM.

NOTE: LOCK SETS ARE NOT OUTLINED HERE. CREATE SHOP / SUBMITTAL LIST FOR VERIFICATION WITH BUILDING MANAGEMENT SYSTEM, BUILDING OWNER AND END-USERS (IF APPLICABLE.)

DOORS: TRUSTILE OR SIMILAR
1. TS1000 CONTEMPORARY DOOR: MDF (PAINT GRADE) WITH SQUARE STICKING AND RAISED PANEL = INTERIOR
2. TS1000 MODERN DOOR: WOOD (WALNUT) WITH SQUARE STICKING AND FLAT PANEL = INTERIOR
3. TS1000 MODERN DOORS (PAIR) - WOOD (WALNUT) WITH SQUARE STICKING AND FLAT PANEL = INTERIOR
4. TS1000 CONTEMPORARY DOOR: WOOD (WALNUT) WITH WHITE LAMINATE GLASS = INTERIOR
5. TS3070 CONTEMPORARY DOOR: FIRE RATED; 20 MIN / 60 MIN / 90 MIN
6. TRUDOOR FLUSH METAL DOOR: UTILITY APPLICATIONS / STAIRS = FIRE RATED; 60 MIN / 90 MIN

RESIDENTIAL UNIT ENTRY TYPE
1. EMTEK LISCIO ELECTRONIC E6000 OIL RUBBED BRONZE OR SATIN NICKEL

RESIDENTIAL PRIVACY TYPE
1. EMTEK POSEIDON (POS) WITH SQUARE ROSETTE
2. EMTEK MERCURY (MC) WITH SQUARE ROSETTE

RESIDENTIAL PASSAGE TYPE
1. EMTEK POSEIDON (POS) WITH SQUARE ROSETTE
2. EMTEK MERCURY (MC) WITH SQUARE ROSETTE

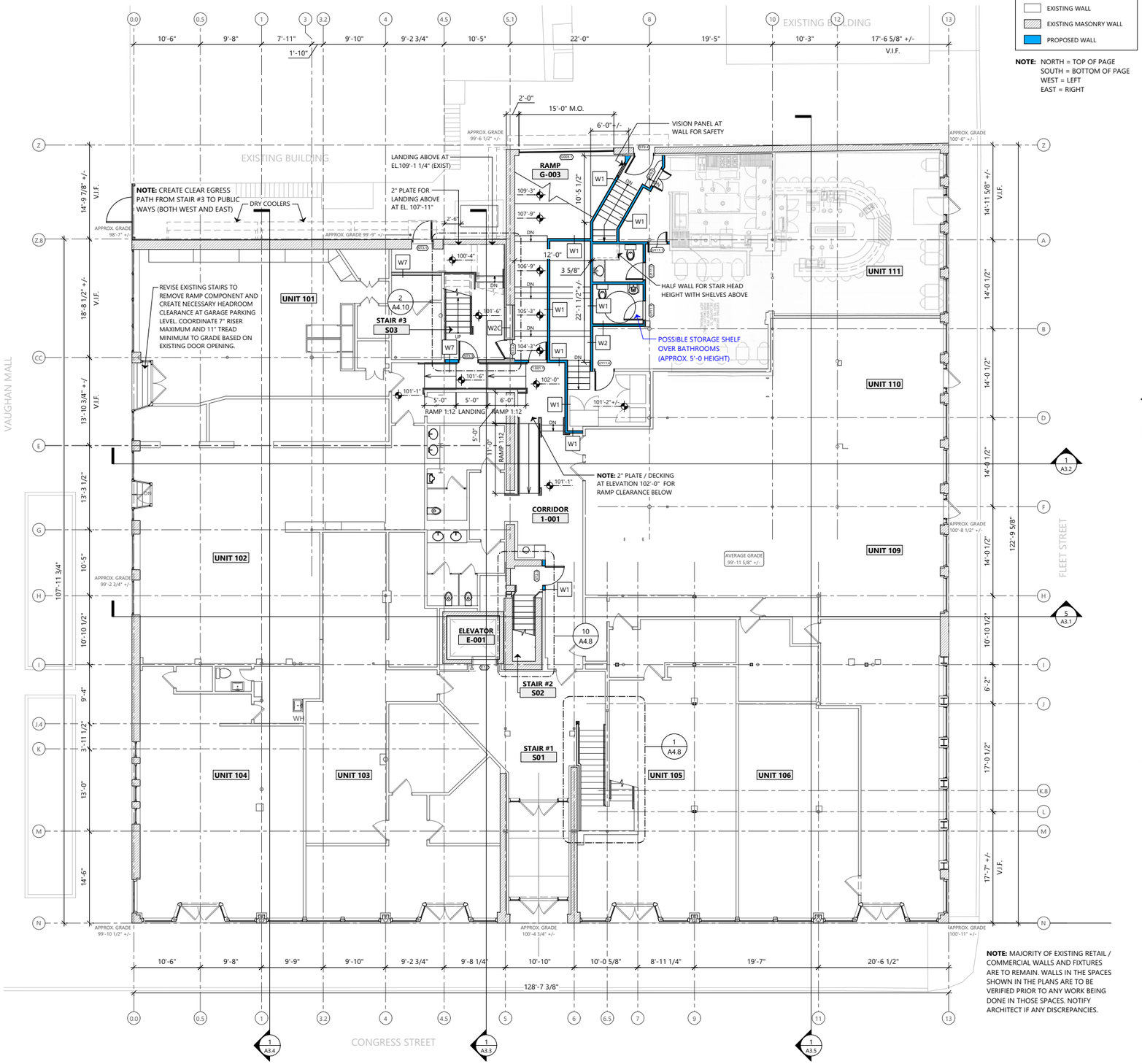
RESIDENTIAL DUMMY TYPE HANDLE
1. EMTEK POSEIDON (POS) WITH SQUARE ROSETTE
2. EMTEK MERCURY (MC) WITH SQUARE ROSETTE

