Findings of Fact | Site Plan Review
City of Portsmouth Planning Board

Date: 3-19-26
Property Address: 134 Pleasant Street
Application #: LU – 25-138
Decision: □ Approve □ Deny □ Approve with Conditions

Findings of Fact:

Per RSA 676:3, I: The local land use board shall issue a final written decision which either approves or disapproves an application for a local permit and make a copy of the decision available to the applicant. **The decision shall include specific written findings of fact that support the decision. Failure of the board to make specific written findings of fact supporting a disapproval shall be grounds for automatic reversal and remand by the superior court upon appeal, in accordance with the time periods set forth in RSA 677:5 or RSA 677:15, unless the court determines that there are other factors warranting the disapproval.** If the application is not approved, the board shall provide the applicant with written reasons for the disapproval. If the application is approved with conditions, the board shall include in the written decision a detailed description of the all conditions necessary to obtain final approval.

Site Plan Regulations Section 2.9 Evaluation Criteria - in order to grant site plan review approval, the TAC and the Planning Board shall find that the application satisfies evaluation criteria pursuant to NH State Law and listed herein. In making a finding, the TAC and the Planning Board shall consider all standards provided in Articles 3 through 11 of these regulations.

	Site Plan Review Regulations Section 2.9 Evaluation Criteria	**Finding (Meets Standard/Criteria)**	**Supporting Information**
1	Compliance with all City Ordinances and Codes and these regulations.	**Meets** **Does Not Meet**	Applicable standards: In our opinion the Project complies with the intent and language of the Ordinance requirements; see the Zoning Development Standard Table for details. The project has received HDC Approval.
2	Provision for the safe development, change or expansion of use of the site.	**Meets** **Does Not Meet**	The site changes have been vetted as safe. Construction safety will be developed in the construction process.
3	Adequate erosion control and stormwater management practices and other mitigative measures, if needed, to prevent adverse effects on downstream water quality and flooding of the property or that of another.	**Meets** **Does Not Meet**	The site development plan introduces stormwater management that will include an advanced drainage treatment structure as well as stormwater separation form the combined stormwater / sewer flow.

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	Site Plan Review Regulations Section 2.9 Evaluation Criteria	Finding (Meets Standard/Criteria)	Supporting Information
4	Adequate protection for the quality of groundwater.	**Meets** **Does Not Meet**	Runoff is captured in city collection system. No groundwater withdrawal proposed as the water supply is city. No nearby production wells.
5	Adequate and reliable water supply sources.	**Meets** **Does Not Meet**	Water supply is Public - City. Supply confirmed by TAC review. Plumbing fixtures will be water conserving.
6	Adequate and reliable sewage disposal facilities, lines, and connections.	**Meets** **Does Not Meet**	Sewer connection is Public - City. Connection(s) reviewed by TAC.
7	Absence of undesirable and preventable elements of pollution such as smoke, soot, particulates, odor, wastewater, stormwater, sedimentation or any other discharge into the environment which might prove harmful to persons, structures, or adjacent properties.	**Meets** **Does Not Meet**	The proposed office and residential uses are similar to other adjacent uses and will not contribute in a significant manner to the types of impacts associated with the items listed. Proposal has been reviewed and approved by TAC.
8	Adequate provision for fire safety, prevention and control.	**Meets** **Does Not Meet**	Building locations and access reviewed by Portsmouth Fire Department at TAC and plans meet expectations.
9	Adequate protection of natural features such as, but not limited to, wetlands.	**Meets** **Does Not Meet**	The project is on a previously developed Urban site, so there are no wetland impacts. The South Mill Pond wetland buffer requires a NHDES Shoreland Permit for the impact, which has been approved. The off-site drainage connection will require NHDES Permits, which are in the process of application submission.
10	Adequate protection of historical features on the site.	**Meets** **Does Not Meet**	The existing building footprint will be preserved, and the new building façades are HDC Approved.
11	Adequate management of the volume and flow of traffic on the site and adequate traffic controls to protect public safety and prevent traffic congestion.	**Meets** **Does Not Meet**	The application includes a Memorandum from a Professional Transportation Engineer showing that the project does not create a traffic impact. The development team has worked with TAC to address any potential issues.
12	Adequate traffic controls and traffic management measures to prevent an unacceptable increase in safety hazards and traffic congestion off-site.	**Meets** **Does Not Meet**	The City's Traffic Engineer did not have any comments during the TAC review.

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	Site Plan Review Regulations Section 2.9 Evaluation Criteria	Finding (Meets Standard/Criteria)	Supporting Information
13	Adequate insulation from external noise sources.	**Meets** **Does Not Meet**	Construction will match the required building code requirements.
14	Existing municipal solid waste disposal, police, emergency medical, and other municipal services and facilities adequate to handle any new demands on infrastructure or services created by the project.	**Meets** **Does Not Meet**	Trash will be collected in the basement trash collection area. TAC Review included Fire and Police Departments; all concerns addressed in design.
15	Provision of usable and functional open spaces of adequate proportions, including needed recreational facilities that can reasonably be provided on the site	**Meets** **Does Not Meet**	Site development proposal has conforming open space – calculations provided. Development includes landscape improvements to the site to create a potential public space along the westerly pedestrian corridor.
16	Adequate layout and coordination of on-site accessways and sidewalks in relationship to off-site existing or planned streets, accessways, bicycle paths, and sidewalks.	**Meets** **Does Not Meet**	Adequate access for the site development is provided from Pleasant Street, and across the adjacent city owner parcel (Council approval required). Bicycle storage provided on site.
17	Demonstration that the land indicated on plans submitted with the application shall be of such character that it can be used for building purposes without danger to health.	**Meets** **Does Not Meet**	Land is suitable for the intended purpose, currently used as a banking facility with offices. Development is adding residential use. The site is an urban building site, and plans follow ordinance and guidelines; see TAC approval.
18	Adequate quantities, type or arrangement of landscaping and open space for the provision of visual, noise and air pollution buffers.	**Meets** **Does Not Meet**	Significant Landscaping improvements proposed, meeting open space requirements and improving the property.
19	Compliance with applicable City approved design standards.	**Meets** **Does Not Meet**	See HDC and TAC approvals.
	Other Board Findings:		

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HALEY WARD

24 February 2026

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

RE: Request for Site Plan Review at 134 Pleasant Street, Proposed Revision to Banking, Professional Office, and Apartments

Dear Mr. Chellman and Planning Board Members:

On behalf of Double MC, LLC, we are pleased to submit the attached **Site Plan Review Application** for the above-mentioned project and request that we be placed on the agenda for your **March 26, 2026,** Planning Board Meeting. The property is shown on the City of Portsmouth Assessors Map 116 as Lot 30. The project is located at 134 Pleasant Street, adjacent to a Right-of-Way which is a part of the city Parrott Avenue Parking lot. The project is within the City of Portsmouth Character District 4 (CD4) and Historic District Commission (HDC) Zoning Districts. The site is currently developed with an existing building and a surface parking lot. The current use is a banking facility with drive-up, and offices.

Project Overview

The project consists of the adaptive reuse of the existing structure, with horizontal and vertical building expansions, and below grade (basement) parking, shown as "Building A". "Building B" will be constructed in the area between the existing Citizens Bank building and Pleasant street, bringing the site into conformance with the ordinance desire to enliven the street frontage. New exterior treatments and entrance locations are proposed, along with re-imaged pedestrian friendly sidewalks and landscaping improvements. The proposal is to increase the banking footprint, keeping the drive through in the same location, expanding the professional offices, and adding apartments. In addition to the banking facility and drive-up, the banking services will be expanded to include the headquarters of Kennebunk Savings Bank.

Site Zoning and Parking

The project is within the City of Portsmouth Character District 4 (CD4) Zone. The proposed Bank, Professional Office and apartment uses are allowed in the zone. Proposed residential use at the site is proposed to be apartments, with a one space per unit parking requirement. The proposed redevelopment meets the required parking under the Portsmouth Zoning Ordinance (PZO), for the proposed uses, as detailed in the attached parking calculations, accounting for the shared use factors. The site will provide 58 parking spaces in the basement level and 33 exterior surface parking spaces for a total of 91 spaces provided. This is an increase of 53 spaces from the current site configuration.

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The total parking required for the redevelopment is 85 spaces based on the parking calculations, so there is a 6-space excess.

Site History

First National Stores, Inc. purchased and merged the Universalist Church's two lots in 1952: the empty lot of the burned church, and the parsonage house lot. They also purchased a vacant lot behind these two lots from the City of Portsmouth and merged it with the other two lots, creating one lot, large enough to support a modern grocery store with parking lot. First National Stores, Incorporated was formed in April 1925 as a merger of three New England grocers; the John. T. Connor Company, Ginter Company and O'Keefe's, Incorporated. The Economy Grocery Company (Connecticut) was acquired in 1929. The Nicholson-Thackray Company (Rhode Island), Davey Brothers Company (Connecticut) and Modern Grocery Company (also of Connecticut), were bought during 1929, as well. With these mergers, First National Stores operated 2,002 units. They developed a prototype architectural design in the 1950's, with large storefront windows, and a decorative trellis banding along the wide flat roof. This style was replicated across the nation and became the basis of design for the mid-century supermarket chain. First National's "private label" merchandise underwent a massive re-labeling program during 1968, with the new "Finast" branding used. In 1978, Pic-N-Pay acquired First National Stores. In 1982, they sold the Pleasant Avenue property to Portsmouth Trust Bank, preferring to focus on their existing Pic-N-Pay store on Islington Street. At this time the building underwent a major remodel, recladding the stone with brick and granite, and adding large canopies to the east and south. Portsmouth Trust sold to First NH Bank, who later sold to Citizens Bank. In 1998 it was purchased by a private landowner, and then was sold in 2023 to the current owner, Double MC, LLC.

Vehicular and Pedestrian Circulation

The proposed site pedestrian connections are the Building B east banking storefront from the Pleasant Street sidewalk, the Building B main banking entrance on the south side in the parking area, the Building A west entrance (adjacent to the vehicular ramp to the garage basement parking level), and the Building B residential entrance on the north side. Building A emergency egress is also provided on the east side of Building A.

Vehicular access to the basement level, where parking spaces are provided, is on the southwest side of the re-development area. This location maximizes basement parking. The plan shows a revision to the west end of the current city / site parking arrangement. An existing awkward turning movement on to the Parrott Avenue parking lot is being replaced with a straight connection to the access next to the Courthouse building. This straightened connection and landscape area will also create three additional parking spaces in the Parrott Avenue parking lot. This configuration will serve to lessen the situation where cars looking to get to the Parrott Avenue parking lot from Court Street cut through the PHA Housing / City Fire Station properties. This reconfiguration will require city council and NH Court approval, so the plan set includes documents showing that the minimal implications to the plan, is approval for the change is not obtained.

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Screening and Landscaping

The site landscaping consists of the preservation of significant trees on the south, west, east and sides, and the addition of landscaping along Pleasant Street, and on the west side along a pedestrian access corridor to Court Street, to include a seating area with benches. The design is detailed on the Landscape Plans.

Water and Sewage Systems

The municipal water and sewer systems should not be impacted by the change in the proposed use to residential, and the building expansion. The existing water services will be re-used for the expansion. The sewer system will be served by the removal of surface water flow, decreasing sewer flows during storm events.

Stormwater Management

The site drainage patterns will remain, with the addition of an off-site connection to the city separated drainage system, thereby removing storm water flow from sewer treatment. The re-design is in keeping with the city's stormwater management and treatment requirements. The storm water runoff Water Quality Volume (WQV) will be treated in a state-of-the-art Jellyfish stormwater treatment system, designed to meet Low Impact Development (LID) standards. Added treatment prior to the Jellyfish is provided in the Cascade pre-treatment device. This off-site work will require New Hampshire Department of Environmental Services (NHDES) permits for working within the Shoreland Protection Zone. These permits are not anticipated to be an issue, given the benefits of the proposed removal of stormwater from sewer flow and the enhanced stormwater treatment.

Site Lighting

Building mounted site lighting will be introduced on pedestrian corridors and at building entrances to provide a welcoming and safe pedestrian experience. The plan set includes visual illumination of the building lighting levels. Parking lot lighting will be provided for the at-grade exterior parking spaces, and the lighting levels are shown on the Lighting Plans. Fixture cut sheets are provided.

Site Utilities and Solid Waste

Site utilities include natural gas, underground electric and communications services. Existing services will be updated and revised as needed to service the facility. Natural gas service(s) from Pleasant Street will serve each building. Electrical service will be an upgrade to the existing service, which does not meet code. Currently the service is a primary feed that goes to a transformer located within the existing building. The proposed service consists of the placement of a new pole with a drop to a proposed transformer, then secondary service to a newly located electrical room. Solid waste will be collected within the building basement and disposed privately. The trash room is shown on the basement plans.

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Bicycle Parking

The submission includes bicycle parking locations, 20 spaces internally and 5 spaces externally. The parking calculations include the allowable 3 space parking deduction based on providing an excess of bicycle parking above the requirement.

Technical Advisory Committee Approval

The project was reviewed and approved at the February 3, 2026 TAC meeting with the following conditions, repeated below with a response in **bold** text:

1) City Council approval is needed for the proposed reconfiguration of traffic flow and parking spaces with easements. **This should be a condition of Planning Board approval.**
2) Third party inspection required for utility work and work in the right-of-way and on City property. **This should be a condition of Planning Board approval.**
3) Drainage system will require final approval from DPW before Planning Board submission. **The attached drainage design has been coordinated with the Public Works Department.**
4) Applicant must provide a license and easement plan. **A license plan is included in this submission.**
5) Details of the foundation design will require DPW approval before a foundation permit can be issued. **This should be a condition of Planning Board approval. A typical Foundation Detail has been included in the submission.**
6) Applicant must provide an updated truck turning template showing firetruck circulation layout and alternate circulation layout. **A license plan is included in this submission.**
7) CMMP will be required. **This should be a condition of Planning Board approval.**

The submission includes the following:

- ✓ Site Plan Application Checklist
- ✓ Zoning Development Standards Table
- ✓ Portsmouth Parking Demand Analysis
- ✓ Green Building Statement
- ✓ Utility Will Serve Letters
- ✓ Trip Generation Technical Memorandum
- ✓ Parking Lot Lighting Specifications
- ✓ Typical Foundation Detail
- ✓ Relevant Deeds
- ✓ Historical Maps

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- ✓ Plan to show the adjacent Right-of-Way
- ✓ Parking Alternative Configuration
- ✓ Site Photographs
- ✓ Site History Timeline
- ✓ Existing Drive-up Location
- ✓ Average Grade Plane; Building A and Building B

The following full-size plans are included in our submission:

- Cover Sheet: This shows the Development Team, Legend, Site Location, and Site Zoning.
- Existing Conditions Plan V101: This plan shows the site boundary and the existing development area conditions in detail.
- Existing Utility Plan V102: This plan shows the location and elevations of the existing utilities.
- Site Orthophoto Plan V103: This plan shows the existing site, and the site relationship to the NHDES Shoreland Zone.
- Parrott Avenue Parking Lot Survey V105: This plan shows the result of a boundary survey of the Parrott avenue parking lot.
- Demolition Plan C101: This plan shows site demolition.
- Site Plan C102: This plan shows the proposed building expansion and site improvements.
- Alternative Site Plan C102A: This plan shows the proposed building expansion and site improvements adjusted due to non-approval of the desired access plan.
- Landscape Plans L1-L2: These plan show the proposed site landscaping.
- Alternative Landscape Plans L1-L2: This plan shows site improvements adjusted due to non-approval of the desired access plan.
- PB 0.1 to 2.1 Architectural Plans - Floor Plans, Roof Plans, Elevations, and Vignettes showing the proposed building construction.
- Utility Plan C103: This plan shows the proposed utility connections.
- Basement Plan C103A: This plan shows the proposed basement drainage and utility connection locations, and the basement parking.
- On Site Grading and Drainage Plan C104: This plan shows the proposed grading and drainage on site.
- Off Site Grading and Drainage Plan / Profile C104A: This plan shows the proposed grading and drainage off site.
- Off Site Grading and Drainage Plan Orthophoto C104B: This plan shows the drainage off site.
- Drainage Area Plan C104C: This plan shows the site drainage contributing areas.
- Lighting Plan C105: This plan shows the proposed parking lot lighting.
- Night Time Lighting Plan C105A: This plan shows the proposed building lighting.
- Truck Turning Plan C106: This plan shows the proposed delivery truck turning movements.
- Fire Truck Turning Plan C107: This plan shows the proposed fire truck turning movements.
- Details D 501 to D 507: These plans shows the proposed construction details.

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Construction Phasing for 134 Pleasant Street: Proposed Planning Board Conditions

The Site Plan for 134 Pleasant Street involves the renovation of an existing structure and a new out parcel building with related site work. Renovation of the existing building including a new stair tower and elevator addition and 4 roof top residential units is ready for improvements as soon as possible. The new building and related site work is not able to begin until September due to Citizens Bank needing the drive through until September, and the extensive nature of construction documents.

Therefore, we request Planning Board approval to allow renovations (including the driveway to access the basement and stair and elevator core) to the existing building as a separate building permit without posting a bond. We request the new building with all the remaining site work be a separate building permit with posting of the site bond and the CMMP Process, after the initial existing building renovation permit.

We look forward to Planning Board review of this submission and look forward to an in-person presentation at your meeting.

Sincerely,



John R. Chagnon, PE

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The State of New Hampshire
Department of Environmental Services

Robert R. Scott, Commissioner

SHORELAND PERMIT-BY-NOTIFICATION 2026-00409

NOTE CONDITIONS

PERMITTEE:	**DOUBLE MC LLC** **MARK A MCNABB** **10 PLEASANT ST STE 300** **PORTSMOUTH NH 03801**
PROJECT LOCATION:	**134 PLEASANT ST, PORTSMOUTH** **TAX MAP #116, LOT #30**
WATERBODY:	**SOUTH MILL POND**
APPROVAL DATE:	**MARCH 02, 2026**

EXPIRATION DATE: MARCH 02, 2031

Shoreland Permit by Notification 2026-00409 has been accepted as complete in accordance with RSA 483-B:5-b, I, (a). The New Hampshire Department of Environmental Services (NHDES) hereby issues this Shoreland Permit by Notification, with conditions pursuant to RSA 483-B:6, II that work may proceed pursuant to RSA 483-B:5-b, I, (a). The conduct of regulated activities other than those shown in the accepted Permit by Notification will invalidate this notice.

DESCRIPTION OF APROVED IMPACT:
Impact 824 SF of protected shoreland in order to redevelop a portion of parking lot, resulting in a net decrease in impervious area from 592 SF to 501 SF.

THE FOLLOWING STANDARD PROJECT CONDITIONS SHALL BE MET PURSUANT TO ENV-WQ 1406.20:

1. Erosion and siltation control measures shall be installed prior to the start of work, be maintained throughout the project, and remain in place until all disturbed surfaces are stabilized.
2. Erosion and siltation controls shall be appropriate to the size and nature of the project and to the physical characteristics of the site, including slope, soil type, vegetative cover, and proximity to wetlands or surface waters.
3. No person undertaking any activity in the protected shoreland shall cause or contribute to, or allow the activity to cause or contribute to, any violations of the surface water quality standards established in Env-Wq 1700, and the requirements in Env-Wq 1404.01(a) and(b).
4. Any fill used shall be clean sand, gravel, rock, or other suitable material.
5. For any project where mechanized equipment will be used, orange construction fence shall be installed prior to the start of work at the limits of the temporary impact area as shown on the accepted plans; be maintained throughout the project; and remain in place until all mechanized equipment has been removed from the site.

ANY INDIVIDUAL CONDUCTING WORK UNDER THIS PERMIT IS ADVISED OF THE FOLLOWING:

1. During construction, a copy of this permit should be posted on site in a prominent location visible to inspecting personnel.
2. This permit does not convey a property right, nor authorize any injury to property of others, nor invasion of rights of others.
3. Pursuant to Env-Wq 1406.21, transfer of this permit to a new owner requires notification to, and approval of, NHDES.
4. This permit does not absolve the permittee from due diligence in regard to state, local or federal laws regarding exemplary natural communities or protected species. This permit does not authorize in any way the take of

threatened or endangered species, as defined by RSA 212-A:2, or of any protected species or exemplary natural communities, as defined in RSA 217-A:3.

APPROVED:

Clara Cooper

Clara G. Cooper
Permitting Specialist, Shoreland Program
Wetlands Bureau, Land Resources Management
Water Division

THIS PERMIT IS NOT VALID UNTIL SIGNED BY THE PARTIES BELOW (Env-Wq 1406.21(c))

PERMITTEE SIGNATURE (required)

PRINCIPAL CONTRACTOR SIGNATURE (required, if any)

City of Portsmouth, New Hampshire

Site Plan Application Checklist

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

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

Name of Applicant: Double MC, LLC Date Submitted: 12/22/2025

_____ Application # (in City's online permitting): LU 25 - 138

Site Address: 134 Pleasant Street _____ Map: 116 Lot: 30

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

Site Plan Review Application Required Information			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☐	Statement that lists and describes "green" building components and systems. **(2.5.3.1B)**	Online	
☐	Existing and proposed gross floor area and dimensions of all buildings and statement of uses and floor area for each floor. **(2.5.3.1C)**	Architectural Plans	N/A
☐	Tax map and lot number, and current zoning of all parcels under Site Plan Review. **(2.5.3.1D)**	V101 Existing Conditions	N/A

Site Plan Review Application Required Information			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☐	Owner's name, address, telephone number, and signature. Name, address, and telephone number of applicant if different from owner. **(2.5.3.1E)**	Cover Page	N/A
☐	Names and addresses (including Tax Map and Lot number and zoning districts) of all direct abutting property owners (including properties located across abutting streets) and holders of existing conservation, preservation or agricultural preservation restrictions affecting the subject property. **(2.5.3.1F)**	V101 Existing Conditions	N/A
☐	Names, addresses and telephone numbers of all professionals involved in the site plan design. **(2.5.3.1G)**	Cover Sheet	N/A
☐	List of reference plans. **(2.5.3.1H)**	Existing Conditions Plan	N/A
☐	List of names and contact information of all public or private utilities servicing the site. **(2.5.3.1I)**	Cover Sheet	N/A

Site Plan Specifications			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☐	Full size plans shall not be larger than 22 inches by 34 inches with match lines as required, unless approved by the Planning Director.. **(2.5.4.1A)**	Required on all plan sheets	N/A
☐	Scale: Not less than 1 inch = 60 feet and a graphic bar scale shall be included on all plans. **(2.5.4.1B)**	Required on all plan sheets	N/A
☐	GIS data should be referenced to the coordinate system New Hampshire State Plane, NAD83 (1996), with units in feet. **(2.5.4.1C)**	Complies	N/A
☐	Plans shall be drawn to scale and stamped by a NH licensed civil engineer. **(2.5.4.1D)**	Required on all plan sheets	N/A
☐	Wetlands shall be delineated by a NH certified wetlands scientist and so stamped. **(2.5.4.1E)**	N/A	N/A
☐	Title (name of development project), north point, scale, legend. **(2.5.4.2A)**	Cover Sheet	N/A
☐	Date plans first submitted, date and explanation of revisions. **(2.5.4.2B)**	All Sheets	N/A
☐	Individual plan sheet title that clearly describes the information that is displayed. **(2.5.4.2C)**	Required on all plan sheets	N/A
☐	Source and date of data displayed on the plan. **(2.5.4.2D)**	V101 Existing Conditions Plan	N/A

Site Plan Specifications – Required Exhibits and Data			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☐	**1. Existing Conditions: (2.5.4.3A)** • Surveyed plan of site showing existing natural and built features; • Existing building footprints and gross floor area; • Existing parking areas and number of parking spaces provided; • Zoning district boundaries; • Existing, required, and proposed dimensional zoning requirements including building and open space coverage, yards and/or setbacks, and dwelling units per acre; • Existing impervious and disturbed areas; • Limits and type of existing vegetation; • Wetland delineation, wetland function and value assessment (including vernal pools); • SFHA, 100-year flood elevation line and BFE data, as required.	V101 Existing Conditions Plan	
☐	**2. Buildings and Structures: (2.5.4.3B)** • Plan view: Use, size, dimensions, footings, overhangs, 1st fl. elevation; • Elevations: Height, massing, placement, materials, lighting, façade treatments; • Total Floor Area; • Number of Usable Floors; • Gross floor area by floor and use.	Architectural Plans	
☐	**3. Access and Circulation: (2.5.4.3C)** • Location/width of access ways within site; • Location of curbing, right of ways, edge of pavement and sidewalks; • Location, type, size and design of traffic signing (pavement markings); • Names/layout of existing abutting streets; • Driveway curb cuts for abutting prop. and public roads; • If subdivision; Names of all roads, right of way lines and easements noted; • AASHTO truck turning templates, description of minimum vehicle allowed being a WB-50 (unless otherwise approved by TAC).	C102 Site Plan	
☐	**4. Parking and Loading: (2.5.4.3D)** • Location of off street parking/loading areas, landscaped areas/buffers; • Parking Calculations (# required and the # provided).	C102 Site Plan	
☐	**5. Water Infrastructure: (2.5.4.3E)** • Size, type and location of water mains, shut-offs, hydrants & Engineering data; • Location of wells and monitoring wells (include protective radii).	C103 Utility Plan	
☐	**6. Sewer Infrastructure: (2.5.4.3F)** • Size, type and location of sanitary sewage facilities & Engineering data, including any onsite temporary facilities during construction period.	C103 Utility Plan	

☐	**7. Utilities: (2.5.4.3G)** • The size, type and location of all above & below ground utilities; • Size type and location of generator pads, transformers and other fixtures.	C103 Utility Plan	
☐	**8. Solid Waste Facilities: (2.5.4.3H)**	Architectural Plan	
	• The size, type and location of solid waste facilities.		
☐	**9. Storm water Management: (2.5.4.3I)** • The location, elevation and layout of all storm-water drainage. • The location of onsite snow storage areas and/or proposed off-site snow removal provisions. • Location and containment measures for any salt storage facilities • Location of proposed temporary and permanent material storage locations and distance from wetlands, water bodies, and stormwater structures.	C 104 Grading Plan	
☐	**10. Outdoor Lighting: (2.5.4.3J)** • Type and placement of all lighting (exterior of building, parking lot and any other areas of the site) and photometric plan.	C105 Lighting Plan	
☐	**11.** Indicate where dark sky friendly lighting measures have been implemented. **(10.1)**	All Fixtures	
☐	**12. Landscaping: (2.5.4.3K)** • Identify all undisturbed area, existing vegetation and that which is to be retained; • Location of any irrigation system and water source.	L1 & L2 Landscape Plans	
☐	**13. Contours and Elevation: (2.5.4.3L)** • Existing/Proposed contours (2 foot minimum) and finished grade elevations.		
☐	**14. Open Space: (2.5.4.3M)** • Type, extent and location of all existing/proposed open space.	C102 Site Plan	
☐	**15. All easements, deed restrictions and non-public rights of ways. (2.5.4.3N)**	C 104 Grading Plan	
☐	**16. Character/Civic District (All following information shall be included): (2.5.4.3P)** • Applicable Building Height (10.5A21.20 & 10.5A43.30); • Applicable Special Requirements (10.5A21.30); • Proposed building form/type (10.5A43); • Proposed community space (10.5A46).	Cover Letter & Architectural Plans	
☐	**17. Special Flood Hazard Areas (2.5.4.3Q)** • The proposed development is consistent with the need to minimize flood damage; • All public utilities and facilities are located and construction to minimize or eliminate flood damage; • Adequate drainage is provided so as to reduce exposure to flood hazards.	N/A	

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

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

Final Site Plan Approval Required Information			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☐	A list of any required state and federal permit applications required for the project and the status of same. **(2.5.3.2E)**	Cover Sheet	
☐	A note shall be provided on the Site Plan stating: "All conditions on this Plan shall remain in effect in perpetuity pursuant to the requirements of the Site Plan Review Regulations." **(2.5.4.2E)**	Cover	N/A
☐	For site plans that involve land designated as "Special Flood Hazard Areas" (SFHA) by the National Flood Insurance Program (NFIP) confirmation that all necessary permits have been received from those governmental agencies from which approval is required by Federal or State law, including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334. **(2.5.4.2F)**	N/A	
☐	Plan sheets submitted for recording shall include the following notes: a. "This Site Plan shall be recorded in the Rockingham County Registry of Deeds." b. "All improvements shown on this Site Plan shall be constructed and maintained in accordance with the Plan by the property owner and all future property owners. No changes shall be made to this Site Plan without the express approval of the Portsmouth Planning Director." **(2.13.3)**	C102 Site Plan	N/A

Applicant's Signature: _____ **Date:** 12/19/2025

134 Pleasant Street, Portsmouth NH

ZONING DEVELOPMENT STANDARD 01/21/2026

CD4 (CD-4, HDC): CHARACTER DISTRICT 4

	REQUIRED	EXISTING	PROPOSED - Renovation	PROPOSED - New Building
Height	2 stories with short 3rd = **35' max**	2 stories, 19'-6"	2 STORIES, 19'-3"	2 STORIES, 28'-7"
Penthouses	may exceed bldg height by 2' (35+2=37'); max area 50% of roof	n/a	30'-3", 43%	n/a
Roof appurtenance	may exceed bldg height by 10' (35+10=45'), max area 30% roof	n/a	di	n/a
Façade Types	stoop, step, shopfront, officefront, recessed-entry, dooryard, gallery & arcade	n/a	SHOPFRONT	SHOPFRONT
Building Types	Rowhouse, Apartments, live/work, small or large commercial, mixed use, flex space & community.	commercial	large commercial & residential	large commercial & residential
Setback Front (principle) max	10	n/a	n/a	8'-6", principal façade
Setback Front (secondary) max	15	n/a	n/a	n/a
Side	NR	n/a	11" (north) and 62'-5" (south)	19'-3" (north) and 67'-2" (south)
Rear, min	>of: 5' from rear line or 10' from cl alley	n/a	19'-4"	150'
Front lotline buildout	50% min	n/a	n/a	52%
Lot area (sf)	NR	53,084		
LOT area per dwelling	NR	n/a		
Coverage, maximum	90%	21.2%	43.6%	
Footprint, max* 10.5a43.40	15,000	11,241	13,629	9,638
Ground floor area per use, max	15,000	11,241 (bank)	13,532	9,638
Open space, minimum	10%	> 10%	12.4%	
Permitted uses (cd4 & cd5)	multifamily, live/work, office, retail, restaurant (<500occ)	office (bank)	apartments & health club; physical therapy	apartments, bank, financial services
Block length, max (ft)	200	n/a	121'	104'-8"
Façade modulation length, max (ft)	80	n/a	n/a	27'-0"
Entrance spacing, max (ft)	50	n/a	50'	50'
Floor height above sidewalk, max	36"	4"	n/a	varies, max 4".
Ground floor height, min	12'	n/a	9'-11"	13'-8"
Second floor height, min	10'	n/a	8'-9"	11'-9"
Glazing, shopfront, min	70%	n/a	n/a	70%
Glazing, other	20%-50%	n/a	n/a	30%
Roof types(pitch)	flat, gable (6:12-12:12), hip(>3:12), gambrel/mansard(6:12-30:12)	flat	flat and hipped	flat and hipped
Parking, off-street	when >20 spaces, max spaces = 120% of min required is the max allowed. 10.1112.60 mixed used - some shared spaces allowed.	38	92	
Parking, Residential	1 per unit		21	
Parking, Bank & Financial Services	1 per 350 GFA		36	
Parking, Health Club / PT	1 per 250 GFA		29	

ARCOVE

134 Pleasant Street

2/19/2026 revised

Parking Demand Analysis

Residential - dwelling units				parking	
Level	**UNIT No.**	**QTY bedrooms**	**Area (sf)**	**spaces/unit**	**TOTAL**
LEVEL 2 A	201		807.824	1	1
LEVEL 2 A	202		889.789	1	1
LEVEL 2 A	203		856.616	1	1
LEVEL 2 A	204		856.227	1	1
LEVEL 2 A	205		892.318	1	1
LEVEL 2 A	206		742.718	1	1
LEVEL 2 A	207		732.665	1	1
LEVEL 2 A	208		890.526	1	1
LEVEL 2 A	209		642.839	1	1
LEVEL 2 A	210		571.363	1	1
LEVEL 2 A	211		643.149	1	1
LEVEL 2 A	212		909.014	1	1
LEVEL 2 A	213		735.234	1	1
LEVEL 2 A	214		745.285	1	1
LEVEL 2 B	215		1123.5	1	1
LEVEL 2 B	216		1064.23	1	1
LEVEL 2 B	217		1218.68	1	1
LEVEL 2 B	218		1314.08	1	1
LEVEL 3A	301		1456.8	1	1
LEVEL 3A	302		1265.04	1	1
LEVEL 3A	303		1148.17	1	1
LEVEL 3A	304		1008.25	1	1
BASEMENT A	004		585.878	1	1
subtotal, gross	**23**	**0**	**21,100**		**23**
Visitor Parking - 1 space per every 5 dwelling units (apartments) rounded up					5
total, gross					**28**
Bicycle Parking , Residential					
use	spaces required per use			TOTAL	
multifamily dwellings	1 bicycle per 5 dwelling units where > 4 dwelli			5	
bicycle parking provided	outside			5	
bicycle parking provided	inside			20	
total bike parking provided - Residential				25	
Car parking deduction = 1 car space for 6 excess bikes provided, max 5%:					
max deduction 5% allowed =	1.4	parking spaces deduction		Rounded dn	**(1)**
Net Total Residential parking required (round up)					**27**

Commercial						
level	**Suite No.**	**Name**	**Area (sf)**	**sf/parking space**	**TOTAL spaces (rounded up)**	
LEVEL 1 B	102	KSB RETAIL BANKING	6,722	350	20	
LEVEL 2 B	219	KSB FINANCIAL	3,636	350	11	
LEVEL 1 B	103	OFFICE	1,842	350	6	
LEVEL 1 A	101	OFFICE	12,114	350	35	
subtotal, gross					**72**	
Bicycle Parking , Commercial						
use	spaces required per use			TOTAL		
Commercial Use	1 bicycle per 10 spaces required			8		
bicycle parking provided	outside			5		
bicycle parking provided	inside			20		
total bike parking provided - Commercial				25		
Car parking deduction = 1 car space for 6 excess bikes provided, max 5%:						
max deduction 5% allowed =	3.6	parking spaces deduction		Rounded dn	**(3)**	
Net Total Commercial parking required (round up)					**69**	

Shared Parking 10.1112.60										
Total Parking Required	**Weekday**				**Weekend**				**Nighttime**		
Land Use	**daytime (8am-5pm)**	**spaces required (round up)**	**evening (6-12pm)**	**spaces required**	**daytime (8am-5pm)**	**spaces required (round up)**	**evening (6-midnight)**	**spaces required (round up)**	**(midnight-6am)**	**spaces required (round up)**	**Maximum TOTAL Required**
Apartments (Residential)	60%	16.0	100%	27.0	80%	22.0	100%	27.0	100%	27.0	
Banking (Service)	60%	12.0	90%	18.0	100%	20.0	70%	14.0	5%	1.0	
Financial (Office)	100%	11.0	20%	3.0	10%	2.0	5%	1.0	5%	1.0	
Office (Professional Service)	100%	41.0	20%	7.0	10%	4.0	5%	2.0	5%	2.0	
Shared Parking TOTAL Required		**80.0**		55.00		48.0		44.0		31.0	**80**
PARKING EASEMENT - 93 PLEASANT ST (HOTEL)											**5**
NET TOTAL PARKING REQUIRED (residential + commercial)											**85**

SUMMARY						
parking proposed - outside						33
parking proposed - inside		26 tandems (*2) + 6 singles = 55				58
Total parking proposed						**91**
EXCESS beyond Required *(Deficit)*						**6**
Existing total available onsite today						38
Proposed Net **Increase** (reduction) in parking						**53**

134 Pleasant Street

2025.12.22

Green Building Statement

WATER

- By reducing surface parking lot, water quality will be better protected.
- The project targets the use of low-flow fixtures to reduce indoor water consumption by at least 30% over current building code requirements, in alignment with EPAct 2005.

ENERGY

- By conducting early-phase energy study analysis, the basis of design for both the existing building with a deep energy retrofit and the new addition will target an Energy Use Intensity lower than code-compliant performance (IECC 2018), with a projected reduction of 30% (estimated EUI = 32). This will be validated by energy modeling in the next phase of design. The project will utilize a high-performance envelope (walls, roofs, floors, and fenestration). The project is also targeting an envelope design that reduces air infiltration and thermal bridging, paired with high-efficiency mechanical (HVAC) systems that include a heat-recovery ventilator (ERV) to recapture conditioned air and reduce overall energy consumption.
- The project will use LED lighting throughout with daylight sensors and other energy-management devices.
- Reduce Low level ozone (smog) -- Provide safe and secure bicycle storage. Use only low-VOC products for construction and operation.

MATERIALS & RESOURCES

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

INDOOR ENVIRONMENTAL QUALITY

- Thermal comfort -- Meet ASHRAE 55 Thermal Comfort Code. Address thermal envelope per above. Provide multiple zones of heating and cooling in each space.

- Indoor air quality (before and during occupancy) -- MEET ASHRAE 62 Ventilation Code in all occupied spaces.
- Views / connection to outdoors -- Provide views to outdoors for every regularly occupied space.
- Daylighting -- Achieve Daylight Factor of 2% minimum for every regularly occupied space.
- Individual controls (light, heat etc...) -- Provide individual controls for temperature and lighting.

EVERSOURCE ENERGY

January 12, 2026

1700 Lafayette Road
Portsmouth, NH 03801

Trevor S Emmons
603-332-7515
Trevor.emmons@eversource.com

134 Pleasant Street Site Redevelopment
Double Mc, LLC
10 Pleasant Street Suite 300
Portsmouth, NH 03801

Dear Mr. McNabb:

I am responding to your request to confirm the availability of electric service for the proposed 134 Pleasant Street Development project being constructed on your property. The Eversource Work Order Number is 22009732.

The proposed project consists of constructing a new 2-story building with an attic, and renovating and expanding an existing building with an additional floor and penthouse levels. Commercial Space and a total of 18 residential units are proposed. The proposed development will be constructed along Pleasant Street.

The developer will be responsible for the installation of all underground/overhead facilities and infrastructure required to service the new building. The service will be as shown on attached marked up Utility Plan C103 that shows the transformer location to service your proposed project. The proposed building service will be fed from locations to be determined by Eversource Engineering. The developer will work with Eversource to obtain all necessary easements and licenses for the proposed underground/overhead facilities listed above.

This letter serves as confirmation that Eversource has sufficient capacity in the area to provide service to this proposed development. The cost of extending service to the aforementioned location and any associated infrastructure improvements necessary to provide service will be borne by the developer unless otherwise agreed upon.

Eversource approves the locations shown; assuming the final installed locations meet all clearances, physical protection, and access requirements as outlined in Eversource's "Information & Requirements For Electric Supply" (https://www.eversource.com/content/docs/default-source/pdfs/requirements-for-electric-service-connections.pdf?sfvrsn=2). If you require additional information or I can be of further assistance please do not hesitate to contact me at our Portsmouth Office, 603-332-7515

Respectfully.

Trevor Emmons
NH Eastern Regional Engineer, Eversource

cc: (via e-mail)
Thomas Boulter, Eastern Region Operations Manager, Eversource
Nickolai Kosko, Field Supervisor, Electric Design, Eversource

Unitil
Northern Utilities, Inc.

January 29th, 2026

John Chagnon
Vice President/ Senior Project Manager
Haley Ward
200 Griffin Rd Unit 14
Portsmouth, NH 03801

Natural Gas to Mixed-Use Development at 134 Pleasant St. in Portsmouth, NH

Hello John.

Unitil/Northern Utilities Natural Gas Division has reviewed the requested site for two Natural Gas services.

Unitil hereby confirms that natural gas is available for both requested services for the proposed development at 134 Pleasant St in Portsmouth, NH.

If you have any questions, please contact me at 603-264-2033.

Sincerely,

Josh Wilk
Senior Business Development Rep
Unitil
T 603.227.4628
M 603.264.2033
F 603.294.5264
Email wilkj@unitil.com

TECHNICAL MEMORANDUM

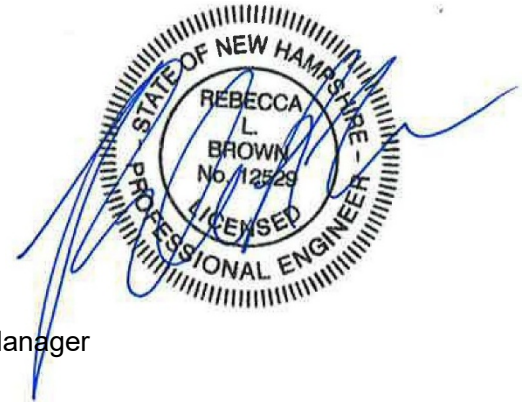
REF: NEX-2500268.00

DATE: March 18, 2026

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
Ms. Cecilia Donaldson, EIT, Designer

RE: Traffic Impact Assessment
134 Pleasant Street – Portsmouth, New Hampshire

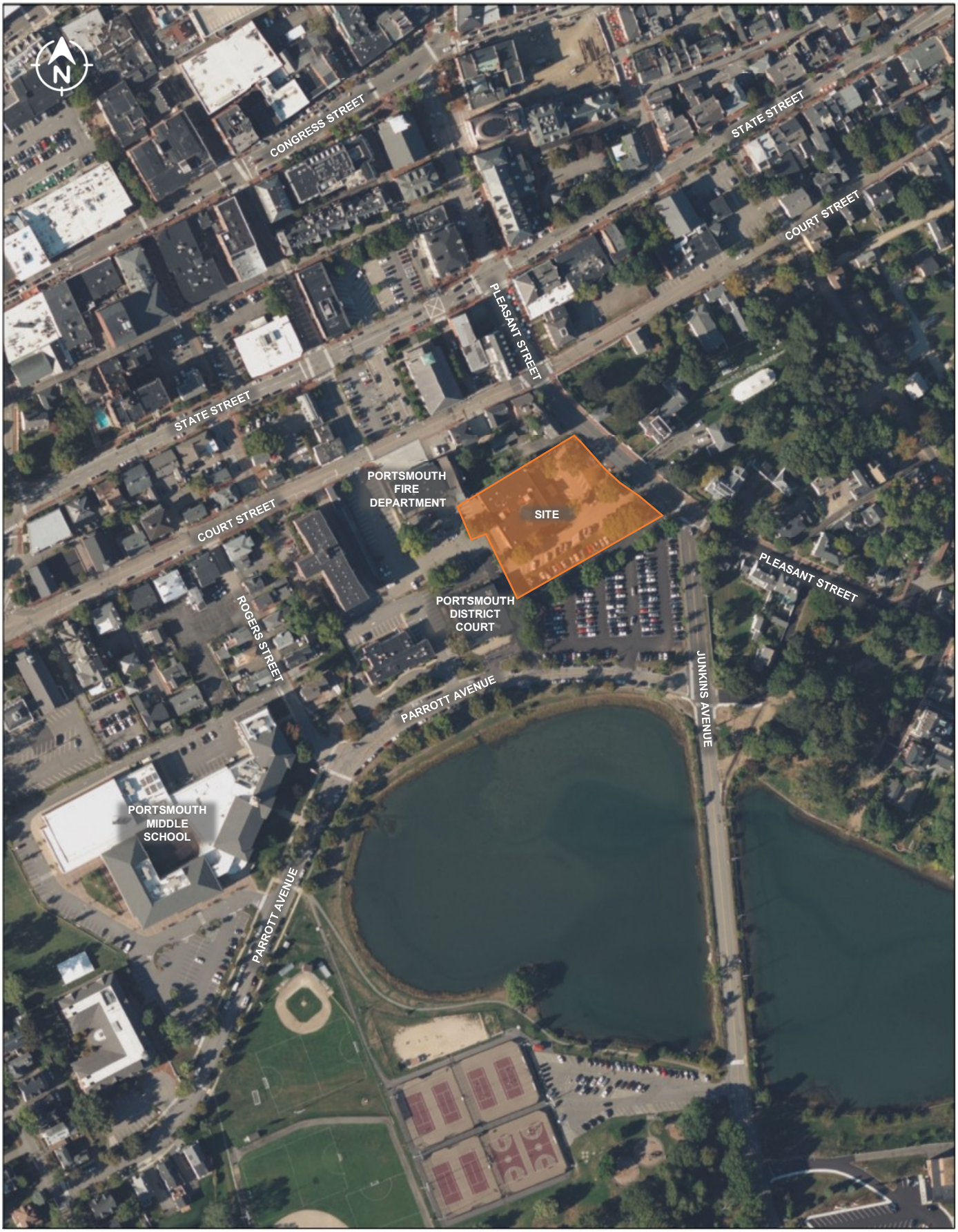


INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this *Traffic Impact Assessment* (TIA) for a proposed mixed-use development to be located at 134 Pleasant Street in Portsmouth, New Hampshire. The site currently contains a 9,400 square foot (SF) Citizens Bank headquarters with two drive-through lanes and office space totaling 9,900 SF. Access and egress for the existing site is currently provided via two driveways on Pleasant Street, with the northerly driveway operating as an egress-only. In addition, a cross-connection is provided at the southwest corner of the site to the Parrot Avenue Public Parking Lot, offering connections to an additional driveway on Pleasant Street, Parrot Avenue, and the driveway to the District Court and Portsmouth Fire Department. The project consists of razing the existing structures on site and constructing a new mixed-use building. Upon completion, the project will provide a ±6,722 SF retail banking office for Kennebunk Savings Bank, ±3,636 SF financial services offices, ±13,956 SF of professional office space, and 23 apartment units. An underground parking garage with 58 parking spaces and above ground parking for an additional 33 parking spaces will be provided, totaling 91 parking spaces on the site. The existing curb cuts would be closed as part of the project, including the connection to the Parrot Avenue Parking Lot. A new egress-only driveway for the bank drive-through lanes would be provided at the northerly end of the site on Pleasant Street. In addition, a new full-access/egress driveway would be constructed on Pleasant Street and a new full-access/egress driveway would connect to the District Court / Fire Department driveway, which provides connections to Parrot Avenue and Court Street.

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

The site is bounded by mixed-use development to the north, Parrott Avenue Parking to the south, Pleasant Street to the east, and Portsmouth Fire Department to the west. The site and its relation to the surrounding roadway network is demonstrated in Figure 1.



GPI

Greenman-Pedersen, Inc.

PROPOSED MIXED-USE REDEVELOPMENT – PORTSMOUTH, NEW HAMPSHIRE

FIGURE 1
SITE LOCATION MAP

EXISTING CONDITIONS

Pleasant Street

Pleasant Street is classified as Class IV – Compact Road under the jurisdiction of the City of Portsmouth running in a north-south direction. Adjacent to the site, the roadway consists of one general-purpose travel lane in each direction with directional travel separated by a striped double-yellow centerline. On-street parking is not permitted along either side of the roadway. The speed limit is posted at 20 miles per hour (mph) on Pleasant Street. Brick sidewalks, approximately 5- to 6-feet wide are provided along both sides of Pleasant Street. No bicycle accommodations are provided along Pleasant Street. A Cooperative Alliance for Seacoast Transportation (COAST) bus stop is located on the westerly side of Pleasant Street just north of the main site driveway.

Parrot Avenue

Parrot Avenue is classified as Class V – Local Road under the jurisdiction of the City of Portsmouth running in an east-west direction. Adjacent to the site, the roadway consists of one general-purpose travel lane in each direction with directional travel separated by a striped double-yellow centerline. On-street parking is permitted along both sides of the roadway. The speed limit is posted at 25 miles per hour (mph) on Parrot Avenue. A pedestrian trail is provided along the southern side of Parrot Avenue, and a sidewalk is provided along the northern side of Parrot Avenue east of District Court. No bicycle accommodations are provided along Parrot Avenue.

Court Street

Court Street is classified as Class V – Local Road under the jurisdiction of the City of Portsmouth running in an east-west direction. Adjacent to the site, the roadway consists of one general-purpose travel lane in each direction with directional travel separated by a striped double-yellow centerline. On-street parking is not permitted along either side of the roadway. The speed limit is not posted on Court Street; however, the enforced speed limit based on the downtown area is predominantly 25 miles per hour (mph) unless otherwise posted. Brick sidewalks, approximately 4- to 5-feet wide are provided along both sides of Court Street. No bicycle accommodations are provided along Court Street.

PUBLIC TRANSPORTATION

The Cooperative Alliance for Seacoast Transportation (COAST) and the University of New Hampshire (UNH) Wildcat Transit provide public bus service throughout the greater seacoast area, including downtown Portsmouth. The Project site is located directly adjacent to the Pleasant Street/Junkins Avenue bus stop, which serves COAST Route 44. Approximately two-tenths of a mile west from the project site along Court Street at Court Street/Chestnut Street is a bus stop which serves COAST Route 41. Approximately two-tenths of a mile to the north of the project site at Congress Street/Pleasant Street is the Market Square bus stop, which serves COAST Route 40, COAST Route 41, and UNH Route 4A / 4B. All public transportation information is provided in the Appendix.

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

COAST Route 44 provides service to Hanover Station and Junkins Avenue in Portsmouth and Government Street in Kittery, Maine. The average travel time between Junkins Avenue and Government Street is 60 minutes. On a typical weekday, this service runs between 5:54 AM and 6:45 PM for outbound travel, and between 6:35 AM and 8:54 PM for inbound travel. No service is provided on weekends.

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

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

UNH Route 4A provides service to UNH campus in Durham to Market Square in Portsmouth. The average travel time between UNH campus and Market Square is 34-36 minutes. On a typical weekday, seven runs are provided for outbound and inbound travel starting from 6:40 AM to 9:35 PM. On a typical weekend, three runs are provided for outbound and inbound travel starting from 11:35 AM to 7:05 PM. Reduced weekday hours go into effect during winter, spring, and summer break periods.

UNH Route 4B provides service to UNH campus in Durham to Market Square in Portsmouth. The average travel time between UNH campus and Market Square is 36-45 minutes. On a typical weekday, six runs are provided for outbound and inbound travel starting from 8:45 AM to 8:05 PM. On a typical weekend, four runs are provided for outbound and inbound travel starting from 1:05 PM to 9:05 PM. Reduced weekday hours go into effect during winter, spring, and summer break periods.

COLLISIONS

Collision data were obtained from the Portsmouth Police Department for the most recent three years (2022-2024) for the existing site driveway intersections with Pleasant Street, Parrot Avenue, and Court Street. A summary of the crashes at these intersections is provided in Table 1.

Based on the data received by the Portsmouth Police Department, the intersection of Court Street at the Feaster Apartments driveway experienced one collision over the three-year study period. It was a single vehicle collision that occurred during the morning commuter peak period. A box truck accidentally knocked over a street light while reversing direction.

The intersection of Pleasant Street with the Southern Citizen's Bank Parking Lot experienced one collision over the three-year study period. This collision occurred during a commuter peak period and was an angle collision with a bicycle. The vehicle was turning out of the Citizen's Bank Parking Lot and did not see the cyclist. The collision resulted in non-fatal injuries.

The intersection of Parrott Avenue at the Parrott Avenue Parking Lot Exit experienced two collisions over the three-year study period. Neither collision occurred during a commuter peak and both collisions were angle collisions between vehicles pulling out of the lot and vehicles travelling along Parrott Street. Both collisions resulted in property damage only.

All other intersections did not have any reported collisions over the three-year study period.

Due to the low number of collisions, no safety issues were identified.

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]
Source: Portsmouth Police Department (2022-2024)													
Court Street at Feaster Apartments Driveway	1	0.33	1	--	--	--	--	--	--	1	--	100%	--
Pleasant Street at Citizen's Bank Northern Driveway	0	--	--	--	--	--	--	--	--	--	--	--	--
Pleasant Street at Citizen's Bank Southern Driveway	1	0.33	--	1	--	--	--	1	--	--	--	100%	--
Parrott Avenue at Parrott Avenue Parking Lot Driveway	2	0.67	2	--	--	--	2	--	--	--	--	--	--
Parrott Avenue at District Court/Fire Department Driveway	0	--	--	--	--	--	--	--	--	--	--	--	--

Source: Portsmouth Police Department (2022-2024).

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

[b] VEH = 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.

Sight Distance

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

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

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

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

The available SSD and ISD at the proposed site driveway locations were measured and compared to minimum requirements as established by AASHTO for the posted speeds. The required minimum sight distances for the driveways are compared to the available distances, as shown in Table 2.

[1] *A Policy on Geometric Design of Highways and Streets*; American Association of State Highway and Transportation Officials (AASHTO); 2018.

TABLE 2
Sight Distance Summary

Location/Direction	Stopping Sight Distance (feet)		Intersection Sight Distance (feet)		
	Measured	Minimum Required [a]	Measured	Minimum Required [b]	Desirable [c]
Pleasant Street at Egress Driveway:					
North of intersection (SB)	225	180	320	180	195
South of intersection (NB)	390	165	405	165	225
Pleasant Street at Main Site Driveway:					
North of intersection (SB)	335	180	335	180	195
South of intersection (NB)	305	165	350	165	225
Parrott Avenue at District Court/Fire Station Driveway:					
East of intersection (WB)	310 [d]	220	310 [d]	220	240
West of intersection (EB)	280	220	130 [305] [e]	220	280
Court Street at District Court / Fire Station Driveway:					
West of intersection (EB)	+500	220	225	220	240
East of intersection (WB)	+500	220	315	220	280
District Court Driveway at Site Driveway:					
North/West of intersection (SB)	100 [f]	80	100 [f]	80	170
South of intersection (NB)	200 [f]	80	200 [f]	80	145

[a] Values based on AASHTO requirements for minimum SSD based on posted speed plus 7 mph for a speed of 27 mph on Pleasant Street, and 32 mph on Parrott Avenue and Court Street, and based on an assumed speed of 15 mph on the District Court driveway.

[b] Values based on AASHTO requirements for SSD.

[c] Values based on AASHTO requirements for ISD for posted speed of 20 mph on Pleasant Street, 15 mph on District Court Driveway and 25 mph on Parrott Avenue and Court Street.

[d] To intersection with Pleasant Street.

[e] XXX [XXX] = ISD with car parked on northwest corner of intersection [ISD without car parked on northwest corner of intersection].

[f] To end of roadway.

As indicated in Table 2, the available SSD and ISD at all of the site driveway intersections will meet or exceed AASHTO recommendations for minimum sight distance with the exception of looking west exiting the District Court / Fire Station Driveway onto Parrot Avenue. There is an on-street parking spaces on the northerly side of Parrot Avenue just to the west of the District Court / Fire Station driveway. When a larger vehicle parks in this space, visibility for drivers looking left can become blocked. In this case, the driver may make a two-stage left-turn movement by first looking left (east) along Parrot Avenue for westbound traffic, then pulling the front of the vehicle slightly into the roadway to see beyond the parked vehicle to oncoming eastbound traffic. When a smaller vehicle or no vehicle is parked in the on-street parking space, the available ISD well exceeds AASHTO minimum requirements.

In order to maintain the sight distances at the driveways after development of the site, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site frontage be kept low to the

ground (no more than 3.0 feet above street level) or set back sufficiently from Main Street so as not to inhibit the available sight lines.

TRIP GENERATION

The site currently contains a mix of bank and office space. The first floor contains a 9,400 square foot (SF) Citizens Bank headquarters with two drive-through lanes and the first and second floors contain various office spaces totaling 9,900 SF. The project consists of razing the existing structures on site and constructing a new mixed-use building. Upon completion, the project will provide a ±6,722 SF retail banking office for Kennebunk Savings Bank, ±3,636 SF financial services offices, ±13,956 SF of professional office space, and 23 apartment units. GPI utilized trip-generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*[2] to estimate the trips generated by the proposed uses, using the following:

- Drive-In Bank (LUC 912) – Utilized for 6,722 SF of the first floor of the proposed bank with drive through.
- General Office Building (LUC 710) – Utilized for the 3,636 SF of the second floor financial office space and 13,956 SF first-floor office space.
- Multi-Family (Low-Rise)(LUC 220) – Utilized for the apartment units.

The Project will be located in downtown Portsmouth, in close proximity to multiple retail, restaurant, office, residential, and entertainment uses for sharing 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 all the land uses were based on Dense Multi-Use Urban settings with the exception of LUC 912 (Drive-in Bank) as separate trip rates are not provided for a dense multi-use urban setting for this land use.

Existing Trips

Not all of the trips will be new to the area. As previously noted, the site currently contains a mix of bank and office space, which is currently generating traffic. The first floor contains a 9,400 square foot (SF) Citizens Bank headquarters with two drive-through lanes and the remaining space in the building contains office space totaling 9,900 SF. GPI has estimated the trips generated by the former site based on ITE trip rate for LUC 712 (Small Office Building) and LUC 912 (Drive-In Bank). The resulting trip generation estimate is summarized in Table 3, and the detailed calculations are provided in the Appendix.

[2] *Trip Generation Manual*, 12th Edition; Institute of Transportation Engineers; Washington, DC; September 2025.

TABLE 3 – Existing Trip Generation Summary

Time Period/Direction	Office Trips (LUC 712) [a]	Bank Trips (LUC 912) [b]	Total Trips [c]
Weekday Daily	100	930	**1,030**
Weekday AM Peak Hour:			
Enter	27	55	**82**
Exit	6	39	**45**
Total	33	94	**127**
Weekday PM Peak Hour:			
Enter	5	99	**104**
Exit	10	99	**109**
Total	15	198	**213**
Saturday Daily	10	812	**822**
Saturday Midday Peak Hour:			
Enter	1	126	**127**
Exit	1	121	**122**
Total	2	247	**249**

[a] ITE LUC 712 (Small Office Building) in Dense Multi-Use Urban setting for 9.9 ksf.
[b] ITE LUC 912 (Drive-In Bank) in General Urban / Suburban setting for 9.4 ksf.
[c] Sum of Office and Bank Trips.

Proposed Trips

As stated previously, the project consists of razing the existing structures on site and constructing a new mixed-use building. Upon completion, the project will provide a ±6,722 SF retail banking office for Kennebunk Savings Bank, ±3,636 SF financial services offices, ±13,956 SF of financial services offices, and 23 apartment units. GPI has estimated the trips generated by the proposed development based on ITE trip rate for LUC 710 (General Office Building), LUC 912 (Drive-In Bank) and LUC 220 (Multi-Family Housing [Mid-Rise]). The resulting trip generation estimate is summarized in Table 4, and the detailed calculations are provided in the Appendix.

TABLE 4 – Proposed Trip Generation Summary

Time Period/Direction	Residential Trips (LUC 221) [a]	Bank Trips (LUC 912) [b]	Office Trips (LUC 712) [c]	Total Trips [d]
Weekday Daily	66	664	164	**894**
Weekday AM Peak Hour:				
Enter	2	39	13	**54**
Exit	13	28	2	**43**
Total	15	67	15	**97**
Weekday PM Peak Hour:				
Enter	8	71	2	**81**
Exit	1	70	13	**84**
Total	9	141	15	**165**
Saturday Daily	60	582	24	**642**
Saturday Midday Peak Hour:				
Enter	2	90	0	**92**
Exit	4	86	3	**90**
Total	6	176	3	**182**

[a] ITE LUC 220 (Multi-family Housing (Low-Rise)) in Dense Multi-Use Urban setting for 23 units.
[b] ITE LUC 912 (Drive-In Bank) in Dense Multi-Use Urban setting for 6.722 ksf.
[c] ITE LUC 710 (General Office Building) in Dense Multi-Use Urban setting for 17.592 ksf.
[d] Sum of Residential Trips, Bank Trips, and Office Trips.

Table 5 provides a comparison of the trips generated by the proposed land uses to the trips generated by the former site. As shown in Table 5, the proposed redevelopment will result in a slight decrease in vehicle trips during all analysis time periods as compared to the existing uses on the site.

TABLE 5 – Trip Generation Comparison

Time Period/Direction	Existing Trips [a]	Proposed Trips [b]	Net Increase in Trips [c]
Weekday Daily	1,030	894	**-136**
Weekday AM Peak Hour:			
Enter	82	54	**-28**
Exit	45	43	**-2**
Total	127	97	**-30**
Weekday PM Peak Hour:			
Enter	104	81	**-23**
Exit	109	84	**-25**
Total	213	165	**-48**
Saturday Daily	822	642	**-180**
Saturday Midday Peak Hour:			
Enter	127	92	**-35**
Exit	122	90	**-32**
Total	249	182	**-67**

[a] Total Existing Trips (From Table 3).
[b] Total Proposed Trips (From Table 4).
[c] Proposed Trips minus Existing Trips.

PARKING

As part of the Project, a total of 91 parking spaces are proposed. This will be split into 58 underground garage vehicle parking spaces and 33 above-ground parking spaces in the parking lot. In addition, a total of 50 total bicycle parking spaces will be provided, with 40 spaces in the garage and 10 spaces within an outdoor bicycle rack.

Zoning Regulations

Residential Parking

Section 10.1112.311 of the City of Portsmouth Zoning Ordinance requires 1.0 parking spaces per unit for residential dwellings of 500-750 SF and 1.3 parking spaces per unit for residential dwellings above 750 SF. However, new state legislature states that municipalities cannot require more than one (1) parking space per residential unit, regardless of size. Therefore, the 23 residential units would require 23 parking spaces to meet the requirements of state legislature.

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

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

Therefore, a total of 5 visitor parking spaces would be required to meet zoning regulations, which would result in a total of 28 parking spaces required for the residential use.

Bank & Office Parking

Section 10.1112.32.5.10-5.30 of the City of Portsmouth Zoning Ordinance requires professional offices and financial services to provide one parking space per 350 SF. Accordingly, the 6,722 SF retail bank office will require 20 parking spaces, the 3,636 SF financial office space will require 11 parking spaces, and the 13,956 SF of office space will require 40 spaces. Therefore, a total of 71 parking spaces would be required to serve the proposed bank and office space.

Bicycle Parking

Section 10.1116.11 of the Zoning Bylaws states that for multifamily dwellings, one bicycle parking space is required for every 5 dwelling units or portion thereof, up to a maximum of 30 bicycle spaces. Therefore, five (5) bicycle parking spaces are required for the residential units. For non-residential uses, one bicycle space for each 10 automobile parking spaces are required. A total of 71 parking spaces are required to meet zoning regulations for the proposed non-residential uses. Therefore, eight (8) bicycle parking spaces are required to serve the non-residential uses. A total of 13 bicycle parking spaces are required to meet zoning regulations. As previously noted, a total of 50 bicycle parking spaces will be provided on the site, resulting in an excess of 37 bicycle parking spaces.

The City's zoning regulations allow for the application of a reduction in the parking spaces provided on site of one (1) parking space for every 6 excess bicycle parking spaces, up to a maximum of 5% reductions. Based on an excess of 37 bicycle parking spaces being provided on the site, a reduction in parking supply of six (6) parking spaces may be applied. However, 5% of the parking required for each use represents 4 spaces; therefore a maximum reduction of four (4) parking spaces is permitted.

Total Vehicle Parking Required

As described above, a total of 28 parking spaces are required to serve the residential uses on the site and 71 parking spaces to serve the commercial / office uses, for a total parking requirement of 99 parking spaces. As noted above, the provision of 37 excess bicycle parking spaces on the site will allow for the four-space reduction in the parking provisions required by zoning, reducing the required parking supply to 95 parking spaces.

Shared-Use Parking

Section 10.1112.61 of the City of Portsmouth Zoning Ordinance allows developments that contain a mix of uses on the same parcel to reduce the number of off-street parking spaces in accordance with the parking occupancy rates. The minimum required parking spaces for the development are calculated by multiplying the minimum parking requirements discussed above for each land use by the parking occupancy rates provided in Section 10.1112.61 of the Zoning Ordinance. The minimum required parking spaces for the development is the highest of all the time periods. Based on this methodology, the minimum number of parking spaces required for the development is 80 parking spaces. Applying the four-space reduction in parking allowed due to 37 excess bicycle spaces reduces this parking requirement to 76 spaces.

As the proposed parking supply of 91 parking spaces will meet the City's zoning ordinance requiring 76 parking spaces, adequate parking will be provided on the site for the proposed uses.

ITE Parking Demand Rates

The ITE publication *Parking Generation, 6th Edition*[3] provides parking demand generation rates on a per dwelling unit basis for residential land uses. GPI utilized parking demand generation rates for LUC 220 (Multifamily Housing 2+ Bedroom (Low-Rise)), and LUC 710 (General Office Building) for Dense Multi-Use Urban settings. LUC 912 (Drive-In Bank) does not provide parking estimates for dense multi-use urban settings; therefore parking rates for general urban/suburban settings were utilized for this LUC to estimate the parking demand generated by the proposed mixed-use development. As previously stated, the Project is located in downtown Portsmouth with convenient access to offices, restaurants, entertainments, public transit, and Mobility As A Service (MAAS) opportunities (i.e. Uber/Lyft) where trips are not anticipated to be made by personal vehicle. Since the majority of the parking estimates were made based on general urban/suburban data, the ITE parking estimates are likely an overestimation of the actual parking requirements.

ITE provides parking demand rates for the various land uses for each hour of the day. Therefore, GPI superimposed the parking demands anticipated to be generated by the proposed residential units, health club, office and bank to estimate the hourly parking demand throughout the day on a weekday and Saturday. The results of the analysis indicate that the peak parking demand anticipated to be generated by the proposed development will be 70 parking spaces. As a total of 91 parking spaces are proposed on the site, the available parking will be adequate to accommodate the anticipated peak parking demand.

Parking Easement

There is an existing parking easement on the property that provides five (5) parking spaces as overflow for the Treadwell Mansion's hotel use. Based on the City's zoning ordinance, applying a shared-use parking credit for the proposed uses, the total parking required on the site to serve both the easement and the proposed uses would be 81 parking spaces. Based on ITE parking demand generation data, the total parking required to serve both the easement and proposed uses would be 75 spaces. Therefore, the 91 parking spaces provided will be adequate to accommodate the anticipated parking demand based on both the City's zoning regulations and ITE parking demand generation rates.

[3] *Parking Generation Manual, 7th Edition*; Institute of Transportation Engineers; October 2023.

CONCLUSIONS

- The site currently contains a 9,400 square foot (SF) Citizens Bank headquarters with two drive-through lanes and office space totaling 9,900 SF. Access and egress for the existing site is currently provided via two driveways on Pleasant Street, with the northerly driveway operating as an egress-only. In addition, a cross-connection is provided at the southwest corner of the site to the Parrot Avenue Public Parking Lot, offering connections to an additional driveway on Pleasant Street, Parrot Avenue, and the driveway to the District Court and Portsmouth Fire Department. The project consists of renovating the existing structures on site and constructing a new mixed-use building. Upon completion, the project will provide a ±6,722 SF retail banking office for Kennebunk Savings Bank, ±3,636 SF financial services offices, ±13,956 SF of financial services offices, and 23 apartment units. An underground parking garage with 58 parking spaces and above ground parking for an additional 33 parking spaces will be provided, totaling 91 parking spaces on the site. The existing curb cuts would be closed as part of the project, including the connection to the Parrot Avenue Parking Lot. A new egress-only driveway for the bank drive-through lanes would be provided at the northerly end of the site on Pleasant Street. In addition, a new full-access/egress driveway would be constructed on Pleasant Street and a new full-access/egress driveway would connect to the District Court / Fire Department driveway, which provides connections to Parrot Avenue and Court Street.

- All study area intersections and roadway segments experienced less than one collision a year over the three-year study period, indicating that no significant safety issues exist.

- The available SSD and ISD at all of the site driveway intersections will meet or exceed AASHTO recommendations for minimum sight distance with the exception of looking west exiting the District Court / Fire Station Driveway onto Parrot Avenue. There is an on-street parking spaces on the northerly side of Parrot Avenue just to the west of the District Court / Fire Station driveway. When a larger vehicle parks in this space, visibility for drivers looking left can become blocked. In this case, the driver may make a two-stage left-turn movement by first looking left (east) along Parrot Avenue for westbound traffic, then pulling the front of the vehicle slightly into the roadway to see beyond the parked vehicle to oncoming eastbound traffic. When a smaller vehicle or no vehicle is parked in the on-street parking space, the available ISD well exceeds AASHTO minimum requirements.

  In order to maintain the sight distances at the driveways after development of the site, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site frontage be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from Main Street so as not to inhibit the available sight lines.

- The proposed redevelopment will result in a slight decrease in trips during all analysis time periods as compared to the existing uses on site.

- A total of 91 vehicle parking spaces and 50 bicycle parking spaces are provided on the site. To satisfy the City's zoning requirements, a total of 99 parking spaces are required to serve the proposed residential, office, and bank. However, the City's zoning regulations allow a reduction of one (1) parking space for every six excess bicycle parking spaces provided on the site up to five (5) percent. As 50 bicycle spaces are proposed and only 13 spaces are required for zoning, there will be an excess of 37 bicycle parking spaces on the site, allowing for a reduction in the parking supply to 95 spaces. In addition, the City's zoning regulations allow for the sharing of parking spaces on the site for mixed-use developments. Based on the City's multi-use trip percentages, a total of 76 parking spaces would be required to serve the weekday daytime peak. Therefore, the proposed parking supply of 91 spaces will satisfy the City's zoning requirements.

- In addition, based on ITE parking demand generation rates, the proposed development is anticipated to generate a peak parking demand of 70 parking spaces. Therefore, the proposed parking supply of 91 spaces will be adequate to accommodate the peak parking demand anticipated for the site.

- There is an existing parking easement on the property that provides five (5) parking spaces as overflow for the Treadwell Mansion's hotel use. Based on the City's zoning ordinance, applying a shared-use parking credit for the proposed uses, the total parking required on the site to serve both the easement and the proposed uses would be 81 parking spaces. Based on ITE parking demand generation data, the total parking required to serve both the easement and proposed uses would be 75 spaces. Therefore, the 91 parking spaces provided will be adequate to accommodate the anticipated parking demand based on both the City's zoning regulations and ITE parking demand generation rates.

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

- APPENDIX

- ***Public Transportation Information***
- ***Collision Data***
- ***Sight Distance Calculations***
- ***Trip Generation Calculations***
- ***Parking Demand Calculations***

PUBLIC TRANSPORTATION INFORMATION

Route 44 Map

Portsmouth • Kittery • PNSY



Ride Information

COAST BUS FARES

Base Cash Fare **$1.50**

All passengers ages 5 and up are required to pay this fare each time they board a COAST bus. Passengers who pay with cash or single ride tickets may request a free transfer to their next route to complete their one-way trip. Transfers must be requested when boarding.

Half-Fare **$ 0.75**

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

Multi-Ride Tickets and Passes

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

Unlimited Monthly Pass **$ 52**

Unlimited rides on COAST routes for the month.

YOUR RIGHTS

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

NO SERVICE DAYS

COAST does not operate on the following holidays:

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

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Bus Schedule & Map 44

COAST

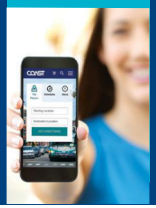
Effective 03.17.24

ROUTE 44

Portsmouth • Kittery • PNSY



Find all of the full COAST schedules online at **coastbus.org**



MAP OUT YOUR GAME PLAN

Planning your trip has never been easier!

www.coastbus.org

COAST SYSTEM MAP

OUTBOUND • INBOUND

Route 44 Portsmouth • Kittery • PNSY

How to Read the Schedule

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

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

OUTBOUND (M-F)	Service On Every Hour		
Hanover Station - Government St. (PNSY Gate 1)	First Bus	Minutes Past Hour	Last Bus
Hanover Station	5:54am	:36*	6:36pm
Junkins Ave. (Portsmouth City Hall)	7:40am	:40*	6:40pm
Government St. (PNSY Gate 1)	6:00am	:45*	6:45pm

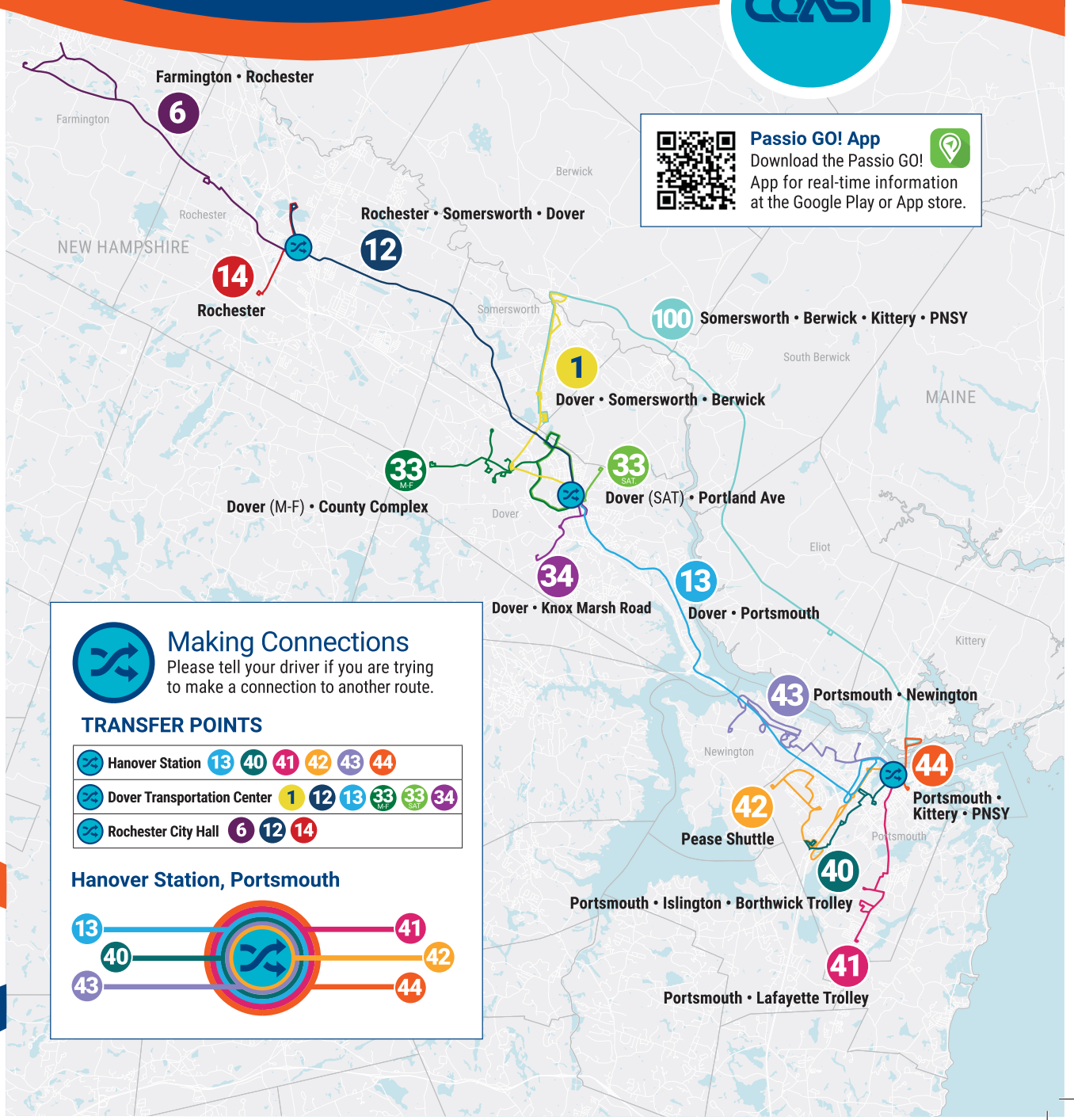
**Regular hourly schedule starts during the hour of 7am.*

INBOUND (M-F)	Service On Every Hour		
Government St. (PNSY Gate 1) - Hanover Station	First Bus	Minutes Past Hour	Last Bus
Government St. (PNSY Gate 1)	6:35am	:45*	8:45pm
Hanover Station	6:42am	:54*	8:54pm

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

MAP IT!

For a full listing of bus stops, visit
www.coastbus.org
or use the Passio GO! App.



Passio GO! App
Download the Passio GO! App for real-time information at the Google Play or App store.

Making Connections

Please tell your driver if you are trying to make a connection to another route.

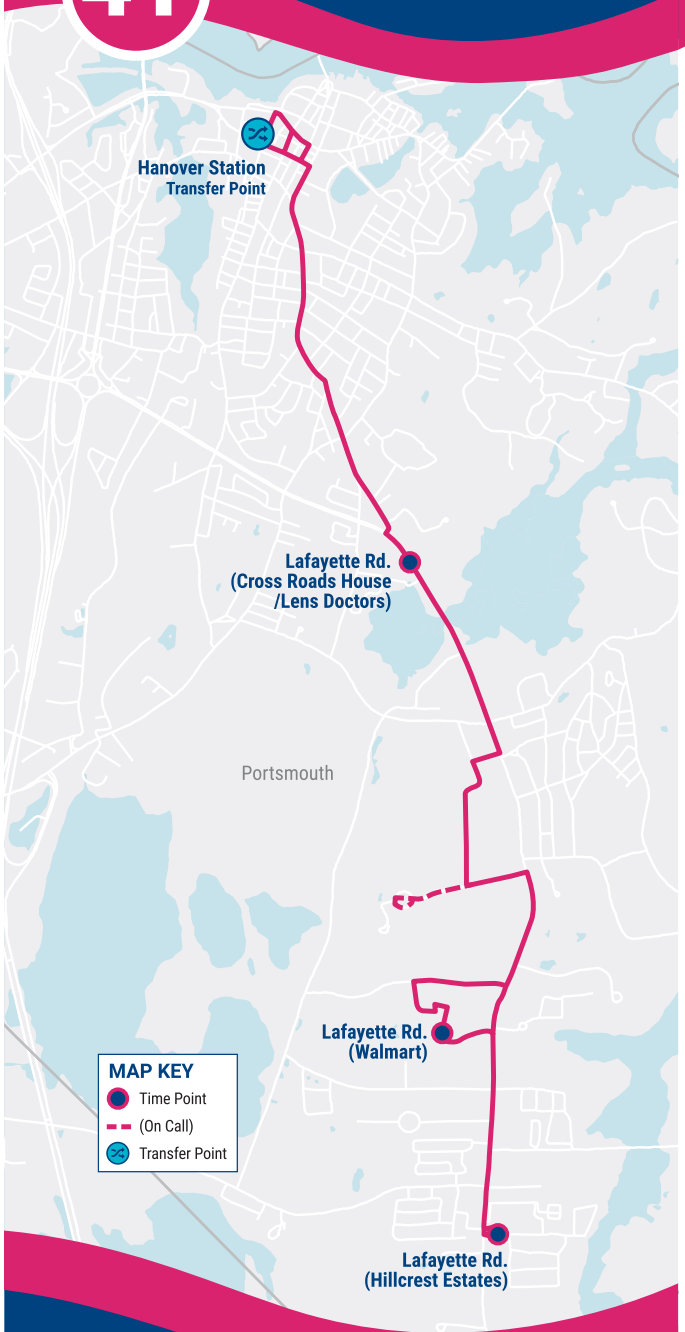
TRANSFER POINTS

Hanover Station	13 40 41 42 43 44
Dover Transportation Center	1 12 13 33 M-F 33 SAT 34
Rochester City Hall	6 12 14

Hanover Station, Portsmouth

Route 41 Map

Portsmouth • Lafayette Road



Ride Information

COAST BUS FARES

Base Cash Fare **$1.50**

All passengers ages 5 and up are required to pay this fare each time they board a COAST bus. Passengers who pay with cash or single ride tickets may request a free transfer to their next route to complete their one-way trip. Transfers must be requested when boarding.

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- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Eve Day
- Christmas Day

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Bus Schedule & Map 41

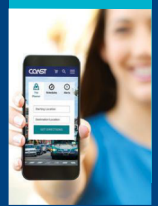
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ROUTE 41

Portsmouth • Lafayette Road



Find all of the full COAST schedules online at **coastbus.org**



MAP OUT YOUR GAME PLAN

Planning your trip has never been easier!

www.coastbus.org

COAST SYSTEM MAP

OUTBOUND • INBOUND

Route 41 Portsmouth • Lafayette Road

How to Read the Schedule

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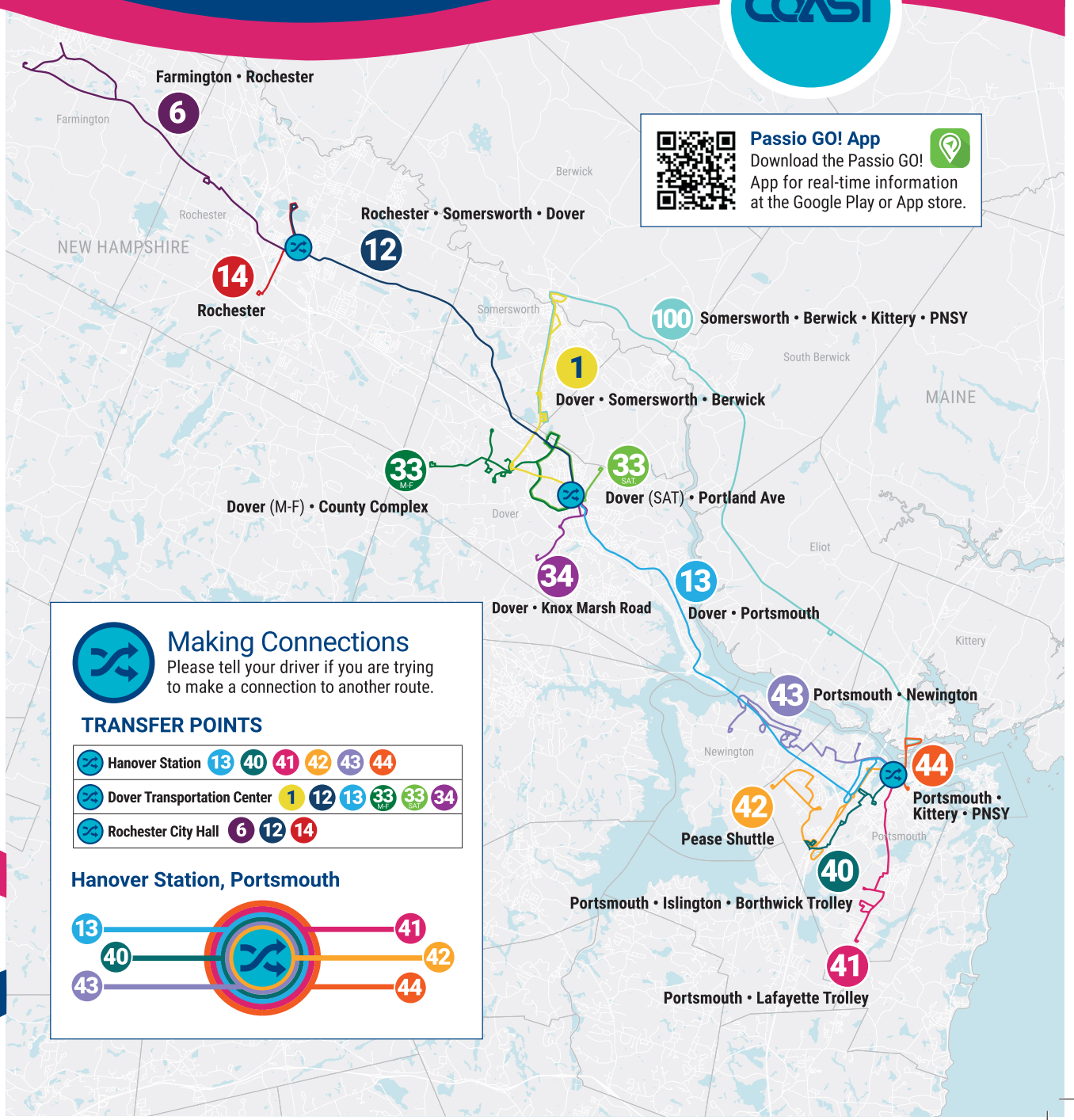
The times shown represent the number of minutes after the hour that the bus will depart from that stop. Last stop times are arrivals. Any exceptions will be noted.

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

INBOUND (M-Sat)	Service On Every Hour		
Lafayette Rd. (Hillcrest Estates) - Hanover Station	First Bus	Minutes Past Hour	Last Bus
• Lafayette Rd. (Hillcrest Estates)	6:30am	:30	8:30pm
• Lafayette Rd. (Lens Doctors)	6:38am	:38	8:38pm
• Hanover Station	6:49am	:49	8:49pm

MAP IT!

For a full listing of bus stops, visit
www.coastbus.org
or use the Passio GO! App.



Making Connections

Please tell your driver if you are trying to make a connection to another route.

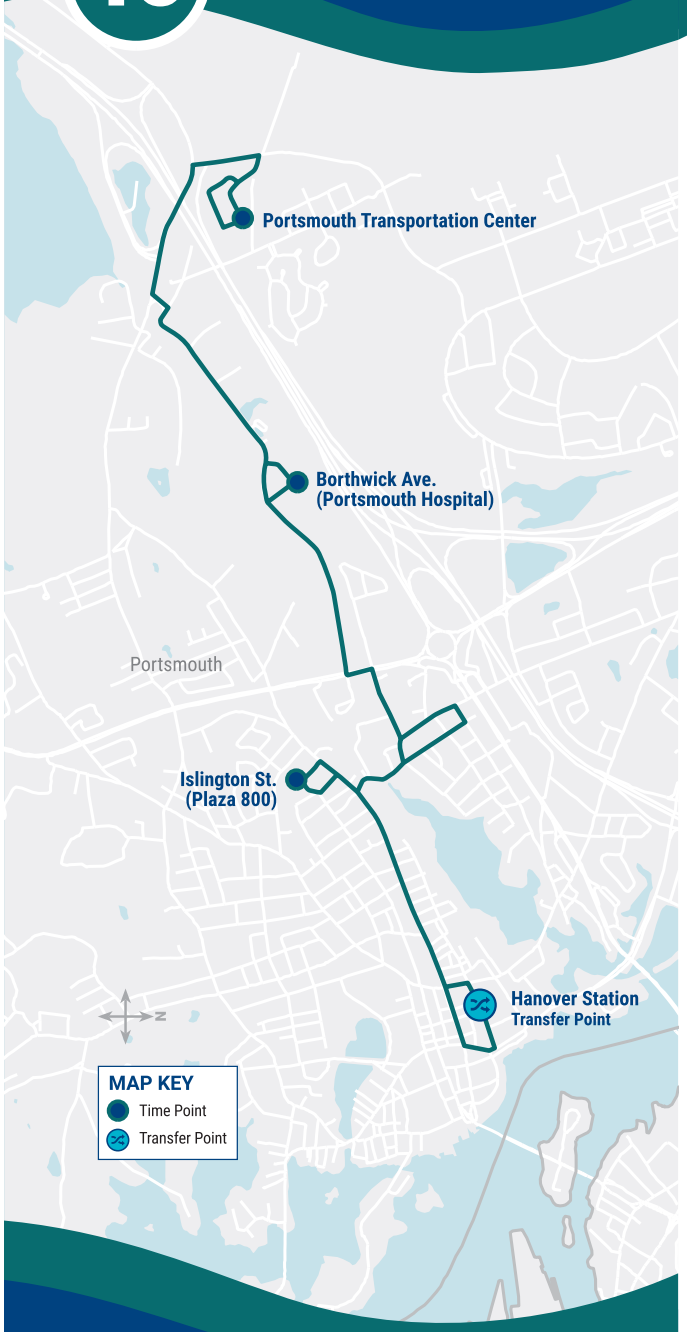
TRANSFER POINTS

Hanover Station	13 40 41 42 43 44
Dover Transportation Center	1 12 13 33 M-F 33 SAT 34
Rochester City Hall	6 12 14

Hanover Station, Portsmouth

Route 40 Map

Portsmouth • Islington • Borthwick



Ride Information

COAST BUS FARES

Base Cash Fare **$1.50**

All passengers ages 5 and up are required to pay this fare each time they board a COAST bus. Passengers who pay with cash or single ride tickets may request a free transfer to their next route to complete their one-way trip. Transfers must be requested when boarding.

Half-Fare **$ 0.75**

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

Multi-Ride Tickets and Passes

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

Unlimited Monthly Pass **$ 52**

Unlimited rides on COAST routes for the month.

YOUR RIGHTS

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

NO SERVICE DAYS

COAST does not operate on the following holidays:

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

42 Sumner Drive • Dover, NH 03820
603-743-5777 • TTY 711 • **www.coastbus.org**

This brochure is available in alternative formats upon request.

Bus Schedule & Map 40

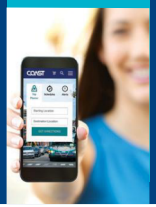
Effective 03.17.24

ROUTE 40

Portsmouth • Islington • Borthwick



Find all of the full COAST schedules online at **coastbus.org**



MAP OUT YOUR GAME PLAN

Planning your trip has never been easier!

www.coastbus.org

COAST SYSTEM MAP

OUTBOUND • INBOUND

Route 40 Portsmouth • Islington • Borthwick

How to Read the Schedule

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

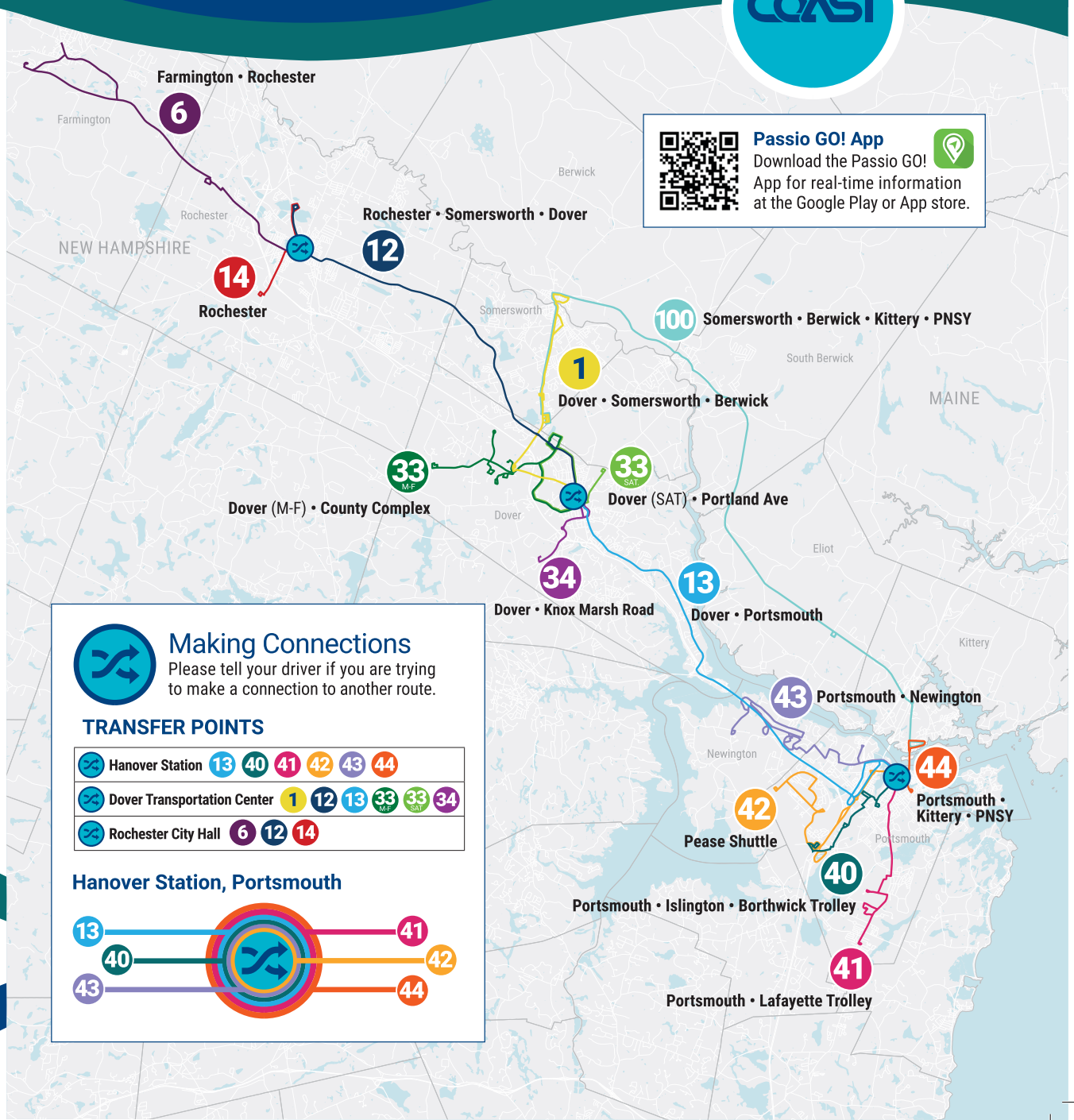
The times shown represent the number of minutes after the hour that the bus will depart from that stop. Last stop times are arrivals. Any exceptions will be noted.

OUTBOUND (M-Sat)	Service On Every Hour		
Hanover Station - Portsmouth Transportation Center	First Bus	Minutes Past Hour	Last Bus
● Hanover Station	6:00am	:00*	7:00pm
● Islington St. (Plaza 800)	6:07am	:07*	7:07pm
● Borthwick Ave. (Ports. Hospital)	6:15am	:15*	7:15pm
● Portsmouth Transportation Center	6:23am	:23*	7:23pm

INBOUND (M-Sat)	Service On Every Hour		
Portsmouth Transportation Center- Hanover Station	First Bus	Minutes Past Hour	Last Bus
● Portsmouth Transportation Center	6:24am	:24*	7:24pm
● Borthwick Ave. (Ports. Hospital)	6:31am	:31*	7:31pm
● Islington St. (Plaza 800)	6:39am	:39*	7:39pm
● Hanover Station	6:47am	:47*	7:47pm

MAP IT!

For a full listing of bus stops, visit
www.coastbus.org
or use the Passio GO! App.



Making Connections

Please tell your driver if you are trying to make a connection to another route.

TRANSFER POINTS

Hanover Station	13 40 41 42 43 44
Dover Transportation Center	1 12 13 33 M-F 33 SAT 34
Rochester City Hall	6 12 14

Hanover Station, Portsmouth

Route 4A - Weekday

UNH-Durham to Malls & Portsmouth Market Square

Portsmouth 4A

Monday - Friday

Stop ID # & Location	AM Express	AM Express					
Outbound to Portsmouth	**Run 1**	**Run 2**	**Run 3**	**Run 4**	**Run 5**	**Run 6**	**Run 7**
101 DEPART UNH McCONNELL HALL	**6:40 AM**	**7:45 AM**	**12:05 PM**	**2:05 PM**	**6:05 PM**	**7:05 PM**	**9:35 PM**
152 DEPART MITCHELL WAY @ McDANIEL DRIVE	**6:41 AM**	**7:46 AM**	**12:06 PM**	**2:06 PM**	**6:06 PM**	**7:06 PM**	**9:36 PM**
102 DEPART UNH KINGSBURY HALL	**6:42 AM**	**7:47 AM**	**12:07 PM**	**2:07 PM**	**6:07 PM**	**7:07 PM**	**9:37 PM**
103 DEPART UNH HEWITT HALL	**6:42 AM**	**7:47 AM**	**12:07 PM**	**2:07 PM**	**6:07 PM**	**7:07 PM**	**9:37 PM**
104 DEPART MAIN ST @ UNH THOMPSON HALL	**6:45 AM**	**7:50 AM**	**12:10 PM**	**2:10 PM**	**6:10 PM**	**7:10 PM**	**9:40 PM**
105 DEPART MAIN ST @ UNH HOLLOWAY COMMONS	**6:46 AM**	**7:51 AM**	**12:11 PM**	**2:11 PM**	**6:11 PM**	**7:11 PM**	**9:41 PM**
106 DEPART MAIN ST @ UNH HETZEL HALL	**6:47 AM**	**7:52 AM**	**12:12 PM**	**2:12 PM**	**6:12 PM**	**7:12 PM**	**9:42 PM**
107 Rte 108 @ Old Landing Rd	6:49 AM	7:54 AM	12:14 PM	2:14 PM	6:14 PM	7:14 PM	9:44 PM
109 Rte 108 @ Old Piscataqua Rd	6:49 AM	7:54 AM	12:14 PM	2:14 PM	6:14 PM	7:14 PM	9:44 PM
121 Rte 4 @ 68 Piscataqua Rd	6:50 AM	7:55 AM	12:15 PM	2:15 PM	6:15 PM	7:15 PM	9:45 PM
122 Rte 4 @ Riverview Rd	6:51 AM	7:56 AM	12:16 PM	2:16 PM	6:16 PM	7:16 PM	9:46 PM
192 Rte 4 @ 116 Piscataqua Rd	6:51 AM	7:56 AM	12:16 PM	2:16 PM	6:16 PM	7:16 PM	9:46 PM
123 Rte 4 @ Wagon Hill Farm	6:52 AM	7:57 AM	12:17 PM	2:17 PM	6:17 PM	7:17 PM	9:47 PM
124 Rte 4 @ Cedar Point Rd	6:53 AM	7:58 AM	12:18 PM	2:18 PM	6:18 PM	7:18 PM	9:48 PM
201 Boston Harbor Road @ DMV	**On Request Only**			**On Request Only**		**On Request Only**	
604 Newington Wal-Mart	**Not Serviced on These Runs**		12:26 PM	2:26 PM	6:26 PM	7:26 PM	9:56 PM
603 Fox Run Mall (to Portsmouth)			12:28 PM	2:28 PM	6:28 PM	7:28 PM	9:58 PM
601 Crossings at Fox Run @ Cold Stone Creamery			12:31 PM	2:31 PM	6:31 PM	7:31 PM	10:01 PM
302 Gosling Rd @ Gosling Meadows			12:33 PM	2:33 PM	6:33 PM	7:33 PM	10:03 PM
314 1840 Woodbury Ave	7:01 AM	8:06 AM	12:34 PM	2:34 PM	6:34 PM	7:34 PM	10:04 PM
312 Marshall's Plaza @ Commerce Way	7:03 AM	8:08 AM	12:37 PM	2:37 PM	6:37 PM	7:37 PM	10:07 PM
336 170 Commerce Way	7:04 AM	8:09 AM	12:38 PM	2:38 PM	6:38 PM	7:38 PM	10:08 PM
338 Commerce Way / Portsmouth Blvd	7:04 AM	8:09 AM	12:38 PM	2:38 PM	6:38 PM	7:38 PM	10:08 PM
316 Maplewood Ave @ Fairview Drive	7:08 AM	8:13 AM	12:42 PM	2:42 PM	6:42 PM	7:42 PM	10:10 PM
317 Maplewood Ave @ I-95 Overpass	7:10 AM	8:15 AM	12:44 PM	2:44 PM	6:44 PM	7:44 PM	10:12 PM
318 Maplewood Ave @ Dearborn Street	7:11 AM	8:16 AM	12:45 PM	2:45 PM	6:45 PM	7:45 PM	10:13 PM
319 Maplewood Ave @ North Cemetery	7:12 AM	8:17 AM	12:46 PM	2:46 PM	6:46 PM	7:46 PM	10:14 PM
303 Arrive Hanover Street @ High-Hanover Parking	**7:14 AM**	**8:19 AM**	**12:48 PM**	**2:48 PM**	**6:48 PM**	**7:48 PM**	**10:16 PM**
Inbound to Durham							
303 Depart Hanover Street @ High-Hanover Parking	**7:14 AM**	**8:19 AM**	**12:48 PM**	**2:48 PM**	**6:48 PM**	**7:48 PM**	**10:16 PM**
311 Market Square	7:16 AM	8:21 AM	12:50 PM	2:50 PM	6:50 PM	7:50 PM	10:18 PM
310 Islington Street @ Tanner Street	7:17 AM	8:22 AM	12:51 PM	2:51 PM	6:51 PM	7:51 PM	10:19 PM
308 Islington Street @ Cornwall Street	7:18 AM	8:23 AM	12:52 PM	2:52 PM	6:52 PM	7:52 PM	10:20 PM
307 Islington Street @ Dunkin Donuts	7:20 AM	8:25 AM	12:54 PM	2:54 PM	6:54 PM	7:54 PM	10:22 PM
305 Plaza 800	7:21 AM	8:26 AM	12:55 PM	2:55 PM	6:55 PM	7:55 PM	10:23 PM
344 3 Cate Street	7:23 AM	8:28 AM	12:57 PM	2:57 PM	6:57 PM	7:57 PM	10:25 PM
345 35 Hodgdon Way	7:24 AM	8:29 AM	12:58 PM	2:58 PM	6:58 PM	7:58 PM	10:25 PM
341 Cottage Street @ Portsmouth Senior Center	7:26 AM	8:31 AM	1:00 PM	3:00 PM	7:00 PM	8:00 PM	10:27 PM
320 Cottage Street @ Woodbury Ave	7:26 AM	8:31 AM	1:00 PM	3:00 PM	7:00 PM	8:00 PM	10:28 PM
321 Woodbury Ave @ Dennett Street	7:26 AM	8:31 AM	1:00 PM	3:00 PM	7:00 PM	8:00 PM	10:28 PM
201 Boston Harbor Road @ DMV	**On Request Only**			**On Request Only**		**On Request Only**	
125 Rte 4 @ Scammel Bridge (West Side)	7:36 AM	8:41 AM	1:10 PM	3:10 PM	7:10 PM	8:10 PM	10:38 PM
126 Rte 4 @ Emery Farm	7:37 AM	8:42 AM	1:11 PM	3:11 PM	7:11 PM	8:11 PM	10:39 PM
193 Rte 4 @ Morgan Way	7:38 AM	8:43 AM	1:12 PM	3:12 PM	7:12 PM	8:12 PM	10:40 PM
127 Rte 4 @ Shearwater Street	7:38 AM	8:43 AM	1:12 PM	3:12 PM	7:12 PM	8:12 PM	10:40 PM
120 Rte 4 @ 65 Piscataqua Rd	7:39 AM	8:44 AM	1:12 PM	3:13 PM	7:13 PM	8:13 PM	10:40 PM
119 Rte 108 @ The Pines Inn (#47)	7:42 AM	8:47 AM	1:15 PM	3:16 PM	7:16 PM	8:16 PM	10:43 PM
108 Rte 108 @ Young Drive	7:42 AM	8:47 AM	1:16 PM	3:16 PM	7:16 PM	8:16 PM	10:44 PM
117 Madbury Road @ Woodman Rd	7:45 AM	8:50 AM	1:19 PM	3:19 PM	7:19 PM	8:19 PM	10:46 PM
116 ARRIVE GARRISON AVE @ SAWYER HALL	**7:46 AM**	**8:51 AM**	**1:20 PM**	**3:20 PM**	**7:20 PM**	**8:20 PM**	**10:47 PM**
105 ARRIVE MAIN ST @ UNH HOLLOWAY COMMONS	**7:48 AM**	**8:53 AM**	**1:22 PM**	**3:22 PM**	**7:22 PM**	**8:22 PM**	**10:49 PM**
1001 ARRIVE UNH McCONNELL HALL	**7:50 AM**	**8:55 AM**	**1:24 PM**	**3:24 PM**	**7:24 PM**	**8:24 PM**	**10:51 PM**

These times are approximate.