DOOR HARDWARE (EXISTING)
NOTE: EXISTING DOOR HARDWARE IS INTENDED TO REMAIN AS IS EXCEPT FOR ENTRY LOBBY DOORS AND COMMERCIAL UNIT DOORS ON FLOORS 2 AND 3. THESE DOORS ARE TO BE EQUIPPED WITH NEW ELECTRONIC ACCESS HARDWARE. CONTRACTOR OR DOOR SUB-CONTRACTOR TO REVIEW ALL DOORS FOR PROPER OPEN / CLOSURE OPERATION AS WELL AS LOCK SETS AND HINGE MOVEMENT.

DOOR HARDWARE (NEW)
NOTE: ALL NEW DOORS TO RECEIVE NEW LOCKS, HINGES, CLOSERS AND / OR OTHER EQUIPMENT BASED ON LOCATION AND INTENDED USE. EGRESS DOORS AND EQUIPMENT TO MEET OR EXCEED ADA REQUIREMENTS.

DOOR NOTES COMMERCIAL:
THRESHOLD: METAL THRESHOLD WITH INTEGRAL GASKET 1/2" MAXIMUM HEIGHT
SEALS: PEMKO SMOKE SEAL OR SIMILAR
DOOR DROP BOTTOM: PEMKO 412_RL AUTOMATIC DOOR BOTTOM OR SIMILAR
HINGES: BUTT HINGES WITH BALL BEARING OPERATION (STANDARD OR HEAVY DUTY BASED ON LOCATION)
LOCK SETS: ASSA ABLOY OR SIMILAR
PUSH / PULL HARDWARE: ROCKWOOD OR SIMILAR WITH INTEGRAL SIGNAGE
CLOSER: CORBIN RUSSWIN DC3000 OR SIMILAR
PANIC: CORBIN RUSSWIN ED4000 OR SIMILAR / CORBIN RUSSWIN MARC 115 HANDLE OR SIMILAR
DOOR STOPS: EMTEK 2258US15

DOOR NOTES RESIDENTIAL:
THRESHOLD: METAL THRESHOLD WITH INTEGRAL GASKET 1/2" MAXIMUM HEIGHT
SEALS: PEMKO SMOKE SEAL OR SIMILAR
DOOR DROP BOTTOM: PEMKO 412_RL AUTOMATIC DOOR BOTTOM OR SIMILAR
HINGES: BUTT HINGES WITH BALL BEARING OPERATION (STANDARD OR HEAVY DUTY BASED ON LOCATION)
LOCK SETS: EMTEK OR SIMILAR
CLOSER: SPRING HINGE TYPE
DOOR STOPS: EMTEK 2258US15



1 GROUND FLOOR PLAN
1/A1.2
Scale: 1/8" = 1'-0"

0 5 10 FT

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Revision and Issue Notes:

LICENSED ARCHITECT SHANNON C. ALTHEN No. 3402 STATE OF NEW HAMPSHIRE

PERMIT SET

Franklin Block Building
75 Congress Street
Portsmouth, NH

Proj. Manager:	Architect:
SFL	SCA
Scale:	As Noted
Project No:	2018059
Date:	2019.02.22

GROUND FLOOR PLAN

A1.2