Please be at the bus stop 5 minutes before the scheduled time.

There is no weekend service during periods of "Reduced Service".

Route 4A - WEEKEND — Portsmouth 4A

UNH-Durham to Malls & Portsmouth Market Square — Saturday - Sunday

Stop ID # & Location Outbound to Portsmouth	Run 1	Run 2	Run 3
101 DEPART UNH McCONNELL HALL	**11:35 AM**	**2:35 PM**	**7:05 PM**
152 DEPART MITCHELL WAY @ McDANIEL DRIVE	**11:36 AM**	**2:36 PM**	**7:06 PM**
102 DEPART UNH KINGSBURY HALL	**11:37 AM**	**2:37 PM**	**7:07 PM**
103 DEPART UNH HEWITT HALL	**11:37 AM**	**2:37 PM**	**7:07 PM**
104 DEPART MAIN ST @ UNH THOMPSON HALL	**11:40 AM**	**2:40 PM**	**7:10 PM**
105 DEPART MAIN ST @ UNH HOLLOWAY COMMONS	**11:41 AM**	**2:41 PM**	**7:11 PM**
106 DEPART MAIN ST @ UNH HETZEL HALL	**11:42 AM**	**2:42 PM**	**7:12 PM**
107 Rte 108 @ Old Landing Rd	11:44 AM	2:44 PM	7:14 PM
109 Rte 108 @ Old Piscataqua Rd	11:44 AM	2:44 PM	7:14 PM
121 Rte 4 @ 68 Piscataqua Rd	11:45 AM	2:45 PM	7:15 PM
122 Rte 4 @ Riverview Rd	11:46 AM	2:46 PM	7:16 PM
192 Rte 4 @ 116 Piscataqua Rd	11:46 AM	2:46 PM	7:16 PM
123 Rte 4 @ Wagon Hill Farm	11:47 AM	2:47 PM	7:17 PM
124 Rte 4 @ Cedar Point Rd	11:48 AM	2:48 PM	7:18 PM
201 Boston Harbor Road @ DMV	**On Request Only**		
604 Newington Wal-Mart	11:56 AM	2:56 PM	7:26 PM
603 Fox Run Mall (to Portsmouth)	11:58 AM	2:58 PM	7:28 PM
601 Crossings at Fox Run @ Cold Stone Creamery	12:01 PM	3:01 PM	7:30 PM
302 Gosling Rd @ Gosling Meadows	12:03 PM	3:03 PM	7:32 PM
314 1840 Woodbury Ave	12:04 PM	3:04 PM	7:33 PM
312 Marshall's Plaza @ Commerce Way	12:07 PM	3:07 PM	7:36 PM
336 170 Commerce Way	12:08 PM	3:08 PM	7:37 PM
338 Commerce Way / Portsmouth Blvd	12:08 PM	3:08 PM	7:37 PM
316 Maplewood Ave @ Fairview Drive	12:12 PM	3:12 PM	7:39 PM
317 Maplewood Ave @ I-95 Overpass	12:14 PM	3:14 PM	7:41 PM
318 Maplewood Ave @ Dearborn Street	12:15 PM	3:15 PM	7:42 PM
319 Maplewood Ave @ North Cemetery	12:16 PM	3:16 PM	7:43 PM
303 Arrive Hanover Street @ High-Hanover Parking	**12:18 PM**	**3:18 PM**	**7:45 PM**
Inbound to Durham			
303 Depart Hanover Street @ High-Hanover Parking	**12:18 PM**	**3:18 PM**	**7:45 PM**
311 Market Square	12:20 PM	3:20 PM	7:47 PM
310 Islington Street @ Tanner Street	12:21 PM	3:21 PM	7:49 PM
308 Islington Street @ Cornwall Street	12:22 PM	3:22 PM	7:50 PM
307 Islington Street @ Dunkin Donuts	12:24 PM	3:24 PM	7:51 PM
305 Plaza 800	12:25 PM	3:25 PM	7:53 PM
344 3 Cate Street	12:27 PM	3:27 PM	7:55 PM
345 35 Hodgdon Way	12:27 PM	3:27 PM	7:55 PM
341 Cottage Street @ Portsmouth Senior Center	12:29 PM	3:29 PM	7:57 PM
320 Cottage Street @ Woodbury Ave	12:30 PM	3:30 PM	7:57 PM
321 Woodbury Ave @ Dennett Street	12:30 PM	3:30 PM	7:58 PM
602 Crossings at Fox Run @ Regal Cinemas	12:37 PM	3:37 PM	8:05 PM
606 Fox Run Mall (to UNH)	12:41 PM	3:41 PM	8:09 PM
605 Fox Run Rd @ Wal-Mart	12:43 PM	3:43 PM	8:11 PM
607 2299 Woodbury Ave	12:44 PM	3:44 PM	8:11 PM
201 Boston Harbor Road @ DMV	**On Request Only**		
125 Rte 4 @ Scammel Bridge (West Side)	12:50 PM	3:50 PM	8:17 PM
126 Rte 4 @ Emery Farm	12:51 PM	3:51 PM	8:19 PM
193 Rte 4 @ Morgan Way	12:52 PM	3:52 PM	8:19 PM
127 Rte 4 @ Shearwater Street	12:53 PM	3:53 PM	8:20 PM
120 Rte 4 @ 65 Piscataqua Road	12:53 PM	3:53 PM	8:21 PM
119 Rte 108 @ The Pines Inn (#47)	12:56 PM	3:56 PM	8:24 PM
108 Rte 108 @ Young Drive	12:57 PM	3:57 PM	8:24 PM
117 Madbury Road @ Woodman Rd	12:59 PM	3:59 PM	8:26 PM
116 ARRIVE GARRISON AVE @ SAWYER HALL	**1:00 PM**	**4:00 PM**	**8:28 PM**
105 ARRIVE MAIN ST @ UNH HOLLOWAY COMMONS	**1:02 PM**	**4:02 PM**	**8:29 PM**
1001 ARRIVE UNH McCONNELL HALL	**1:04 PM**	**4:04 PM**	**8:31 PM**

These times are approximate.
Please be at the bus stop 5 minutes before the scheduled time.

There is no weekend service during periods of "Reduced Service".

Route 4B - Weekday — Portsmouth 4B

UNH-Durham to Malls & Portsmouth Market Square — Monday - Friday

Stop ID # & Location Outbound to Portsmouth	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6
101 DEPART UNH McCONNELL HALL	**8:45 AM**	**10:35 AM**	**1:05 PM**	**3:05 PM**	**4:35 PM**	**8:05 PM**
152 DEPART MITCHELL WAY @ McDANIEL DRIVE	**8:46 AM**	**10:36 AM**	**1:06 PM**	**3:06 PM**	**4:36 PM**	**8:06 PM**
102 DEPART UNH KINGSBURY HALL	**8:47 AM**	**10:37 AM**	**1:07 PM**	**3:07 PM**	**4:37 PM**	**8:07 PM**
103 DEPART UNH HEWITT HALL	**8:47 AM**	**10:37 AM**	**1:07 PM**	**3:07 PM**	**4:37 PM**	**8:07 PM**
104 DEPART MAIN ST @ UNH THOMPSON HALL	**8:50 AM**	**10:40 AM**	**1:10 PM**	**3:10 PM**	**4:40 PM**	**8:10 PM**
105 DEPART MAIN ST @ UNH HOLLOWAY COMMONS	**8:51 AM**	**10:41 AM**	**1:11 PM**	**3:11 PM**	**4:41 PM**	**8:11 PM**
106 DEPART MAIN ST @ UNH HETZEL HALL	**8:52 AM**	**10:42 AM**	**1:12 PM**	**3:12 PM**	**4:42 PM**	**8:12 PM**
107 Rte 108 @ Old Landing Rd	8:54 AM	10:44 AM	1:14 PM	3:14 PM	4:44 PM	8:14 PM
109 Rte 108 @ Old Piscataqua Rd	8:54 AM	10:44 AM	1:14 PM	3:14 PM	4:44 PM	8:14 PM
121 Rte 4 @ 68 Piscataqua Rd	8:55 AM	10:45 AM	1:15 PM	3:15 PM	4:45 PM	8:15 PM
122 Rte 4 @ Riverview Rd	8:56 AM	10:46 AM	1:16 PM	3:16 PM	4:46 PM	8:16 PM
192 Rte 4 @ 116 Piscataqua Rd	8:56 AM	10:46 AM	1:16 PM	3:16 PM	4:46 PM	8:16 PM
123 Rte 4 @ Wagon Hill Farm	8:57 AM	10:47 AM	1:17 PM	3:17 PM	4:47 PM	8:17 PM
124 Rte 4 @ Cedar Point Rd	8:58 AM	10:48 AM	1:18 PM	3:18 PM	4:48 PM	8:18 PM
201 Boston Harbor Road @ DMV	**On Request Only**					
322 Woodbury Ave @ Holiday Inn	9:09 AM	10:59 AM	1:29 PM	3:29 PM	4:59 PM	8:29 PM
323 Woodbury Ave @ Woodbury Manner	9:09 AM	10:59 AM	1:29 PM	3:29 PM	4:59 PM	8:29 PM
315 Woodbury Ave @ Bartlett Street	9:10 AM	11:00 AM	1:30 PM	3:30 PM	5:00 PM	8:30 PM
305 Plaza 800	9:13 AM	11:03 AM	1:33 PM	3:33 PM	5:03 PM	8:33 PM
306 Islington Street @ Cass Street	9:15 AM	11:05 AM	1:35 PM	3:35 PM	5:05 PM	8:35 PM
304 Islington Street @ Goodwin Park	9:16 AM	11:06 AM	1:36 PM	3:36 PM	5:06 PM	8:36 PM
309 Islington Street @ Keefe House	9:17 AM	11:07 AM	1:37 PM	3:37 PM	5:07 PM	8:37 PM
303 Arrive Hanover Street @ High-Hanover Parking	**9:19 AM**	**11:09 AM**	**1:39 PM**	**3:39 PM**	**5:09 PM**	**8:39 PM**
Inbound to Durham						
303 Depart Hanover Street @ High-Hanover Parking	**9:19 AM**	**11:09 AM**	**1:39 PM**	**3:39 PM**	**5:09 PM**	**8:39 PM**
311 Market Square	9:21 AM	11:11 AM	1:41 PM	3:41 PM	5:11 PM	8:41 PM
324 Maplewood Ave @ Vaughan Street	9:23 AM	11:13 AM	1:43 PM	3:43 PM	5:13 PM	8:43 PM
325 Maplewood Ave @ Jackson Hill St	9:24 AM	11:14 AM	1:44 PM	3:44 PM	5:14 PM	8:44 PM
326 651 Maplewood Ave (Odd Fellow's Lodge)	9:25 AM	11:15 AM	1:45 PM	3:45 PM	5:15 PM	8:45 PM
327 Maplewood Ave @ Heritage Hill	9:26 AM	11:16 AM	1:46 PM	3:46 PM	5:16 PM	8:46 PM
333 Portsmouth Blvd @ Shearwater Drive	9:31 AM	11:21 AM	1:51 PM	3:51 PM	5:21 PM	8:51 PM
334 215 Commerce Way	9:31 AM	11:22 AM	1:52 PM	3:52 PM	5:22 PM	8:52 PM
335 175 Commerce Way	9:32 AM	11:23 AM	1:53 PM	3:53 PM	5:23 PM	8:52 PM
339 Commerce Way @ Marshall's Plaza	9:33 AM	11:23 AM	1:53 PM	3:53 PM	5:23 PM	8:52 PM
313 1855 Woodbury Ave @ Starbucks	9:34 AM	11:25 AM	1:55 PM	3:55 PM	5:25 PM	8:53 PM
301 Gosling Road @ Winsor Rd	9:36 AM	11:27 AM	1:57 PM	3:57 PM	5:27 PM	8:55 PM
602 Crossings at Fox Run @ Regal Cinemas	9:38 AM	11:29 AM	1:59 PM	3:59 PM	5:29 PM	8:56 PM
606 Fox Run Mall (to UNH)	9:41 AM	11:32 AM	2:02 PM	4:02 PM	5:32 PM	8:59 PM
605 Fox Run Rd @ Wal-Mart	9:43 AM	11:34 AM	2:04 PM	4:04 PM	5:34 PM	9:01 PM
607 2299 Woodbury Ave	9:45 AM	11:34 AM	2:04 PM	4:04 PM	5:34 PM	9:02 PM
201 Boston Harbor Road @ DMV	**On Request Only**					
125 Rte 4 @ Scammel Bridge (West Side)	9:53 AM	11:42 AM	2:13 PM	4:13 PM	5:43 PM	9:09 PM
126 Rte 4 @ Emery Farm	9:54 AM	11:44 AM	2:14 PM	4:14 PM	5:44 PM	9:10 PM
193 Rte 4 @ Morgan Way	9:55 AM	11:44 AM	2:15 PM	4:15 PM	5:45 PM	9:10 PM
127 Rte 4 @ Shearwater Street	9:55 AM	11:45 AM	2:15 PM	4:15 PM	5:45 PM	9:11 PM
120 Rte 4 @ 65 Piscataqua Rd	9:56 AM	11:45 AM	2:16 PM	4:16 PM	5:46 PM	9:11 PM
119 Rte 108 @ The Pines Inn (#47)	9:59 AM	11:48 AM	2:19 PM	4:19 PM	5:49 PM	9:14 PM
108 Rte 108 @ Young Drive	9:59 AM	11:49 AM	2:19 PM	4:19 PM	5:49 PM	9:15 PM
117 Madbury Road @ Woodman Rd	10:01 AM	11:51 AM	2:21 PM	4:21 PM	5:51 PM	9:17 PM
116 ARRIVE GARRISON AVE @ SAWYER HALL	**10:03 AM**	**11:52 AM**	**2:23 PM**	**4:23 PM**	**5:53 PM**	**9:18 PM**
105 ARRIVE MAIN ST @ UNH HOLLOWAY COMMONS	**10:04 AM**	**11:53 AM**	**2:24 PM**	**4:24 PM**	**5:54 PM**	**9:19 PM**
1001 ARRIVE UNH McCONNELL HALL	**10:06 AM**	**11:55 AM**	**2:26 PM**	**4:26 PM**	**5:56 PM**	**9:21 PM**

These times are approximate.
Please be at the bus stop 5 minutes before the scheduled time.

There is no weekend service during periods of "Reduced Service".

Route 4B - WEEKEND

Portsmouth 4B

UNH-Durham to Malls & Portsmouth Market Square

Saturday - Sunday

Stop ID # & Location Outbound to Portsmouth	Run 1	Run 2	Run 3	Run 4
101 DEPART UNH McCONNELL HALL	**1:05 PM**	**3:35 PM**	**5:05 PM**	**9:05 PM**
152 DEPART MITCHELL WAY @ McDANIEL DRIVE	**1:06 PM**	**3:36 PM**	**5:06 PM**	**9:06 PM**
102 DEPART UNH KINGSBURY HALL	**1:07 PM**	**3:37 PM**	**5:07 PM**	**9:07 PM**
103 DEPART UNH HEWITT HALL	**1:07 PM**	**3:37 PM**	**5:07 PM**	**9:07 PM**
104 DEPART MAIN ST @ UNH THOMPSON HALL	**1:10 PM**	**3:40 PM**	**5:10 PM**	**9:10 PM**
105 DEPART MAIN ST @ UNH HOLLOWAY COMMONS	**1:11 PM**	**3:41 PM**	**5:11 PM**	**9:11 PM**
106 DEPART MAIN ST @ UNH HETZEL HALL	**1:12 PM**	**3:42 PM**	**5:12 PM**	**9:12 PM**
107 Rte 108 @ Old Landing Rd	1:14 PM	3:44 PM	5:14 PM	9:14 PM
109 Rte 108 @ Old Piscataqua Rd	1:14 PM	3:44 PM	5:14 PM	9:14 PM
121 Rte 4 @ 68 Piscataqua Rd	1:15 PM	3:45 PM	5:15 PM	9:15 PM
122 Rte 4 @ Riverview Rd	1:16 PM	3:46 PM	5:16 PM	9:16 PM
192 Rte 4 @ 116 Piscataqua Rd	1:16 PM	3:46 PM	5:16 PM	9:16 PM
123 Rte 4 @ Wagon Hill Farm	1:17 PM	3:47 PM	5:17 PM	9:17 PM
124 Rte 4 @ Cedar Point Rd	1:18 PM	3:48 PM	5:18 PM	9:18 PM
201 Boston Harbor Road @ DMV	**On Request Only**			
604 Newington Wal-Mart	1:26 PM	3:56 PM	5:26 PM	9:26 PM
603 Fox Run Mall (To Portsmouth)	1:28 PM	3:58 PM	5:28 PM	9:28 PM
601 Crossings at Fox Run @ Cold Stone Creamery	1:31 PM	4:01 PM	5:31 PM	9:31 PM
322 Woodbury Ave @ Holiday Inn	1:38 PM	4:08 PM	5:38 PM	9:38 PM
323 Woodbury Ave @ Woodbury Manner	1:38 PM	4:08 PM	5:38 PM	9:38 PM
315 Woodbury Ave @ Bartlett Street	1:39 PM	4:09 PM	5:39 PM	9:39 PM
305 Plaza 800	1:42 PM	4:12 PM	5:42 PM	9:42 PM
306 Islington Street @ Cass Street	1:44 PM	4:14 PM	5:44 PM	9:44 PM
304 Islington Street @ Goodwin Park	1:45 PM	4:15 PM	5:45 PM	9:45 PM
309 Islington Street @ Keefe House	1:46 PM	4:16 PM	5:46 PM	9:46 PM
303 Arrive Hanover Street @ High-Hanover Parking	**1:48 PM**	**4:18 PM**	**5:48 PM**	**9:48 PM**
Inbound to Durham				
303 Depart Hanover Street @ High-Hanover Parking	**1:48 PM**	**4:18 PM**	**5:48 PM**	**9:48 PM**
311 Market Square	1:50 PM	4:20 PM	5:50 PM	9:50 PM
324 Maplewood Ave @ Vaughan Street	1:52 PM	4:22 PM	5:52 PM	9:52 PM
325 Maplewood Ave @ Jackson Hill St	1:53 PM	4:23 PM	5:53 PM	9:53 PM
326 651 Maplewood Ave (Odd Fellow's Lodge)	1:54 PM	4:24 PM	5:54 PM	9:54 PM
327 Maplewood Ave @ Heritage Hill	1:55 PM	4:25 PM	5:55 PM	9:55 PM
333 Portsmouth Blvd @ Shearwater Drive	2:00 PM	4:30 PM	6:00 PM	10:00 PM
334 215 Commerce Way	2:00 PM	4:30 PM	6:00 PM	10:00 PM
335 175 Commerce Way	2:01 PM	4:31 PM	6:01 PM	10:01 PM
339 Commerce Way @ Marshall's Plaza	2:02 PM	4:32 PM	6:02 PM	10:02 PM
313 1855 Woodbury Ave @ Starbucks	2:03 PM	4:33 PM	6:03 PM	10:03 PM
301 Gosling Road @ Winsor Rd	2:05 PM	4:35 PM	6:05 PM	10:05 PM
602 Crossings at Fox Run @ Regal Cinemas	2:07 PM	4:37 PM	6:07 PM	10:06 PM
606 Fox Run Mall (to UNH)	2:10 PM	4:40 PM	6:10 PM	10:09 PM
605 Fox Run Rd @ Wal-Mart	2:12 PM	4:42 PM	6:12 PM	10:11 PM
607 2299 Wodbury Ave	2:13 PM	4:43 PM	6:13 PM	10:12 PM
201 Boston Harbor Road @ DMV	**On Request Only**			
125 Rte 4 @ Scammel Bridge (West Side)	2:20 PM	4:50 PM	6:20 PM	10:19 PM
126 Rte 4 @ Emery Farm	2:22 PM	4:52 PM	6:22 PM	10:21 PM
193 Rte 4 @ Morgan Way	2:22 PM	4:52 PM	6:22 PM	10:22 PM
127 Rte 4 @ Shearwater Street	2:23 PM	4:53 PM	6:23 PM	10:22 PM
120 Rte 4 @ 65 Piscataqua Road	2:24 PM	4:54 PM	6:24 PM	10:23 PM
119 Rte 108 @ The Pines Inn (#47)	2:27 PM	4:57 PM	6:27 PM	10:26 PM
108 Rte 108 @ Young Drive	2:27 PM	4:57 PM	6:27 PM	10:27 PM
117 Madbury Road @ Woodman Rd	2:29 PM	4:59 PM	6:29 PM	10:29 PM
116 ARRIVE GARRISON AVE @ SAWYER HALL	**2:31 PM**	**5:01 PM**	**6:31 PM**	**10:30 PM**
105 ARRIVE MAIN ST @ UNH HOLLOWAY COMMONS	**2:32 PM**	**5:02 PM**	**6:32 PM**	**10:31 PM**
1001 ARRIVE UNH McCONNELL HALL	**2:34 PM**	**5:04 PM**	**6:34 PM**	**10:33 PM**

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COLLISION DATA

Accident ID	Day	Date	Time	Severity	Collision Type	Collision Description	Address	Intersection
22-17653-AC	Saturday	5/14/2022	1:08 PM	PD	SS	Hit a utility truck parked on the side of the road	170 Court Street	NOT AT INTERSECTION
22-24250-AC	Tuesday	6/28/2022	8:46 AM	PD	SV	Box truck had hit a street light and knocked it over	140 Court Street	Court Street at Apartments Driveway
22-49921-AC	Thursday	12/29/2022	7:03 AM	PI	Angle	Turning left out of the Citizen's Bank Parking Lot and did not see a cyclist travelling SB toward him and hit him	N/A	Pleasant Street at Citizen's Bank Parking Lot
23-25718-AC	Wednesday	7/5/2023	7:57 PM	PD	Angle	Pulling out of Parrott Ave parking lot and hit a vehicle travelling on Parrott Ave	N/A	Parrott Ave at Parrott Ave Parking Lot Exit
23-45854-AC	Tuesday	11/28/2023	9:50 AM	PD	Angle	Pulling out of Parrott Ave parking lot and hit a vehicle travelling on Parrott Ave	N/A	Parrott Ave at Parrott Ave Parking Lot Exit

SIGHT DISTANCE CALCULATIONS

AASHTO Recommended Sight Distance Summary
(Passenger Vehicles)

LOCATION: Pleasant Street at Site Driveway

Side Street Direction:	EB
Number of Lanes on Mainline =	2
Median Width (Feet) =	0

STOPPING SIGHT DISTANCE

Mainline Direction:	SB	
85th Percentile Speed (V) =	27	MPH
Grade (G) =	-3.8%	
Apply Grade Adjustment	Yes	
Brake Reaction Time (T) =	2.5	seconds
Deceleration Rate (A) =	11.2	ft/s^2
SSD = 1.47 V * T +1.075 V^2/A =	178	FT
SSD =	**180**	**FT**

Mainline Direction:	NB	
85th Percentile Speed (V) =	27	MPH
Grade (G) =	2.4%	
Apply Grade Adjustment	Yes	
Brake Reaction Time (T) =	2.5	seconds
Deceleration Rate (A) =	11.2	ft/s^2
SSD = 1.47 V * T +1.075 V^2/A =	165	FT
SSD =	**165**	**FT**

INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP:	North	of Driveway
Posted Speed (V) =	20	MPH
Minor Street Approach Grade (G) =	0.0%	
Apply Grade Adjustment	No	
Time Gap (t_g) =	6.5	seconds
ISD (Right Turn from Stop) = 1.47 * t_g * V =	192	FT
ISD (Right Turn from Stop) =	**195**	**FT**

LEFT TURN FROM STOP:	South	of Driveway
Posted Speed (V) =	20	MPH
Minor Street Approach Grade (G) =	0.0%	
Apply Grade Adjustment	No	
Time Gap (t_g) =	7.5	seconds
ISD (Left Turn from Stop) = 1.47 * t_g * V =	221	FT
ISD (Left Turn from Stop) =	**225**	**FT**

AASHTO Recommended Sight Distance Summary
(Passenger Vehicles)

LOCATION: Parrott Ave at District Court/Fire Station Driveway

Side Street Direction:	SB
Number of Lanes on Mainline =	2
Median Width (Feet) =	0

STOPPING SIGHT DISTANCE

Mainline Direction:	WB	
85th Percentile Speed (V) =	32	MPH
Grade (G) =	0.3%	
Apply Grade Adjustment	No	
Brake Reaction Time (T) =	2.5	seconds
Deceleration Rate (A) =	11.2	ft/s^2
SSD = 1.47 V * T +1.075 V^2/A =	216	FT
SSD =	**220**	**FT**

Mainline Direction:	EB	
85th Percentile Speed (V) =	32	MPH
Grade (G) =	-0.3%	
Apply Grade Adjustment	No	
Brake Reaction Time (T) =	2.5	seconds
Deceleration Rate (A) =	11.2	ft/s^2
SSD = 1.47 V * T +1.075 V^2/A =	217	FT
SSD =	**220**	**FT**

INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP:	East	of Driveway
Posted Speed (V) =	25	MPH
Minor Street Approach Grade (G) =	0.0%	
Apply Grade Adjustment	No	
Time Gap (t_g) =	6.5	seconds
ISD (Right Turn from Stop) = 1.47 * t_g * V =	239	FT
ISD (Right Turn from Stop) =	**240**	**FT**

LEFT TURN FROM STOP:	West	of Driveway
Posted Speed (V) =	25	MPH
Minor Street Approach Grade (G) =	0.0%	
Apply Grade Adjustment	No	
Time Gap (t_g) =	7.5	seconds
ISD (Left Turn from Stop) = 1.47 * t_g * V =	276	FT
ISD (Left Turn from Stop) =	**280**	**FT**

AASHTO Recommended Sight Distance Summary
(Passenger Vehicles)

LOCATION: Court Street at District Court/Fire Station Driveway

Side Street Direction:	NB
Number of Lanes on Mainline =	2
Median Width (Feet) =	0

STOPPING SIGHT DISTANCE

Mainline Direction:	EB	
85th Percentile Speed (V) =	32	MPH
Grade (G) =	1.0%	
Apply Grade Adjustment	No	
Brake Reaction Time (T) =	2.5	seconds
Deceleration Rate (A) =	11.2	ft/s^2
SSD = 1.47 V * T +1.075 V^2/A =	216	FT
SSD =	**220**	**FT**

Mainline Direction:	WB	
85th Percentile Speed (V) =	32	MPH
Grade (G) =	-1.0%	
Apply Grade Adjustment	No	
Brake Reaction Time (T) =	2.5	seconds
Deceleration Rate (A) =	11.2	ft/s^2
SSD = 1.47 V * T +1.075 V^2/A =	219	FT
SSD =	**220**	**FT**

INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP:	West	of Driveway
Posted Speed (V) =	25	MPH
Minor Street Approach Grade (G) =	0.0%	
Apply Grade Adjustment	No	
Time Gap (t_g) =	6.5	seconds
ISD (Right Turn from Stop) = 1.47 * t_g * V =	239	FT
ISD (Right Turn from Stop) =	**240**	**FT**

LEFT TURN FROM STOP:	East	of Driveway
Posted Speed (V) =	25	MPH
Minor Street Approach Grade (G) =	0.0%	
Apply Grade Adjustment	No	
Time Gap (t_g) =	7.5	seconds
ISD (Left Turn from Stop) = 1.47 * t_g * V =	276	FT
ISD (Left Turn from Stop) =	**280**	**FT**

AASHTO Recommended Sight Distance Summary
(Passenger Vehicles)

LOCATION: District Court Driveway at Site Driveway

Side Street Direction:	WB
Number of Lanes on Mainline =	2
Median Width (Feet) =	0

STOPPING SIGHT DISTANCE

Mainline Direction:	NB	
85th Percentile Speed (V) =	15	MPH
Grade (G) =	0.0%	
Apply Grade Adjustment	No	
Brake Reaction Time (T) =	2.5	seconds
Deceleration Rate (A) =	11.2	ft/s^2
SSD = 1.47 V * T +1.075 V^2/A =	77	FT
SSD =	**80**	**FT**

Mainline Direction:	SB	
85th Percentile Speed (V) =	15	MPH
Grade (G) =	0.0%	
Apply Grade Adjustment	No	
Brake Reaction Time (T) =	2.5	seconds
Deceleration Rate (A) =	11.2	ft/s^2
SSD = 1.47 V * T +1.075 V^2/A =	77	FT
SSD =	**80**	**FT**

INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP:	South	of Driveway
Posted Speed (V) =	15	MPH
Minor Street Approach Grade (G) =	0.0%	
Apply Grade Adjustment	No	
Time Gap (t_g) =	6.5	seconds
ISD (Right Turn from Stop) = 1.47 * t_g * V =	144	FT
ISD (Right Turn from Stop) =	**145**	**FT**

LEFT TURN FROM STOP:	North	of Driveway
Posted Speed (V) =	15	MPH
Minor Street Approach Grade (G) =	0.0%	
Apply Grade Adjustment	No	
Time Gap (t_g) =	7.5	seconds
ISD (Left Turn from Stop) = 1.47 * t_g * V =	166	FT
ISD (Left Turn from Stop) =	**170**	**FT**

TRIP-GENERATION CALCULATIONS

Proposed Use	Size	Variable
Residential (LUC 220)	23.0	Units
Bank (LUC 912)	6,722.0	SF
Office (LUC 710)	17,592.0	SF

Existing Uses	Size	Variable
Office (LUC 712)	9,900.0	SF
Bank (LUC 912)	9,400.0	SF

Time Period / Direction	Proposed Trips				Existing Trips			
	Residential LUC 220	Bank LUC 912	Office LUC 710	Total Trips	Office LUC 712	Bank LUC 912	Total Trips	Net Change in Trips
Weekday Daily	66	664	164	894	100	930	1,030	-136
Weekday AM Peak Hour								
Enter	2	39	13	54	27	55	82	-28
Exit	13	28	2	43	6	39	45	-2
Total	15	67	15	97	33	94	127	-30
Weekday PM Peak Hour								
Enter	8	71	2	81	5	99	104	-23
Exit	1	70	13	84	10	99	109	-25
Total	9	141	15	165	15	198	213	-48
Saturday Daily	60	582	24	642	10	812	822	-180
Saturday Midday Peak Hour								
Enter	2	90	0	92	1	126	127	-35
Exit	4	86	3	90	1	121	122	-32
Total	6	176	3	182	2	247	249	-67

Institute of Transportation Engineers (ITE) - 12th Edition

Land Use Code (LUC) 220 - Multi-Family Housing (Low-Rise)

Dense Multi-Use Urban

Average Vehicle Trips Ends vs: Units
Independent Variable (X): 23

AVERAGE WEEKDAY DAILY

ITE LUC 220 (Dense Multi-Use Urban) Weekday PM Trip Rate / ITE LUC 220 (General Urban/Suburban) Weekday PM Trip Rate = ITE LUC 220 (Dense Multi-Use Urban) Weekday Daily Trip Rate / ITE LUC 220 (General Urban/Suburban) Weekday Daily Trip Rate

0.24 / 0.52 = (Y) / 6.21 Y = 2.87

T = Y * 23.000
T = 66.01
T = 66 vehicle trips
with 50% (33 vpd) entering and 50% 33 vpd) exiting.

(same distribution split as ITE LUC 220 (General Urban/Suburban) during the Weekday Daily)

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.24 * (X) + 9.56
T = 0.24 * 23 + 9.56
T = 15.08
T = 15 vehicle trips
with 10% (2 vph) entering and 90% (13 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.24 * (X) + 3.25
T = 0.24 * 23 + 3.25
T = 8.77
T = 9 vehicle trips
with 90% (8 vph) entering and 10% (1 vph) exiting.

SATURDAY DAILY

ITE LUC 220 (Dense Multi-Use Urban) Weekday PM Trip Rate / ITE LUC 220 (General Urban/Suburban) Weekday PM Trip Rate = ITE LUC 220 (Dense Multi-Use Urban) Saturday Daily Trip Rate / ITE LUC 220 (General Urban/Suburban) Saturday Daily Trip Rate

0.30 / 0.52 = (Y) / 4.55 Y = 2.63

T = Y * 23.000
T = 60.49
T = 60 vehicle trips
with 50% (30 vpd) entering and 50% 30 vpd) exiting.

(same distribution split as ITE LUC 220 (General Urban/Suburban) during the Saturday Daily)

SATURDAY PEAK HOUR OF GENERATOR

ITE LUC 220 (Dense Multi-Use Urban) Weekday PM Trip Rate / ITE LUC 220 (General Urban/Suburban) Weekday PM Trip Rate = ITE LUC 220 (Dense Multi-Use Urban) Saturday Peak Trip Rate / ITE LUC 220 (General Urban/Suburban) Saturday Peak Trip Rate

0.30 / 0.52 = (Y) / 0.49 Y = 0.28

T = Y * 23.000
T = 6.44
T = 6 vehicle trips
with 38% (2 vpd) entering and 62% 4 vpd) exiting.

(same distribution split as ITE LUC 220 (General Urban/Suburban) during the Saturday Peak Hour of Generator)

Institute of Transportation Engineers (ITE) - 12th Edition

Land Use Code (LUC) 912 - Drive-In Bank

General Urban/Suburban

Average Vehicle Trips Ends vs: 1000 Sq. Ft. Gross Floor Area
Independent Variable (X): 6.722

AVERAGE WEEKDAY DAILY

T = 98.85 * (X)
T = 98.85 * 6.722
T = 664.47
T = 664 vehicle trips
with 50% (332 vph) entering and 50% (332 vph) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 9.95 * (X)
T = 9.95 * 6.722
T = 66.88
T = 67 vehicle trips
with 58% (39 vph) entering and 42% (28 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 21.03 * (X)
T = 21.03 * 6.722
T = 141.36
T = 141 vehicle trips
with 50% (71 vph) entering and 50% (70 vph) exiting.

SATURDAY DAILY

T = 86.48 * (X)
T = 86.48 * 6.722
T = 581.32
T = 582 vehicle trips
with 50% (291 vph) entering and 50% (291 vph) exiting.

SATURDAY PEAK HOUR OF GENERATOR

T = 26.24 * (X)
T = 26.24 * 6.722
T = 176.39
T = 176 vehicle trips
with 51% (90 vph) entering and 49% (86 vph) exiting.

Institute of Transportation Engineers (ITE) - 12th Edition

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): 17.592

WEEKDAY DAILY

ITE LUC 710 (Dense Multi-Use Urban) Weekday PM Vehicle Trip = ITE LUC 710 (Dense Multi-Use Urban) Weekday Daily Vehicle Trip Rate
ITE LUC 710 (Gdense Multi-use Urban) Weekday PM Person Trip Rate ITE LUC 710 (Dense Multi-Use Urban) Weekday Daily Person Trip Rate

$$\frac{0.87}{1.28} = \frac{(Y)}{13.68} \qquad Y = 9.30$$

T = Y * 17.592
T = 163.61
T = 164 vehicle trips
with 50% (82 vpd) entering and 50% (82 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.84 * (X)
T = 0.84 * 17.592
T = 14.78
T = 15 vehicle trips
with 87% (13 vph) entering and 13% (2 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.87 * (X)
T = 0.87 * 17.592
T = 15.31
T = 15 vehicle trips
with 16% (2 vph) entering and 84% (13 vph) exiting.

Institute of Transportation Engineers (ITE) - 12th Edition

Land Use Code (LUC) 912 - Drive-In Bank

General Urban/Suburban

Average Vehicle Trips Ends vs: 1000 Sq. Ft. Gross Floor Area
Independent Variable (X): 9.400

AVERAGE WEEKDAY DAILY

T = 98.85 * (X)
T = 98.85 * 9.400
T = 929.19
T = 930 vehicle trips
with 50% (465 vph) entering and 50% (465 vph) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 9.95 * (X)
T = 9.95 * 9.400
T = 93.53
T = 94 vehicle trips
with 58% (55 vph) entering and 42% (39 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 21.03 * (X)
T = 21.03 * 9.400
T = 197.68
T = 198 vehicle trips
with 50% (99 vph) entering and 50% (99 vph) exiting.

SATURDAY DAILY

T = 86.48 * (X)
T = 86.48 * 9.400
T = 812.91
T = 812 vehicle trips
with 50% (406 vph) entering and 50% (406 vph) exiting.

SATURDAY PEAK HOUR OF GENERATOR

T = 26.24 * (X)
T = 26.24 * 9.400
T = 246.66
T = 247 vehicle trips
with 51% (126 vph) entering and 49% (121 vph) exiting.

Institute of Transportation Engineers (ITE) - 12th Edition

Land Use Code (LUC) 712 - Small Office Building

Dense Multi-Use Urban

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 9.900

WEEKDAY DAILY

$$\frac{\text{ITE LUC 712 (Dense Multi-Use Urban) Weekday PM Trip Rate}}{\text{ITE LUC 712 (General Urban/Suburban) Weekday PM Trip Rate}} = \frac{\text{ITE LUC 712 (Dense Multi-Use Urban) Weekday Daily Trip Rate}}{\text{ITE LUC 712 (General Urban/Suburban) Weekday Daily Trip Rate}}$$

$$\frac{1.52}{2.16} = \frac{(Y)}{14.39} \qquad Y = 10.13$$

T = Y * 9.900
T = 100.29
T = 100 vehicle trips
with 50% (50 vpd) entering and 50% (50 vpd) exiting.
(same distribution split as ITE LUC 712 (General Urban/Suburban) during the Weekday Daily)

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 3.33 * (X)
T = 3.33 * 9.900
T = 32.97
T = 33 vehicle trips
with 83% (27 vph) entering and 17% (6 vph) exiting.
(same distribution split as ITE LUC 712 (General Urban/Suburban) during the Weekday Morning)

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 1.52 * (X)
T = 1.52 * 9.900
T = 15.05
T = 15 vehicle trips
with 34% (5 vph) entering and 66% (10 vph) exiting.
(same distribution split as ITE LUC 712 (General Urban/Suburban) during the Weekday Evening)

PARKING DEMAND CALCULATIONS

City Requirements - Multi-Use Parking

Automobile Parking							
	Weekday		Weekend				
Land Use	Daytime	Evening	Daytime	Evening	Nighttime		
Residential	60%	100%	80%	100%	100%	Max Parking by Ordinance (Apartments)	28
	17.00	28.00	23.00	28.00	28.00		
Office	100%	20%	10%	5%	5%	Max Parking by Ordinance (Office)	51
	51.00	11.00	6.00	3.00	3.00		
Retail/Service	60%	90%	100%	70%	5%		
	12.00	18.00	20.00	14.00	1.00	Max Parking by Ordinance (Bank)	20
	0.00	0.00	0.00	0.00	0.00	Max Parking by Ordinance (Gym)	0
Total Required	**80.00**	57.00	49.00	45.00	32.00		
Bike Parking Reduction	1 space/6 excess bike spaces				4		
Total Required w/Reductior	**76.00**	53.00	45.00	41.00	28.00		

Bicycle Parking				
Land Use	Regulation	unit	Required Amount	Provided Amount
Residential	1space/5 units	23	5	50
Non-residential	1space/10 car spaces	71	8	

City Requirements (Non Multi-Use Requirements)

Code		Description	sf or unit/parking space	proposed sf/unit	Required Parking Spaces	
Residential						
1.1-1.9		Residential (less than 50 sf)	0.5	0	0	0
		Residential (500-750 sf)	1.0	8	8	8
		Residential (over 750 sf)	1.0	15	15	15
1.95		Residential visitor	5	23	4.6	5
					Total	28
Bicycle, Residential						
		Required Bike Parking	1/5 dwelling units	23	4.6	5
		Max Deduction	5%	28	1.4	1
					Total, with deduction	27
Commercial						
5.10-5.30	Bank	Professional, business and financial services	350	6,722	19.20571429	20
5.10-5.30	Office	Professional, business and financial services	350	17,592	50.26285714	51
4.4	Gym	Health club, yoga studio, martial arts school, or similar use	250	0	0	0
					Total	71
Bicycle, Commercial						
		Required Bike Parking	1/10 veh space	71	7.1	8
		Max Deduction	5%	71	3.55	3
					Total, with deduction	68

TOTAL PARKING REQUIRED	99
TOTAL BICYCLE REDUCTION	4
TOTAL PARKING REQUIRED WITH REDUCTION	**95**

ITE Time of Day Parking Requirements Based on ITE Parking Demand Rates

	LUC 220	LUC 710	LUC 912	Totals
12:00 - 4:00 AM	34	0	0	34
5:00 AM	38	0	0	38
6:00 AM	37	0	0	37
7:00 AM	32	0	0	32
8:00 AM	22	6	6	34
9:00 AM	21	18	14	53
10:00 AM	18	25	20	63
11:00 AM	21	28	21	70
12:00 PM	21	24	21	66
1:00 PM	21	22	22	65
2:00 PM	16	22	21	59
3:00 PM	17	24	23	64
4:00 PM	18	24	20	62
5:00 PM	19	20	16	55
6:00 PM	26	4	8	38
7:00 PM	22	0	0	22
8:00 PM	22	0	0	22
9:00 PM	23	0	0	23
10:00 PM	28	0	0	28
11:00 PM	32	0	0	32

ITE Average Peak Parking Requirement

LUC 220	25
LUC 710	28
LUC 912	23
Total	76

Institute of Transportation Engineers (ITE)
6th Edition Parking Generation
Land Use Code (LUC) 220 - Multifamily Housing 2+ BR (Low-Rise)
Dense Multi-Use Urban (No nearby rail transit)

Independent Variable (X):		23	Dwelling Units
Weekday Demand			
Average Peak Demand		1.10	Dwelling Units
	=	25	vehicles
85th Percentile Peak Demand		1.66	Dwelling Units
	=	38	vehicles
Saturday Demand			
Average Peak Demand		0.85	Dwelling Units
	=	20	vehicles
85th Percentile Peak Demand		1.05	Dwelling Units
	=	24	vehicles

	Weekday		Saturday	
Hours Beginning	Percent of Peak Period	Number of Vehicles	Percent of Peak Period	Number of Vehicles
12:00 - 4:00 AM	89%	34	100%	24
5:00 AM	100%	38	92%	22
6:00 AM	97%	37	92%	22
7:00 AM	84%	32	84%	20
8:00 AM	58%	22	76%	18
9:00 AM	55%	21	81%	19
10:00 AM	47%	18	78%	19
11:00 AM	55%	21	86%	21
12:00 PM	55%	21	81%	19
1:00 PM	55%	21	73%	18
2:00 PM	42%	16	70%	17
3:00 PM	45%	17	49%	12
4:00 PM	47%	18	51%	12
5:00 PM	50%	19	46%	11
6:00 PM	68%	26	43%	10
7:00 PM	58%	22	49%	12
8:00 PM	58%	22	59%	14
9:00 PM	61%	23	62%	15
10:00 PM	74%	28	76%	18
11:00 PM	84%	32	86%	21

Institute of Transportation Engineers (ITE)
6th Edition Parking Generation
Land Use Code (LUC) 710 - General Office Building
Dense Multi-Use Urban

Independent Variable (X):		17.592	/ 1000 Sq. Feet Gross Floor Area (GFA)
Weekday Demand			
Average Peak Demand		1.58	vehicles per 1,000 Sq. Feet GFA
	=	28	vehicles
85th Percentile Peak Demand		1.92	vehicles per 1,000 Sq. Feet GFA
	=	34	vehicles

	Weekday	(General
Hours Beginning	Percent of Peak Period	Number of Vehicles
12:00 - 4:00 AM		0
5:00 AM		0
6:00 AM		0
7:00 AM		0
8:00 AM	22%	6
9:00 AM	66%	18
10:00 AM	89%	25
11:00 AM	100%	28
12:00 PM	87%	24
1:00 PM	77%	22
2:00 PM	79%	22
3:00 PM	84%	24
4:00 PM	84%	24
5:00 PM	71%	20
6:00 PM	16%	4
7:00 PM		0
8:00 PM		0
9:00 PM		0
10:00 PM		0
11:00 PM		0

Institute of Transportation Engineers (ITE)
6th Edition Parking Generation
Land Use Code (LUC) 912 - Drive-In Bank
General Urban/Suburban (No nearby rail transit)

Independent Variable (X):		6.722	/ 1000 Sq. Feet Gross Floor Area (GFA)
Weekday Demand			
Average Peak Demand		3.40	vehicles per 1,000 Sq. Feet GFA
	=	23	vehicles
85th Percentile Peak Demand		5.03	vehicles per 1,000 Sq. Feet GFA
	=	34	vehicles
Saturday Demand			
Average Peak Demand		3.19	vehicles per 1,000 Sq. Feet GFA
	=	21	vehicles
85th Percentile Peak Demand		5	vehicles per 1,000 Sq. Feet GFA
	=	34	vehicles

	Weekday		Saturday	
Hours Beginning	Percent of Peak Period	Number of Vehicles	Percent of Peak Period	Number of Vehicles
12:00 - 4:00 AM		0		0
5:00 AM		0		0
6:00 AM		0		0
7:00 AM		0		0
8:00 AM	25%	6	25%	5
9:00 AM	62%	14	62%	13
10:00 AM	87%	20	87%	18
11:00 AM	92%	21	92%	19
12:00 PM	90%	21	90%	19
1:00 PM	94%	22	94%	20
2:00 PM	93%	21	93%	20
3:00 PM	100%	23	100%	21
4:00 PM	86%	20	86%	18
5:00 PM	69%	16	69%	14
6:00 PM	34%	8	34%	7
7:00 PM		0		0
8:00 PM		0		0
9:00 PM		0		0
10:00 PM		0		0
11:00 PM		0		0

Notes: Saturday hourly distribution based on Weekday.

Catalog # : _____ Project : _____ Type : _____

Prepared By : _____ Date : _____

V-Locity Small (VALS)

Outdoor LED Area Light



OVERVIEW	
Lumen Package	6,000 - 27,000
Wattage Range	36 - 178
Efficacy Range (LPW)	142 - 171
Weight lbs(kg)	20 (9.1)
Control Options	IMSBT, ALB, ALS, 7-Pin, PCI

QUICK LINKS

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical units. Cast aluminum wiring access door located underneath.
- Self-contained optic, board and heat sink assembly can be rotated or replaced in the field.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: TBD lbs in carton.

Optical System

- State-of-the-Art acrylic optics delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary refractor optics provide exceptional coverage and uniformity in distribution types 2, 3M, 3W, 4M, 4W, 4F, FTM, 5QN, 5QM, 5Q, 5QW, AM, WF and LC/RC.
- Available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANSI C78.377 as well as phosphor converted amber.
- Minimum CRI of 80 (optional 70 CRI for 5000K and 4000K).
- Factory or field installable integral shielding available for enhanced spill light control.
- Zero Uplight (excludes adjustable arms).

Electrical

- High-performance driver features over-voltage, under voltage, short-circuit and over temperature protection.
- 0-10 volt dimming (10% - 100%) standard, must specify EXT option for dimming leads to be extended to fixture exterior.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L70 Calculated Life: >60k Hours
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Optional integral passive infrared Bluetooth™ motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7.

Installation

- REDiMount pole mount arm allows for a true one person installation.
- Side arm pole mount designed to mount to square or round poles.
- Pole mount arms can accommodate pole drill patterns from 2.4 to 5" on center and utilize LSI's reduced B3 or traditional B5 drill patterns.
- Additional mounting options are available including a mast arm or adjustable slip fitter that allow for luminaire attachment to a 2 3/8" tenon or mast arm.
- Adjustable arms allow for 65° of tilt (-5°below horizontal to +60° above horizontal) in 5° increments.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- DarkSky approved with 3000K or warmer color temperature selection (side arm pole and mast arm mounting only).
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applications are qualified.

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V-Locity Small (VALS) Outdoor LED Area Light

Type : _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: VALS 18L 4W UNV 40K8 BLK SA ALBMR2LR IS

Prefix	Lumen Package	Distribution	Orientation[2]	Voltage	Color Temp /Rendering	Finish
VALS - V-Locity Area Light Small	**6L** - 6,000 lms, 36W **9L** - 9,000 lms, 54W **12L** - 12,000 lms, 74W **15L** - 15,000 lms, 91W **18L** - 18,000 lms, 111W **21L** - 21,000 lms, 130W **24L** - 24,000 lms, 155W **27L** - 27,000 lms, 178W Custom Lumen Packages[1]	**2** - Type 2 **3M** - Type 3 Medium **3W** - Type 3 Wide **4M**- Type 4 Medium **4F** - Type 4 Forward **4W** - Type 4 Wide **FTM** - Forward Throw Medium **5QN** - Type 5 Square Narrow **5QM** - Type 5 Square Medium **5Q** - Type 5 Square **5QW** - Type 5 Square Wide **AM**- Automotive Merchandise **WF** - 6x6 Wide Flood **LC** - Left Corner **RC** - Right Corner	**(Blank)** - Standard **L**- Optics rotated left 90° **R** - Optics rotated right 90°	**UNV** - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)	**50K7**- 5000 CCT - 70 CRI **50K8**- 5000 CCT - 80 CRI **40K7** - 4000 CCT - 70 CRI **40K8**- 4000 CCT - 80 CRI **35K8**- 3500 CCT - 80 CRI **30K8** - 3000 CCT - 80 CRI **27K8** - 2700 CCT - 80 CRI **AMB** - Phosphor Converted Amber	**BLK -** Black **BRZ -** Dark Bronze **GMG -** Gun Metal Gray **GPT -** Graphite **MSV -** Metallic Silver **PLP -** Platinum Plus **SVG -** Satin Verde Green **WHT -** White

Mounting	Controls (Choose One)		Options
SA - Universal Side Arm Pole Mount **SF** - Adjustable Slip Fitter **UA**- Universal Adjustable Pole Mount Arm **MA** - Mast Arm	**(Blank)** - None **Wireless Controls System** **ALSC** - AirLink Synapse Control System **ALSCS2** - AirLink Synapse Control System with 12-20' MH Motion Sensor **ALSCS4 -** AirLink Synapse Control System with 20-40' MH Motion Sensor **ALBMR1LR** - AirLink Blue Long Range Wireless Multi-Range Sensor Controller (8-15' MH)[4] **ALBMR2LR** - AirLink Blue Long Range Wireless Multi-Range Sensor Controller (16-40' MH)[4]	**Stand-Alone Controls** **EXT** - 0-10v Dimming leads extended to housing exterior **CR7P** - 7 Pin Control Receptacle ANSI C136.41[3] **IMSBTL1** - Integral Bluetooth™ Motion and Photocell Sensor (8-24' MH)[4] **IMSBTL2** - Integral Bluetooth™ Motion and Photocell Sensor (25-40' MH)[4] **PCIU** - 120-277 Button Photocell **PCI347** - 347V Button Photocell	**IS -** Integral Shield[2] **TE** - Tooless Entry (Mast Arm Only)

Need more information?
Click here for our glossary

Have additional questions?
Call us at (800) 436-7800

Accessory Ordering Information[5]

CONTROLS ACCESSORIES	
Description	**Order Number**
Twist Lock Photocell (120V) for use with CR7P	**122514**
Twist Lock Photocell (208-277) for use with CR7P	**122515**
Twist Lock Photocell (347V) for use with CR7P	**122516**
Twist Lock Photocell (480V) for use with CR7P	**1225180**
AirLink 5 Pin Twist Lock Controller	**661409**
AirLink 7 Pin Twist Lock Controller	**661410**
Shorting Cap for use with CR7P	**149328**

FUSING OPTIONS[7]	
Description	**Order Number**
Single Fusing (120V)	See Fusing Accessory Guide
Single Fusing (277V)	
Double Fusing (208V, 240V)	
Double Fusing (480V)	
Double Fusing (347V)	

EXTERNAL SHIELDING OPTIONS	
Description	**Order Number**
1.5" External Shield	See Shielding Guide
3" External Shield	

1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2. Not available on Type 5 or wide flood distributions.
3. Control device or shorting cap must be ordered separately. See Accessory Ordering Information.
4. Motion sensors are field configurable via the LSI app that can be downloaded from your smartphone's native app store.
5. Accessories are shipped separately and field installed.
6. "CLR" denotes finish. See Finish options.
7. Fusing must be located in hand hole of pole. See Fusing Accessory Guide for compatability.

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V-Locity Small (VALS) Outdoor LED Area Light

Type : _____

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ACCESSORIES

MOUNTING ACCESSORIES

Side Arm

Bullhorn Bracket
Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and allows for mounting up to 4 adjustable slip fitter mount luminaires
Part Number: BKS PTB 2 CLR / BKS PTB 12 CLR (2 Luminaires)
Part Number: BKS PTB 3-30 CLR / BKS PTB 13-30 CLR (3 Luminaires)
Part Number: BKS PTB 4 CLR / BKS PTB 14 CLR (4 Luminaires)



Flood Wall Mount Bracket
Mounts onto vertical wall surface (hardware/anchors not included)
Part Number: BKS FMW 5 CLR (5" Straight Version)
Part Number: BKS FMW 18 CLR (18" Curved Version)



Bolt on Side Tenon Mount
Bolt on Side Tenon Mount
Part Number: BKSFBO 5 CLR (5" Straight Version)
Part Number: BKSFBO 18 CLR (18" Curved Version)
Part Number: BKSFBO 30 CLR (30" Dual Tenon Version)



Tenon / Slipfitter

Square Tenon Top
Allows to seamlessly integrate LSI luminaires to open top 4", 5" or 6" square poles with 11 ga. Or 7 ga. wall thickness
Part Number: BKA ISF10 _SQ CLR



Square Tenon Top
Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and allows for mounting up to 4 luminaires
Part Number: BKA XNM *



Square Internal Slipfitter
Mounts inside 4" or 5" square pole and allows for mounting up to 4 lumianires
Part Number: BKA X_ISF * CLR



Wall Mount/ Wood Pole

Wall Mount Bracket
Mounts onto vertical wall surface (hardware/anchors not included)
Part Number: BKS XBO WM CLR



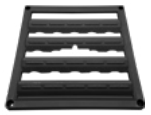
Wood Pole Bracket
Mounts onto wooden poles (6" minimum OD, hardware/anchors not inlcuded)
Part Number: BKS XBO WP CLR



SHIELDING, POLES & MISC. ACCESSORIES

Shielding

Integral Shield for Asymmetric Distributions
Field Install Integral shield provides maximum backlight control by shiedling each individual row of LEDS with minimal impact on Streett/front side distribution
Part Number: TBD



Integral Shield for Left and Right Corner Distributions
Field install integral shield provides cutoff from two sides for maximum spill light control when utilizing LC or RC corner distributions
Part Number: TBD



External Shield
External shield blocks view of light source from anyside of luminaire, additional shielding configurations available
Part Number: TBD (1.5") / TBD (3")



Poles

Square Poles
14 - 39' steel and aluminum poles in 4", 5" and 6" sizes for retrofit and new construction
Part Number: 4SQ/5SQ/6SQ



Round Poles
10 - 30' steel and aluminum poles in 4" and 5" sizes for retrofit and new construction
Part Number: 4RP/5RP



Tapered Poles
20' - 39' steel and aluminum poles for retrofit and new construction
Part Number: RTP



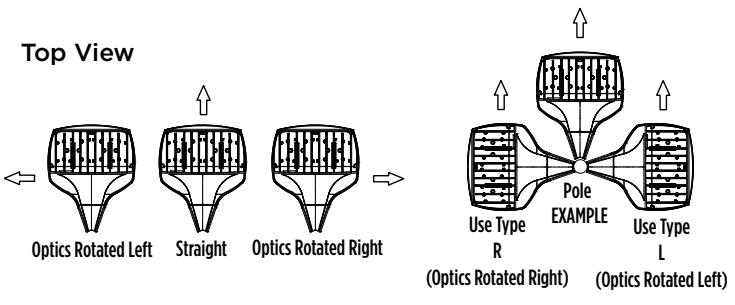
Misc.

Bird Spikes
10' linear bird spike (3' recommended per luminaire) silcone adhesive (covers approximately 25' linear fee of bird spike) and application tool
Spike Part Number: 751631
Adhesive Part Number: 751632
Caulk Gun Part Number: 751636



1 Replace CLR with paint finish description
2 Repleace XX with SQ for square pole or RD for round pole (≥3" OD)
3 Replace * with S (Single), D180 (Double @180°), D90 (Double @90°), T90 (Triple), Q90 (Quad)
4 Replace _ with 4 (4" square pole) or 5 (5" square pole)

OPTICS ROTATION

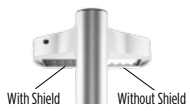


ACCESSORIES/OPTIONS

Integral Shield (IS)

Integral Shield (IS) available for improved backlight control without sacrificing Streett side performance. LSI's Integral Shield (IS) option delivers backlight control that significantly reduces spill light behind the pole for applications with pole locations close to adjacent properties. The design maximizes forward reflected light while reducing glare, maintaining the optical distribution selected, and most importantly eliminating light trespass. Shields rotate with the optical distribution.

Integral Shield (IS)



Luminaire Shown with AirLink Blue Sensor Option



7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

Luminaire Shown with CR7P



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V-Locity Small (VALS) Outdoor LED Area Light

Type : _____

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PHOTOMETRICS

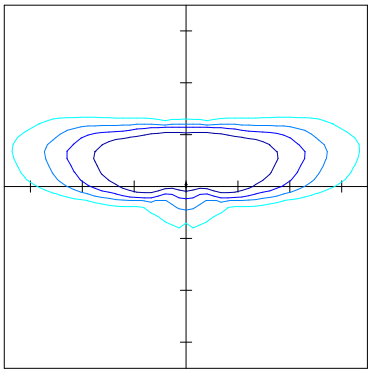
Back to Quick Links

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

See the individual product page on https://www.lsicorp.com/ for detailed photometric data.

VALS 18L 2 40K8

V-LOCITY Area Small, 18,000lm, Type 2 Distribution



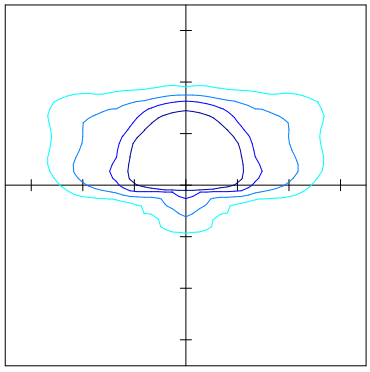
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	II Medium
BUG Rating	B2-U0-G4
Street Side Lumen %	88.9%
House Side Lumen %	11.1%
Uplight %	0.0%

VALS 18L 3M 40K8

V-LOCITY Area Small, 18,000lm, Type 3 Medium Distribution



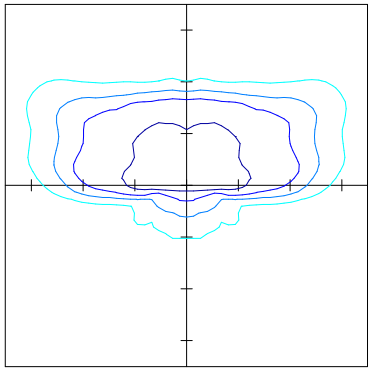
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	III Very Short
BUG Rating	B2-U0-G3
Street Side Lumen %	90.1%
House Side Lumen %	9.9%
Uplight %	0.0%

VALS 18L 3W 40K8

V-LOCITY Area Small, 18,000lm, Type 3 Wide Distribution



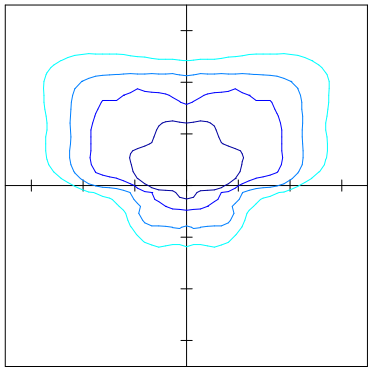
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	IV Medium
BUG Rating	B2-U0-G4
Street Side Lumen %	86.1%
House Side Lumen %	13.9%
Uplight %	0.0%

VALS 18L 4W 40K8

V-LOCITY Area Small, 18,000lm, Type 4 Wide Distribution



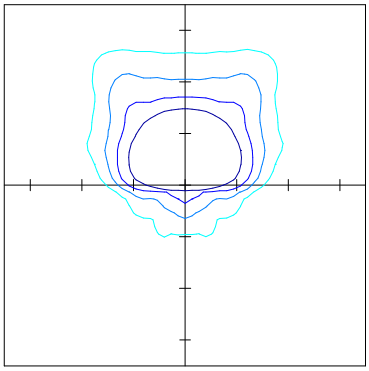
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	IV Medium
BUG Rating	B2-U0-G5
Street Side Lumen %	86.3%
House Side Lumen %	13.7%
Uplight %	0.0%

VALS 18L 4M 40K8

V-LOCITY Area Small, 18,000lm, Type 4 Medium Distribution



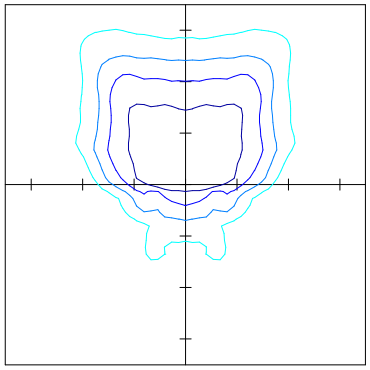
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	IV Very Short
BUG Rating	B1-U0-G3
Street Side Lumen %	91.0%
House Side Lumen %	9.0%
Uplight %	0.0%

VALS 18L 4F 40K8

V-LOCITY Area Small, 18,000lm, Type 4 Forward Distribution



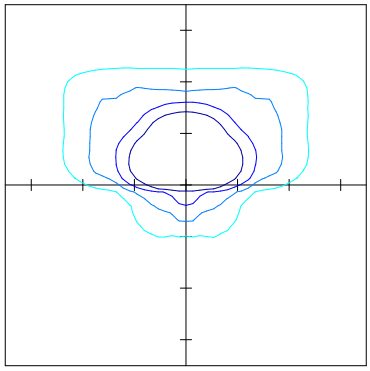
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	IV Short
BUG Rating	B2-U0-G4
Street Side Lumen %	87.9%
House Side Lumen %	12.1%
Uplight %	0.0%

VALS 18L FTM 40K8

V-LOCITY Area Small, 18,000lm, Forward Throw Medium Distribution



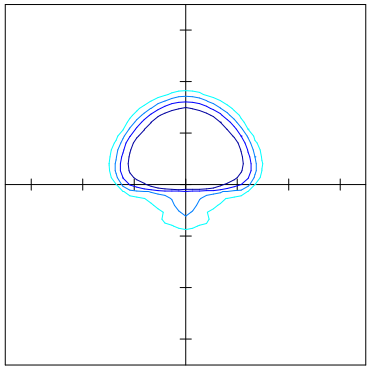
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	III Very Short
BUG Rating	B1-U0-G2
Street Side Lumen %	90.2%
House Side Lumen %	9.8%
Uplight %	0.0%

VALS 18L AM 40K8

V-LOCITY Area Small, 18,000lm, Automotive Merchandise Distribution



20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	III Very Short
BUG Rating	B1-U0-G2
Street Side Lumen %	94.1%
House Side Lumen %	5.9%
Uplight %	0.0%

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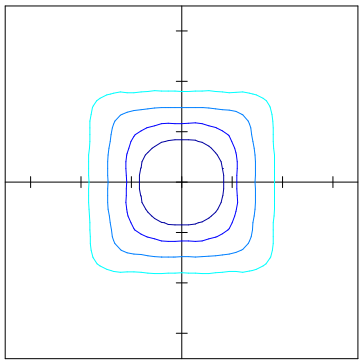
PHOTOMETRICS (CONTINUED)

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

See the individual product page on https://www.lsicorp.com/ for detailed photometric data.

VALS 18L 5QN 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Narrow Distribution



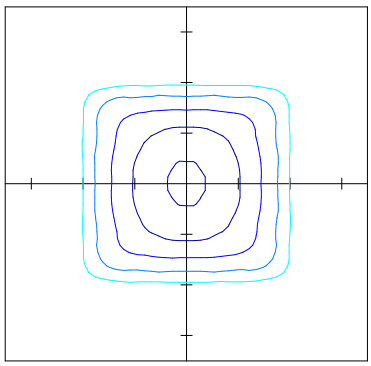
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Very Short
BUG Rating	B3-U0-G2
0 - 60° Zonal Lumens	73.8%
60 - 90° Zonal Lumens	26.2%
Uplight %	0.0%

VALS 18L 5QM 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Medium Distribution



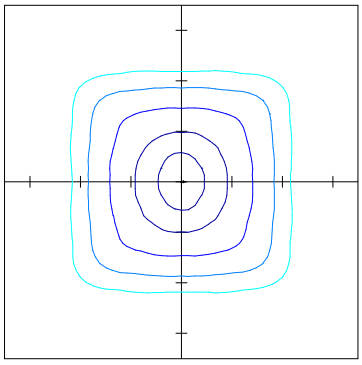
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Short
BUG Rating	B4-U0-G2
0 - 60° Zonal Lumens	51.0%
60 - 90° Zonal Lumens	49.0%
Uplight %	0.0%

VALS 18L 5Q 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Distribution



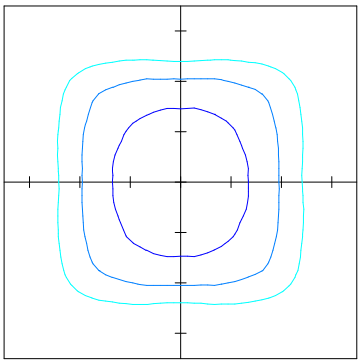
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Medium
BUG Rating	B5-U0-G3
0 - 60° Zonal Lumens	41.8%
60 - 90° Zonal Lumens	58.2%
Uplight %	0.0%

VALS 18L 5QW 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Wide Distribution



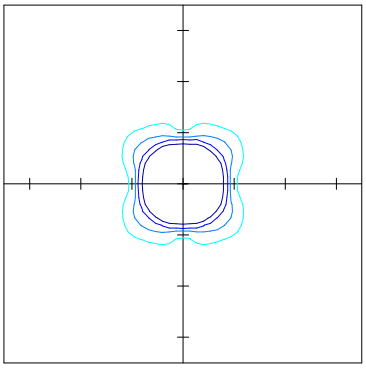
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Medium
BUG Rating	B5-U0-G3
0 - 60° Zonal Lumens	33.7%
60 - 90° Zonal Lumens	66.3%
Uplight %	0.0%

VALS 18L WF 40K8

V-LOCITY Area Small, 18,000lm, Wide Flood Distribution



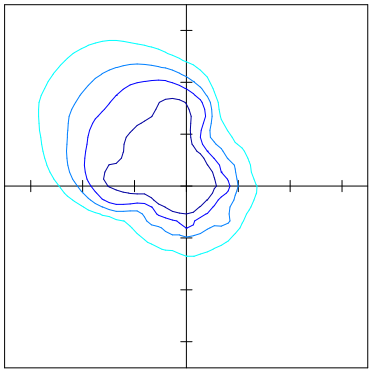
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

NEMA Type	6x6
Max Candela	9,352
Max Candela Angle	-19.5H x -29V
Beam Angle	80.7 x 90.0°
Field Angle	109.9 x 117.7°

VALS 18L LC 40K8

V-LOCITY Area Small, 18,000lm, Left Corner Distribution



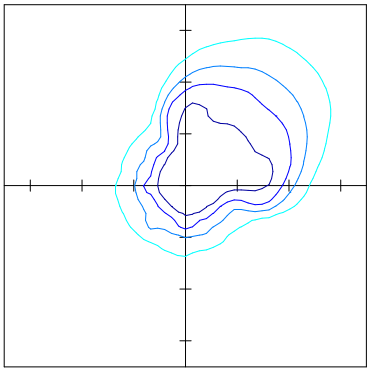
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	N/A
BUG Rating	B3-U0-G4
Street Side Lumen %	74.3%
House Side Lumen %	25.7%
Uplight %	0.0%

VALS 18L RC 40K8

V-LOCITY Area Small, 18,000lm, Right Corner Distribution



20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	N/A
BUG Rating	B3-U0-G4
Street Side Lumen %	74.3%
House Side Lumen %	25.7%
Uplight %	0.0%

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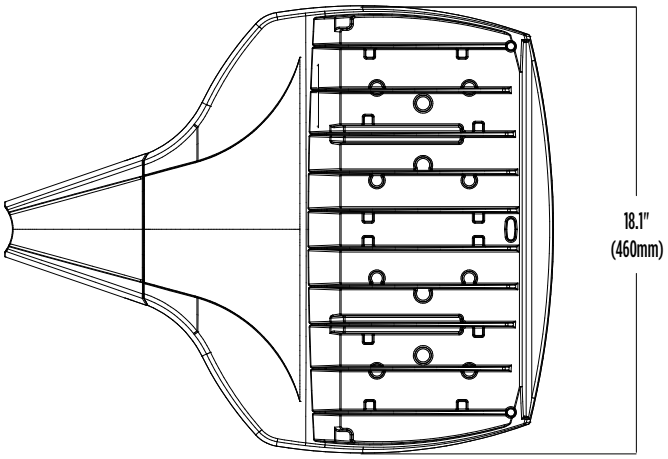
V-Locity Small (VALS) Outdoor LED Area Light

Type : _____

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PRODUCT DIMENSIONS

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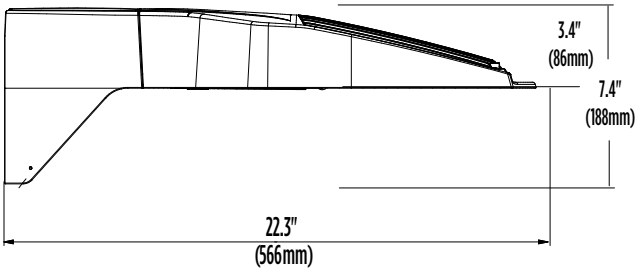
Luminaire EPA Chart - SA Side Arm		
Tilt Degree		0°
	Single	0.7
	D180°	1.3
	D90°	1.0
	T90°	1.4
	TN120°	1.5
	Q90°	1.4

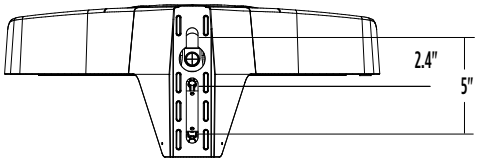
Luminaire EPA Chart - UA Universal Adjustable Arm						
Tilt Degree		0°	15°	30°	45°	60°
	Single	0.8	0.8	1.3	1.8	2.1
	D180°	1.5	1.9	2.5	3.2	3.8
	D90°	1.5	1.9	2.5	3.2	3.8
	T90°	1.8	2.1	2.7	3.2	3.8
	TN120°	1.8	2.3	3.4	4.3	5.0
	Q90°	1.8	2.1	2.7	3.2	3.8

Luminaire EPA Chart - MA Mast Arm		
Tilt Degree		0°
	Single	0.5

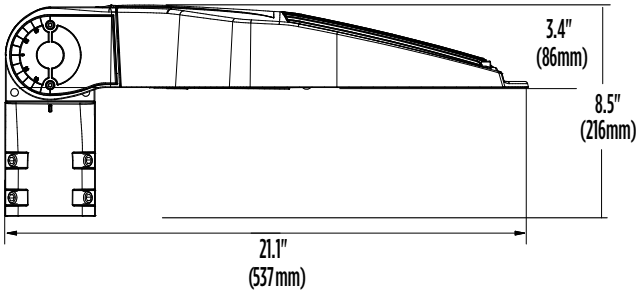
Luminaire EPA Chart - SF Adjustable Slip Fitter						
Tilt Degree		0°	15°	30°	45°	60°
	Single	0.7	1.3	1.4	1.8	2.2

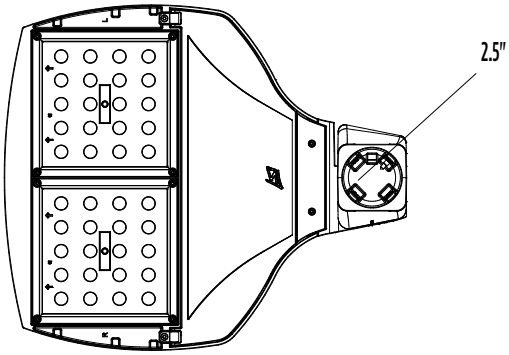
SA Universal Side Arm Mount



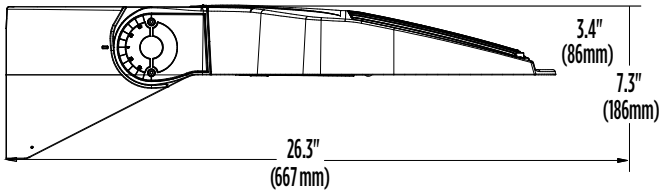


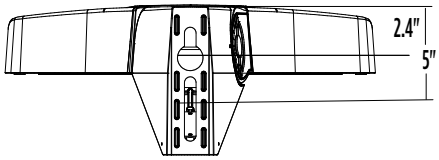
SF Adjustable Slipfitter



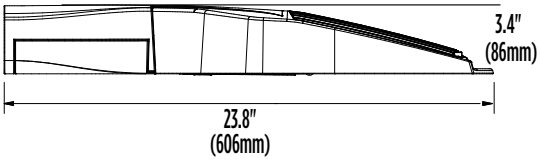


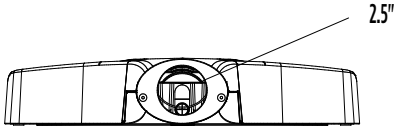
UA Universal Adjustable Arm





MA Mast Arm





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CONTROLS

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Integral Bluetooth™ Motion and Photocell Sensor (IMSBTxL)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is IP66 rated for cold and wet locations (-40°F to 167°F). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click here to learn more details about IMSBT

LEVITON App | Apple | Android

AirLink Blue (ALBMRxLR, ALBCSx)

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click here to learn more details about AirLink Blue

AirLink Blue App | Apple

Sensor Sequence of Operations

Standard Programming	On Event	Off Event	On Light Level	Dim Light Level	Daylight Harvesting	Delay To Off	Sensitivity
OMSBTxL/IMSBTxL	Motion	No Motion	100%	N/A	On; Auto Calibration	20 minutes	High
OMS	Motion	No Motion	N/A	N/A	N/A	30 seconds	Auto

Operation	Description
On Event	Trigger that activates lights to turn on; either automatic via motion detected or manually activated via push of button.
Off Event	Trigger that activates lights to turn off; either automatic via no motion detected or manually activated via push of button.
On Light Level	The light level that the fixtures will turn on to when ON EVENT occurs.
Dim Light Level	The light level that the fixtures will dim down to when no motion is detected.
Delay to Dim	The amount of time after which no motion is detected that the fixtures will be triggered to dim down. This sequence is optional, and sensor can be programmed to only trigger the fixture to turn off by entering 100% in this field.
Delay to Off	The amount of time after which no motion is detected that the fixtures will be triggered to turn off. If delay to dim is part of the programmed functionality, this is the amount of time after which no motion is detected after the fixture have already dimmed down.
Sensitivity	The sensitivity can be set to high, medium, low, or auto where applicable. High will detect smaller, simple motions. Low will only detect larger more complex motions. Auto temperature calibration adjusts the PIR sensitivity as ambient temperature rises to increase detection of heat movement through the field of view.

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Catalog # : _____ Project : _____ Type : _____

Prepared By : _____ Date : _____

Steel Poles

Square Straight



QUICK LINKS

FEATURES & SPECIFICATIONS

Pole Shaft

- Straight poles are 4”, 5”, or 6” square.
- Pole shaft is electro-welded ASTM-A500 Grade C steel tubing with a minimum yield strength of 50,000 psi.
- On Tenon Mount steel poles, tenon is 2-3/8” O.D. high-strength pipe. Tenon is 4-3/4” in length.

Hand-Hole

- Standard hand-hole location is 12” above pole base.
- Poles 22’ and above have a 3x6 reinforced hand hole.

Base

- Pole base is ASTM-A36 hot-rolled steel plate with a minimum yield strength of 36,000 psi.
- Two-piece square base cover is optional.

Anchor Bolts

- Anchor bolts are not provided as standard on pole orders. Anchor bolts must be ordered as an accessory, anchor bolts feature zinc-plated double nuts and washers. Galvanized anchor bolts are optional.
- Anchor Bolts conform to ASTM F 1554-07a Grade 55 with a minimum yield strength of 55,000 PSI.

Ground Lug

- Ground lug is standard.

Duplex Receptacle

- Weatherproof duplex receptacle is optional.

Ground Fault Circuit Interrupter

- Self-testing Ground fault circuit interrupter is optional.

Finishes

- Every pole is provided with the DuraGrip Protection System and a 5-year limited warranty. NOTE: Warranty only applies to the finish.
- When the top-of-the line DuraGrip Plus Protection System is selected, in addition to the DuraGrip Protection System, a non-porous, automotive-grade corrosion coating is applied to the lower portion of the pole interior sealing and further protecting it from corrosion. This option extends the limited warranty to 7 years. NOTE: Warranty only applies to the finish.

Determining The Luminaire/Pole Combination For Your Application:

- Select luminaire from luminaire ordering information.
- Select bracket configuration if required
- Determine EPA value from luminaire/bracket EPA chart
- Select Pole Height
- Select MPH to match wind speed in the application area (See windspeed maps).
- Confirm pole EPA equal to or exceeding value of luminaire/bracket EPA
- Consult factory for special wind load requirements and banner brackets.

Pole Vibration Damper

- A pole vibration damper is recommended in open terrain areas of the country where low steady state winds are common.
- Non-tapered poles and lightly loaded poles are more susceptible to destructive vibration if a damper is not installed.

Warranty

- LSI poles come standard with a 1 year materials and workmanship warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- UL Listed
- BAA/TAA Compliant
- BABAA Compliant *If Specified

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Steel Poles Square Straight

Type : _____

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ORDERING GUIDE

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TYPICAL ORDER EXAMPLE: 4SQ B3 S11G 24 S PLP DGP

Pole Series	Mounting Method	Material	Height [2]	Mounting Configuration	Pole Finish	Options
4SQ - 4" x 4" Square Straight Pole (New Build) **5SQ** - 5" x 5" Square Straight Pole (New Build) **6SQ** - 6" x 6" Square Straight Pole (New Build) **5SQU** - 5" x 5" Square Straight Pole (Retrofit) **6SQU** - 6" x 6" Square Straight Pole (Retrofit)	**Bolt-On Mount**[1] - See pole selection guide for patterns and fixture matches **B5** - 5" Traditional Drilling Pattern **B3** - 3" Reduced Pattern **B2** - 2" Low Profile Drilling Pattern **B2R** - Raised 2" Low Profile Drilling Pattern **(LAL4 ONLY)** **T** - Tenon Mount - See pole selection guide for tenon and fixture/bracket matches **I** - No Mounting Holes[1]	**S11G** – 11 Ga. Steel (4SQ/4SQU and 5SQ/5SQU Only) **S07G** – 07 Ga. Steel	**8'** **10'** **12'** **13'** **14'** **15'** **16'** **17'** **17'6"** **18'** **20'** **22'** **22'6"** **23'** **24'** **25'** **26'** **27'** **28'** **30'** **32'** **35'** **39'**	**S** – Single/Parallel **D180** – Double **D90** – Double **DN90** – Double **T90** – Triple **TN120** – Triple **Q90** – Quad **QN90** – Quad **N** – Tenon Mount (Standard Tenon size is 2-3/8" O.D.)[8] **(Blank)** - Use with I for Mounting Method	**BRZ** – Bronze **BLK** – Black **PLP** – Platinum Plus **WHT** – White **SVG** – Satin Verde Green **GPT** – Graphite **MSV** – Metallic Silver **BZA** – Alternate Bronze **GMG** - Gun Metal Gray	**GA** – Galvanized Anchor Bolts **SF** – Single Flood[3] **DF** – Double Flood [3] **DGP** – DuraGrip® Plus **LAB** – Less Anchor Bolts **CRXX** - Conduit Raceway[4] **USA** - BABAA Compliant[5]

Need more information?
Click here for our glossary

Have additional questions?
Call us at (800) 436-7800

ACCESSORY ORDERING INFORMATION

Part Number	Description
122559CLR	4BC – 4" Square Base Cover
122561CLR	5BC – 5" Square Base Cover
122563CLR	6BC – 6" Square Base Cover
132488CLR	5BC - 5' Square Universal Base Cover
131252CLR	6BC - 6' Square Universal Base Cover
122566CLR	ER2 – Weatherproof Duplex Receptacle
122567CLR	GFI – Ground Fault Circuit Interrupter
132336	MH5 - mounting Hole Plugs for use with 5" traditional drill pattern (3 set of 3 plugs)
681126	MH3 - mounting Hole Plugs for use with 3" reduced drill pattern (3 set of 3 plugs)
725841	MH2 - Mounting Hole Plugs for use with 2" reduced drill pattern (3 sets of 3 plugs)
172539	Vibration Damper - 4" Square Pole (bolt-on mount only)
172538	Vibration Damper - 5" Square Pole (bolt-on mount only)
178361	Vibration Damper - 6" Square Pole (bolt-on mount only)

ANCHOR BOLT KIT ORDERING INFORMATION

Part Number	Description
AB KIT 122584	4SQ S11G/S07G Anchor Bolts (Steel Plated)
AB KIT 122609	4SQ S11G/S07G Anchor Bolts (Galvanized)
AB KIT 1225850	5SQ S11G Anchor Bolts (Steel Plated)
AB KIT 122610	5SQ S11G Anchor Bolts (Galvanized)
AB KIT 122586	5SQ S07G Anchor Bolts (Steel Plated)
AB KIT 122611	5SQ S07G Anchor Bolts (Galvanized)
AB KIT 122612	6SQ S07G Anchor Bolts (Galvanized)

1 - See Area Light Brackets - 3" Reduced Drill Pattern and Area Light Brackets - 5" Traditional Drill Pattern Spec Sheets.
2 - Pole heights will have +/- 1/2" tolerance.
3 - See Flood Lighting Brackets section for choice of FBO brackets.
4 - CR selection must indicate required height and side of pole mounting location. Mounting template required at time of order.
5 - USA only applies to 4SQ poles up to 26' and 5SQ/5SQU poles up to 30'.

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Steel Poles Square Straight

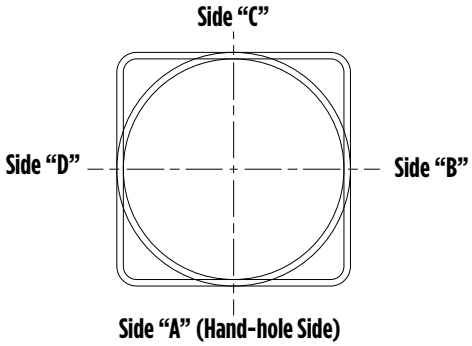
Type : _____

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DRILLING LOCATIONS

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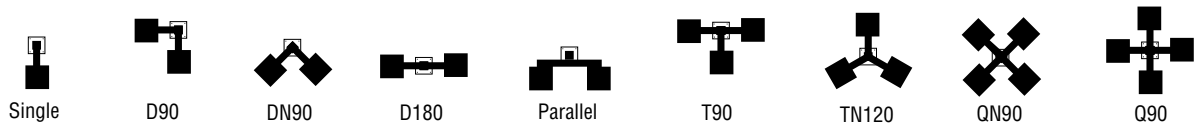
Sides	A	B	C	D
Hand-hole	X			
Single	X			
D180		X		X
D90	X			X
DN90[1]				
T90	X	X		X
TN120[2]				
Q90	X	X	X	X
QN90[3]				
Single FBO	X			
Double FBO		X		X



1 - Two locations will be 45° to the left and right of Side A.
2 - Other two locations will be 120° to the left and right of Side A.
3 - Two locations will be 45° to the left and right of Side A and two locations will be 135° to the left and right of Side A.

Consult factory for custom variations. Standard SF and DF pole preparations are located 3/4 of the height of the pole from the base, except on 20' poles. Maximum height for SF and DF pole preparations on 20' poles is 13' from the base.

FIXTURE CONFIGURATIONS

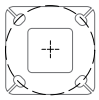


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BOLT CIRCLE

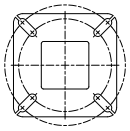
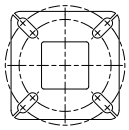
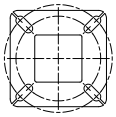
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STANDARD BASEPLATE

	4" (102mm) square 10-1/8" (257mm) sq.	5" (127mm) square 10-1/8" (257mm) sq.	5" (127mm) square 10-1/8" (257mm) sq.	6" (152mm) square 12" (305mm) sq.
				
	11" (279mm) Dia. Bolt Circle	11" (279mm) Dia. Bolt Circle	11" (279mm) Dia. Bolt Circle	12" (305mm) Dia. Bolt Circle
Bolt Circle Designator	**B**	**C**	**D**	**J**
Bolt Circle	Slotted 8"-11" (203mm-279mm)	Slotted 9"-11" (229mm-279mm)	Slotted 9"-11" (229mm-279mm)	Slotted 12" (305mm)
Anchor Bolt Size	3/4" x 24" (19mm x 609mm)	3/4" x 24" (19mm x 609mm)	1"x30" (25mm x 762mm)	1"x30" (25mm x 762mm)
Anchor Bolt Projection	3-1/4" (83mm)	3-1/4" (83mm)	4" (102mm)	4" (102mm)
Base Plate Opening for Wireway Entry	3-5/8" (92mm)	4-3/4" (121mm)	4-5/8" (117mm)	5-5/8" (143mm)
Base Plate Dimensions	10-1/8" sq. x 3/4" thk. (257mm x 19mm)	10-1/8" sq. x 3/4" thk. (257mm x 19mm)	10-1/8" sq. x 1" thk. (257mm x 25mm)	12" sq. x 1-1/8" thk. (305mm x 29mm)
Pole Gauge	11	11	7	7

Note: Base plate illustrations may change without notice. Do not use for setting anchor bolts. Consult factory for the appropriate anchor bolt template.

UNIVERSAL BASEPLATE

	5" (127mm) square 11.125" (283mm) sq.	5" (127mm) square 11.75" (298mm) sq.	6" (152mm) square 12-1/2" (318mm) sq.
			
	5SQ	5SQ	14" (356mm) Dia. Bolt Circle
Bolt Circle Designator	**F**	**G**	**H**
Bolt Circle	Slotted 10-13"	Slotted 10-13"	Slotted 11"-14" (279mm-356mm)
Anchor Bolt Size	3/4x 24" (19mm x 609 mm)	1"x30" (25mm x 762mm)	1"x30" (25mm x 762mm)
Anchor Bolt Projection	3-1/4" (83 mm)	4" (102 mm)	4" (102mm)
Base Plate Opening for Wireway Entry	4-3/4" (121mm)	5-1/8" (130 mm)	5-5/8" (143mm)
Base Plate Dimensions	11-1/8 sq. x 3/4" thk. (283 mm x 19 mm)	11-3/4" sq. x 1" thk. (298 mm x 25 mm)	12 1/2" sq. x 1 1/8" thk. (318mm x 29mm)
Pole Gauge	11	7	7

Note: Base plate illustrations may change without notice. Do not use for setting anchor bolts. Consult factory for the appropriate anchor bolt template.

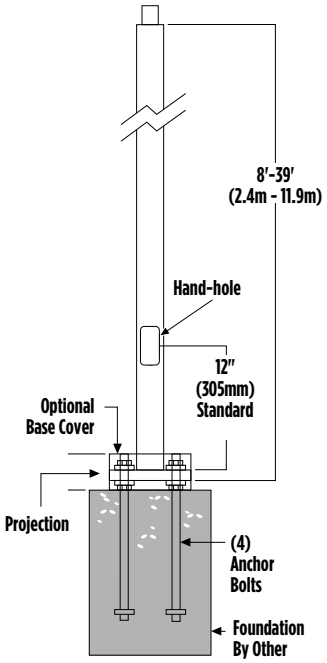
1 - Full Galvanized option is 1" x 30" straight headed anchor bolt. Contact factory for questions

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PRODUCT DIMENSIONS

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SQT –
N= 2-3/8" (60mm) O.D. x 4-3/4" (121mm) Tenon

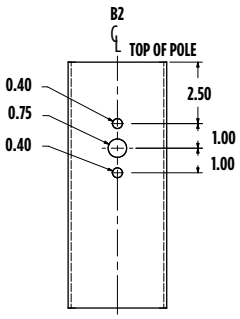


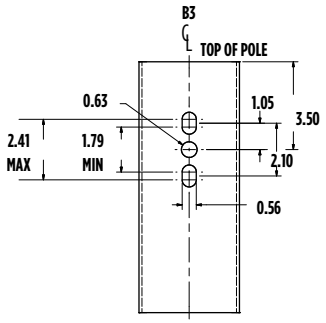
SF –
Single Flood
Pole Preparation

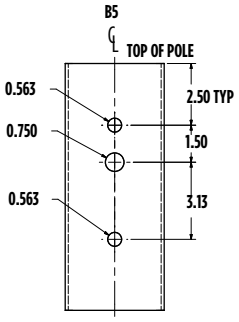


SHIPPING WEIGHTS	
4"(102mm) sq. 11 Ga. is approximately	7.50 lbs./ft.
4"(102mm) sq. 07 Ga. is approximately	10.00 lbs./ft.
5"(127mm) sq. 11 Ga. is approximately	9.00 lbs./ft.
5"(127mm) sq. 07 Ga. is approximately	12.50 lbs./ft.
6"(152mm) sq. 07 Ga. is approximately	15.40 lbs./ft.
Anchor Bolts (3/4" x 24")(19mm x 609mm)	15 lbs. (7kg)/set
Anchor Bolts (1" x 30") (25mm x 762mm)	30 lbs. (14kg)/set

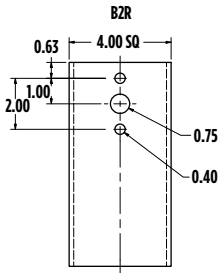
Bolt-On Mount 2-Bolt Pattern

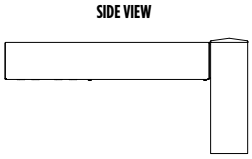






ONLY FOR USE WITH LAL4 PRODUCT
B2R- Raised 2" low profile drilling pattern







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Steel Poles Square Straight

Type : _____

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WIND SPEED

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EPA Information

All LSI Industries' poles are guaranteed to meet the EPA requirements listed. LSI Industries is not responsible if a pole order has a lower EPA rating than the indicated wind-loading zone where the pole will be located.

CAUTION: This guarantee does not apply if the pole/bracket/fixture combination is used to support any other items such as flags, pennants, or signs, which would add stress to the pole. LSI Industries cannot accept responsibility for harm or damage caused in these situations.

NOTE: Pole calculations include a 1.3 gust factor over steady wind velocity. Example: poles designed to withstand 80 MPH steady wind will withstand gusts to 104 MPH. EPAs are for locations 100 miles away from hurricane ocean lines. Consult LSI for other areas. Note: Hurricane ocean lines are the Atlantic and Gulf of Mexico coastal areas. For applications in Florida or Canada, consult factory.

POLE[1]	Mtg. Height Length (ft)	Wall Thick (ga)	BOLT CIRCLE			EPA								
			Designator	Dia. (in)	Anchor bolt Dia {in}	110 MPH	115 MPH	120 MPH	130 MPH	140 MPH	150 MPH	160 MPH	170 MPH	180 MPH
4" x 11-ga x 12'	12	11	B	8" - 11"	0.75	13.9	12.5	11.3	9.2	7.6	6.3	5.2	4.3	3.6
4" x 11-ga x 14'	14	11	B	8" - 11"	0.75	10.7	9.5	8.5	6.8	5.4	4.4	3.5	2.7	2.1
4" x 11-ga x 16'	16	11	B	8" - 11"	0.75	8.2	7.2	6.4	4.9	3.8	2.9	2.1	1.5	1.0
4" x 11-ga x 18'	18	11	B	8" - 11"	0.75	6.3	5.4	4.7	3.4	2.4	1.6	1.0	0.4	n/a
4" x 11-ga x 20'	20	11	B	8" - 11"	0.75	4.6	3.9	3.2	2.1	1.2	0.6	n/a	n/a	n/a
4" x 11-ga x 22'	22	11	B	8" - 11"	0.75	7.6	6.6	5.7	4.2	3.0	2.0	1.2	0.5	n/a
4" x 11-ga x 24'	24	11	B	8" - 11"	0.75	6.0	5.1	4.3	2.9	1.8	0.9	n/a	n/a	n/a
4" x 11-ga x 26'	26	11	B	8" - 11"	0.75	4.6	3.7	3.0	1.7	0.7	n/a	n/a	n/a	n/a
4" x 7-ga x 14'	14	7	B	8" - 11"	0.75	18.3	16.4	14.9	12.2	10.2	8.5	7.1	5.9	5.0
4" x 7-ga x 16'	16	7	B	8" - 11"	0.75	14.7	13.2	11.8	9.6	7.8	6.3	5.2	4.2	3.4
4" x 7-ga x 18'	18	7	B	8" - 11"	0.75	11.9	10.5	9.3	7.4	5.9	4.6	3.6	2.8	2.1
4" x 7-ga x 20'	20	7	B	8" - 11"	0.75	9.6	8.4	7.4	5.7	4.3	3.2	2.3	1.6	0.9
4" x 7-ga x 22'	22	7	B	8" - 11"	0.75	7.7	6.6	5.7	4.2	3.0	2.0	1.2	0.5	n/a
4" x 7-ga x 24'	24	7	B	8" - 11"	0.75	6.0	5.1	4.3	2.9	1.8	0.9	n/a	n/a	n/a
4" x 7-ga x 26'	26	7	B	8" - 11"	0.75	4.6	3.7	3.0	1.7	0.7	n/a	n/a	n/a	n/a
4" x 7-ga x 28"[2]	28	7	B	8" - 11"	0.75	3.3	2.5	1.8	0.7	n/a	n/a	n/a	n/a	n/a
4" x 7-ga x 30"[2]	30	7	B	8" - 11"	0.75	2.2	1.4	0.8	n/a	n/a	n/a	n/a	n/a	n/a
5" x 11-ga x 14'	14	11	C	9" - 11"	0.75	17.4	15.7	14.1	11.5	9.3	7.7	6.3	5.2	4.2
5" x 11-ga x 16'	16	11	C	9" - 11"	0.75	13.8	12.3	10.9	8.7	6.9	5.5	4.3	3.3	2.5
5" x 11-ga x 18'	18	11	C	9" - 11"	0.75	10.8	9.6	8.4	6.5	4.9	3.7	2.6	1.8	1.1
5" x 11-ga x 20'	20	11	C	9" - 11"	0.75	8.5	7.3	6.3	4.6	3.2	2.1	1.2	0.5	n/a
5" x 11-ga x 22'	22	11	C	9" - 11"	0.75	10.9	9.5	8.3	6.2	4.5	3.2	2.1	1.2	0.5
5" x 11-ga x 24'	24	11	C	9" - 11"	0.75	8.8	7.5	6.4	4.5	3.0	1.8	0.8	n/a	n/a
5" x 11-ga x 26'	26	11	C	9" - 11"	0.75	6.8	5.7	4.6	3.0	1.6	0.6	n/a	n/a	n/a
5" x 11-ga x 28'	28	11	C	9" - 11"	0.75	5.2	4.1	3.2	1.6	0.4	n/a	n/a	n/a	n/a
5" x 11-ga x 30'	30	11	C	9" - 11"	0.75	3.6	2.7	1.8	0.4	n/a	n/a	n/a	n/a	n/a
5" x 7-ga x 20'	20	7	D	9" - 11"	1.00	21.6	19.3	17.3	14.0	11.3	9.2	7.4	6.0	4.8
5" x 7-ga x 22'	22	7	D	9" - 11"	1.00	20.7	18.6	16.6	13.3	10.7	8.5	6.8	5.4	4.2
5" x 7-ga x 24'	24	7	D	9" - 11"	1.00	17.7	15.6	13.8	10.8	8.5	6.6	5.0	3.7	2.6
5" x 7-ga x 26'	26	7	D	9" - 11"	1.00	14.9	13.1	11.4	8.8	6.6	4.9	3.5	2.3	1.3
5" x 7-ga x 28'	28	7	D	9" - 11"	1.00	12.5	10.9	9.4	6.9	4.9	3.4	2.1	1.0	n/a
5" x 7-ga x 30'	30	7	D	9" - 11"	1.00	10.3	8.9	7.5	5.2	3.4	2.0	0.8	n/a	n/a
5" x 7-ga x 35'	35	7	D	9" - 11"	1.00	6.0	4.8	3.6	1.8	n/a	n/a	n/a	n/a	n/a
6" x 7-ga x 24'	24	7	J	12"	1.00	18.6	16.4	14.3	11.2	8.6	6.5	4.8	3.4	2.2
6" x 7-ga x 26'	26	7	J	12"	1.00	15.6	13.4	11.7	8.8	6.5	4.6	3.0	1.8	0.7
6" x 7-ga x 28'	28	7	J	12"	1.00	12.9	10.9	9.3	6.7	4.6	2.8	1.5	n/a	n/a
6" x 7-ga x 30'	30	7	J	12"	1.00	10.4	8.8	7.3	4.8	2.9	1.3	n/a	n/a	n/a
6" x 7-ga x 32'	32	7	J	12"	1.00	8.3	6.8	5.5	3.1	1.3	n/a	n/a	n/a	n/a
6" x 7-ga x 34'	34	7	J	12"	1.00	6.5	5.0	3.7	1.6	n/a	n/a	n/a	n/a	n/a
6" x 7-ga x 35'	35	7	J	12"	1.00	5.5	4.2	2.9	0.9	n/a	n/a	n/a	n/a	n/a
6" x 7-ga x 39'	39	7	J	12"	1.00	2.3	1.0	n/a	n/a	n/a	n/a	n/a	n/a	n/a

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Steel Poles Square Straight

Type : _____

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WIND SPEED

POLE[1]	Mtg. Height Length (ft)	Wall Thick (ga)	BOLT CIRCLE			EPA								
			Designator	Dia. (in)	Anchor Bolt Dia (in)	110 MPH	115 MPH	120 MPH	130 MPH	140 MPH	150 MPH	160 MPH	170 MPH	180 MPH
5" x 11-ga x 14'	14	11	F	11"	0.75	17.6	15.8	14.2	11.5	9.4	7.7	6.3	5.2	4.3
5" x 11-ga x 14'	14	11	F	13"	0.75	17.6	15.8	14.2	11.5	9.4	7.7	6.3	5.2	4.3
5" x 11-ga x 16'	16	11	F	11"	0.75	13.9	12.2	11.0	8.8	7.0	5.5	4.3	3.4	2.5
5" x 11-ga x 16'	16	11	F	13"	0.75	13.9	12.2	11.0	8.8	7.0	5.5	4.3	3.4	2.5
5" x 11-ga x 18'	18	11	F	11"	0.75	11.0	9.6	8.4	6.5	5.0	3.7	2.7	1.8	1.1
5" x 11-ga x 18'	18	11	F	13"	0.75	11.0	9.6	8.4	6.5	5.0	3.7	2.7	1.8	1.1
5" x 11-ga x 20'	20	11	F	11"	0.75	8.6	7.4	6.4	4.6	3.3	2.2	1.3	0.5	-
5" x 11-ga x 20'	20	11	F	13"	0.75	8.6	7.4	6.4	4.6	3.3	2.2	1.3	0.5	-
5" x 11-ga x 22'	22	11	F	11"	0.75	12.7	11.1	9.6	7.4	5.6	4.1	3.0	2.0	1.1
5" x 11-ga x 22'	22	11	F	12"	0.75	10.3	8.9	7.7	5.7	4.1	2.8	1.8	0.9	-
5" x 11-ga x 22'	22	11	F	13"	0.75	8.6	7.4	6.4	4.6	3.1	2.0	1.1	-	-
5" x 11-ga x 24'	24	11	F	11"	0.75	10.2	8.9	7.6	5.6	4.0	2.6	1.6	0.7	-
5" x 11-ga x 24'	24	11	F	12"	0.75	8.0	6.9	5.8	4.0	2.6	1.5	0.5	-	-
5" x 11-ga x 24'	24	11	F	13"	0.75	6.7	5.5	4.6	3.0	1.7	0.7	-	-	-
5" x 11-ga x 26'	26	11	F	11"	0.75	8.1	6.9	5.8	4.0	2.5	1.3	-	-	-
5" x 11-ga x 26'	26	11	F	12"	0.75	6.2	5.1	4.1	2.6	1.3	-	-	-	-
5" x 11-ga x 26'	26	11	F	13"	0.75	5.0	4.0	3.1	1.6	0.5	-	-	-	-
5" x 11-ga x 28'	28	11	F	11"	0.75	6.3	5.2	4.3	2.5	1.1	-	-	-	-
5" x 11-ga x 28'	28	11	F	12"	0.75	4.6	3.6	2.7	1.2	-	-	-	-	-
5" x 11-ga x 28'	28	11	F	13"	0.75	3.4	2.5	1.7	-	-	-	-	-	-
5" x 11-ga x 30'	30	11	F	11"	0.75	4.7	3.7	2.8	1.2	-	-	-	-	-
5" x 11-ga x 30'	30	11	F	12"	0.75	3.1	2.2	1.4	-	-	-	-	-	-
5" x 11-ga x 30'	30	11	F	13"	0.75	2.0	1.2	0.5	-	-	-	-	-	-
5" x 7-ga x 20'	20	7	G	11"	0.75	19.0	17.0	15.0	12.2	9.7	7.8	6.2	5.0	3.8
5" x 7-ga x 20'	20	7	G	12"	0.75	21.4	19.1	17.1	13.8	11.2	9.1	7.3	5.9	4.7
5" x 7-ga x 20'	20	7	G	13"	0.75	21.4	19.2	17.2	13.9	11.3	9.2	7.4	6.0	4.8
5" x 7-ga x 20'	20	7	G	11"	1	21.7	19.4	17.4	14.0	11.4	9.3	7.5	6.0	4.8
5" x 7-ga x 20'	20	7	G	13"	1	21.7	19.4	17.4	14.0	11.4	9.3	7.5	6.0	4.8
5" x 7-ga x 22'	22	7	G	11"	0.75	16.0	14.1	12.5	9.8	7.6	5.9	4.4	3.3	2.3
5" x 7-ga x 22'	22	7	G	12"	0.75	17.7	15.9	14.2	11.2	8.7	7.0	5.4	4.1	3.0
5" x 7-ga x 22'	22	7	G	13"	0.75	19.9	17.3	15.6	12.6	10.0	8.0	6.3	5.0	3.8
5" x 7-ga x 22'	22	7	G	11"	1	21.0	18.7	16.7	13.4	10.6	8.5	6.8	5.4	4.2
5" x 7-ga x 22'	22	7	G	12"	1	23.4	20.6	18.4	15.0	12.2	9.9	8.0	6.4	5.1
5" x 7-ga x 22'	22	7	G	13"	1	21.3	18.8	17.0	13.7	11.0	8.8	7.0	5.6	4.3
5" x 7-ga x 24'	24	7	G	11"	0.75	13.3	11.6	10.0	7.7	5.7	4.2	2.9	1.9	1.0
5" x 7-ga x 24'	24	7	G	12"	0.75	15.0	13.0	11.6	8.9	6.8	5.1	3.8	2.6	1.7
5" x 7-ga x 24'	24	7	G	13"	0.75	16.6	14.6	12.9	10.2	8.0	6.1	4.6	3.3	2.3
5" x 7-ga x 24'	24	7	G	11"	1	17.5	15.7	13.9	10.9	8.6	6.7	5.0	3.7	2.7
5" x 7-ga x 24'	24	7	G	12"	1	20.0	17.4	15.4	12.3	9.9	7.8	6.0	4.7	3.5
5" x 7-ga x 24'	24	7	G	13"	1	18.1	16.0	14.2	11.0	8.7	6.7	5.3	3.9	2.8
5" x 7-ga x 26'	26	7	G	11"	0.75	10.9	9.3	8.0	5.9	4.1	2.7	1.6	0.6	-
5" x 7-ga x 26'	26	7	G	12"	0.75	12.4	10.9	9.5	7.0	5.1	3.6	2.3	1.3	-
5" x 7-ga x 26'	26	7	G	13"	0.75	14.0	12.3	10.7	8.1	6.0	4.4	3.1	2.0	1.0
5" x 7-ga x 26'	26	7	G	11"	1	15.0	13.2	11.5	8.8	6.7	4.9	3.5	2.3	1.3

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Steel Poles Square Straight

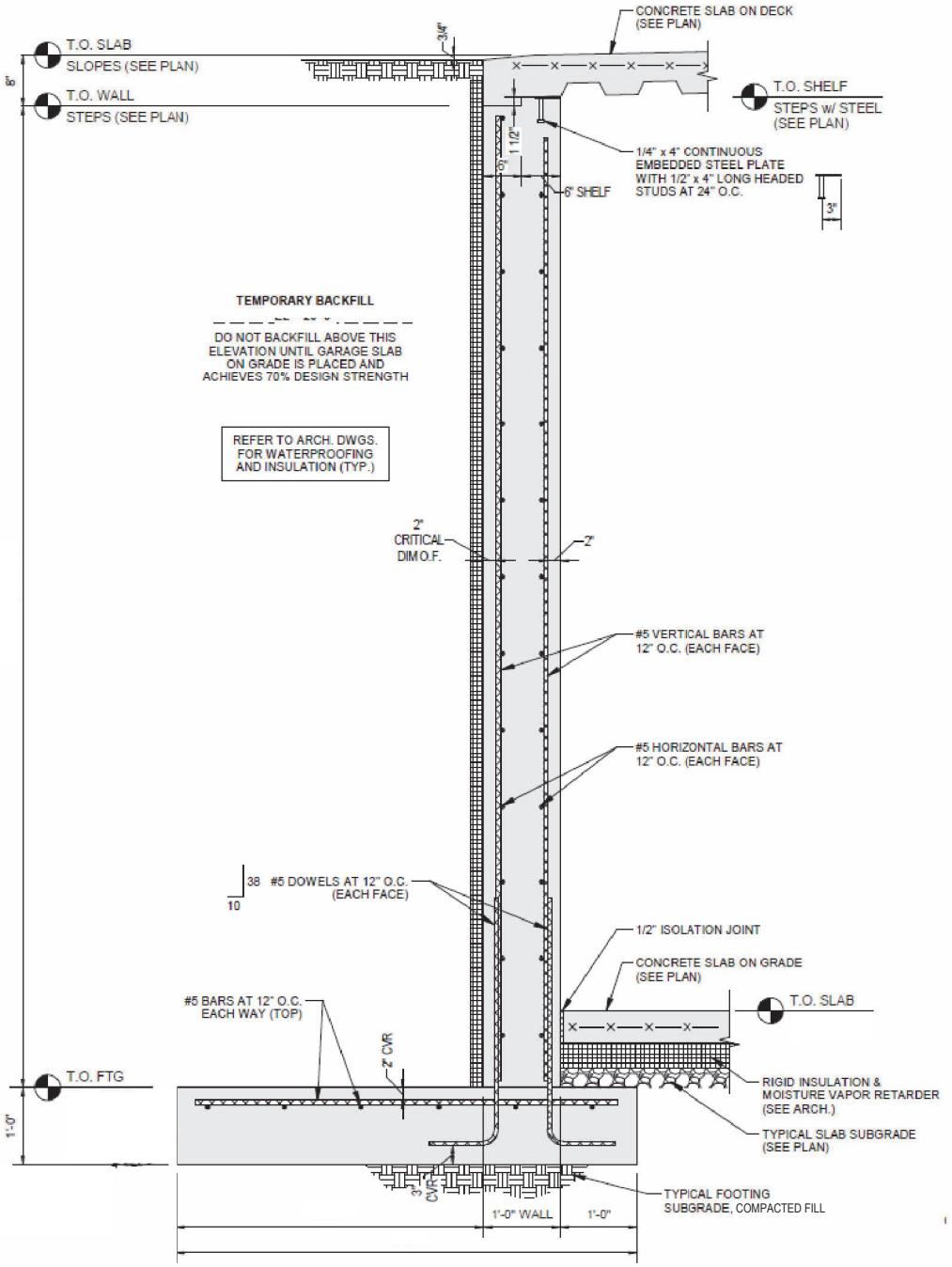
Type : _____

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WIND SPEED

POLE[1]	Mtg. Height Length (ft)	Wall Thick (ga)	BOLT CIRCLE			EPA								
			Designator	Dia. (in)	Anchor Bolt Dia (in)	110 MPH	115 MPH	120 MPH	130 MPH	140 MPH	150 MPH	160 MPH	170 MPH	180 MPH
5" x 7-ga x 26'	26	7	G	12"	1	17.0	14.8	13.0	10.2	7.9	6.0	4.4	3.1	2.1
5" x 7-ga x 26'	26	7	G	13"	1	15.3	13.5	11.8	9.0	6.8	5.0	3.6	2.5	1.4
5" x 7-ga x 28'	28	7	G	11"	0.75	8.9	7.4	6.3	4.3	2.7	1.4	-	-	-
5" x 7-ga x 28'	28	7	G	12"	0.75	10.2	8.8	7.5	5.3	3.5	2.1	1.0	-	-
5" x 7-ga x 28'	28	7	G	13"	0.75	11.8	10.2	8.8	6.4	4.5	3.0	1.7	0.7	-
5" x 7-ga x 28'	28	7	G	11"	1	12.5	10.9	9.5	7.0	5.0	3.3	2.1	1.0	-
5" x 7-ga x 28'	28	7	G	12"	1	14.2	12.4	11.0	8.2	6.0	4.3	3.0	1.7	0.8
5" x 7-ga x 28'	28	7	G	13"	1	12.9	11.0	9.7	7.2	5.2	3.6	2.2	1.1	-
5" x 7-ga x 30'	30	7	G	11"	0.75	7.0	5.8	4.7	2.8	1.3	-	-	-	-
5" x 7-ga x 30'	30	7	G	12"	0.75	8.4	7.0	5.8	3.8	2.2	0.9	-	-	-
5" x 7-ga x 30'	30	7	G	13"	0.75	9.7	8.2	7.0	4.8	3.0	1.6	0.5	-	-
5" x 7-ga x 30'	30	7	G	11"	1	10.4	8.8	7.6	5.3	3.4	2.0	0.8	-	-
5" x 7-ga x 30'	30	7	G	12"	1	12.0	10.3	9.0	6.4	4.4	2.9	1.6	0.5	-
5" x 7-ga x 30'	30	7	G	13"	1	10.6	9.1	7.7	5.5	3.6	2.1	1.0	-	-
5" x 7-ga x 35'	35	7	G	11"	0.75	3.2	2.2	1.2	-	-	-	-	-	-
5" x 7-ga x 35'	35	7	G	12"	0.75	4.4	3.2	2.2	0.5	-	-	-	-	-
5" x 7-ga x 35'	35	7	G	13"	0.75	5.5	4.2	3.1	1.3	-	-	-	-	-
5" x 7-ga x 35'	35	7	G	11"	1	6.0	4.8	3.6	1.8	-	-	-	-	-
5" x 7-ga x 35'	35	7	G	12"	1	7.3	6.0	4.8	2.7	1.1	-	-	-	-
5" x 7-ga x 35'	35	7	G	13"	1	6.3	5.0	3.8	1.9	-	-	-	-	-
6" x 7-ga x 24'	24	7	H	11"	1	16.5	14.4	12.6	9.6	7.2	5.3	3.8	2.5	1.4
6" x 7-ga x 24'	24	7	H	12-1/2"	1	19.8	17.5	15.4	12.0	9.2	7.0	5.3	3.8	2.7
6" x 7-ga x 24'	24	7	H	14"	1	23.0	20.5	18.0	14.3	11.2	8.9	6.9	5.3	3.8
6" x 7-ga x 26'	26	7	H	11"	1	13.7	11.8	10.2	7.5	5.3	3.6	2.1	1.0	-
6" x 7-ga x 26'	26	7	H	12-1/2"	1	16.5	14.6	12.6	9.6	7.0	5.2	3.6	2.2	1.1
6" x 7-ga x 26'	26	7	H	14"	1	19.6	17.3	15.2	11.7	8.9	6.7	5.0	3.5	2.2
6" x 7-ga x 28'	28	7	H	11"	1	11.0	9.3	7.8	5.5	3.5	1.9	0.6	-	-
6" x 7-ga x 28'	28	7	H	12-1/2"	1	13.8	12.0	10.2	7.5	5.2	3.4	1.9	0.7	-
6" x 7-ga x 28'	28	7	H	14"	1	16.4	14.5	12.5	9.4	6.9	4.7	3.2	1.8	0.7
6" x 7-ga x 30'	30	7	H	11"	1	9.0	7.3	6.0	3.6	1.9	0.5	-	-	-
6" x 7-ga x 30'	30	7	H	12-1/2"	1	11.4	9.6	8.0	5.5	3.4	1.7	-	-	-
6" x 7-ga x 30'	30	7	H	14"	1	14.0	12.0	10.0	7.2	5.0	3.2	1.6	-	-
6" x 7-ga x 32'	32	7	H	11"	1	7.0	5.5	4.2	2.0	-	-	-	-	-
6" x 7-ga x 32'	32	7	H	12-1/2"	1	9.2	7.6	6.0	3.8	1.8	-	-	-	-
6" x 7-ga x 32'	32	7	H	14"	1	11.4	9.7	8.0	5.4	3.2	1.6	-	-	-
6" x 7-ga x 34'	34	7	H	11"	1	5.1	3.7	2.5	0.6	-	-	-	-	-
6" x 7-ga x 34'	34	7	H	12-1/2"	1	7.2	5.6	4.4	2.2	-	-	-	-	-
6" x 7-ga x 34'	34	7	H	14"	1	9.3	7.6	6.2	3.6	1.7	-	-	-	-
6" x 7-ga x 35'	35	7	H	11"	1	4.2	3.0	1.8	-	-	-	-	-	-
6" x 7-ga x 35'	35	7	H	12-1/2"	1	6.2	4.8	3.6	1.4	-	-	-	-	-
6" x 7-ga x 35'	35	7	H	14"	1	8.2	6.6	5.2	2.9	1.0	-	-	-	-
6" x 7-ga x 39'	39	7	H	11"	1	1.0	-	-	-	-	-	-	-	-
6" x 7-ga x 39'	39	7	H	12-1/2"	1	3.0	1.6	0.5	-	-	-	-	-	-
6" x 7-ga x 39'	39	7	H	14"	1	4.6	3.3	2.0	-	-	-	-	-	-

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1 S0.1 FOUNDATION WALL SECTION
3/4" = 1'-0"

NOTE: ALL FOOTINGS ARE TO REST ON CLEAN GRANULAR FILL COMPACTED IN LAYERS OF 12" OR LESS TO 95% COMPACTION.

ARCOVE ARCHITECTS

134 PLEASANT STREET

PORTSMOUTH, NH 03801

PROJECT NO:1028

ARCOVE ARCHITECTS
767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.731.5187
www.ARCove.com

DOUBLE MC, LLC
MCNABB PROPERTIES LTD
10 PLEASANT ST, STE 3
PORTSMOUTH NH 03801

REVISIONS:

REFERENCE:

REFERENCE SHEET:

DATE: 02/03/26

TYPICAL FOUNDATION DETAIL

SCALE:

SK-1

QUITCLAIM DEED

134 Pleasant Street, Portsmouth, NH

The Federal Deposit Insurance Corporation, as Receiver for BankEast (successor to Portsmouth Trust Company) ("Grantor"), with a place of business at 155 Founders Plaza, 3rd Floor, East Hartford, Connecticut 06128, for good and valuable consideration paid, hereby remises, releases and forever quitclaims to First NH Bank, a New Hampshire guaranty savings bank with a place of business at 875 Elm Street, City of Manchester, County of Hillsborough, State of New Hampshire, whatever interest Grantor may have, if any, in the following described parcels of land:

Two certain parcels of land with the buildings thereon in the City of Portsmouth, in the County of Rockingham, in the State of New Hampshire, more particularly described as follows:

PARCEL I

A certain parcel of land situated on the westerly side of Pleasant Street in said Portsmouth bounded and described as follows:

Beginning at an iron pin set in the ground on Pleasant Street at land of Marion W. Lord and running by said Pleasant Street South 46° 14' East one hundred twenty-two and thirty-nine hundredths (122.39) feet to a drill hole in the curb; thence South 57° 07' East still by Pleasant Street seventy-nine and twenty-nine hundredths (79.29) feet to an iron pipe at a right of way leading from said Street by these premises; thence turning and running by said right of way South 53° 45' West one hundred twenty-one and thirty-three hundredths (121.33) feet to an iron pipe; thence South 61° 54' West one hundred ninety-four and twenty-four hundredths (194.24) feet to a post at land of the City of Portsmouth; thence turning and running by said land of said City North 24° 03' West one hundred eighty-three and sixty-nine hundredths (183.69) feet to an iron pipe at land of Marion W. Lord, aforesaid; thence turning and running by said last mentioned land North 56° 41' East one hundred seventy-five and twenty-four hundredths (175.24) feet and North 57° 43' East fifty and forty-four hundredths (50.44) feet to an iron pipe at Pleasant Street and point of beginning.

Together with all its right, title and interest in and to the right of way above mentioned.

001710
APR 1 2 22 PM '93
ROCKINGHAM COUNTY
REGISTRY OF DEEDS

Parcel I consists of two parcels of land, the one being formerly known as the Unitarian Parsonage lot and being the same premises conveyed to the South Parish of Portsmouth by deed of William R.P. Clark, dated August 29, 1925, and recorded in Rockingham Registry of Deeds, Book 786, Page 461 and by said Parish conveyed to Unitarian-Universalist Church of Portsmouth by deed dated June 14, 1948, and recorded in said Deeds at Book 1085, Page 83; and the other being formerly known as the Universalist Church lot whereon the Church of Christ Universalist formerly stood and conveyed to the Unitarian Universalist Church of Portsmouth by deed of the First Universalist Society of Portsmouth, dated August 6, 1947, and recorded in said Deeds at Book 1071, Page 473.

PARCEL II

A certain lot of land situated in said Portsmouth, in the rear of certain other real estate now or formerly owned by Louis P. Baker, formerly owned by the City of Portsmouth, on Court Street in said Portsmouth and more particularly bounded and described as follows:

Northerly by land now or formerly of Louis P. Baker, thirty-two and six tenths (32.6) feet; thence easterly by land now or formerly of First National Stores, Inc., formerly of the South Parish, sixty (60) feet, more or less; thence southerly by land of the City of Portsmouth, thirty-two and six tenths (32.6) feet; and, westerly by right of way over land of the City of Portsmouth, sixty (60) feet, more or less.

The premises are hereby conveyed together with a right of way described in the deed to First National Stores, Inc., September 3, 1952 in Book 1257, Page 466.

For source of title see Quitclaim Deed of First National Stores, Inc. to Portsmouth Trust Company dated September 24, 1992 and recorded in the Rockingham County Registry of Deeds at Book 2244, Page 903.

For source of Grantor's title see Notice of Assignment recorded at Book 2935, Page 1125 at the Rockingham County Registry of Deeds.

This Deed is delivered pursuant to the terms of a certain Purchase and Assumption Agreement entered into among the Federal Deposit Insurance Corporation, Receiver of BankEast, Federal Deposit Insurance Corporation and First NH Bank, dated as of October 10, 1991.

Executed this 5th day of February, 1993.

FEDERAL DEPOSIT INSURANCE
CORPORATION,
Receiver for BankEast

Witness

By: _____
Its: Anna B. Croteau
Supervisory Liquidation Specialist

STATE OF CONNECTICUT
COUNTY OF HARTFORD

On this 5th day of February, 1993, before me, the undersigned officer, personally appeared Anna Croteau, who acknowledged himself/herself to be the S.L.S. of the Federal Deposit Insurance Corporation, as Receiver for BankEast, and that he/she, as such S.L.S, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the corporation by himself/herself as S.L.S, on behalf of the Federal Deposit Insurance Corporation, as Receiver for BankEast.

_____
Notary Public
Commissioner of the Superior Court
My Commission Expires: 1-31-96

MEP 1561 .AGO

STATE OF NEW HAMPSHIRE
DEPARTMENT OF REVENUE ADMINISTRATION
REAL ESTATE TRANSFER TAX
6 THOUSAND 3 HUNDRED AND XX DOLLARS
MO. DAY YR. 040193
93563
AMOUNT $6300.00
VOID IF ALTERED

E # 23027044 09/08/2023 01:45:00 PM
Book 6505 Page 2411 Page 1 of 3
Register of Deeds, Rockingham County

Return to:

_____

_____

_____

LCHIP	ROA658982	25.00
TRANSFER TAX	RO125185	82,500.00
RECORDING		18.00
SURCHARGE		2.00

WARRANTY DEED

134 Pleasant Street, LLC, a New Hampshire limited liability company, with a principal place of business at 134 Pleasant Street, Portsmouth, New Hampshire 03801, FOR CONSIDERATION PAID, grants to **Double MC, LLC,** a New Hampshire limited liability company, with a principal place of business at 3 Pleasant Street, Suite 400, Portsmouth, New Hampshire 03801, with ***WARRANTY COVENANTS,*** the following described premises:

A certain tract or parcel of land with the buildings thereon situated on Pleasant Street, in the City of Portsmouth, County of Rockingham and State of New Hampshire as shown on a plan drawn by Millette, Sprague & Colwell, Inc. entitled "ALTA/ACSM Land Title Survey for Citizens Bank New Hampshire, 134 Pleasant Street, County of Rockingham, Portsmouth, NH" recorded in the Rockingham County Registry of Deeds as Plan D-26343, bounded and described as follows:

Beginning at a point on the southerly sideline of Pleasant Street at the southeasterly corner of land now or formerly of Strawbery Banke, Inc.; thence

South 46° 14' East along said Pleasant Street a distance of 122.39 feet, more or less, to a point; thence

South 57° 07' East still along Pleasant Street a distance of 79.29 feet, more or less, to a point at land now or formerly of the City of Portsmouth; thence

South 53° 45' West along land of the City of Portsmouth a distance of 121.33 feet, more or less, to a point; thence

South 61° 54' West along said City of Portsmouth land a distance of 194.24 feet, more or less, to a point; thence

North 24° 03' West along said City of Portsmouth land and other land of the City of Portsmouth a distance of 124.67 feet, more or less, to a point; thence

South 65° 57' 50" West along land of the City of Portsmouth a distance of 32.60 feet, more or less, to a point; thence

North 23° 44' 35" West along land of the City of Portsmouth a distance of 60.00 feet, more or less, to a point at land now or formerly of S & T Realty Trust; thence

North 66° 03' 55" East along said S & T Realty Trust land a distance of 32.60 feet, more or less, to a point at land now or formerly of Strawbery Banke, Inc.; thence

South 04° 51' 20" East along said Strawbery Banke, Inc. land a distance of 0.98 feet, more or less, to a point; thence

North 56° 41' East along said Strawbery Banke, Inc. land a distance of 175.24 feet, more or less, to a point; thence

North 57° 43' East continuing along said Strawbery Banke, Inc. land a distance of 50.44 feet, more or less, to the point of beginning.

TOGETHER WITH a right of way to Court Street as fully described in deed recorded at Book 1257, Page 466 of the Rockingham County Registry of Deeds.

Also conveying all right, title and interest in and to a right of way along a portion of the southerly bound of the premises described in Book 2975, Page 349.

Meaning and intending to describe and hereby convey the same premises in the deed of South Mill Pond, LLC to 134 Pleasant Street, LLC, dated February 23, 2005 and recorded with the Rockingham County Registry of Deeds at Book 4440, Page 2021.

This is not homestead property.

[Remainder of Page Intentionally Blank – Signature Page Follows]

DATED this 8 day of September, 2023.

134 PLEASANT STREET, LLC a New Hampshire limited liability company

Sharon Weston, Manager

STATE OF NEW HAMPSHIRE

COUNTY OF Rockingham, ss.

On September ___, 2023, before me, the undersigned notary public, personally appeared Sharon Weston, Manager of 134 Pleasant Street, LLC, a New Hampshire limited liability company, proved to me through satisfactory evidence of identification, which was her:

- ☐ photographic identification with signature issued by a federal or state governmental agency,
- ☐ oath or affirmation of a credible witness,
- ☒ personal knowledge of the undersigned,

to be the person whose name is signed on the preceding or attached document, and acknowledged to me that she signed it voluntarily for its stated purpose, duly authorized, in her capacity as manager of 134 Pleasant Street, a New Hampshire limited liability company.

Notary Public
My Commission Expires: _____
[SEAL]

JOHN K. BOSEN
MY COMMISSION EXPIRES DEC. 2, 2025
NOTARY PUBLIC
NEW HAMPSHIRE

BK2811 P0159

QUITCLAIM DEED

The City of Portsmouth, a New Hampshire municipal corporation, existing under the laws of the State of New Hampshire, having a usual place of business at 1 Junkins Avenue, Portsmouth, County of Rockingham, State of New Hampshire, for consideration paid, grants to the State of New Hampshire with Quitclaim Covenants, the following described real estate located at 111 Parrott Avenue identified as the COURTHOUSE LOT, in said Portsmouth, together with three easements for the maintenance and control of certain parking spaces appurtenant to the Courthouse Lot; all of which are more fully described as follows:

43553

COURTHOUSE LOT

A certain parcel of land with buildings thereon located in the City of Portsmouth, New Hampshire on the Northerly side of Parrott Avenue approximately 350' West of the intersection of Junkins Avenue and Parrott Avenue. Being described as follows:

Beginning at a granite bound on the Northerly side of Parrott Avenue and the South Westerly corner of the herein described tract;

Thence N 07 degrees 15' 34" W, a distance of 187.27 feet bounded Westerly by land of home for Aged Women to the North Westerly corner of the herein described tract;

Thence N 80 degrees 24' 19" E, a distance of 103.72 feet bounded Northerly by land of Portsmouth Housing Authority and land of City of Portsmouth to the North Easterly corner of the herein described tract;

Thence S 6 degrees 57' 04" E a distance of 214.62 feet bounded Easterly by land of City of Portsmouth to a point on a curve on the Northerly side Parrott Avenue; said point being the South Easterly corner of the herein described tract;

Thence Westerly along said curve deflecting to the left having a radius of 872.00 feet; a central angle of 6 degrees 54' 26" a distance of 105.12 feet to the point and place of beginning containing 0.473 acres.

Said tract being shown as parcel "A" on plan titled courthouse lot subdivision of land prepared for City of Portsmouth, Portsmouth, New Hampshire scale 1"-40' July 1, 1988. Revised to 9-13-88 by Thomas F. Moran, Inc.

Dec 5 10 02 AM '89

ROCKINGHAM COUNTY REGISTRY OF DEEDS

PARKING EASEMENTS

Three parking area easements, the first two of which are shown on a plan titled "Court House Lot Subdivision Prepared for the City of Portsmouth, Portsmouth, New Hampshire Scale 1"-40' July 1, 1988" revised to 9-13-88 by Thomas F. Moran Inc.

The first area being described as follows:

Beginning at the North Westerly corner of the herein described easement area said corner being located 16 feet more or less North East of the North East corner of courthouse lot.

Thence running North East 7' more or less to the face granite curbing and the North East corner of said easement;

Thence Southerly along the face of said curbing a distance of 75 feet more or less to the South East corner of said easement;

Thence Westerly a distance of 10 feet to the South West corner of said easement;

Thence Northerly a distance of 68 feet more or less to the point of beginning. Said area bounded on all sides by land of the City of Portsmouth. First easement area intended to provide three 7 foot wide by 21 foot parallel parking spaces.

The second easement area being described as follows:

Beginning at the South East corner of said easement area, said corner being located on a curve on the Northerly side of Parrott Avenue and being 23' more or less South East of the South Easterly corner of the courthouse lot.

Thence heading North Easterly a distance of 9 feet to the South West corner of said easement area;

Thence Northerly 110 feet more or less to the North West corner of said easement area;

Thence North Easterly 10 feet more or less to the face of granite curbing and the North East corner of said easement area.

Thence Southerly along the face of curb a distance of 122 feet more or less to the point of beginning;

Said easement area being bounded on all sides by land of City of Portsmouth;

Second easement area intended to provide four 7 x 21 parallel parking spaces.

The third area, not shown on said courthouse plan, being described as follows;

bac

Beginning at the South East corner of the herein described easement said corner being 9.5' more or less North of a granite monument in a Northerly corner of the City of Portsmouth Parrott Avenue parking lot.

Thence Northerly 30 feet more or less bounded on the East by land of Portsmouth Trust Company to the North East corner of the herein described easement;

Thence Easterly 18 feet more or less to the North West corner of the herein described easement;

Thence South 30 feet more or less to the South East corner of the herein described easement;

Thence West 18 feet more or less to the point of beginning;

Said previous three courses bonded by land of the City of Portsmouth. Third easement area intended to provide four 7.5 foot wide 90 degree parking spaces.

The parking easements herein conveyed are for the construction, operation, maintenance, repair, and control of parking appurtenant to the courthouse lot, herein conveyed, and for no other purpose. If the courthouse lot shall cease to be used primarily for court purpose, then the parking easements herein described shall automatically revert to the City of Portsmouth or its successor in title to the underlying fee.

Execution and delivery of this deed is authorized by vote of the Portsmouth City Council at its meeting of July 31, 1989.

WITNESS my hand and seal this 5th day of October, 1989.

Witness:

THE CITY OF PORTSMOUTH

Calvin A. Canney, City Manager

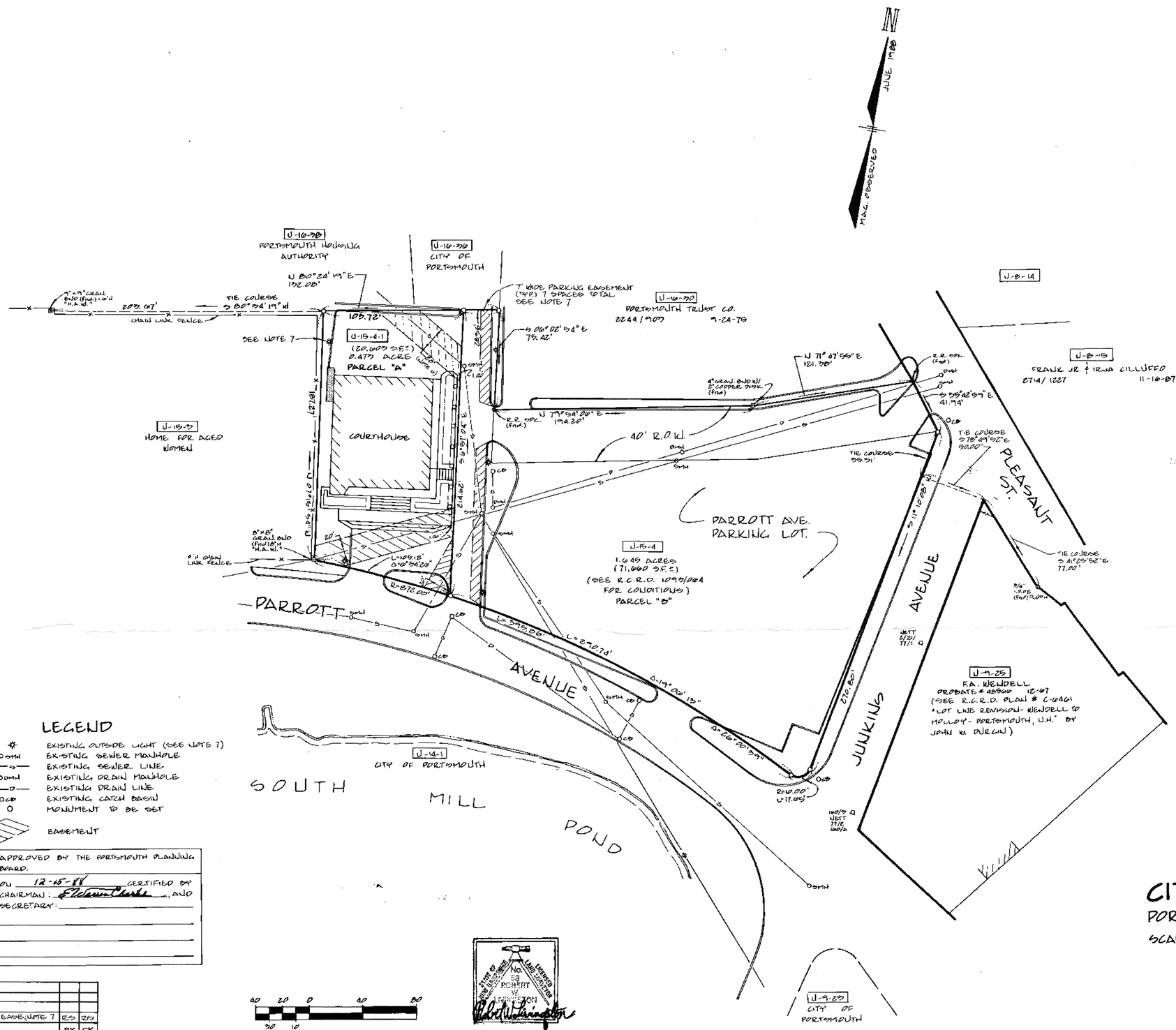
Before me appeared the above named Calvin A. Canney, known to me, and under oath indicated that he had subscribed the above document for the purposes contained therein.

October 5, 1989
Date

Justice of the Peace

Dec 16 3:48 PM '88

Dec 16 3:48 PM '88 61814


N
JUNE 1988
MAG. OBSERVED
U-16-78
PORTSMOUTH HOUSING AUTHORITY
U-16-77A
CITY OF PORTSMOUTH
U-16-80
PORTSMOUTH TRUST CO.
2244/1909
9-28-79
U-15-4-1
(20,607 S.F.±)
0.473 ACRE
PARCEL "A"
U-15-77
HOME FOR AGED WOMEN
COURTHOUSE
PARROTT AVE. PARKING LOT.
U-15-4
1.648 ACRES
(71,660 S.F.±)
(SEE R.C.R.D. 1093/064 FOR CONDITIONS)
PARCEL "B"
PARROTT AVENUE
U-14-1
CITY OF PORTSMOUTH
SOUTH MILL POND
U-8-14
U-8-15
FRANK JR. & IRMA GILLUFFO
2714/1237
11-16-87
PLEASANT ST.
JUNKINS AVENUE
U-9-25
F.A. WENDELL
PROBATE # 48966 12-07
(SEE R.C.R.D. PLAN # C-6461 "LOT LINE REVISION- WENDELL TO MOLLOY- PORTSMOUTH, N.H." BY JOHN W. DURGIN)
U-9-23
CITY OF PORTSMOUTH
7' WIDE PARKING EASEMENT (TYP.) 7 SPACES TOTAL SEE NOTE 7
TIE COURSE S 80°24'19"W 203.67'
CHAIN LINK FENCE
N 80°24'19"E 192.08'
109.72'
S 00°02'54"E 79.42'
SEE NOTE 7
N 71°54'20"E 194.20'
R.R. SPK. (Found)
40' R.O.W.
N 71°47'56"E 121.30'
4"CONC. B.O.W. W/ B. COPPER DISK (Found)
S 35°42'59"E 41.94'
TIE COURSE S 78°49'52"E 90.00'
TIE COURSE 55.51'
TIE COURSE S 41°25'52"E 77.20'
S 19°10'28"W 210.80'
N 77°10'00"W 210.80'
R=210.00' L=117.05'
L=109.13' Δ=10°54'20"
R=576.00'
L=392.56'
L=270.74'
Δ=19°00'13"
Δ=26°01'54"
L=274.02'
S 19°45'24"E
PLUS 6.5'±
20'
6"x6" GRAN. B.O.W. (Found) 0.4' "N.A.D."
7"x7" GRAN. B.O.W. (Found) 1.0' "N.A.D."
6'± CHAIN LINK FENCE
5/8" I.P.F.S. (Found)
WETT 2/201 77/1
WETT 2/201 77/1 100/1
0.4' ±
1.0' ±
0.2' ±
0.3' ±
0.5' ±
0.6' ±
0.7' ±
0.8' ±
0.9' ±
1.2' ±
1.3' ±
1.4' ±
1.5' ±
1.6' ±
1.7' ±
1.8' ±
1.9' ±
2.0' ±
2.1' ±
2.2' ±
2.3' ±
2.4' ±
2.5' ±
2.6' ±
2.7' ±
2.8' ±
2.9' ±
3.0' ±
3.1' ±

Map of Portsmouth in the State of New Hampshire

M.DCCC.XIII

Surveyed & Drawn by J. C. Hales Geographer Draftsman &c.

PISCATAQUA RIVER

PISCATAQUA RIVER

ISLINGTON CREEK

SOUTH MILL POND

DOCK

Destroyed by Fire Dec.r 22.d 1813

EXPLANATION

Wood built Dwelling Houses

Brick built Do.

Wood built Stores

Brick built Do.

Barns Stables &c.

School Houses

Meeting Houses

Fire Engine Houses

Gardens Yards &c.

Water

SCALE

0 1 2 3 4 5 6 7 8 9 10 Chains

0 1/4 1/2 3/4 1 Furlong

1813 MAP AND PARCEL OVERLAY

OWNER: DOUBLE MC, LLC
PROPERTY LOCATION: 134 PLEASANT STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

NORTH NAD83(2011)
GRID NHSPC

116/30

ROGERS STREET

GRAPHIC SCALE

100 0 50 100 200 300

(IN FEET)
1 inch = 100 ft.

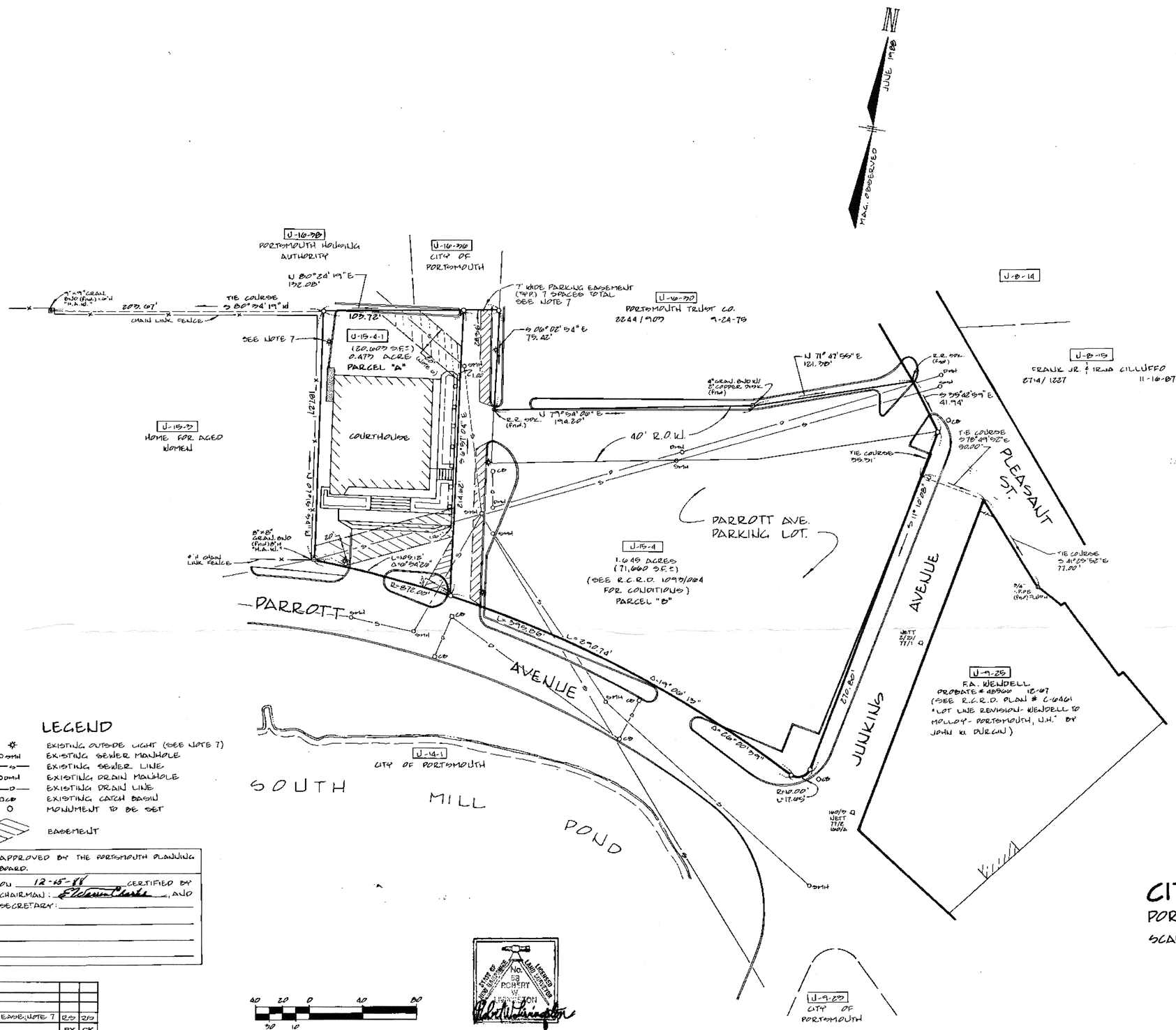
SCALE: 1"=100' DATE: AUGUST 4, 2025

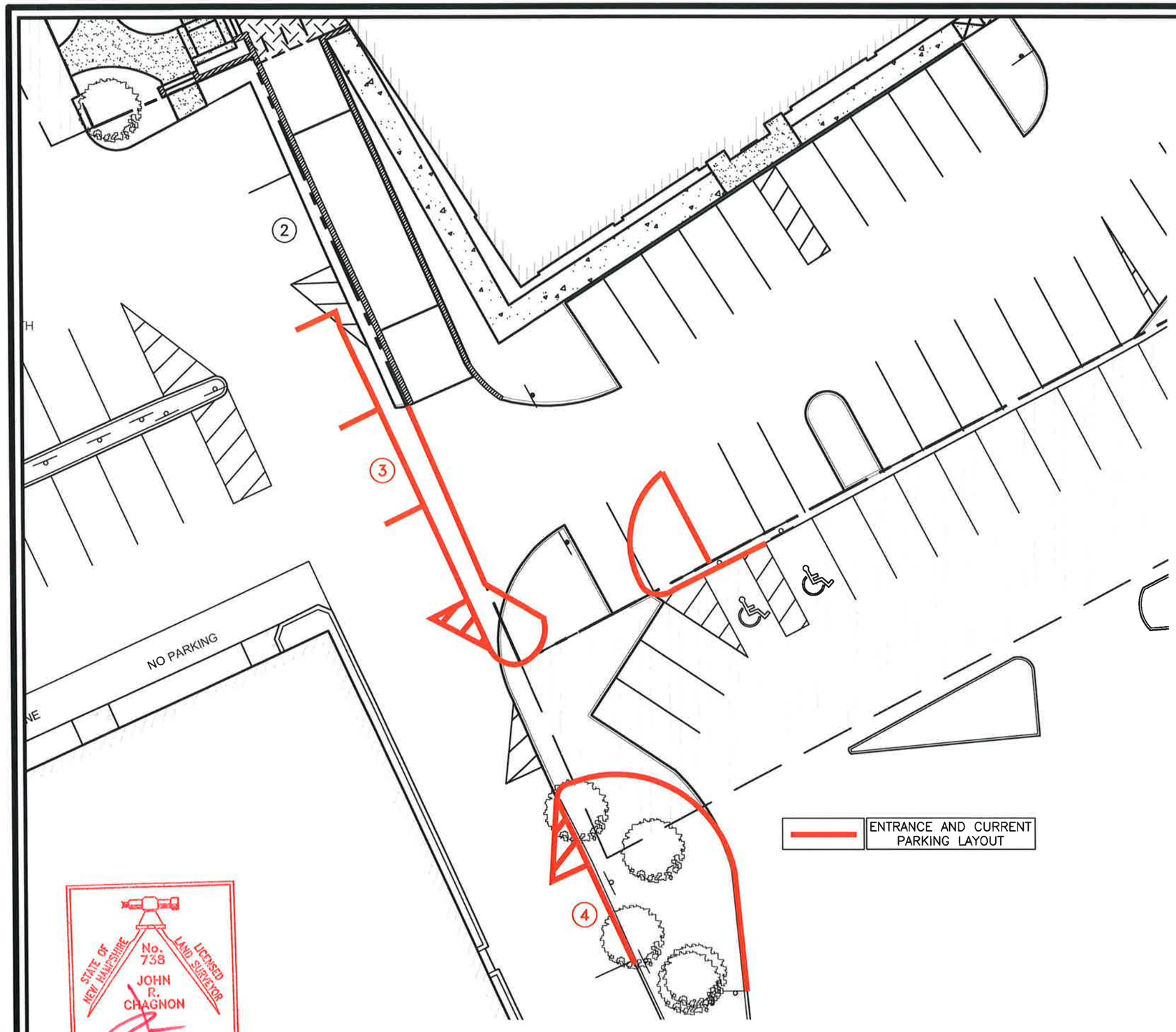
HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

FB 276 PG 60 JOB # 5010153.1532

Dec 16 3:48 PM '88

Dec 16 3:48 PM '88 61814


N
JUNE 1988
MAG. OBSERVED
U-16-78
PORTSMOUTH HOUSING AUTHORITY
U-16-77A
CITY OF PORTSMOUTH
U-16-80
PORTSMOUTH TRUST CO.
2244/1909
9-28-79
U-15-4-1
(20,607 S.F.±)
0.473 ACRE
PARCEL "A"
U-15-77
HOME FOR AGED WOMEN
COURTHOUSE
PARROTT AVE. PARKING LOT.
U-15-4
1.648 ACRES
(71,660 S.F.±)
(SEE R.C.R.D. 1093/064 FOR CONDITIONS)
PARCEL "B"
PARROTT AVENUE
U-14-1
CITY OF PORTSMOUTH
SOUTH MILL POND
U-8-14
U-8-15
FRANK JR. & IRMA GILLUFFO
2714/1237
11-16-87
PLEASANT ST.
JUNKINS AVENUE
U-9-25
F.A. WENDELL
PROBATE # 48966 12-07
(SEE R.C.R.D. PLAN # C-6461 "LOT LINE REVISION- WENDELL TO MOLLOY- PORTSMOUTH, N.H." BY JOHN W. DURGIN)
U-9-23
CITY OF PORTSMOUTH
7' WIDE PARKING EASEMENT (TYP.) 7 SPACES TOTAL SEE NOTE 7
TIE COURSE S 80°24'19"W 203.67'
CHAIN LINK FENCE
N 80°24'19"E 192.08'
109.72'
S 00°02'54"E 79.42'
SEE NOTE 7
N 71°54'20"E 194.20'
R.R. SPK. (Found)
40' R.O.W.
N 71°47'56"E 121.30'
4"CONC. B.O.W. W/ B. COPPER DISK (Found)
S 35°42'59"E 41.94'
TIE COURSE S 78°49'52"E 90.00'
TIE COURSE 55.51'
TIE COURSE S 41°25'52"E 77.20'
S 19°10'28"W 210.80'
N 77°10'00"W 210.80'
R=210.00' L=117.05'
L=109.13' Δ=10°54'20"
R=576.00'
L=392.56'
L=270.74'
Δ=19°00'13"
Δ=26°01'54"
L=274.02'
S 19°45'24"E
PLUS 6.5'±
20'
6"x6" GRAN. B.O.W. (Found) 0.4' "N.A.D."
7"x7" GRAN. B.O.W. (Found) 1.0' "N.A.D."
6'± CHAIN LINK FENCE
5/8" I.P.F.S. (Found)
WETT 2/201 77/1
WETT 2/201 77/1 100/1
0.4' ±
1.0' ±
0.2' ±
0.3' ±
0.5' ±
0.6' ±
0.7' ±
0.8' ±
0.9' ±
1.2' ±
1.3' ±
1.4' ±
1.5' ±
1.6' ±
1.7' ±
1.8' ±
1.9' ±
2.0' ±
2.1' ±
2.2' ±
2.3' ±
2.4' ±
2.5' ±
2.6' ±
2.7' ±
2.8' ±
2.9' ±
3.0' ±
3.1' ±



GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

SITE REDEVELOPMENT
134 PLEASANT STREET
PORTSMOUTH, N.H.

STATE OF NEW HAMPSHIRE
No. 738
JOHN R. CHAGNON
LICENSED LAND SURVEYOR
SIGNATURE

ALTERNATE PARKING CONFIGURATION

SCALE: 1"=20'

JANUARY 2026

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

FB 276 PG 60

5010156.1532

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H0.2

EXISTING PHOTOS
134 PLEASANT STREET
PORTSMOUTH, NH 03801

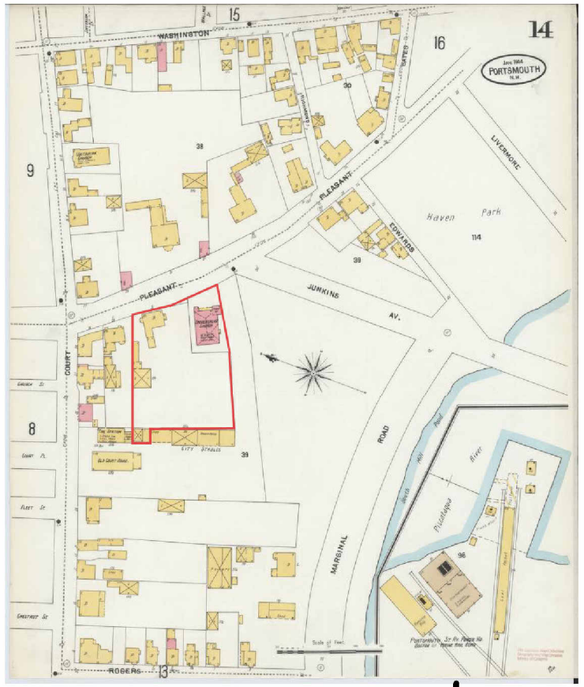
07/25/2025

ARCOVE ARCHITECTS

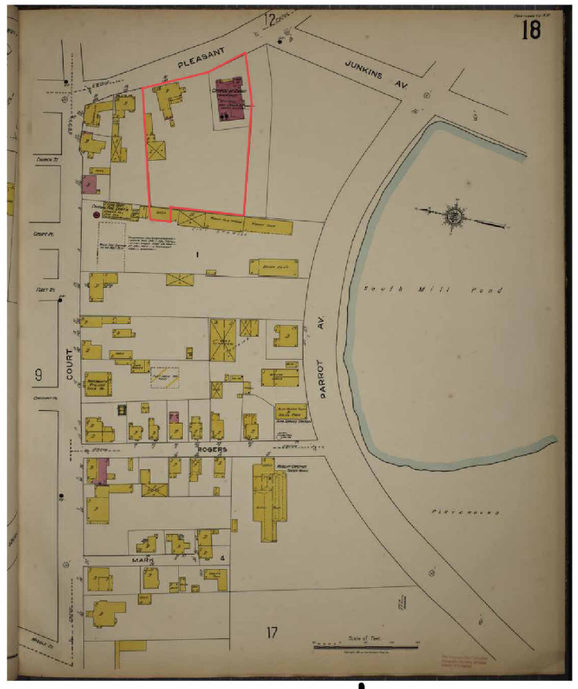
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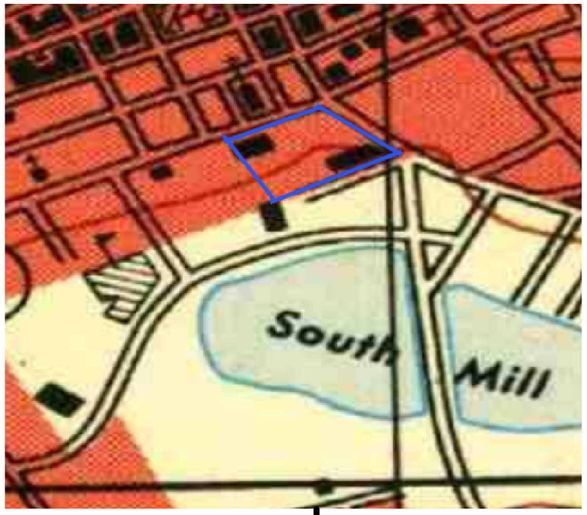
1813
UNIVERSALIST CHURCH & HOUSING



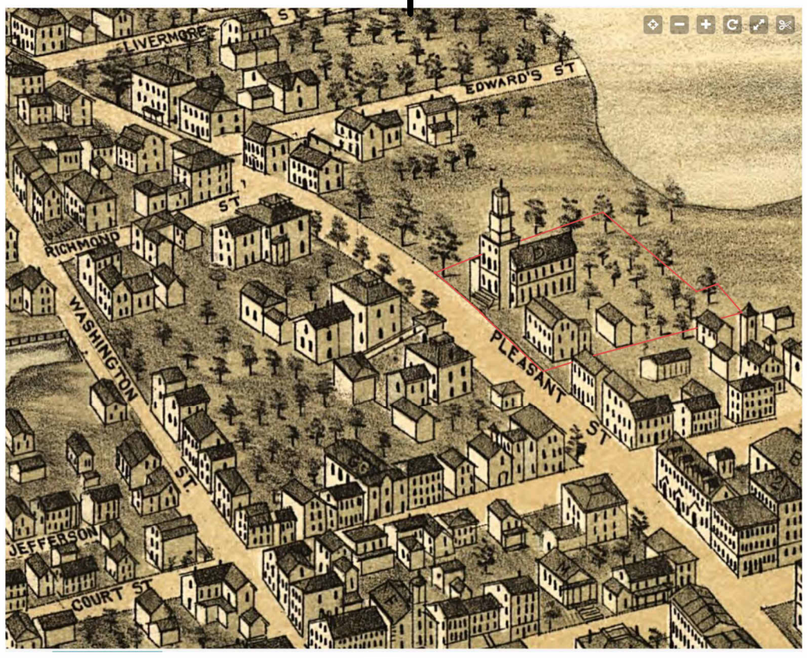
1904
UNIVERSALIST CHURCH & HOUSING



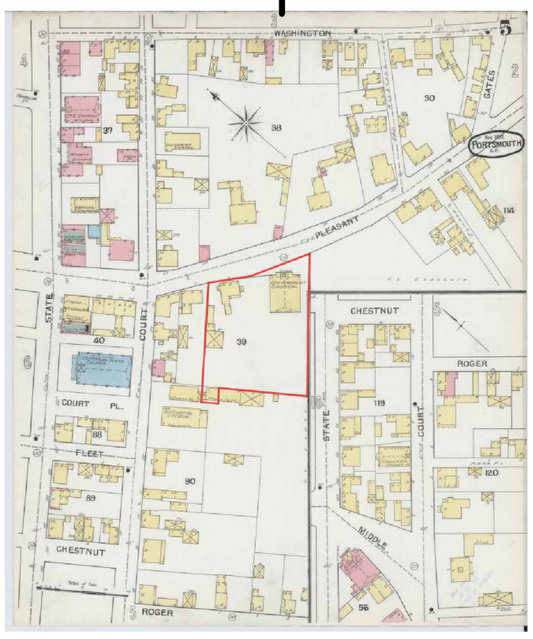
1920
UNIVERSALIST CHURCH & HOUSING



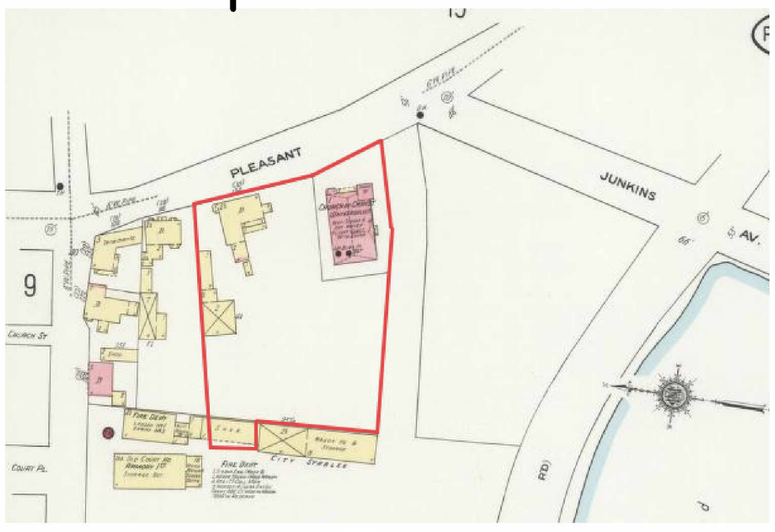
1952
GROCERY IN CONSTRUCTION TILL 1953
CHURCH DEMOLISHED AFTER



1877
UNIVERSALIST CHURCH & HOUSING



1892
UNIVERSALIST CHURCH & HOUSING



1910
UNIVERSALIST CHURCH & HOUSING

H0.4 **HISTORIC TIMELINE**
134 PLEASANT STREET
PORTSMOUTH, NH 03801

07/25/2025

ARCOVE ARCHITECTS

COPYRIGHT © 2025

EXISTING DRIVE UP WINDOW DIMENSION SKETCH

OWNER: DOUBLE MC, LLC
PROPERTY LOCATION: 134 PLEASANT STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE



GRAPHIC SCALE

40 0 20 40 80 120

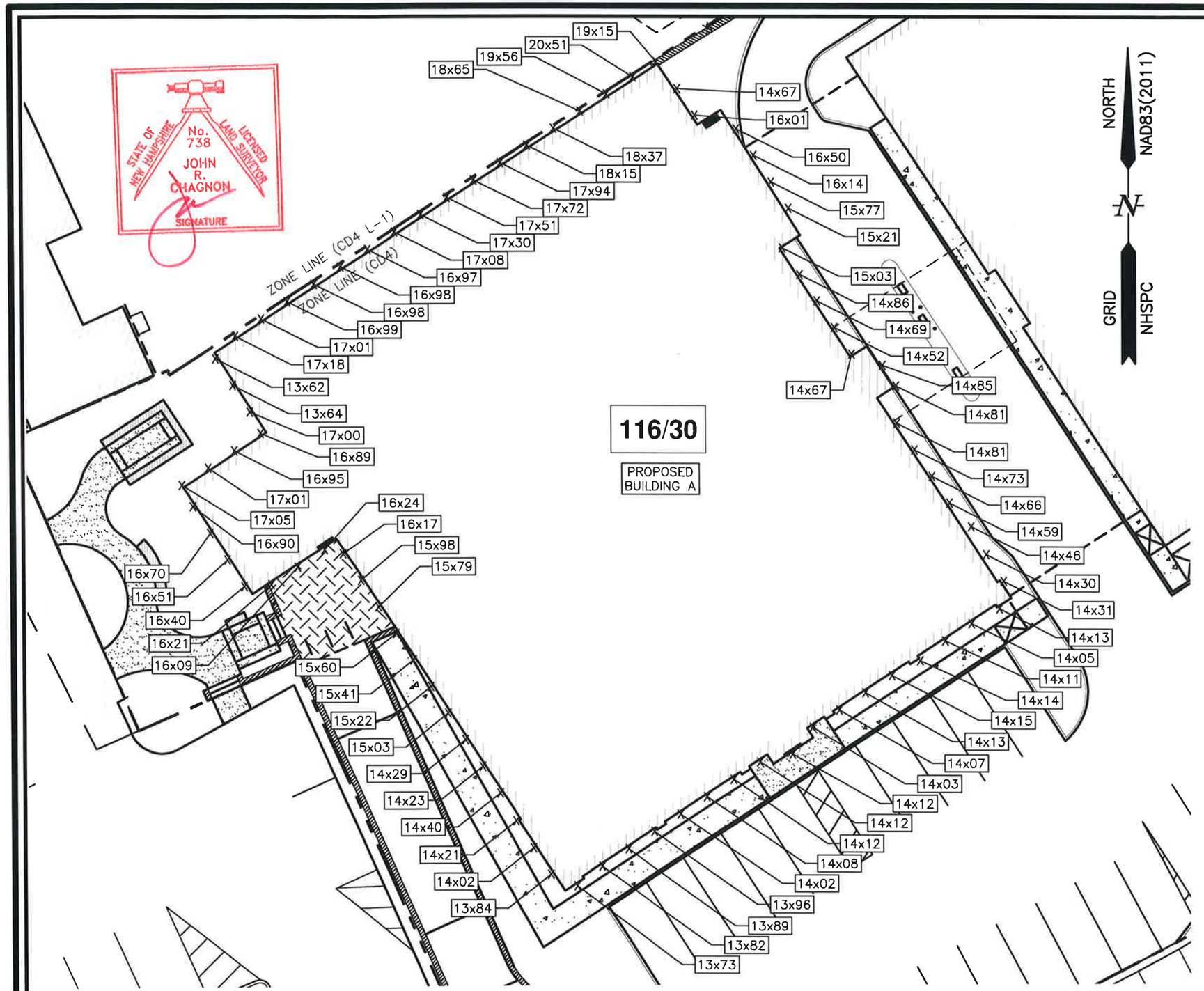
(IN FEET)
1 inch = 40 ft.

SCALE: 1"=40' DATE: AUGUST 4, 2025

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

FB 276 PG 60 JOB # 5010156.1532

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EXISTING AVERAGE GRADE				
	NORTH	EAST	SOUTH	WEST
	17.05	14.67	14.13	13.84
	17.01	16.01	14.05	14.02
	16.95	16.50	14.11	14.21
	16.89	16.14	14.14	14.40
	17.00	15.77	14.15	14.23
	13.64	15.21	14.13	14.29
	13.62	15.03	14.07	15.03
	17.18	14.86	14.03	15.22
	17.01	14.69	14.12	15.41
	16.99	14.52	14.12	15.60
	16.98	14.67	14.12	15.79
	16.98	14.85	14.08	15.98
	16.97	14.81	14.02	16.17
	17.08	14.81	13.96	16.24
	17.30	14.73	13.89	16.09
	17.51	14.66	13.82	16.21
	17.72	14.59	13.73	16.40
	17.94	14.46		16.51
	18.15	14.30		16.70
	18.37	14.31		
	18.65			
	19.56			
	20.51			
	19.15			
TOTAL	416.21	299.59	238.67	292.34
/# GRADES	416.21/24	299.59/20	238.67/17	292.34/19
AVG. GRADE	17.34	14.98	18.36	15.39
*SPOT GRADES TAKEN AT POINTS 6' ON CENTER ALONG PROPOSED BUILDING FOOTPRINT.				

EXISTING AVERAGE GRADE: 16.52

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

SITE REDEVELOPMENT
134 PLEASANT STREET
PORTSMOUTH, N.H.

EXISTING AVERAGE GRADE PLANE–BUILDING A

SCALE: 1"=20'

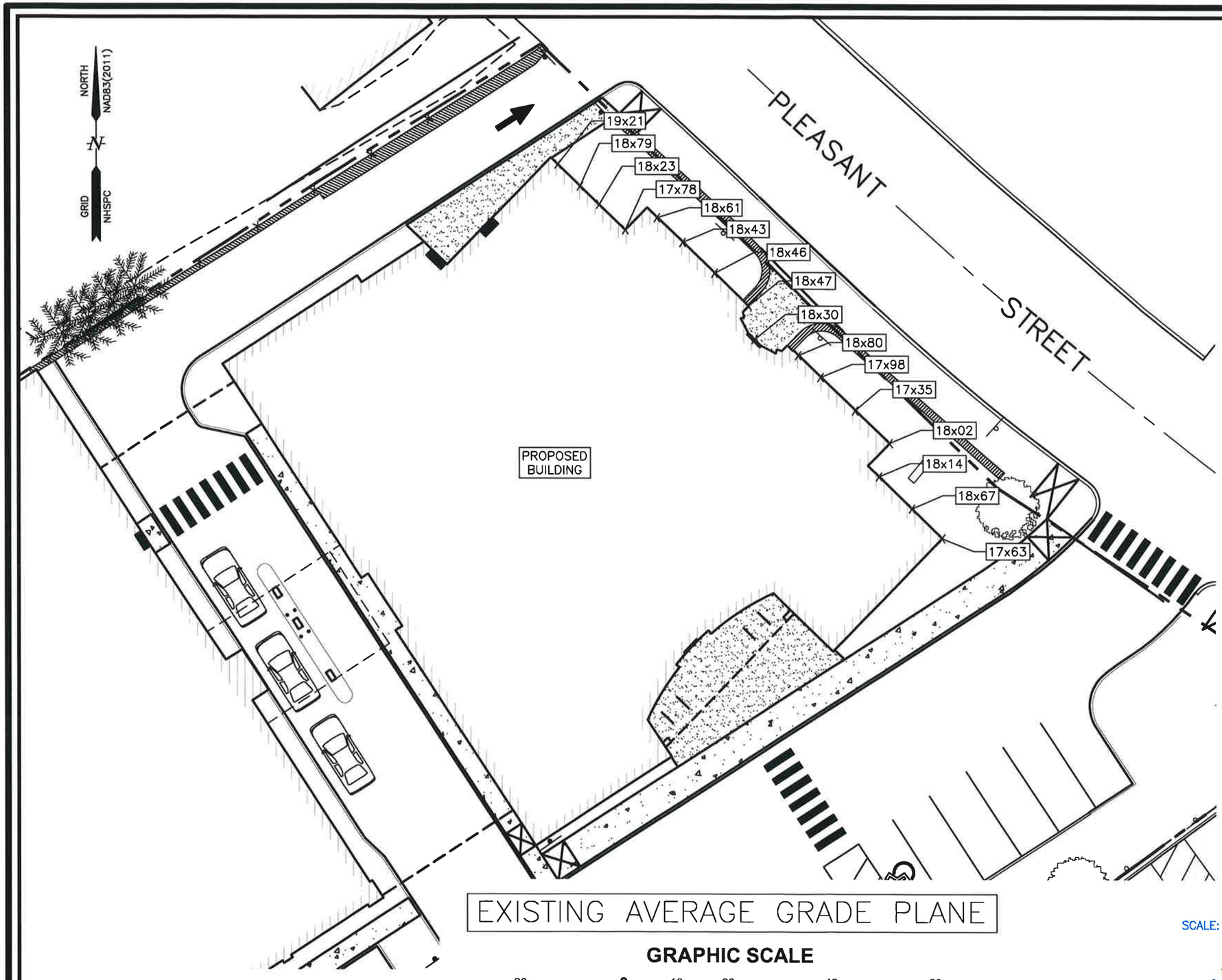
JANUARY 2026

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EXISTING AVERAGE GRADE

	SOUTH	WEST	NORTH	EAST
	N/A	N/A	N/A	19.21
				18.79
				18.23
				17.78
				18.61
				18.43
				18.46
				18.47
				18.30
				18.80
				17.98
				17.35
				18.02
				18.14
				18.67
				17.63
TOTAL	**N/A**	**N/A**	**N/A**	**292.87**
/# GRADES	**N/A**	**N/A**	**N/A**	**292.87/16**
AVG. GRAD	**N/A**	**N/A**	**N/A**	**18.30**

***SPOT GRADES TAKEN AT POINTS 6' ON CENTER ALONG PROPOSED BUILDING FOOTPRINT.**

EXISTING AVERAGE GRADE: 18.30

EXISTING AVERAGE GRADE PLANE

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

SITE REDEVELOPMENT
134 PLEASANT STREET
PORTSMOUTH, N.H.

STATE OF NEW HAMPSHIRE
No. 738
JOHN R. CHAGNON
LICENSED LAND SURVEYOR
SIGNATURE

SCALE: 1"=20'

SEPTEMBER 2025
REVISED 12-22-2025

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LOCUS SITE

SWQPA

INDICATES EXISTING CONDITIONS TBR

250' NHDES SHORELAND WATER QUALITY PROTECTION ACT SETBACK

NO PARKING

OFFSITE SHORELAND IMPACTS IN SEPARATE APPLICATION

PERMANENT IMPACT AREA 824 S.F.

INDICATES EXISTING CONDITIONS TBR

NORTH
NAD83(2011)
GRID
NHSPC

IMPACT AREAS
(WITHIN THE 250' SWQPA ZONE)

ZONE	TEMPORARY IMPACT (S.F.)	PERMANANT IMPACT (S.F.)
250' PROTECTED SHORELAND	0	824

IMPERVIOUS AREA IN 250' SHORELAND ZONE:
EXISTING: 592 S.F.
PROPOSED: 501 S.F.

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

STATE OF NEW HAMPSHIRE
No. 738
JOHN R. CHAGNON
LICENSED LAND SURVEYOR
SIGNATURE

NHDES SHORELAND IMPACTS

SITE REDEVELOPMENT
134 PLEASANT STREET PROPERTY
PORTSMOUTH, N.H.

SCALE: 1"=20' JANUARY 2026

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PROPOSED MIXED USE DEVELOPMENT

134 PLEASANT STREET, PORTSMOUTH, NEW HAMPSHIRE

PERMIT PLANS

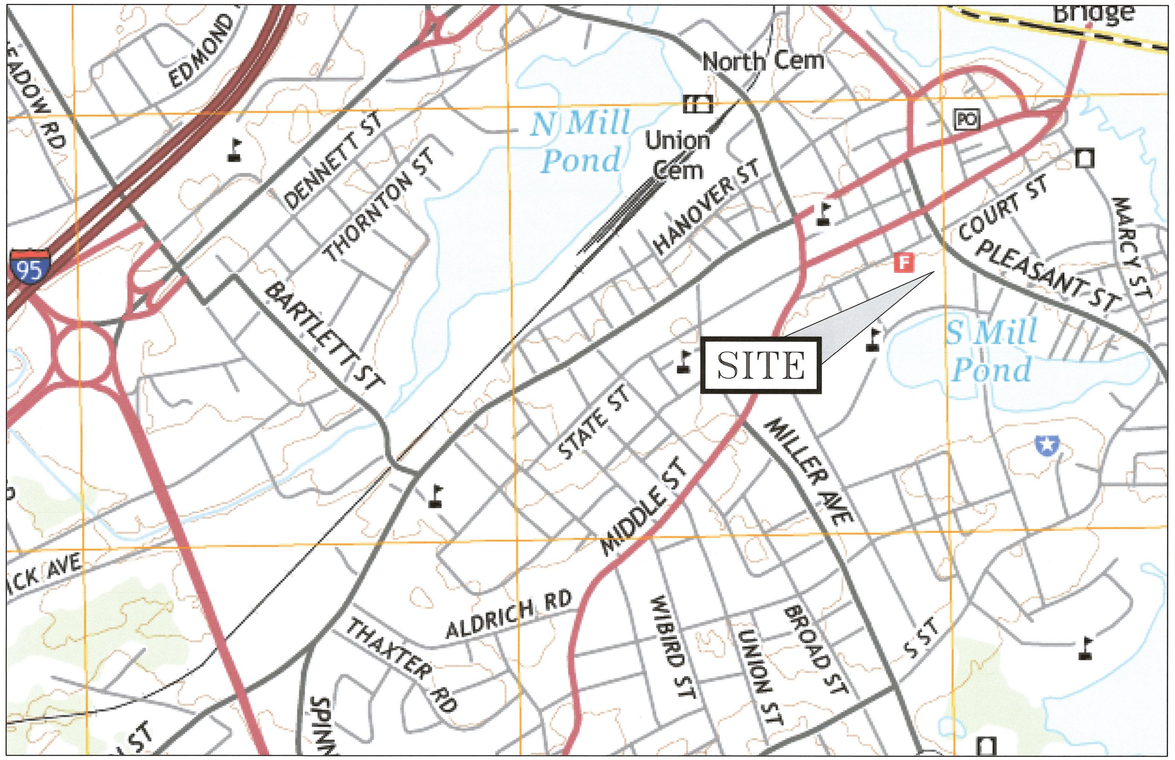
PERMIT LIST:
SITE PLAN: TBD
HISTORIC DISTRICT: TBD

OWNER/APPLICANT
DOUBLE MC, LLC
10 PLEASANT STREET SUITE 300
PORTSMOUTH, N.H. 03801
TEL. (603) 427–0725

CIVIL ENGINEER & LAND SURVEYOR:
HALEY WARD, INC.
200 GRIFFIN ROAD, UNIT 14
PORTSMOUTH, N.H. 03801
TEL. (603) 430–9282

ARCHITECT:
ARCOVE LLC
767 ISLINGTON STREET
PORTSMOUTH, NH 03801
TEL. (603) 731–5187

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



SCALE: NTS

INDEX OF SHEETS

V101	EXISTING CONDITIONS PLAN
V102	EXISTING UTILITY PLAN
V103	ORTHOPHOTO PLAN
V105	PARROT AVENUE PARKING LOT
C101	DEMOLITION PLAN
C102	SITE PLAN
C102A	ALTERNATE SITE PLAN
L1–L2	LANDSCAPE PLANS
L1	ALTERNATIVE LANDSCAPE PLAN
PB0.1–2.1	ARCHITECTURAL PLANS
C103	UTILITY PLAN
C103A	BASEMENT PLAN
C104	ON SITE GRADING & DRAINAGE PLAN
C104A	OFF SITE GRADING & DRAINAGE PLAN/PROFILE
C104B	OFF SITE GRADING & DRAINAGE PLAN ORTHOPHOTO
C104C	DRAINAGE AREA PLAN
C105	LIGHTING PLAN
C105A	NIGHT TIME LIGHTING PLAN
C106	TRUCK TURNING PLAN
C107	FIRE TRUCK TURNING PLAN
D501–D507	DETAILS

UTILITY CONTACTS

ELECTRIC:
EVERSOURCE
1700 LAFAYETTE ROAD
PORTSMOUTH, N.H. 03801
Tel. (603) 436–7708
ATTN: NICHOLAS KOSKO X3327565

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

CABLE:
XFINITY BY COMCAST
180 GREENLEAF AVE.
PORTSMOUTH, N.H. 03801
Tel. (603) 266–2278
ATTN: MIKE COLLINS

SEWER & WATER:
PORTSMOUTH DEPARTMENT OF PUBLIC WORKS
680 PEVERLY HILL ROAD
PORTSMOUTH, N.H. 03801
TEL. (603) 427–1530
ATTN: DOUG SPARKS

COMMUNICATIONS:
CONSOLIDATED COMMUNICATIONS
1575 GREENLAND ROAD
GREENLAND, N.H. 03840
Tel. (603) 427–5525
ATTN: BENJAMIN WILLS

DIG SAFE – ME – NH – RI – VT 1–888–344–7233 CALL TOLL FREE

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 _____

LEGEND:

N/F	NOW OR FORMERLY
RP	RECORD OF PROBATE
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
11/21	MAP 11/LOT 21
IR FND	IRON ROD FOUND
IP FND	IRON PIPE FOUND
IR SET	IRON ROD SET
DH FND	DRILL HOLE FOUND
DH SET	DRILL HOLE SET
	GRANITE BOUND w/IRON ROD FOUND

EXISTING	PROPOSED	
FM	FM	FORCE MAIN
S	S	SEWER PIPE
SL	SL	SEWER LATERAL
G	PG	GAS LINE
D	D	STORM DRAIN
FD	FD	FOUNDATION DRAIN
W	W	WATER LINE
FS	FS	FIRE SERVICE LINE
UE	UGE	UNDERGROUND ELECTRIC SUPPLY
		UNDERGROUND ELECTRIC SERVICE
OHW	OHW	OVERHEAD ELECTRIC/WIRES
		RETAINING WALL
		EDGE OF PAVEMENT (EP)
100	100	CONTOUR
97x3	98x0	SPOT ELEVATION
		UTILITY POLE
E	E	ELECTRIC METER
		TRANSFORMER ON CONCRETE PAD
		WATER SHUT OFF/CURB STOP
C.O.	C.O.	PIPE CLEANOUT
	GV	GATE VALVE
	HYD	HYDRANT
CB	CB	CATCH BASIN
S	SMH	SEWER MANHOLE
D	DMH	DRAIN MANHOLE
W	WMH	WATER METER MANHOLE
#5		TEST BORING
TP 1		TEST PIT
LA		LANDSCAPED AREA
CI	CI	CAST IRON PIPE
COP	COP	COPPER PIPE
CMP	CMP	CORRUGATED METAL PIPE
DI	DI	DUCTILE IRON PIPE
PVC	PVC	POLYVINYL CHLORIDE PIPE
RCP	RCP	REINFORCED CONCRETE PIPE
HYD	HYD	HYDRANT
℄	℄	CENTERLINE
EP	EP	EDGE OF PAVEMENT
EL.	EL.	ELEVATION
FF	FF	FINISHED FLOOR
INV	INV	INVERT
TBM	TBM	TEMPORARY BENCH MARK
TYP	TYP	TYPICAL
TBR	TBR	TO BE REMOVED

PROPOSED MIXED USE DEVELOPMENT
134 PLEASANT STREET
PORTSMOUTH, N.H.
PERMIT PLANS

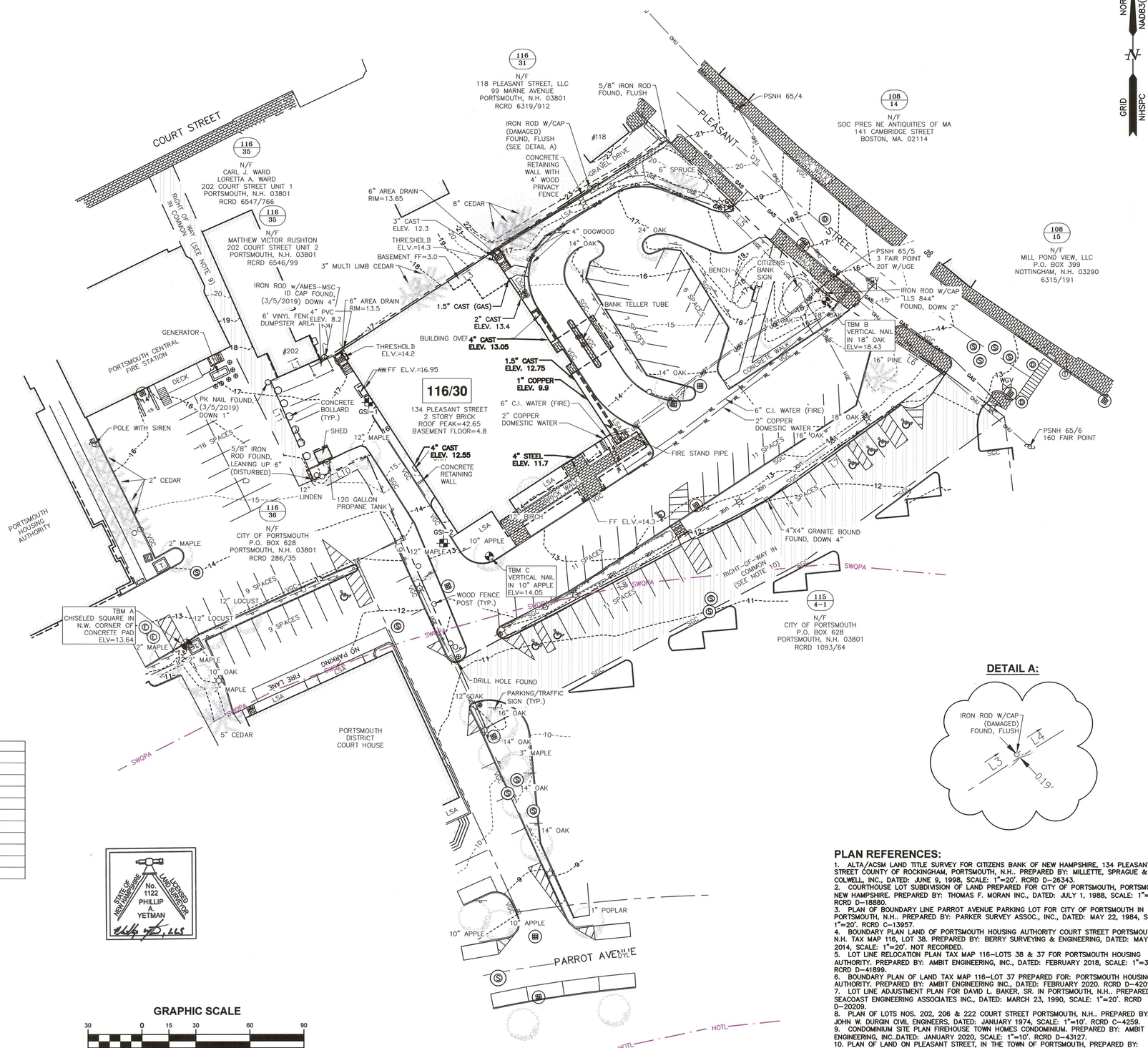
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ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

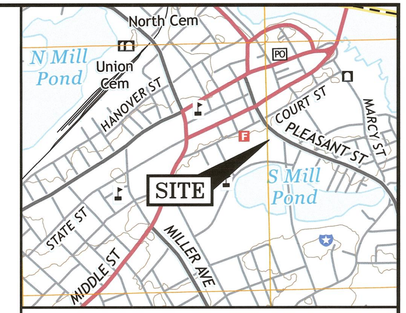
PLAN SET SUBMITTAL DATE: 25 FEBRUARY 2026

5010156.1532

LEGEND:

DESCRIPTION	EXISTING
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
1234/123	DEED BOOK/PAGE
N/F	NOW OR FORMALLY
TYP.	TYPICAL
TBS	TO BE SET
LSA	LANDSCAPE AREA
INV.	INVERT
ELV.	ELEVATION
FF	FINISHED FLOOR
DYL	DOUBLE YELLOW LINE
SGC	SLOPED GRANITE CURB
VGC	VERTICAL GRANITE CURB
MAP 21 LOT 8	(21-8)
BENCHMARK	
RAILROAD SPIKE	
BOUND	
IRON ROD/PIPE FOUND	
SET 5/8" REBAR WITH SURVEYOR'S CAP	
SEWER MANHOLE	(S)
DRAIN MANHOLE	(D)
COMMUNICATIONS MANHOLE	(D)
ELECTRIC MANHOLE	(E)
UTILITY POLE	
CATCH BASIN	
HYDRANT	
GATE VALVE	GGV WGV SGV
GAS/WATER SHUTOFF	
BOLLARD	
BORING	GSI-1
TREES	
GAS/ELECTRIC METER	E G
LIGHT POLE	
MAIL BOX	
AIR CONDITIONER	A
SIGN	
SPOT GRADE	12x1
ELECTRIC PEDESTAL	E
ELECTRIC HANDHOLD	
PROPERTY LINE	
APPROXIMATE EXTERIOR PROPERTY LINE	
EDGE OF PAVEMENT	
EDGE OF GRAVEL	
STONE WALL	
FENCE	X
SHRUBLINE	
MINOR FOOT CONTOUR	98
MAJOR FOOT CONTOUR	100
GAS LINE	GAS GAS
WATER LINE	WL WL
STORM DRAIN LINE	SD SD
SANITARY SEWER LINE	SS SS
OVERHEAD UTILITY LINE	OHU OHU
UNDERGROUND ELECTRICAL LINE	UGE UGE
UNDERGROUND COMMUNICATIONS LINE	UGT UGT
SHORELAND SETBACK LINE	SWQPA





LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S TAX MAP 116 AS LOT 30.

2) OWNERS OF RECORD:
DOUBLE MC, LLC
10 PLEASANT STREET SUITE 400
PORTSMOUTH, N.H. 03801
RCRD 6505/2411

3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.

4) EXISTING LOT AREA:
53,084 S.F.
1.22 ACRES

5) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 (CD4) DISTRICT.

6) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE RESULTS OF AN EXISTING CONDITIONS SURVEY OF ASSESSOR'S MAP 116, LOT 30 IN THE CITY OF PORTSMOUTH.

8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

9) PARCEL IS BENEFITED BY A RIGHT OF WAY TO COURT STREET AS DESCRIBED IN RCRD 1257/466.

10) PARCEL IS BENEFITED BY A RIGHT OF WAY AS DESCRIBED IN RCRD 2975/349 AND SHOWN ON RCRD D-18880 AND RCRD D-26343.

11) ABUTTER INFORMATION TAKEN FROM THE CITY OF PORTSMOUTH ASSESSORS GIS WEBSITE.

12) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

LINE TABLE:

LINE	BEARING	DISTANCE
L1	N66°28'05"E	32.60'
L2	S04°27'10"E	0.98'
L3	N57°05'10"E	175.24'
L4	N58°07'10"E	50.44'
L5	S45°49'50"E	122.39'
L6	S56°42'50"E	79.29'
L7	S54°09'10"W	121.33'
L8	S62°18'10"W	194.24'
L9	N23°38'50"W	124.67'
L10	S66°22'00"W	32.60'
L11	N23°20'25"W	60.00'

DETAIL A:

PLAN REFERENCES:

1. ALTA/ACSM LAND TITLE SURVEY FOR CITIZENS BANK OF NEW HAMPSHIRE, 134 PLEASANT STREET COUNTY OF ROCKINGHAM, PORTSMOUTH, N.H.. PREPARED BY: MILLETTE, SPRAGUE & COLWELL, INC., DATED: JUNE 9, 1998, SCALE: 1"=20'. RCRD D-26343.
2. COURTHOUSE LOT SUBDIVISION OF LAND PREPARED FOR CITY OF PORTSMOUTH, PORTSMOUTH NEW HAMPSHIRE. PREPARED BY: THOMAS F. MORAN INC., DATED: JULY 1, 1988, SCALE: 1"=40'. RCRD D-18880.
3. PLAN OF BOUNDARY LINE PARROT AVENUE PARKING LOT FOR CITY OF PORTSMOUTH IN PORTSMOUTH, N.H.. PREPARED BY: PARKER SURVEY ASSOC., INC., DATED: MAY 22, 1984, SCALE: 1"=20'. RCRD C-13957.
4. BOUNDARY PLAN LAND OF PORTSMOUTH HOUSING AUTHORITY COURT STREET PORTSMOUTH, N.H. TAX MAP 116, LOT 38. PREPARED BY: BERRY SURVEYING & ENGINEERING, DATED: MAY 30, 2014, SCALE: 1"=20'. NOT RECORDED.
5. LOT LINE RELOCATION PLAN TAX MAP 116-LOTS 38 & 37 FOR PORTSMOUTH HOUSING AUTHORITY. PREPARED BY: AMBIT ENGINEERING, INC., DATED: FEBRUARY 2018, SCALE: 1"=30'. RCRD D-41899.
6. BOUNDARY PLAN OF LAND TAX MAP 116-LOT 37 PREPARED FOR: PORTSMOUTH HOUSING AUTHORITY. PREPARED BY: AMBIT ENGINEERING INC., DATED: FEBRUARY 2020. RCRD D-42016.
7. LOT LINE ADJUSTMENT PLAN FOR DAVID L. BAKER, SR. IN PORTSMOUTH, N.H.. PREPARED BY: SEACOAST ENGINEERING ASSOCIATES INC., DATED: MARCH 23, 1990, SCALE: 1"=20'. RCRD D-20209.
8. PLAN OF LOTS NOS. 202, 206 & 222 COURT STREET PORTSMOUTH, N.H.. PREPARED BY: JOHN W. DURGIN CIVIL ENGINEERS, DATED: JANUARY 1974, SCALE: 1"=10'. RCRD C-4259.
9. CONDOMINIUM SITE PLAN FIREHOUSE TOWN HOMES CONDOMINIUM. PREPARED BY: AMBIT ENGINEERING, INC..DATED: JANUARY 2020, SCALE: 1"=10'. RCRD D-43127.
10. PLAN OF LAND ON PLEASANT STREET, IN THE TOWN OF PORTSMOUTH, PREPARED BY: BENJAMIN SHERMAN, DATED 1822 AND REVISED MAY 6, 1842, SCALE: 1"=50', RCRD #00537.
11. PLAN OF LAND FOR SUSAN J. WENTWORTH EST., PORTSMOUTH, N.H., PREPARED BY: JOHN W. DURGIN, DATED: APRIL 22, 1940, SCALE: 1"=50'. RCRD #0937.

GRAPHIC SCALE
30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

STATE OF NEW HAMPSHIRE No. 1122 PHILLIP A. YETMAN LICENSED LAND SURVEYOR

"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."

PHILIP A. YETMAN, LLS 1122 — DATE 1/20/2026

REV.	DATE	DESCRIPTION	BY	CHK
1	01-21-26	UPDATE EXISTING BLDG. UTILITIES	SJR	JRC
0	07-18-2025	ISSUED FOR COMMENT	RJB	PAY

DRAWING ISSUE STATUS

SITE SURVEY

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

EXISTING CONDITIONS PLAN

DATE	SCALE
MARCH 2025	1"=30'

DRAWN BY	DESIGNED BY	CHECKED BY
RJB	---	PAY

PROJECT No. 5010156.1532 — FIELD BOOK/PAGE FB 276 PG 60

DRAWING No. **V101** — REV. **1**

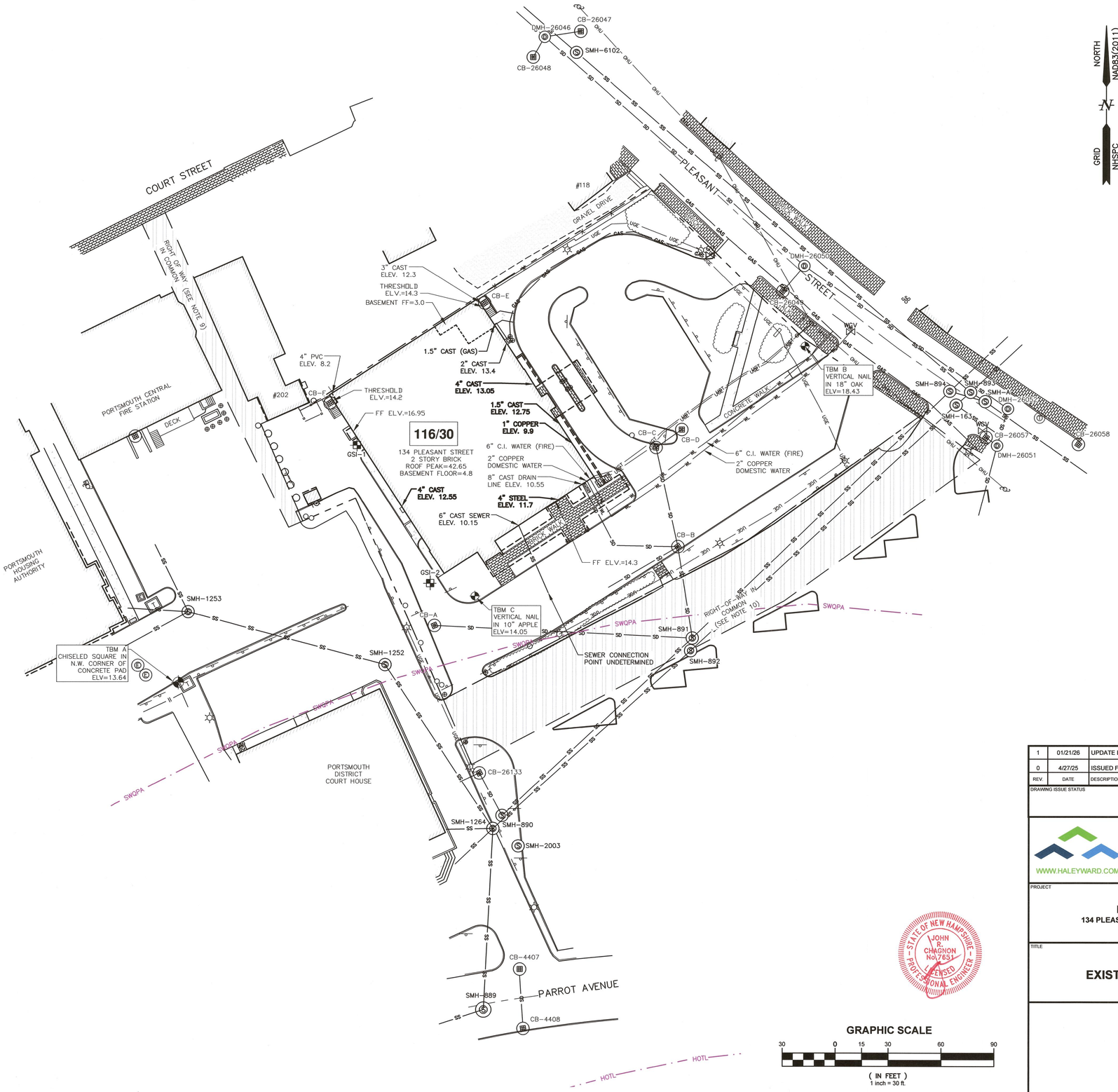
P:\Jobs\5010156.1532\ALTA\EXISTING CONDITIONS\5010156.1532-V-EC.DWG, 2026 01 20, 9:33 AM

SEWER MANHOLE STRUCTURE TABLE

STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INVERT IN	INVERT OUT	DIRECTION
SMH-889	EX	8.96	30" AC	0.30		SW
			30" AC		-0.14	N
SMH-1264	EX	9.90	18" VCP	-0.55		SE
			30" RCP	-0.15		SW
			18" AC	COULD NOT	MEASURE	NW
			30" CAST		-0.65	NE
SMH-890	EX	10.48	12" RCP	3.88		NW
			30" CAST		0.13	NE
SMH-2003	EX	9.96	18" VCP	-0.54		NW
					N/A	
SMH-851	EX	9.96				
SMH-1252	EX	11.79	18" CLAY	3.19		NW
			18" CLAY		3.14	SE
SMH-1253	EX	13.98	8" CLAY	6.98		SW
			6" CLAY	6.68		W
			18" CLAY	6.68		NW
			18" CLAY		6.63	SE
SMH-891	EX	11.00	30" CAST	-0.05		SW
			12" AC	6.25		NW
			18" AC	6.30		NE
			30" CAST		-0.05	NE
SMH-892	EX	10.91	30" CAST	-0.29		SW
			30" CAST		-0.29	NE
SMH-163	EX	13.13	36" CAST	-0.87		SW
			6" PVC	1.43		SE
			36" CAST		-0.87	NE
SMH-893	EX	13.24	36" CAST	-0.86		SW
			12" PVC	4.54		NW
			12" CLAY	4.54		SE
			36" CAST		-0.86	NE
SMH-A	EX	13.12	12" RCP (ENCLOSED)	3.57		NW
			12" RCP (ENCLOSED)		3.57	SE
			12" CLAY	4.57		NW
SMH-894	EX	13.43	36" CAST	-0.27		SW
			12" CLAY	4.33		SE
			36" CAST		-0.32	NE
SMH-6102	EX	22.87	8" PVC	14.27		NW
			8" PVC		14.22	SE

DRAINAGE STRUCTURE TABLE

STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INVERT IN	INVERT OUT	DIRECTION
CB-4407	EX	8.30	NO VISIBLE PIPES			
			WATER ELEVATION: 5.30			
			SUMP ELEVATION: 4.20			
CB-26133	EX	10.86	12" CLAY	4.31		SW
			12" CLAY		4.31	SE
CB-A	EX	12.22	12" AC		8.42	SE
CB-B	EX	12.80	8" CLAY	7.10		NW
			12" AC	7.10		NE
			12" AC	7.00		SW
			18" AC		7.00	S
CB-C	EX	13.47	12" AC	8.87		NE
			12" AC		8.82	S
CB-D	EX	13.54	4" AC	9.34		NW
			12" AC		9.34	SW
CB-E	EX	13.67	SILTED/LOCKED			
CB-F	EX	13.48	SILTED/LOCKED			
CB-26057	EX	12.53	12" CPP W/OIL SEPERATOR		8.33	SE
DMH-26046	EX	22.99	12" CPP	18.49		SW
			12" CPP	18.49		NE
			12" CPP	19.79		NW
			12" CPP		18.44	SE
CB-26048	EX	22.70				
CB-26047	EX	22.89				
DMH-26050	EX	17.45	12" PVC	12.80		NW
			12" PVC	12.80		SW
			12" PVC		12.80	SE
CB-26049	EX	17.08	12"PVC W/OIL SEPERATOR		11.78	NE
DMH-26052	EX	12.93	12" CPP	8.18		NW
			12" CPP		8.13	S
DMH-26051	EX	12.61	12" CPP	7.86		N
			12" CPP	8.11		NW
			12" CPP		7.81	S



REV.	DATE	DESCRIPTION	BY	CHK
1	01/21/26	UPDATE EXISTING UTILITIES	SJR	JRC
0	4/27/25	ISSUED FOR COMMENT	RJB	PAY

DRAWING ISSUE STATUS

SITE SURVEY

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

EXISTING UTILITIES PLAN

DATE: JUNE 2025	SCALE: 1"=30'
DRAWN BY: RJB	DESIGNED BY: ---
CHECKED BY: PAY	
PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60
DRAWING No.: V102	REV.: 1

STATE OF NEW HAMPSHIRE – JOHN R. CHAGNON No. 7651 LICENSED PROFESSIONAL ENGINEER

P:\5010156.1532\FILES\DESIGN\SURVEY\5010156.1532-V-EC.DWG, 2026.01.20, 10:34 AM



GRAPHIC SCALE

40 0 20 40 80 120

(IN FEET)
1 inch = 40 ft.

REV.	DATE	DESCRIPTION	BY	CHK.
0	7/25/25	ISSUED FOR COMMENT	RJB	JRC

DRAWING ISSUE STATUS

SITE SURVEY

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

ORTHOPHOTO PLAN

DATE	SCALE
JULY 2025	1"=40'

DRAWN BY	DESIGNED BY	CHECKED BY
RJB	---	PAY

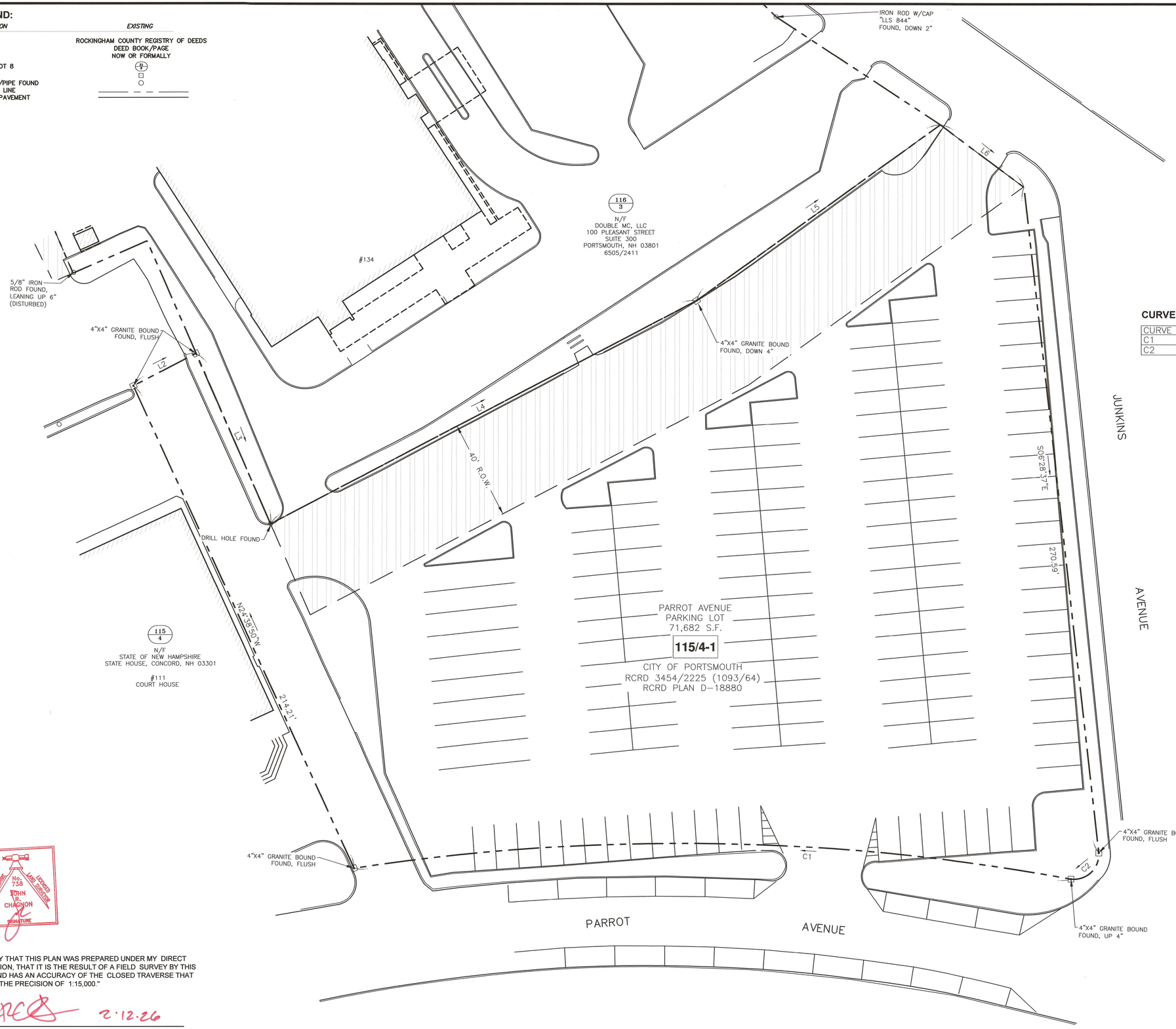
PROJECT No.	FIELD BOOK / PAGE
5010156.1532	FB 276 PG 60

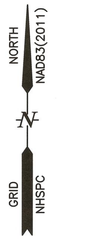
DRAWING No.	REV.
V103	0

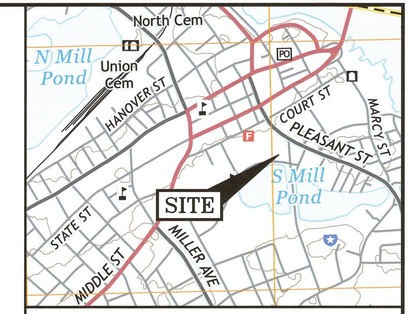
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LEGEND:

DESCRIPTION	EXISTING
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
1234/123	DEED BOOK/PAGE
N/F	NOW OR FORMALLY
MAP 21 LOT 8	(8)
BOUND	□
IRON ROD/PIPE FOUND	○
PROPERTY LINE	———
EDGE OF PAVEMENT	———







LOCATION MAP SCALE: 1" = 1,000'

CURVE TABLE:

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	872.00'	290.98'	289.64'	N89°10'46"W	19°07'10"
C2	10.00'	17.54'	15.37'	S46°43'10"W	100°28'14"

LINE TABLE:

LINE	BEARING	DISTANCE
L2	N62°33'25"E	28.42'
L3	S23°46'15"E	75.06'
L4	N62°18'10"E	194.20'
L5	N54°09'10"E	121.33'
L6	S53°21'44"E	42.18'

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

STATE OF NEW HAMPSHIRE LICENSED LAND SURVEYOR No. 738 JOHN R. CHAGNON SIGNATURE

``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."

2.12.26

JOHN R. CHAGNON, LLS 738 DATE

REV.	DATE	DESCRIPTION	BY	CHK.
0	2/12/26	ISSUED FOR COMMENT	RJB	JRC

DRAWING ISSUE STATUS

SITE SURVEY

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

PARROT AVENUE PARKING LOT

DATE: FEBRUARY 2026	SCALE: 1"=20'
DRAWN BY: RJB	DESIGNED BY: ---
CHECKED BY: JRC	
PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60
DRAWING No.: V105	REV.: 0

FILE LOCATION: P:\NH\5010156.MCHABB_PROPERTIES\1532-134 PLEASANT ST., PORTSMOUTH-JRC\02-CAD_FILES\5010156.1532-V-EC.DWG, 2026.02.13, 7:29 AM

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.

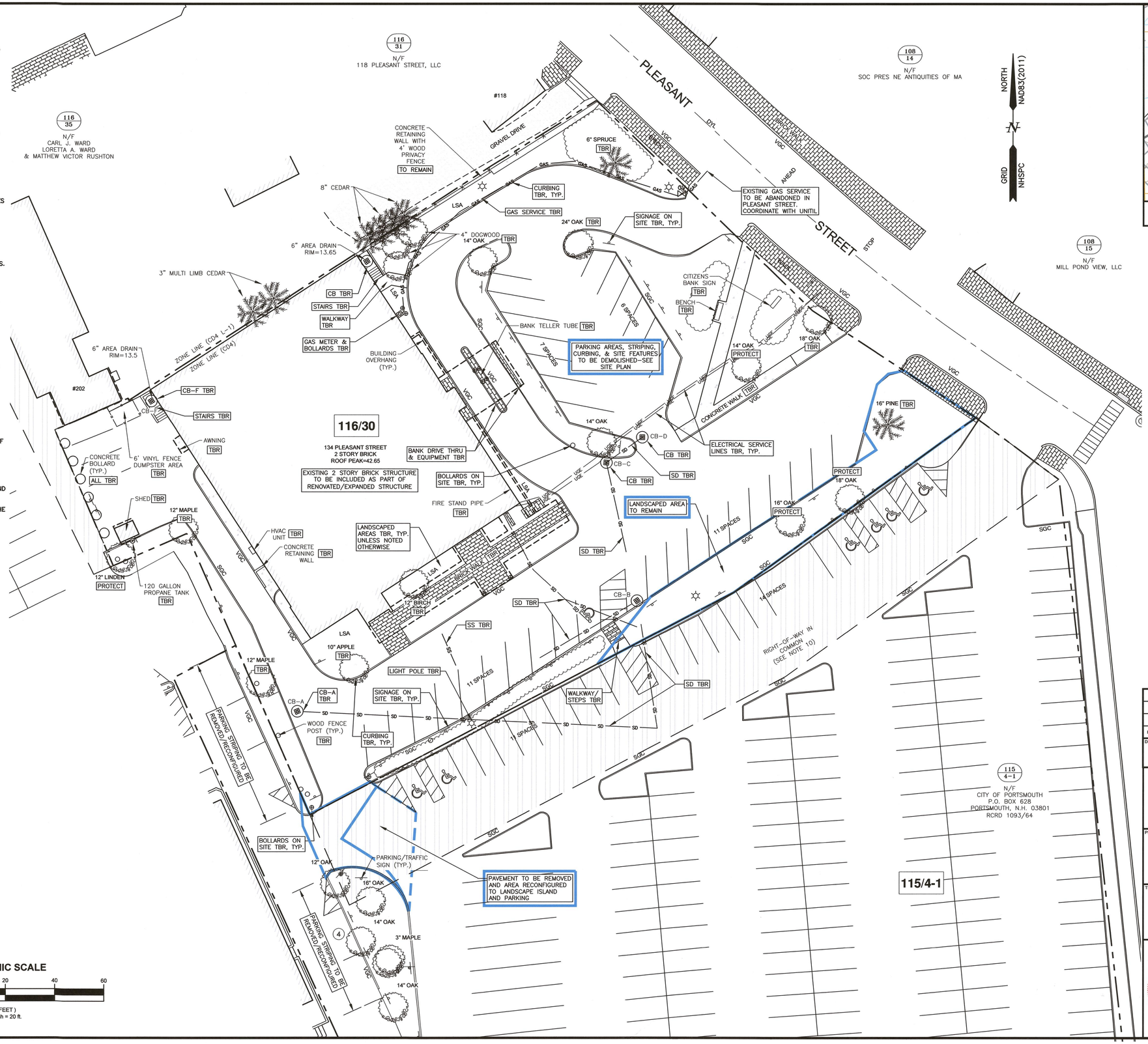
G) THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL CONSTRUCTION PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR ANY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL AND OFF-SITE DISPOSAL 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) PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS WITHIN CONSTRUCTION LIMITS AND MAINTAIN FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE HIGH FLOW SILT SACK BY ACF ENVIRONMENTAL OR APPROVED EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF WARRANTED OR FABRIC BECOMES CLOGGED. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.

J) THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFELY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.

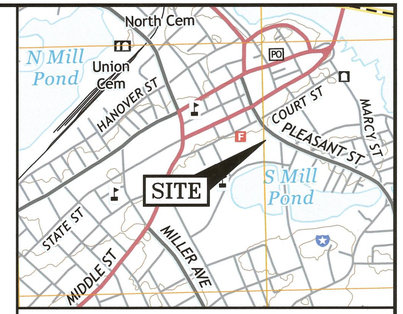
K) ANY CONTAMINATED MATERIAL REMOVED DURING THE COURSE OF THE WORK WILL REQUIRE HANDLING IN ACCORDANCE WITH NHDES REGULATIONS. CONTRACTOR SHALL HAVE A HEALTH AND SAFETY PLAN IN PLACE, AND COMPLY WITH ALL APPLICABLE PERMITS, APPROVALS, AUTHORIZATIONS, AND REGULATIONS



GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.



LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

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

4) COORDINATE ACCESS IN STREET/ROW AREAS ADJACENT TO DEMOLITION TO INSURE SAFE PASSAGE. UTILIZE DETOURS IF NEEDED.

5) EXISTING UTILITIES TO BE ABANDONED SHALL BE REMOVED TO THE UTILITY MAIN AND CAPPED PER THE UTILITY COMPANY REQUIREMENT.

REV.	DATE	DESCRIPTION	BY	CHK
2	02-25-26	CB-A, SD PIPES	SJR	JRC
1	01-21-2026	UTILITY DEMO	SJR	JRC
0	07-18-2025	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

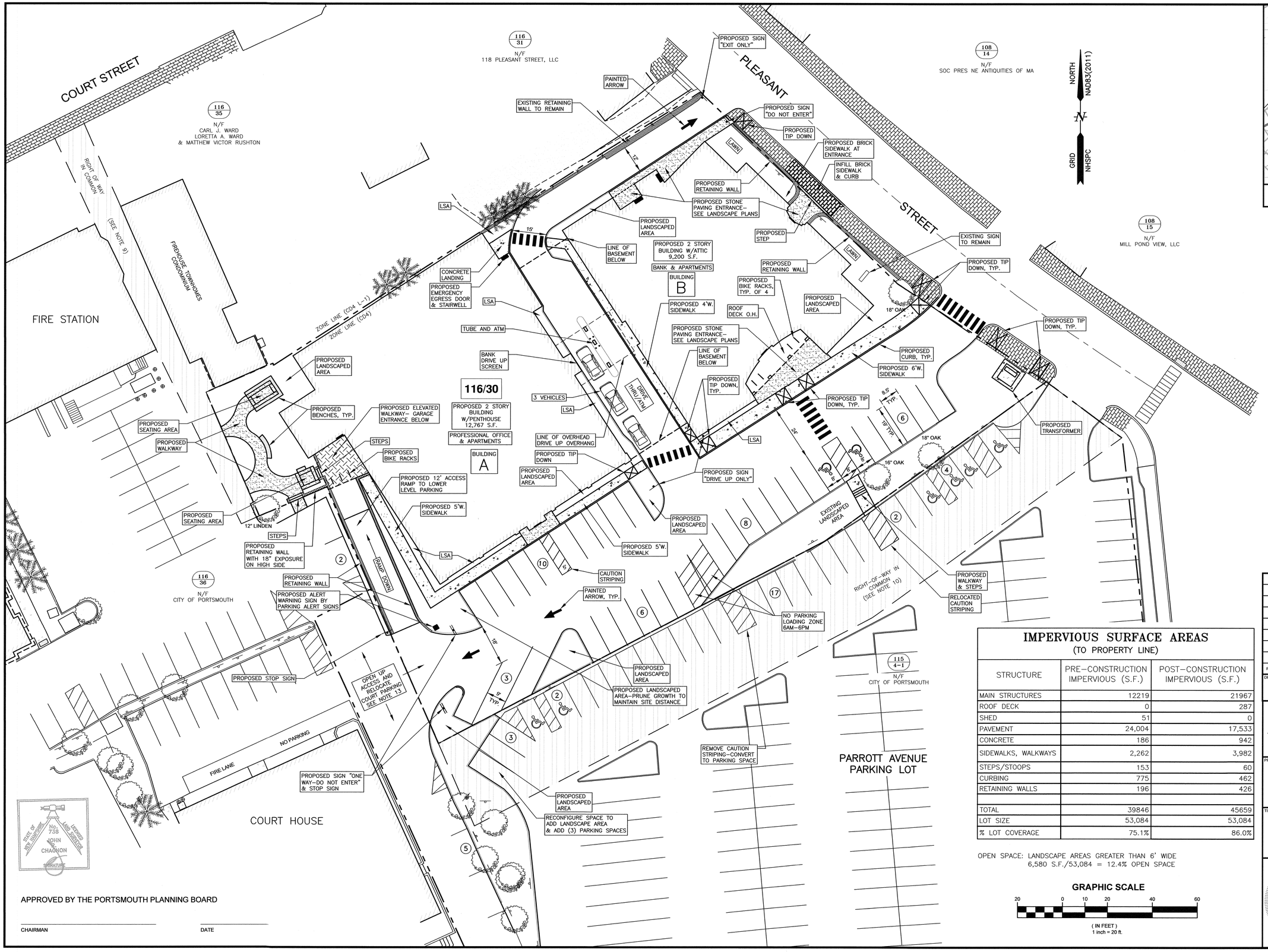
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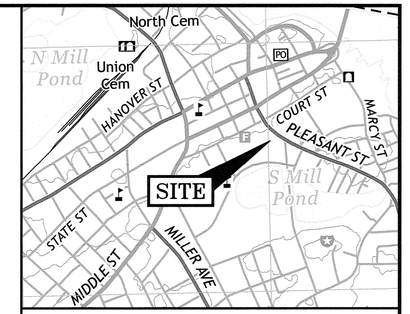
DEMOLITION PLAN

STATE OF NEW HAMPSHIRE – JOHN R. CHAGNON No. 9651 LICENSED PROFESSIONAL ENGINEER

DATE: JULY 2025		SCALE: 1"=20'	
DRAWN BY: SJR	DESIGNED BY: —	CHECKED BY: JRC	
PROJECT No.: 5010156.1532		FIELD BOOK / PAGE: FB 276 PG 60	
DRAWING No.: C101		REV.: 2	

FILE LOCATION: P:\NH\5010156-MCHABB_PROPERTIES\5010156.1532-134 PLEASANT ST - PORTSMOUTH-JRC\02-CAD_FILES\CIVIL\5010156.1532 SITE 2025.DWG, 2026.02.24, 12:38 PM





LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S TAX MAP 116 AS LOT 30.

2) OWNERS OF RECORD:
DOUBLE MC, LLC
10 PLEASANT STREET SUITE 400
PORTSMOUTH, N.H. 03801
RCRD 6505/2411

3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.

4) EXISTING LOT AREA:
53,084 S.F.
1.22 ACRES

5) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 (CD4) DISTRICT.

6) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.

7) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED MIXED USE DEVELOPMENT ON ASSESSOR'S MAP 116, LOT 30 IN THE CITY OF PORTSMOUTH.

8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

9) PARCEL IS BENEFITED BY A RIGHT OF WAY TO COURT STREET AS DESCRIBED IN RCRD 1257/466.

10) PARCEL IS BENEFITED BY A RIGHT OF WAY AS DESCRIBED IN RCRD 2975/349 AND SHOWN ON RCRD D-18880 AND RCRD D-26343.

11) ABUTTER INFORMATION TAKEN FROM THE CITY OF PORTSMOUTH ASSESSORS GIS WEBSITE.

12) PROPOSED USES:
-RETAIL BANKING
-BANK HEADQUARTERS
-APARTMENTS
-PROFESSIONAL OFFICE

13) CITY COUNCIL APPROVAL REQUIRED FOR WORK ON CITY PROPERTY. COORDINATION AND INSPECTIONS OF CONSTRUCTION REQUIRED.

IMPERVIOUS SURFACE AREAS
(TO PROPERTY LINE)

STRUCTURE	PRE-CONSTRUCTION IMPERVIOUS (S.F.)	POST-CONSTRUCTION IMPERVIOUS (S.F.)
MAIN STRUCTURES	12219	21967
ROOF DECK	0	287
SHED	51	0
PAVEMENT	24,004	17,533
CONCRETE	186	942
SIDEWALKS, WALKWAYS	2,262	3,982
STEPS/STOOPS	153	60
CURBING	775	462
RETAINING WALLS	196	426
TOTAL	39846	45659
LOT SIZE	53,084	53,084
% LOT COVERAGE	75.1%	86.0%

OPEN SPACE: LANDSCAPE AREAS GREATER THAN 6' WIDE
6,580 S.F./53,084 = 12.4% OPEN SPACE

GRAPHIC SCALE
20 0 10 20 40 60
(IN FEET)
1 inch = 20 ft.

REV.	DATE	DESCRIPTION	BY	CHK
7	02-03-2026	STOP, ONE-WAY SIGNS, USE	SJR	JRC
6	01-21-2026	TIP DOWNS, EXIT DOOR, PARKING, NOTE 13	SJR	JRC
5	12-30-2025	LANDSCAPE DETAIL	SJR	JRC
4	12-22-2025	BUILDING & SITE LAYOUT	SJR	JRC
3	10-08-2025	PLAN NOTES	SJR	JRC
2	09-22-2025	REVISED DRIVE THROUGH	SJR	JRC
1	09-05-2025	REVISED LAYOUT	SJR	JRC
0	07-18-2025	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

SITE PLAN

DATE	JULY 2025
SCALE	1"=20'
DRAWN BY	SJR
DESIGNED BY	---
CHECKED BY	JRC
PROJECT No.	5010156.1532
FIELD BOOK / PAGE	FB 276 PG 60
DRAWING No.	C102
REV.	7

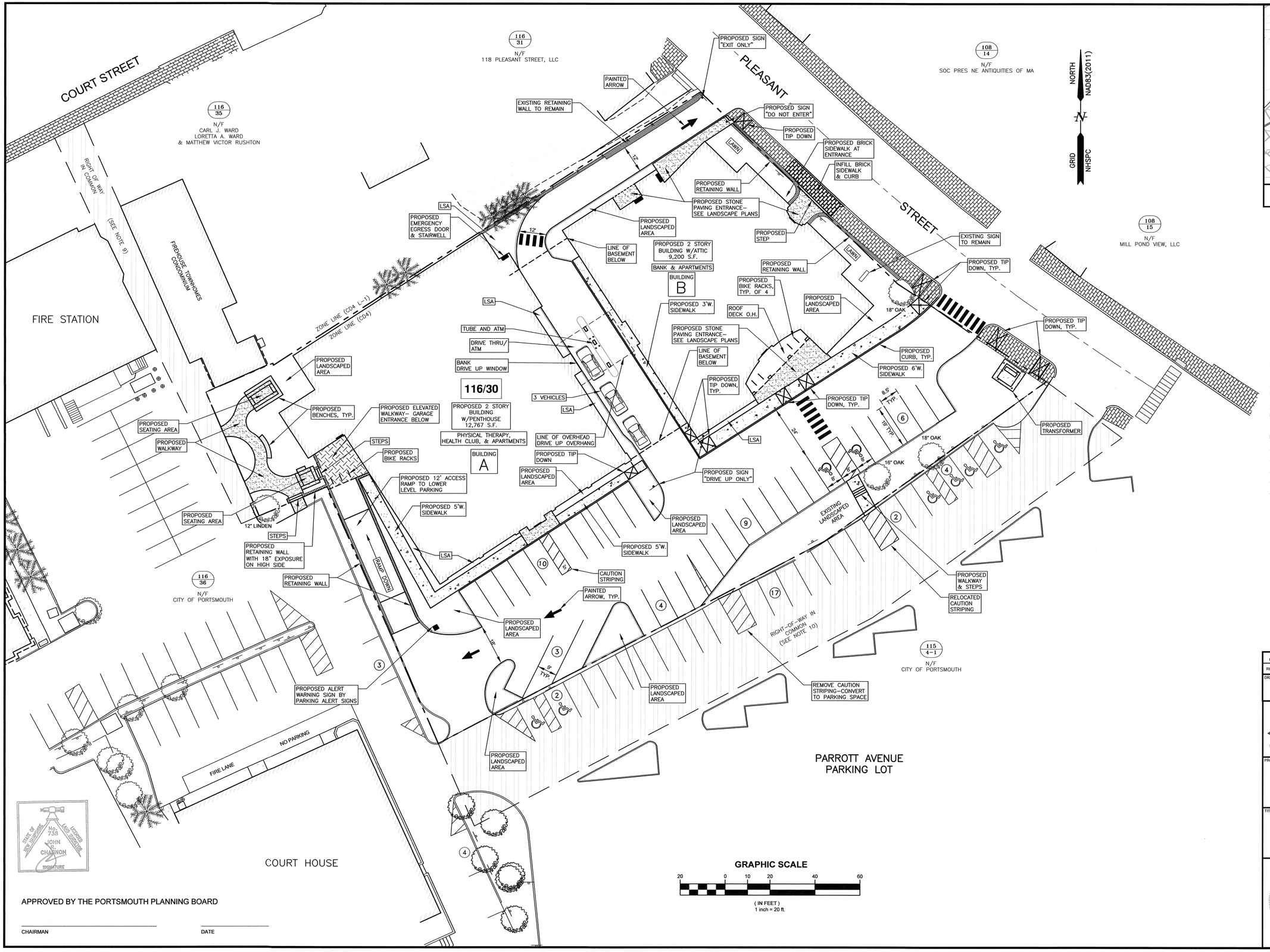
STATE OF NEW HAMPSHIRE LAND SURVEYOR No. 738 JOHN R. CHAGNON SIGNATURE

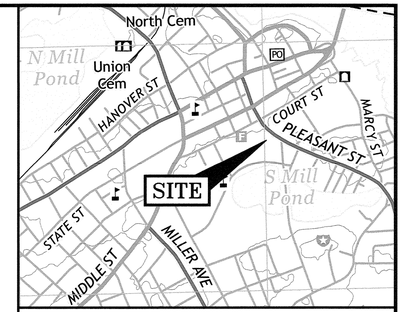
JOHN R. CHAGNON No. 7831 LICENSED PROFESSIONAL ENGINEER STATE OF NEW HAMPSHIRE

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

FILE LOCATION: P:\HH5010156-MCNABB_PROPERTIES\5152-134 PLEASANT ST. PORTSMOUTH-JRC\02-CAD_FILES\CIVIL\5010156.1532 SITE 2025.DWG, 2026.03.18, 11:35 AM





LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S TAX MAP 116 AS LOT 30.

2) OWNERS OF RECORD:
DOUBLE MC, LLC
10 PLEASANT STREET SUITE 400
PORTSMOUTH, N.H. 03801
RCRD 6505/2411

3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.

4) EXISTING LOT AREA:
53,084 S.F.
1.22 ACRES

5) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 (CD4) DISTRICT.

6) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.

7) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED MIXED USE DEVELOPMENT ON ASSESSOR'S MAP 116, LOT 30 IN THE CITY OF PORTSMOUTH.

8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

9) PARCEL IS BENEFITED BY A RIGHT OF WAY TO COURT STREET AS DESCRIBED IN RCRD 1257/466.

10) PARCEL IS BENEFITED BY A RIGHT OF WAY AS DESCRIBED IN RCRD 2975/349 AND SHOWN ON RCRD D-18880 AND RCRD D-26343.

11) ABUTTER INFORMATION TAKEN FROM THE CITY OF PORTSMOUTH ASSESSORS GIS WEBSITE.

12) PROPOSED USES:
-RETAIL BANKING
-BANK HEADQUARTERS
-APARTMENTS
-PHYSICAL THERAPY
-HEALTH CLUB

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

REV.	DATE	DESCRIPTION	BY	CHK
0	01-21-2026	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

ALTERNATE SITE PLAN

STATE OF NEW HAMPSHIRE - JOHN A. CHAGNON No. 7651 - LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
JULY 2025	1"=20'
DRAWN BY: SJR	DESIGNED BY: ---	CHECKED BY: JRC
PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60
DRAWING No.: C102A	REV.: 0

STATE OF NEW HAMPSHIRE - JOHN A. CHAGNON No. 7651 - LICENSED LAND SURVEYOR - SIGNATURE

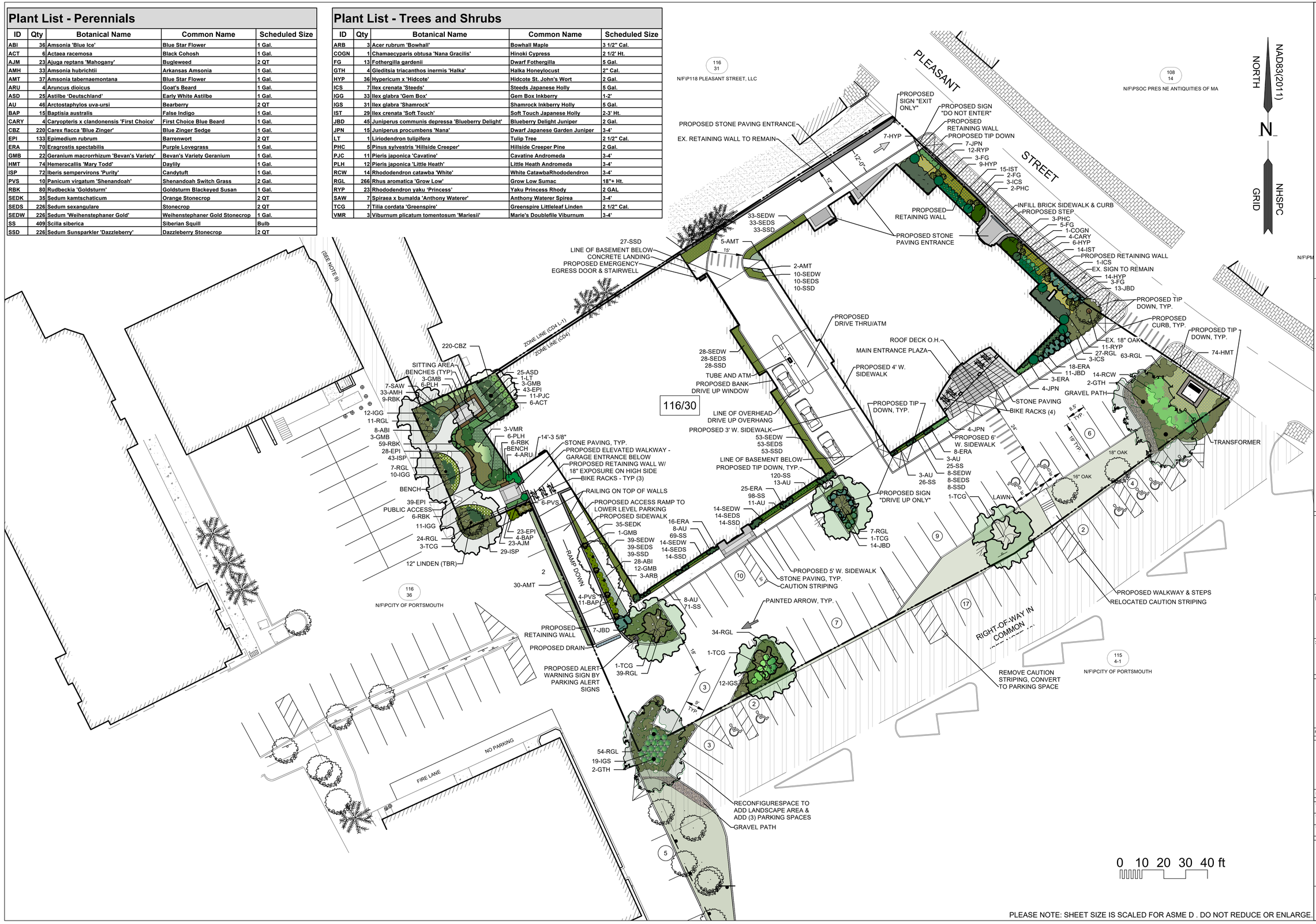
FILE LOCATION: P:\NH\5010156.MCN\ABB_PROPERTIES\1532-134 PLEASANT ST - PORTSMOUTH\-IRC\02-CAD_FILES\CIVIL\5010156.1532 ALTERNATE SITE 2025.DWG, 2026.03.18, 11:39 AM

Plant List - Perennials

ID	Qty	Botanical Name	Common Name	Scheduled Size
ABI	36	Amsonia 'Blue Ice'	Blue Star Flower	1 Gal.
ACT	6	Actaea racemosa	Black Cohosh	1 Gal.
AJM	23	Ajuga reptans 'Mahogany'	Bugleweed	2 QT
AMH	33	Amsonia hubrichtii	Arkansas Amsonia	1 Gal.
AMT	37	Amsonia tabernaemontana	Blue Star Flower	1 Gal.
ARU	4	Aruncus dioicus	Goat's Beard	1 Gal.
ASD	25	Astilbe 'Deutschland'	Early White Astilbe	1 Gal.
AU	46	Arctostaphylos uva-ursi	Bearberry	2 QT
BAP	15	Baptisia australis	False Indigo	1 Gal.
CARY	4	Caryopteris x clandonensis 'First Choice'	First Choice Blue Beard	1 Gal.
CBZ	220	Carex flacca 'Blue Zinger'	Blue Zinger Sedge	1 Gal.
EPI	133	Epimedium rubrum	Barrenwort	2 QT
ERA	70	Eragrostis spectabilis	Purple Lovegrass	1 Gal.
GMB	22	Geranium macrorrhizum 'Bevan's Variety'	Bevan's Variety Geranium	1 Gal.
HMT	74	Hemerocallis 'Mary Todd'	Daylily	1 Gal.
ISP	72	Iberis sempervirons 'Purity'	Candytuft	1 Gal.
PVS	10	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	2 Gal.
RBK	80	Rudbeckia 'Goldsturm'	Goldsturm Blackeyed Susan	1 Gal.
SEDK	35	Sedum kamtschaticum	Orange Stonecrop	2 QT
SEDS	226	Sedum sexangulare	Stonecrop	2 QT
SEDW	226	Sedum 'Weihenstephaner Gold'	Weihenstephaner Gold Stonecrop	1 Gal.
SS	409	Scilla siberica	Siberian Squill	Bulb
SSD	226	Sedum Sunsparkler 'Dazzleberry'	Dazzleberry Stonecrop	2 QT

Plant List - Trees and Shrubs

ID	Qty	Botanical Name	Common Name	Scheduled Size
ARB	3	Acer rubrum 'Bowhall'	Bowhall Maple	3 1/2" Cal.
COGN	1	Chamaecyparis obtusa 'Nana Gracilis'	Hinoki Cypress	2 1/2' Ht.
FG	13	Fothergilla gardenii	Dwarf Fothergilla	5 Gal.
GTH	4	Gleditsia triacanthos inermis 'Halka'	Halka Honeylocust	2" Cal.
HYP	36	Hypericum x 'Hidcote'	Hidcote St. John's Wort	2 Gal.
ICS	7	Ilex crenata 'Steeds'	Steeds Japanese Holly	5 Gal.
IGG	33	Ilex glabra 'Gem Box'	Gem Box Inkberry	1-2'
IGS	31	Ilex glabra 'Shamrock'	Shamrock Inkberry Holly	5 Gal.
IST	29	Ilex crenata 'Soft Touch'	Soft Touch Japanese Holly	2-3' Ht.
JBD	45	Juniperus communis depressa 'Blueberry Delight'	Blueberry Delight Juniper	2 Gal.
JPN	15	Juniperus procumbens 'Nana'	Dwarf Japanese Garden Juniper	3-4'
LT	1	Liriodendron tulipifera	Tulip Tree	2 1/2" Cal.
PHC	5	Pinus sylvestris 'Hillside Creeper'	Hillside Creeper Pine	2 Gal.
PJC	11	Pieris japonica 'Cavatine'	Cavatine Andromeda	3-4'
PLH	12	Pieris japonica 'Little Heath'	Little Heath Andromeda	3-4'
RCW	14	Rhododendron catawba 'White'	White CatawbaRhododendron	3-4'
RGL	266	Rhus aromatica 'Grow Low'	Grow Low Sumac	18"+ Ht.
RYP	23	Rhododendron yaku 'Princess'	Yaku Princess Rhody	2 GAL
SAW	7	Spiraea x bumalda 'Anthony Waterer'	Anthony Waterer Spirea	3-4'
TCG	7	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	2 1/2" Cal.
VMR	3	Viburnum plicatum tomentosum 'Mariesii'	Marie's Doublefile Viburnum	3-4'



PLEASE NOTE: SHEET SIZE IS SCALED FOR ASME D . DO NOT REDUCE OR ENLARGE.

terra firma
landscape architecture

165-a Court Street Portsmouth, NH 03801
603.531.9109 | terrence@terrafirmalandarch.com

134 PLEASANT

134 PLEASANT STREET
PORTSMOUTH, NH

Project Title

TERRENCE PARKER
00254
LICENSED LANDSCAPE ARCHITECT
STATE OF NEW HAMPSHIRE

Landscape Architect

Scale
1:240

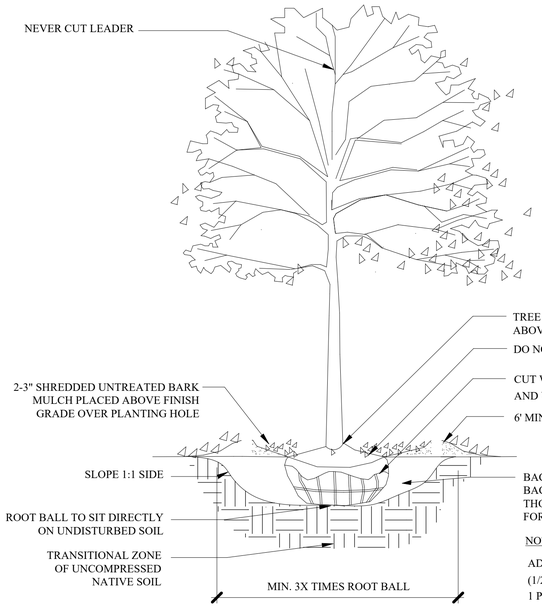
REV.	DATE	DESCRIPTION
B	2/25/2026	PB Submission
A	1/21/2026	TAC Submission

NO.	DATE	ISSUE NOTE

Project Manager | Drawn By
Date: 9/18/2025 | Reviewed By
Project ID: 134 PLEASANT

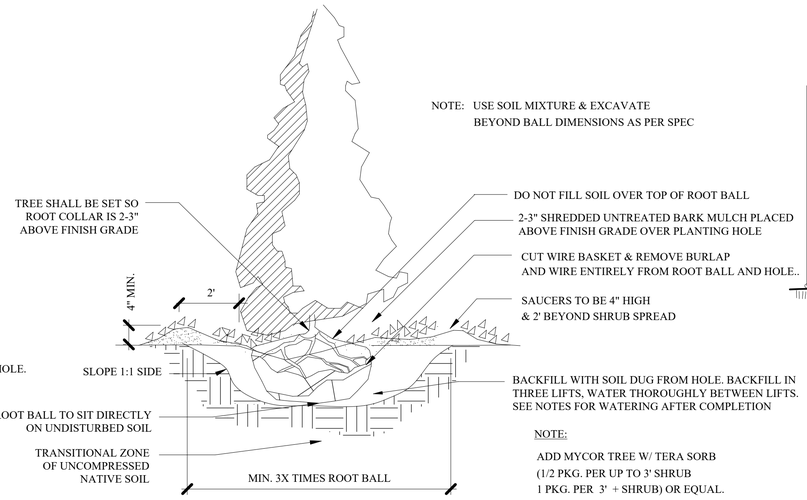
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LANDSCAPE PLAN

Sheet No.
L-1



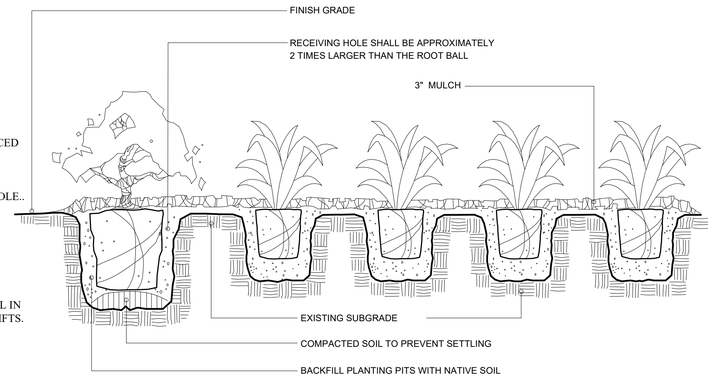
1 L-2

TREE PLANTING - 2"+ CAL.
SCALE: NTS



2 L-2

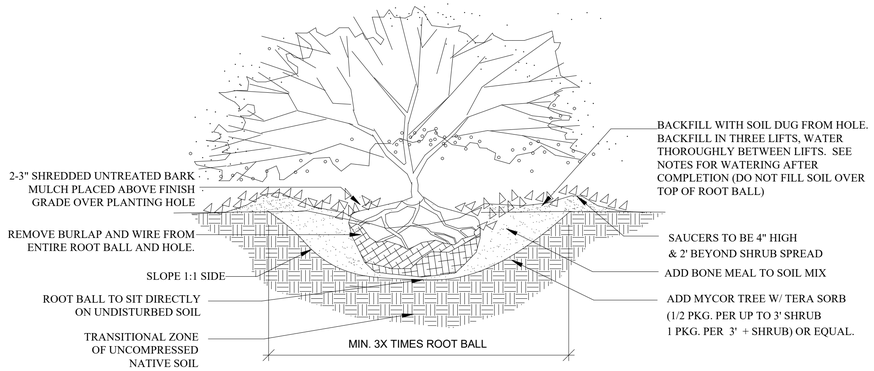
PYRAMIDAL EVERGREEN TREE PLANTING
SCALE: NTS



NOTE: SHRUBS SHALL BE PLANTED A MINIMUM OF 1" & NO MORE THAN 2" ABOVE FINISH GRADE, DEPENDING UPON SITE CONDITIONS.

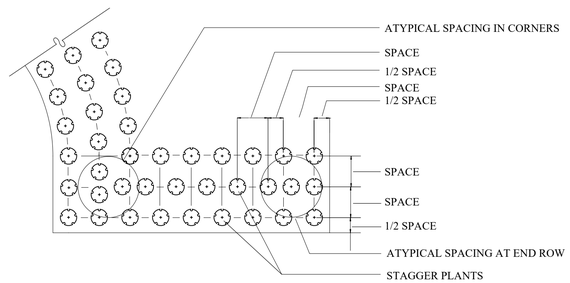
3 L-2

SHRUB/GROUND COVER PLANTING DETAIL
SCALE: NTS



4 L-2

B&B SHRUB PLANTING
SCALE: NTS



NOTES:

1. PLACE PLANTS IN BED AS SHOWN, SPACING AS SPECIFIED IN PLANT SCHEDULE.
2. GROUNDCOVER SHALL BE TRIANGULAR SPACED IN ROWS PARALLEL TO STRAIGHT EDGES AND SHALL BE EVENLY SPACED IN ROWS PARALLEL TO CURVE EDGES.

5 L-2

GROUND COVER SPACING DETAIL
SCALE: NTS

CITY OF PORTSMOUTH PLANTING REQUIREMENTS

1. All planting holes shall be dug by hand- NO MACHINES. The only exceptions are new construction where new planting pits, planting beds with granite curbing, and planting sites with Silva Cells are being created. If a machine is used to dig in any of these situations and planting depth needs to be raised the material in the bottom of the planting hole MUST be firmed with machine to prevent sinking of the root ball.
2. ALL Wire and Burlap shall be removed from the root ball AND planting hole.
3. The root ball of the tree shall be worked so that the root collar of the tree is visible and no girdling roots are present.
4. The root collar of the tree shall be 2"-3" above grade of planting hole for finished depth.
5. All plantings shall be backfilled with soil from the site and amended no more than 20% with Organic Compost. The only exceptions are new construction where engineered soil is being used in conjunction with Silva Cells and where new planting beds are being created.
6. All plantings shall be backfilled in three lifts and ALL lifts shall be watered so the planting will be set and free of air pockets- NO EXCEPTIONS.
7. An earth berm shall be placed around the perimeter of the planting hole except where curbed planting beds or pits are being used.
8. 2"-3" of mulch shall be placed over the planting area.
9. At the time the planting is complete the planting shall receive additional water to ensure complete hydration of the roots, backfill material and mulch layer.
10. Stakes and guys shall be used where appropriate and/or necessary. Guy material shall be nondamaging to the tree.
11. All planting stock shall be specimen quality, free of defects, and disease or injury. The City of Portsmouth, NH reserves the right to refuse/reject any plant material or planting action that fails to meet the standards set forth in the ANSI A300 Part 6 Standard Practices for Planting and Transplanting and/or The City of Portsmouth, NH Planting Requirements.

LANDSCAPE NOTES:

1. THE CONTRACTOR SHALL LOCATE AND VERIFY THE EXISTENCE OF ALL UTILITIES PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTINGS SHOWN ON THE DRAWINGS.
3. ALL MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE CURRENT AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANT SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT.
5. ALL PLANT MATERIALS SHALL BE EXACTLY AS SPECIFIED BY THE LANDSCAPE ARCHITECT. IF PLANT SPECIES CULTIVARS ARE FOUND TO VARY FROM THAT SPECIFIED AT ANY TIME DURING THE GUARANTEE PERIOD, THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO HAVE THE CONTRACTOR REPLACE THAT PLANT MATERIAL. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT DELIVERED TO THE SITE FOR AESTHETIC REASONS BEFORE PLANTING. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE QUALITY FOR ALL THE PLANTS.
6. PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, UPON DELIVERY OR AT THE JOB SITE WHILE WORK IS ON-GOING TO CONFORMITY TO SPECIFIED QUALITY, SIZE AND VARIETY.
7. PLANTS FURNISHED IN CONTAINERS SHALL HAVE THE ROOTS WELL ESTABLISHED IN THE SOIL MASS AND SHALL HAVE AT LEAST ONE (1) GROWING SEASON. ROOT-BOUND PLANTS OR INADEQUATELY SIZED CONTAINERS TO SUPPORT THE PLANT MAY BE DEEMED UNACCEPTABLE.
8. NO PLANT SHALL BE PUT IN THE GROUND BEFORE GRADING HAS BEEN FINISHED AND APPROVED BY THE LANDSCAPE ARCHITECT.
9. ALL PLANTS SHALL BE INSTALLED AND DETAILED PER PROJECT SPECIFICATIONS.
10. ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24-HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL BE WATERED WEEKLY, OR MORE OFTEN IF NECESSARY, DURING THE FIRST GROWING SEASON.
11. ALL PLANTS SHALL BE GUARANTEED BY THE CONTRACTOR FOR NOT LESS THAN ONE FULL YEAR FROM THE TIME OF PROVISIONAL ACCEPTANCE. DURING THIS TIME, THE OWNER SHALL MAINTAIN ALL PLANT MATERIALS IN THE ABOVE MANNER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSPECT THE PLANTS TO ENSURE PROPER CARE. IF THE CONTRACTOR IS DISSATISFIED WITH THE CARE GIVEN, HE SHALL IMMEDIATELY, AND IN SUFFICIENT TIME TO PERMIT THE CONDITION TO BE RECTIFIED, NOTIFY THE LANDSCAPE ARCHITECT IN WRITING OR OTHERWISE FORFEIT HIS CLAIM. LANDSCAPE CONTRACTOR SHALL PRUNE PLANTINGS OF DEAD LIMBS OR TWIGS DURING THE FIRST YEAR OF GROWTH.
12. FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT WILL BE MADE UPON THE CONTRACTOR'S REQUEST AFTER ALL CORRECTIVE WORK HAS BEEN COMPLETED.
13. LANDSCAPE CONTRACTOR SHOULD REPLACE DEAD PLANTINGS IMMEDIATELY UPON OWNER DIRECTION WITHIN THE WARRANTY PERIOD AND AGAIN AT THE END OF THE GUARANTEE PERIOD, THE CONTRACTOR SHALL HAVE REPLACED ANY PLANT MATERIAL THAT IS MISSING, NOT TRUE TO SIZE AS SPECIFIED, THAT HAVE DIED, THAT HAVE LOST THEIR NATURAL SHAPE DUE TO DEAD BRANCHES, EXCESSIVE PRUNING OR INADEQUATE OR IMPROPER CARE, OR THAT ARE, IN THE OPINION OF THE LANDSCAPE ARCHITECT, IN UNHEALTHY OR UNSIGHTLY CONDITION.
14. ALL LANDSCAPE AREAS TO BE GRASS COMMON TO REGION EXCEPT FOR INTERIOR LANDSCAPED ISLANDS OR WHERE OTHER PLANT MATERIAL IS CALLED FOR.
15. ALL TREES AND SHRUBS TO BE PLANTED IN MULCH BEDS WITH DEFINED AND CUT EDGES TO SEPARATE TURF GRASS AREAS.
16. FOR ANY LANDSCAPE AREA SO DESIGNATED TO REMAIN, WHETHER ON OR OFF-SITE, REMOVE WEEDS, ROCKS, CONSTRUCTION ITEMS, ETC., THEN APPLY GRASS SEED OR PINE BARK MULCH AS DEPICTED ON PLANS.
17. LANDSCAPE CONTRACTOR SHALL FEED AND PRUNE EX. TREES, ON OR JUST OFF SITE, THAT HAVE EXPERIENCED ROOT BASE INTRUSION OR DAMAGE DURING CONSTRUCTION IMMEDIATELY AND FOR THE DURATION OF THE WARRANTY PERIOD AT THE DIRECTION OF THE LANDSCAPE ARCHITECT.
18. EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY SNOW FENCING AT THE EDGE OF THE EX. TREE CANOPY THE CONTRACTOR SHALL NOT STORE VEHICLES OR MATERIALS WITHIN THE LANDSCAPED AREAS. ANY DAMAGE TO EXISTING TREES, SHRUBS OR LAWN SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
19. ALL MULCH AREAS SHALL RECEIVE A 3" LAYER OF SHREDDED PINE BARK MULCH.
20. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH PROJECT SPECIFICATIONS.

NOTE: 6 INCHES OF TOPSOIL WITH 25% COMPOST TO BE ADDED TO ALL PLANTING AREAS

PLEASE NOTE: SHEET SIZE IS SCALED FOR ASME D . DO NOT REDUCE OR ENLARGE.

terra firma
landscape architecture



165.a Court Street Portsmouth, NH 03801
603.531.9109 | terrence@terrafirmalandarch.com

Project Title
134 PLEASANT
134 PLEASANT STREET
PORTSMOUTH, NH

TERRENCE PARKER — 00254 — NEW HAMPSHIRE — REGISTERED LANDSCAPE ARCHITECT

Landscape Architect

Scale: SEE DETAILS

REV.	DATE	DESCRIPTION
B	2/25/2026	PB Submission
A	1/21/2026	TAC Submission

NO.	DATE	ISSUE NOTE

Project Manager | Drawn By
Date: 9/18/2025 | Reviewed By
Project ID: 134 PLEASANT

Sheet Title: LANDSCAPE PLAN

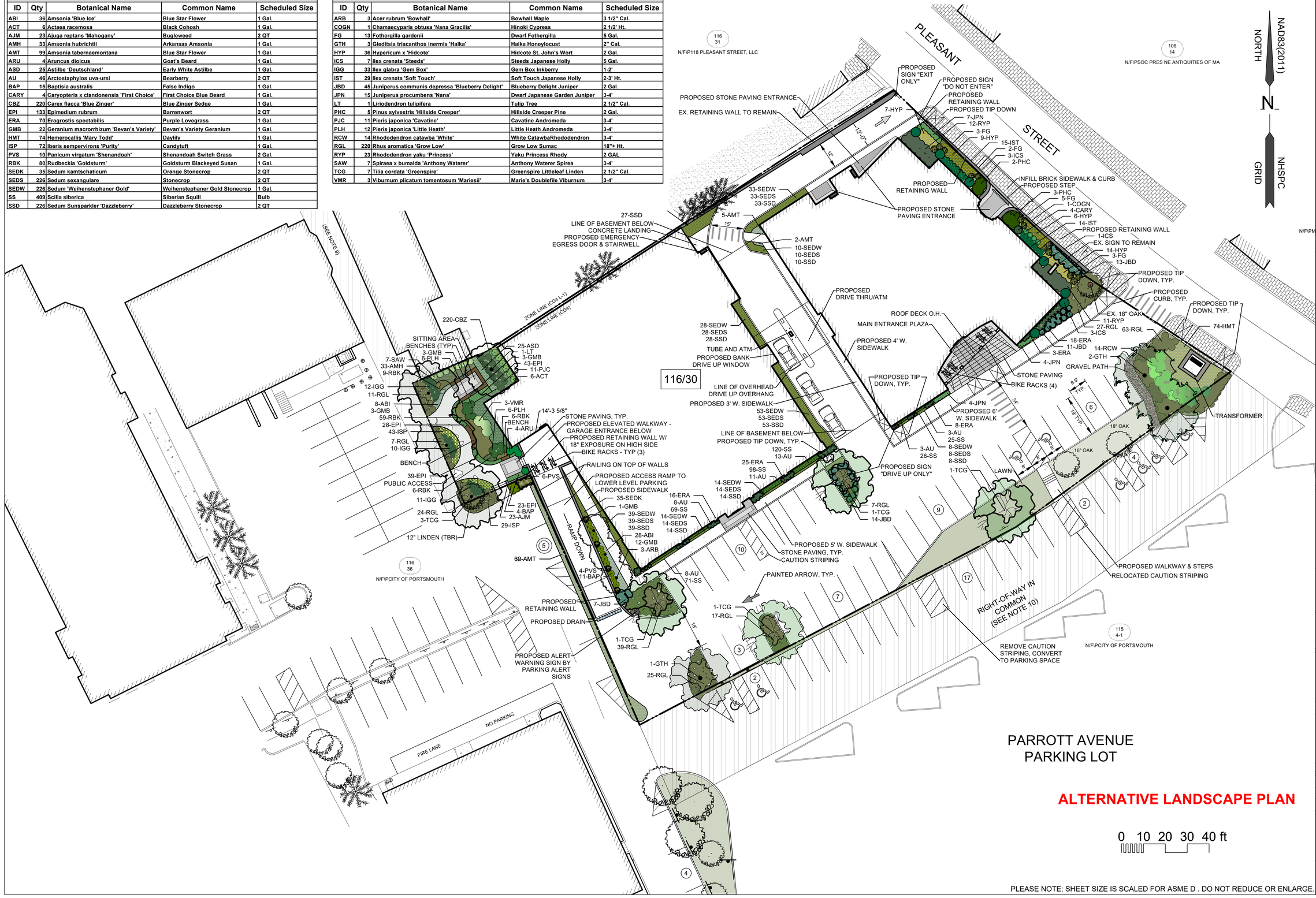
Sheet No.: L-2

Plant List - Perennials

ID	Qty	Botanical Name	Common Name	Scheduled Size
ABI	36	Amsonia 'Blue Ice'	Blue Star Flower	1 Gal.
ACT	6	Actaea racemosa	Black Cohosh	1 Gal.
AJM	23	Ajuga reptans 'Mahogany'	Bugleweed	2 QT
AMH	33	Amsonia hubrichtii	Arkansas Amsonia	1 Gal.
AMT	99	Amsonia tabernaemontana	Blue Star Flower	1 Gal.
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ASD	25	Astilbe 'Deutschland'	Early White Astilbe	1 Gal.
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BAP	15	Baptisia australis	False Indigo	1 Gal.
CARY	4	Caryopteris x clandonensis 'First Choice'	First Choice Blue Beard	1 Gal.
CBZ	220	Carex flacca 'Blue Zinger'	Blue Zinger Sedge	1 Gal.
EPI	133	Epimedium rubrum	Barrenwort	2 QT
ERA	70	Eragrostis spectabilis	Purple Lovegrass	1 Gal.
GMB	22	Geranium macrorrhizum 'Bevan's Variety'	Bevan's Variety Geranium	1 Gal.
HMT	74	Hemerocallis 'Mary Todd'	Daylily	1 Gal.
ISP	72	Iberis sempervirons 'Purity'	Candytuft	1 Gal.
PVS	10	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	2 Gal.
RBK	80	Rudbeckia 'Goldsturm'	Goldsturm Blackeyed Susan	1 Gal.
SEDK	35	Sedum kamtschaticum	Orange Stonecrop	2 QT
SEDS	226	Sedum sexangulare	Stonecrop	2 QT
SEDW	226	Sedum 'Weihenstephaner Gold'	Weihenstephaner Gold Stonecrop	1 Gal.
SS	409	Scilla siberica	Siberian Squill	Bulb
SSD	226	Sedum Sunsparkler 'Dazzleberry'	Dazzleberry Stonecrop	2 QT

Plant List - Trees and Shrubs

ID	Qty	Botanical Name	Common Name	Scheduled Size
ARB	3	Acer rubrum 'Bowhall'	Bowhall Maple	3 1/2" Cal.
COGN	1	Chamaecyparis obtusa 'Nana Gracilis'	Hinoki Cypress	2 1/2' Ht.
FG	13	Fothergilla gardenii	Dwarf Fothergilla	5 Gal.
GTH	3	Gleditsia triacanthos inermis 'Halka'	Halka Honeylocust	2" Cal.
HYP	36	Hypericum x 'Hidcote'	Hidcote St. John's Wort	2 Gal.
ICS	7	Ilex crenata 'Steeds'	Steeds Japanese Holly	5 Gal.
IGG	33	Ilex glabra 'Gem Box'	Gem Box Inkberry	1-2'
IST	29	Ilex crenata 'Soft Touch'	Soft Touch Japanese Holly	2-3' Ht.
JBD	45	Juniperus communis depressa 'Blueberry Delight'	Blueberry Delight Juniper	2 Gal.
JPN	15	Juniperus procumbens 'Nana'	Dwarf Japanese Garden Juniper	3-4'
LT	1	Liriodendron tulipifera	Tulip Tree	2 1/2" Cal.
PHC	5	Pinus sylvestris 'Hillside Creeper'	Hillside Creeper Pine	2 Gal.
PJC	11	Pieris japonica 'Cavatine'	Cavatine Andromeda	3-4'
PLH	12	Pieris japonica 'Little Heath'	Little Heath Andromeda	3-4'
RCW	14	Rhododendron catawba 'White'	White CatawbaRhododendron	3-4'
RGL	220	Rhus aromatica 'Grow Low'	Grow Low Sumac	18"+ Ht.
RYP	23	Rhododendron yaku 'Princess'	Yaku Princess Rhody	2 GAL
SAW	7	Spiraea x bumalda 'Anthony Waterer'	Anthony Waterer Spirea	3-4'
TCG	7	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	2 1/2" Cal.
VMR	3	Viburnum plicatum tomentosum 'Mariesii'	Marie's Doublefile Viburnum	3-4'



PARROTT AVENUE
PARKING LOT

ALTERNATIVE LANDSCAPE PLAN

0 10 20 30 40 ft

PLEASE NOTE: SHEET SIZE IS SCALED FOR ASME D . DO NOT REDUCE OR ENLARGE.

terra firma
landscape architecture



165.a Court Street Portsmouth, NH 03801
603.531.9109 | terrence@terrafirmalandarch.com

134 PLEASANT

134 PLEASANT STREET
PORTSMOUTH, NH

Project Title



Landscape Architect

Scale
1:240

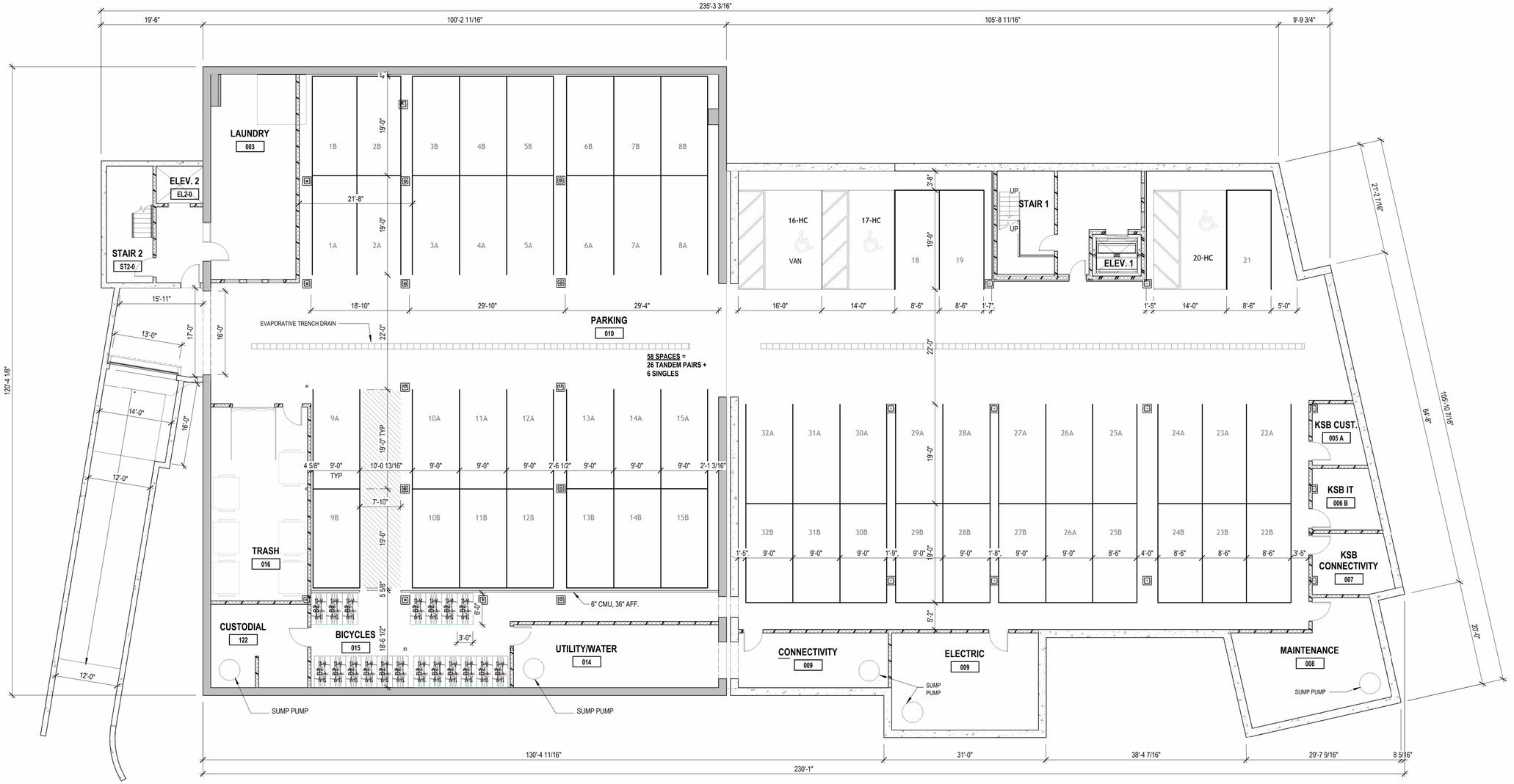
REV.	DATE	DESCRIPTION
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NO.	DATE	ISSUE NOTE

Project Manager | Drawn By
Date 9/18/2025 | Reviewed By
Project ID 134 PLEASANT

Sheet Title
LANDSCAPE PLAN

Sheet No.
L-1



1 **PB BASEMENT**
3/32" = 1'-0"

ARCOVE ARCHITECTS
767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

134 PLEASANT STREET

PORTSMOUTH, NH 03801

PROJECT NO: 1028

OWNER

Double Mc, LLC
134 Pleasant Street
Portsmouth, New Hampshire 03801

CIVIL ENGINEERING

HALEY WARD
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

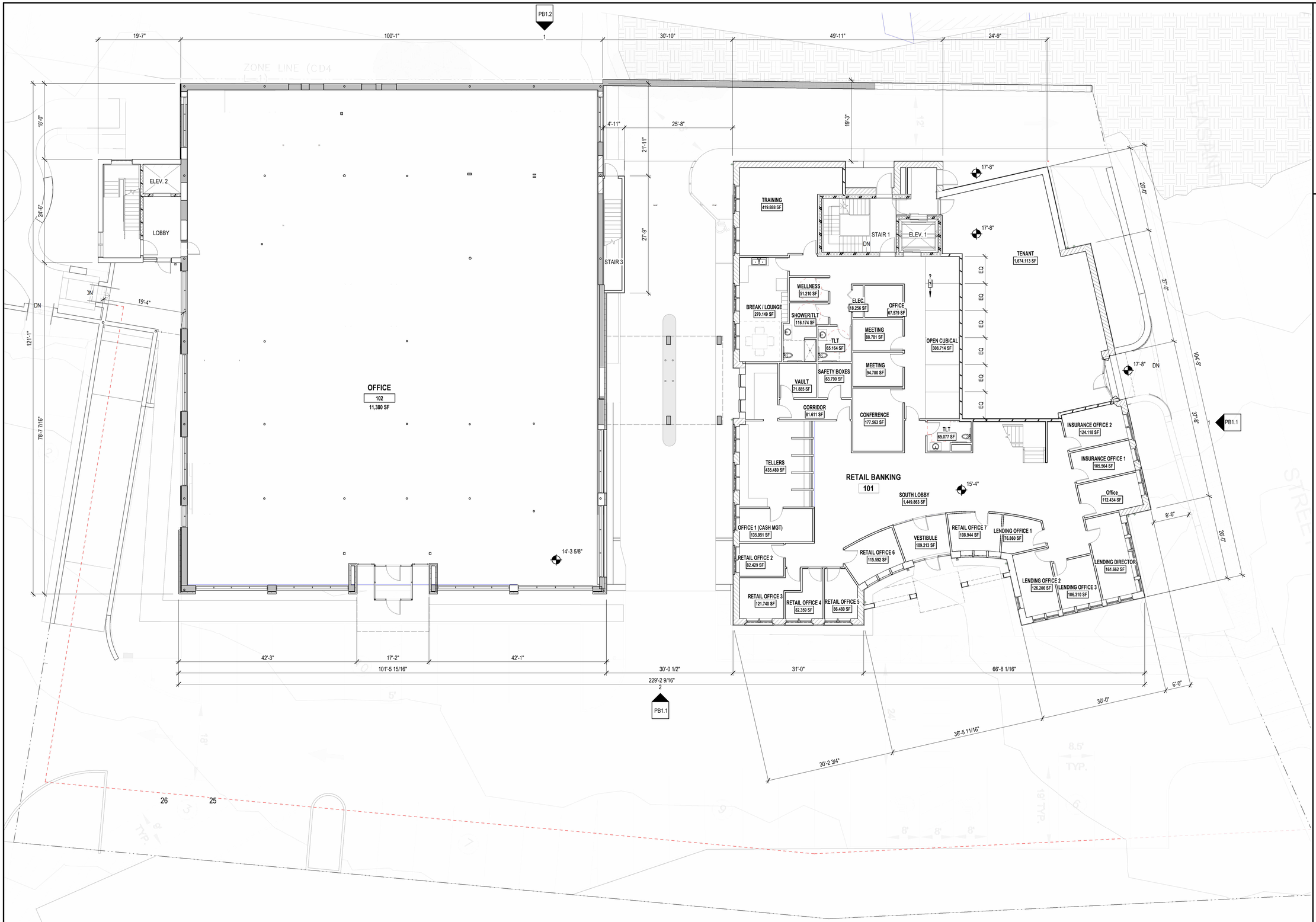
Terra Firma Landscape Architecture
163a Court St
Portsmouth, NH 03801
(603) 531-9109

BASEMENT FLOOR PLAN

SCALE: 3/32" = 1'-0"
DATE: 02/22/2026
DRAWN: HA
CHECKED: TK

PB0.1

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1 **PB LEVEL 1**
3/32" = 1'-0"

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LEVEL 1 FLOOR PLANS

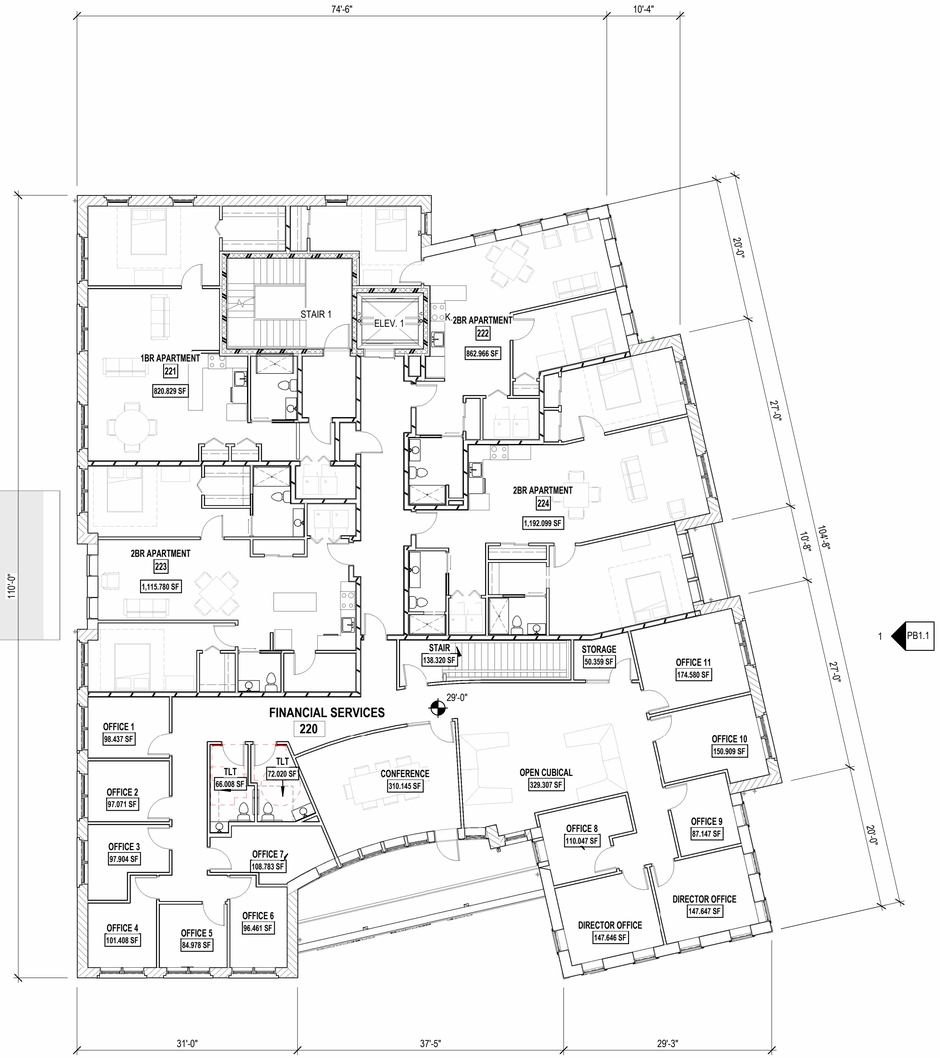
SCALE: 3/32" = 1'-0"
DATE: 02/10/2026
DRAWN: HA
CHECKED: TK

PB0.2

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1 PB BUILDING A, LEVEL 2A
3/32" = 1'-0"



2 PB BUILDING B, LEVEL 2B
3/32" = 1'-0"

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LEVEL 2 FLOOR PLANS

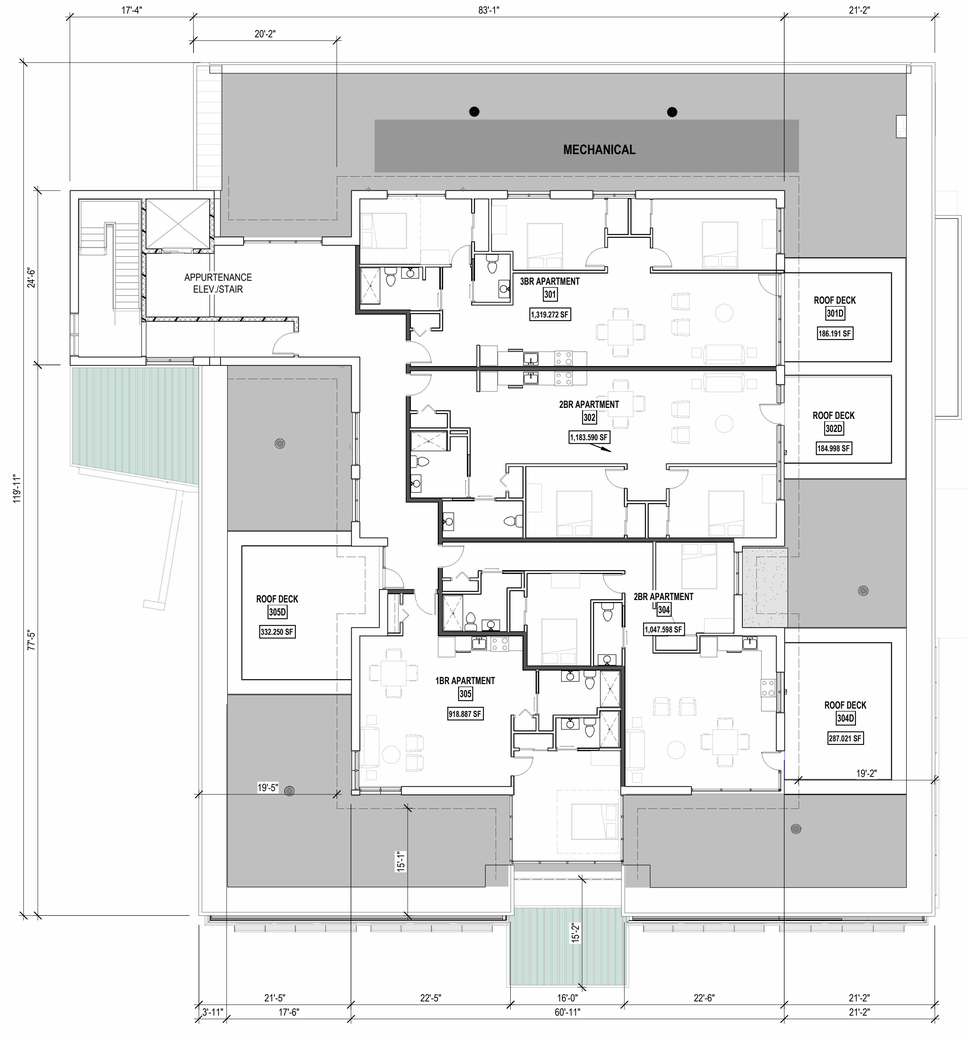
SCALE: 3/32" = 1'-0"
DATE: 02/10/2026
DRAWN: HA
CHECKED: TK

PB0.3

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AREA OF PENTHOUSE : 5,208 SF
AREA OF FLOOR BELOW: 12,675 SF

PENTHOUSE TO FLOOR BELOW: 41%



1 **PB PENTHOUSE FLOOR PLAN, BUIDLING A**
3/32" = 1'-0"

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134 PLEASANT STREET

PORTSMOUTH, NH 03801

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CIVIL ENGINEERING
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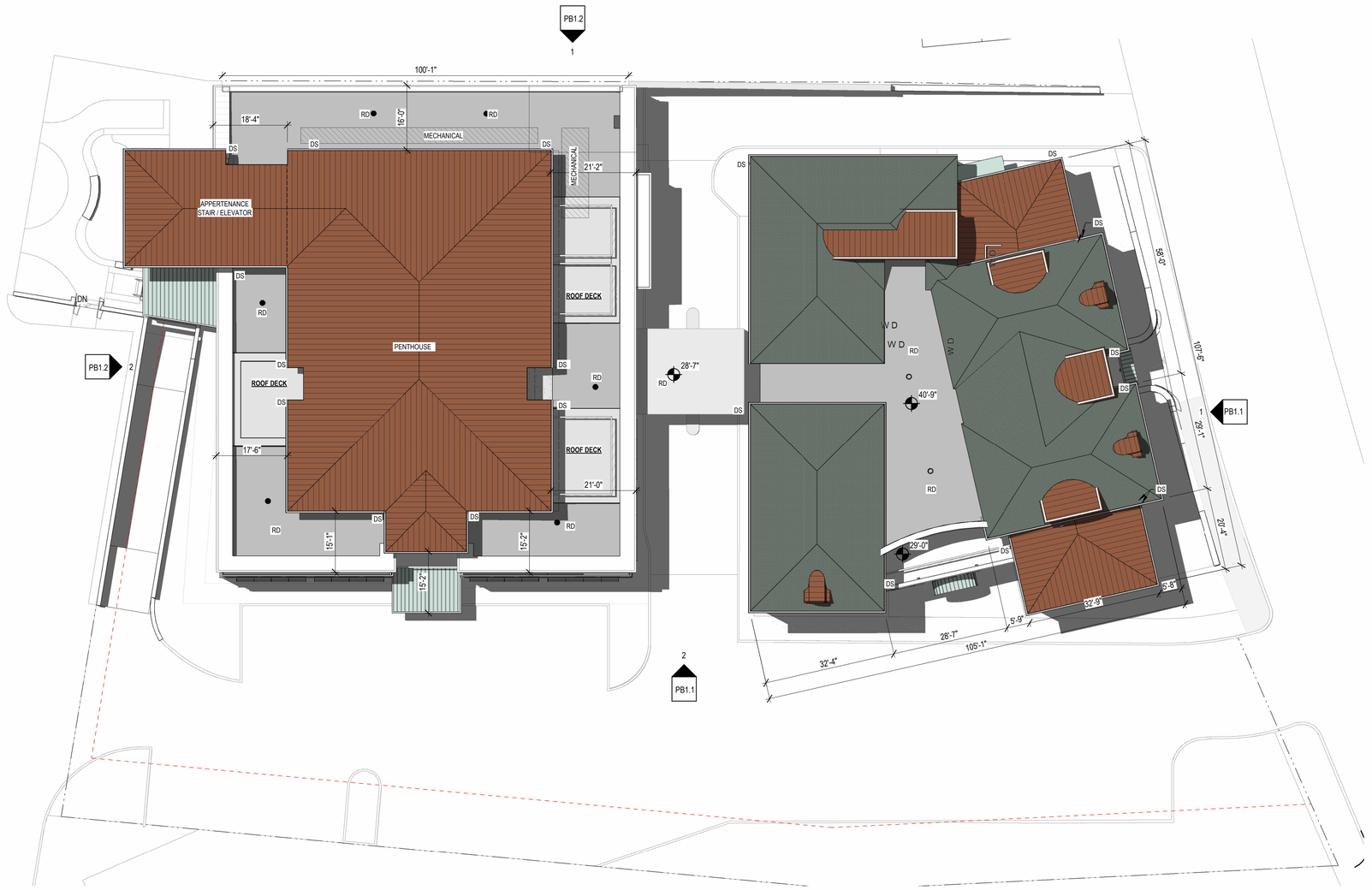
LANDSCAPE ARCHITECT
Terra Firma Landscape Architecture
163a Court St
Portsmouth, NH 03801
(603) 531-9109

PENTHOUSE PLAN, BUILDING A

SCALE: 3/32" = 1'-0"
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CHECKED: TK

PB0.4

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1 **PB ROOF PLAN**
1/16" = 1'-0"

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134 PLEASANT STREET

PORTSMOUTH, NH 03801

PROJECT NO: 1028

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LANDSCAPE ARCHITECT

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ROOF PLAN

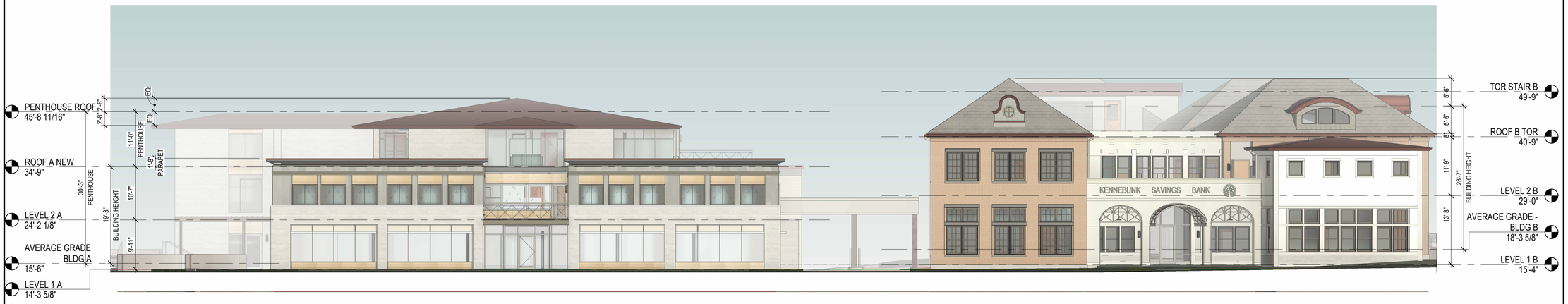
SCALE: 1/16" = 1'-0"
DATE: 01/28/2026
DRAWN: HA
CHECKED: TSK

PB0.5

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1 **PB EAST ELEVATION**
3/32" = 1'-0"



2 **PB SOUTH ELEVATION**
3/32" = 1'-0"

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134 PLEASANT STREET

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CIVIL ENGINEERING

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LANDSCAPE ARCHITECT

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163a Court St
Portsmouth, NH 03801
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SOUTH - EAST ELEVATIONS

SCALE: 3/32" = 1'-0"
DATE: 01/20/2026
DRAWN: HA
CHECKED: TK

PB1.1

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1 **PB NORTH ELEVATION**
3/32" = 1'-0"



2 **PB WEST ELEVATION**
3/32" = 1'-0"

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134 PLEASANT STREET

PORTSMOUTH, NH 03801

PROJECT NO: 1028

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LANDSCAPE ARCHITECT
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Portsmouth, NH 03801
(603) 531-9109

NORTH - WEST ELEVATIONS

SCALE: 3/32" = 1'-0"
DATE: 01/20/2026
DRAWN: HA
CHECKED: TK

PB1.2

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VIEW FROM LANGDON HOUSE PB



VIEW FROM PLEASANT STREET AT TREADWELL HOUSE PB



VIEW FROM JUNKINS AVENUE AT CITY HALL PB

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134 PLEASANT STREET

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PROJECT NO: 1028

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LANDSCAPE ARCHITECT

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VIGNETTES

SCALE:

DATE: 01/20/2026
DRAWN: HA
CHECKED: TK

PB2.1

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VIEW FROM PLEASANT STREET



3D View SW

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134 PLEASANT STREET

PORTSMOUTH, NH 03801

PROJECT NO: 1028

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CIVIL ENGINEERING

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Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

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

VIGNETTES

0' 4' 8' 16'
SCALE:

DATE: 01/20/2026
DRAWN: HA
CHECKED: Checker

PB2.2

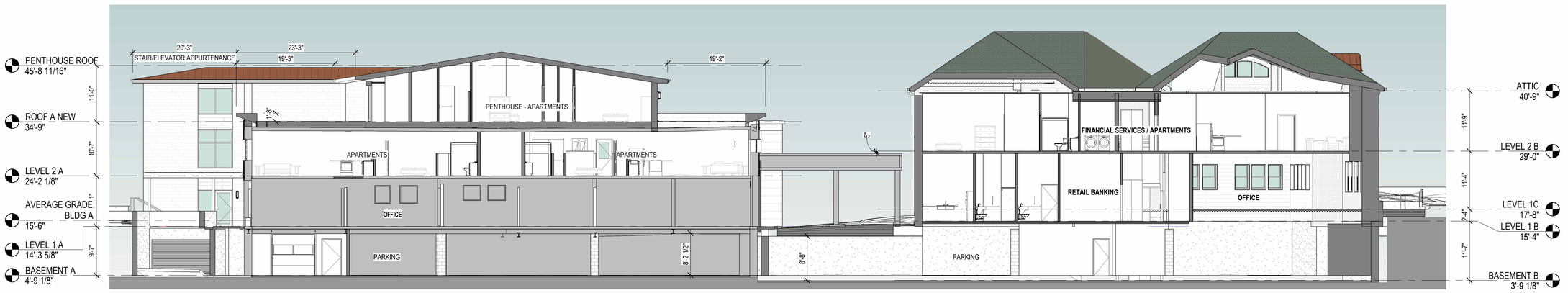
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VIEW FROM JUNKINS AVENUE AT CITY HALL PB



VIEW FROM JUNKINS AVENUE AT CITY HALL PB



2 **LONGITUDINAL SECTION EW**
3/32" = 1'-0"

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134 PLEASANT STREET

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PROJECT NO: 1028

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CIVIL ENGINEERING

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Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

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

BUILDING SECTION & VIGNETTES

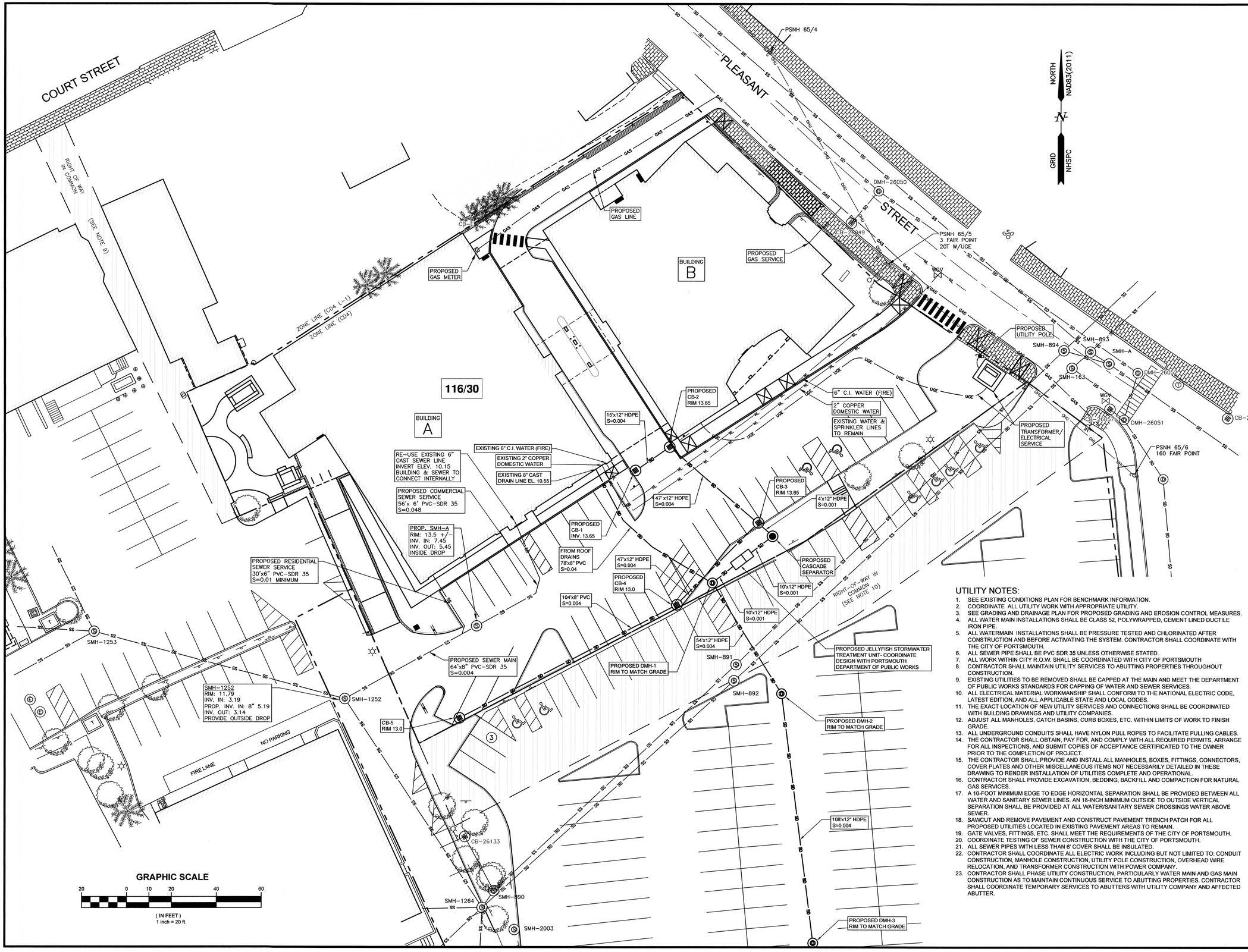
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SCALE: 3/32" = 1'-0"

DATE: 01/28/2026
DRAWN: HA
CHECKED: TK

PB3.1

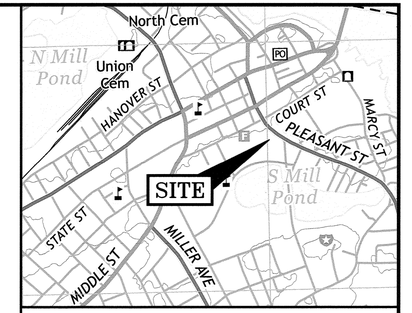
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GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.



LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

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

4) PROVIDE TEMPORARY WATER AND SEWER SERVICES TO ALL IMPACTED PROPERTIES DURING NEW WATER AND SEWER MAIN INSTALLATION.

5) PROPOSED SEWER FLOW:

PROFESSIONAL OFFICE: 13,956 S.F. X 2.5 GPD/100 S.F.
= 349 GPD

BANK AND BANK OFFICE: 10,358 S.F. X 2.5 GPD/100 S.F.
= 259 GPD

22 APARTMENTS X 216 GPD/APARTMENT
= 4,752 GPD

TOTAL FLOW 5,360 GPD.

6) APPLICANT, AND AUTHORIZED AGENTS, SHALL WORK WITH THE CITY OF PORTSMOUTH AND UTILITY PROVIDERS TO CONSTRUCT NEW, PERMANENT SERVICE CONNECTIONS TO PROPOSED WATER, SEWER, STORMDRAIN, POWER , AND COMMUNICATIONS.

UTILITY NOTES:

1. SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.
2. COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY.
3. SEE GRADING AND DRAINAGE PLAN FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
4. ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, POLYWRAPPED, CEMENT LINED DUCTILE IRON PIPE.
5. ALL WATERMAIN INSTALLATIONS SHALL BE PRESSURE TESTED AND CHLORINATED AFTER CONSTRUCTION AND BEFORE ACTIVATING THE SYSTEM. CONTRACTOR SHALL COORDINATE WITH THE CITY OF PORTSMOUTH.
6. ALL SEWER PIPE SHALL BE PVC SDR 35 UNLESS OTHERWISE STATED.
7. ALL WORK WITHIN CITY R.O.W. SHALL BE COORDINATED WITH CITY OF PORTSMOUTH
8. CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ABUTTING PROPERTIES THROUGHOUT CONSTRUCTION.
9. 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.
10. ALL ELECTRICAL MATERIAL WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, LATEST EDITION, AND ALL APPLICABLE STATE AND LOCAL CODES.
11. THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH BUILDING DRAWINGS AND UTILITY COMPANIES.
12. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
13. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
14. 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.
15. 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.
16. CONTRACTOR SHALL PROVIDE EXCAVATION, BEDDING, BACKFILL AND COMPACTION FOR NATURAL GAS SERVICES.
17. 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.
18. SAWCUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.
19. GATE VALVES, FITTINGS, ETC. SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTSMOUTH.
20. COORDINATE TESTING OF SEWER CONSTRUCTION WITH THE CITY OF PORTSMOUTH.
21. ALL SEWER PIPES WITH LESS THAN 6' COVER SHALL BE INSULATED.
22. 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.
23. CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION, PARTICULARLY WATER MAIN AND GAS MAIN CONSTRUCTION AS TO MAINTAIN CONTINUOUS SERVICE TO ABUTTING PROPERTIES. CONTRACTOR SHALL COORDINATE TEMPORARY SERVICES TO ABUTTERS WITH UTILITY COMPANY AND AFFECTED ABUTTER.

REV.	DATE	DESCRIPTION	BY	CHK
4	02-25-2026	CATCH BASINS, DRAINAGE	SJR	JRC
3	02-03-2026	JELLYFISH, DRAINAGE	SJR	JRC
2	01-21-2026	UPDATE PROPOSED UTILITIES	SJR	JRC
1	12-22-2025	ISSUED FOR APPROVAL	SJR	JRC
0	09-05-2025	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

UTILITY PLAN

JOHN R. CHRISTON NO. 7551 LICENSED PROFESSIONAL ENGINEER STATE OF NEW HAMPSHIRE

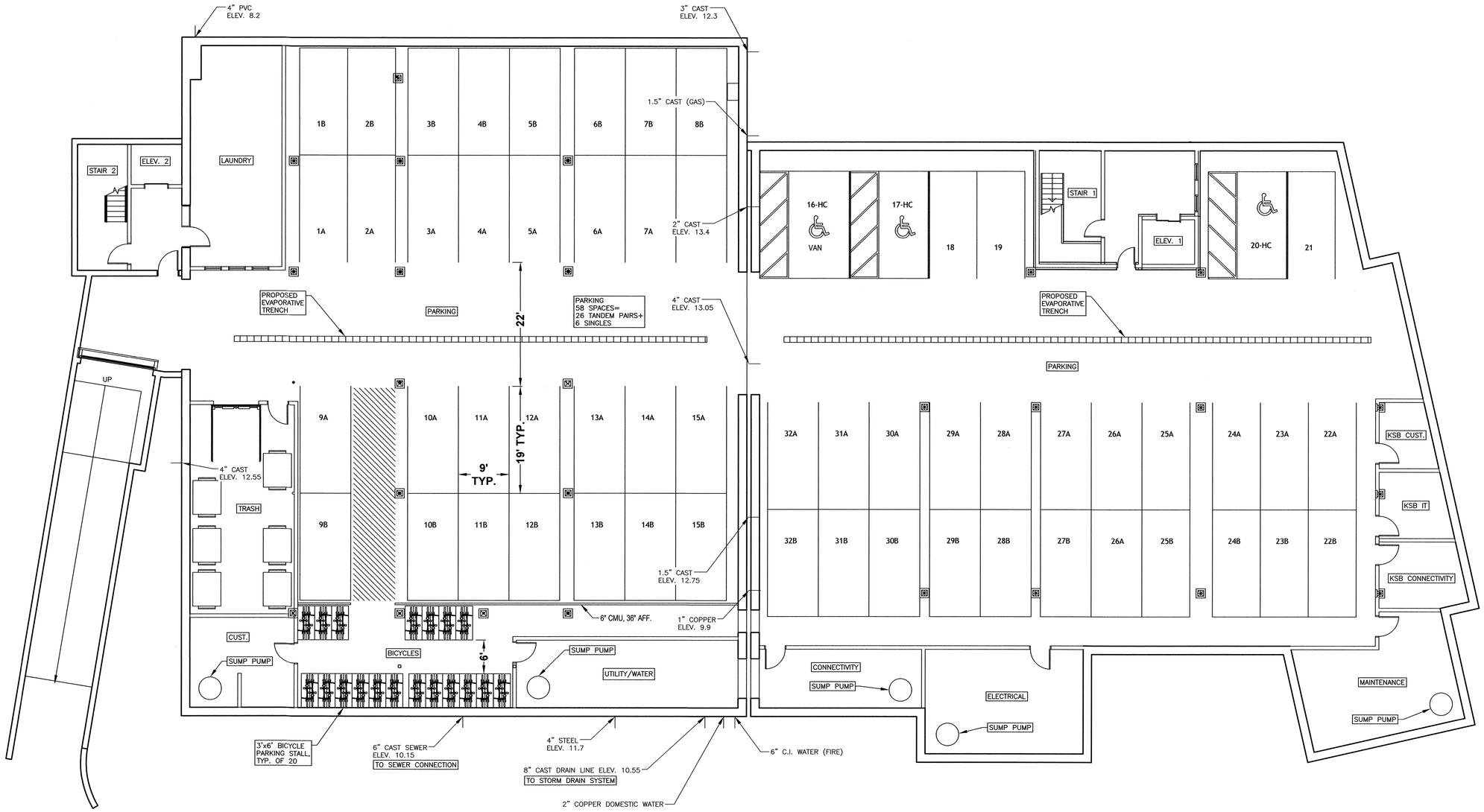
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JULY 2025	1"=20'

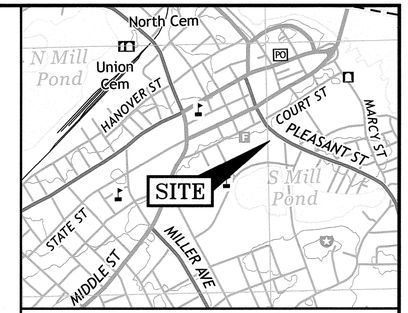
DRAWN BY	DESIGNED BY	CHECKED BY
SJR	---	JRC

PROJECT No. 5010156.1532 | FIELD BOOK / PAGE FB 276 PG 60

DRAWING No. **C103** | REV. **4**

FILE LOCATION: P:\#10501056-MCNABB_PROPERTIES\1532-134 PLEASANT ST., PORTSMOUTH-NH\2D-CAD_FILES\DWG\5010156.1532 SITE 2026.DWG, 2026.02.24, 1:47 PM





LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

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

4) PROVIDE TEMPORARY CONSTRUCTION DEWATERING. COORDINATE WITH PORTSMOUTH DPW.

BASEMENT NOTES:

1. SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.
2. COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY.
3. EXISTING BASEMENT DEWATERING SYSTEM (SUMP PUMPS) AND ANY NEW SUMP PUMPS SHALL BE CONNECTED TO THE EXTERIOR STORM DRAINAGE SYSTEM.

GRAPHIC SCALE

10 0 5 10 20 30

(IN FEET)
1 inch = 10 ft.

REV.	DATE	DESCRIPTION	BY	CHK
1	02-25-26	LAYOUT	SJR	JRC
0	01-21-26	ISSUED FOR APPROVAL	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
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200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
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PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

BASEMENT PLAN

STATE OF NEW HAMPSHIRE – JOHN R. CHAGNON NO. 7651 – LICENSED PROFESSIONAL ENGINEER

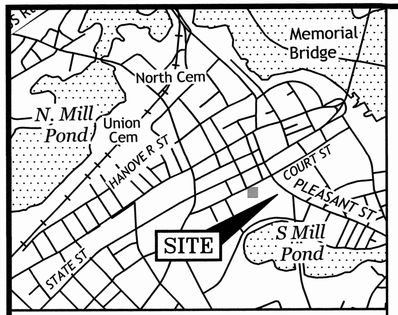
DATE	SCALE
JULY 2025	1"=10'

DRAWN BY	DESIGNED BY	CHECKED BY
SJR	---	JRC

PROJECT No.	FIELD BOOK / PAGE
5010156.1532	FB 276 PG 60

DRAWING No. **C103A** REV. **1**

FILE LOCATION: P:\NH\5010156.MCNABB_PROPERTIES\1532-134 PLEASANT ST., PORTSMOUTH-JRC\02-CAD_FILES\CIVIL\5010156.1532 SITE 2025.DWG, 2/25/26 7:41 AM



LOCATION MAP SCALE: 1" = 1,000'

CURVE TABLE:

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	872.00'	290.98'	289.64'	N89°10'46"W	19°07'10"
C2	10.00'	17.54'	15.37'	S46°43'10"W	100°28'14"

LINE TABLE:

LINE	BEARING	DISTANCE
L2	N62°33'25"E	28.42'
L3	S23°46'15"E	75.06'
L4	N62°18'10"E	194.20'
L5	N54°09'10"E	121.33'
L6	S53°21'44"E	42.18'

116/3 N/F DOUBLE MC, LLC 100 PLEASANT STREET SUITE 300 PORTSMOUTH, NH 03801 6505/2411

115/4 N/F STATE OF NEW HAMPSHIRE STATE HOUSE, CONCORD, NH 03301

109/25 N/F THE RONALD P. BOURGEAULT REVOCABLE TRUST RONALD P. BOURGEAULT, TRUSTEE 222 PLEASANT STREET PORTSMOUTH, NH 03801 5163/137

115/4-1

PSNH 65/6 160 FAIR POINT

RIGHT-OF-WAY IN COMMON (SEE NOTE 6)

40' R.O.W.

PROPOSED LICENSE AREA

JUNKINS AVENUE

PARROTT AVENUE

NO PARKING

N24°38'50"W 214.21'

S36°28'37"E 270.59'

SMH-1252, SMH-891, SMH-892, SMH-1264, SMH-890, SMH-2003, SMH-889, SMH-894, SMH-893, SMH-A, SMH-183

CB-26133, CB-26057, CB-26058, DMH-26052, DMH-26051, CB-4449, CB-4448, CB-4275, CB-G, CB-H, CB-4407, CB-4408, DMH-26061, DMH-26062

4"X4" GRANITE BOUND FOUND, FLUSH 1/24/2018

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

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.

I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.

2.25.26

JOHN R. CHAGNON, LLS 738 DATE

STATE OF NEW HAMPSHIRE No. 738 JOHN R. CHAGNON SIGNATURE LICENSED LAND SURVEYOR

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

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S TAX MAP 115 AS LOT 4-1.

2) OWNERS OF RECORD:
CITY OF PORTSMOUTH
1 JUNKINS AVENUE
PORTSMOUTH, N.H. 03801
RCRD 1093/64

3) EXISTING LOT AREA:
71,682 S.F.
1.65 ACRES

4) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED LICENSE AREA ON ASSESSOR'S MAP 115, LOT 4-1 IN THE CITY OF PORTSMOUTH.

5) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

6) PARCEL IS BENEFITED BY A RIGHT OF WAY AS DESCRIBED IN RCRD 2975/349 AND SHOWN ON RCRD D-18880 AND RCRD D-26343.

REV.	DATE	DESCRIPTION	BY	CHK.
0	02/25/26	ISSUED FOR COMMENT	SJR	JRC

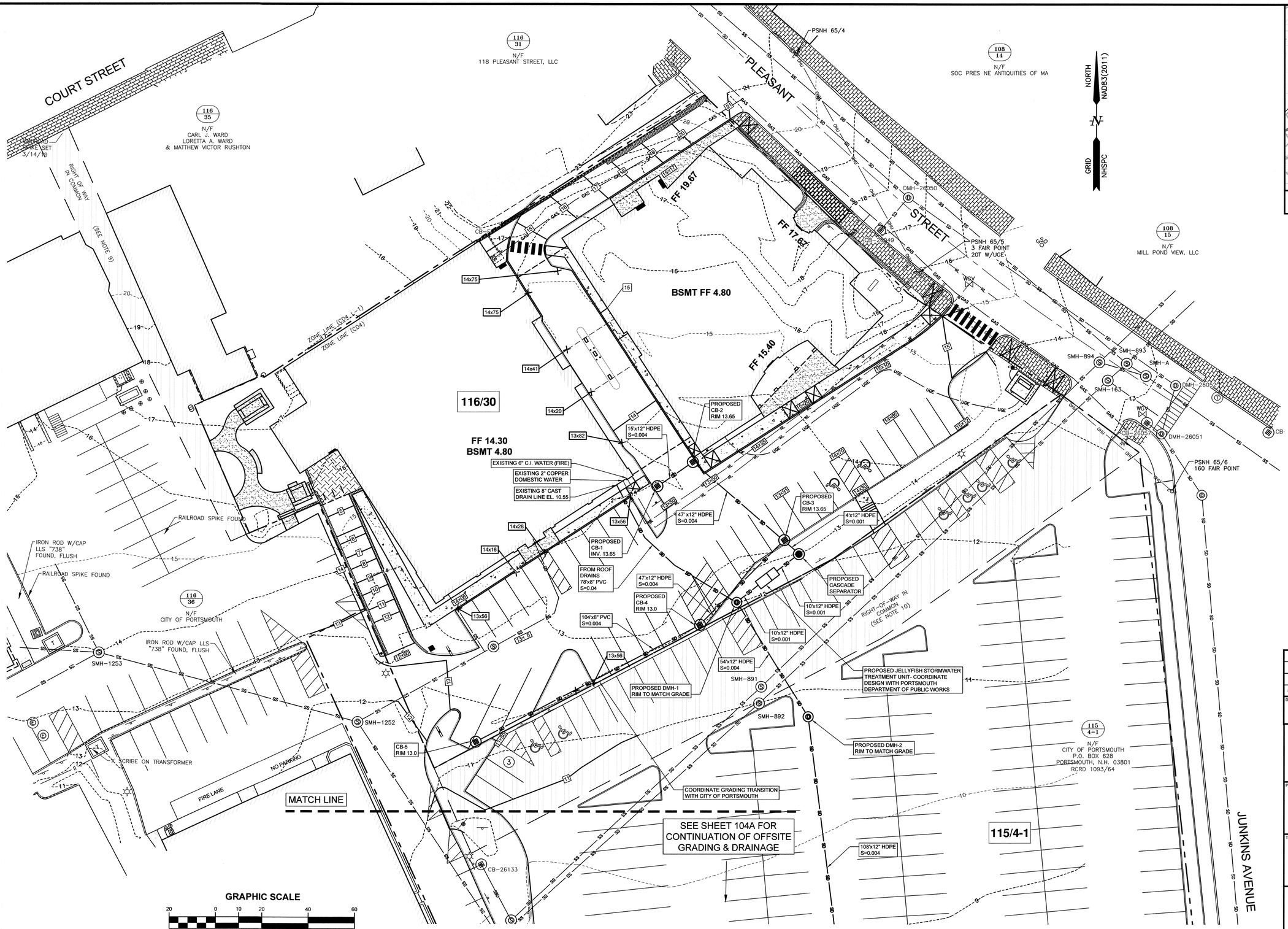
DRAWING ISSUE STATUS

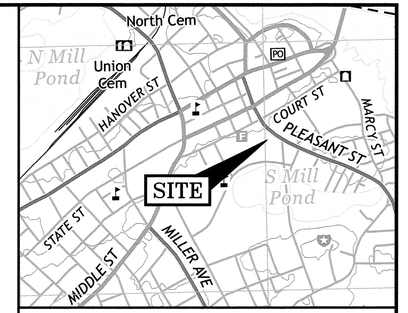
PERMIT PLANS

PROPOSED LICENSE PLAN
TAX MAP 115 - LOT 4-1
CITY OF PORTSMOUTH
TO:
DOUBLE MC, LLC
134 PLEASANT STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

SCALE 1"=20' FEBRUARY 2026

FB 276 & PG 60 5010156.1532





LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

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

4) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

5) CITY OF PORTSMOUTH STORMWATER CONNECTION PERMIT REQUIRED.

REV.	DATE	DESCRIPTION	BY	CHK
2	02-25-26	DRAINAGE LAYOUT, GRADES	SJR	JRC
1	01-21-26	DRAINAGE & GRADING UPDATES	SJR	JRC
0	12-22-25	ISSUED FOR APPROVAL	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

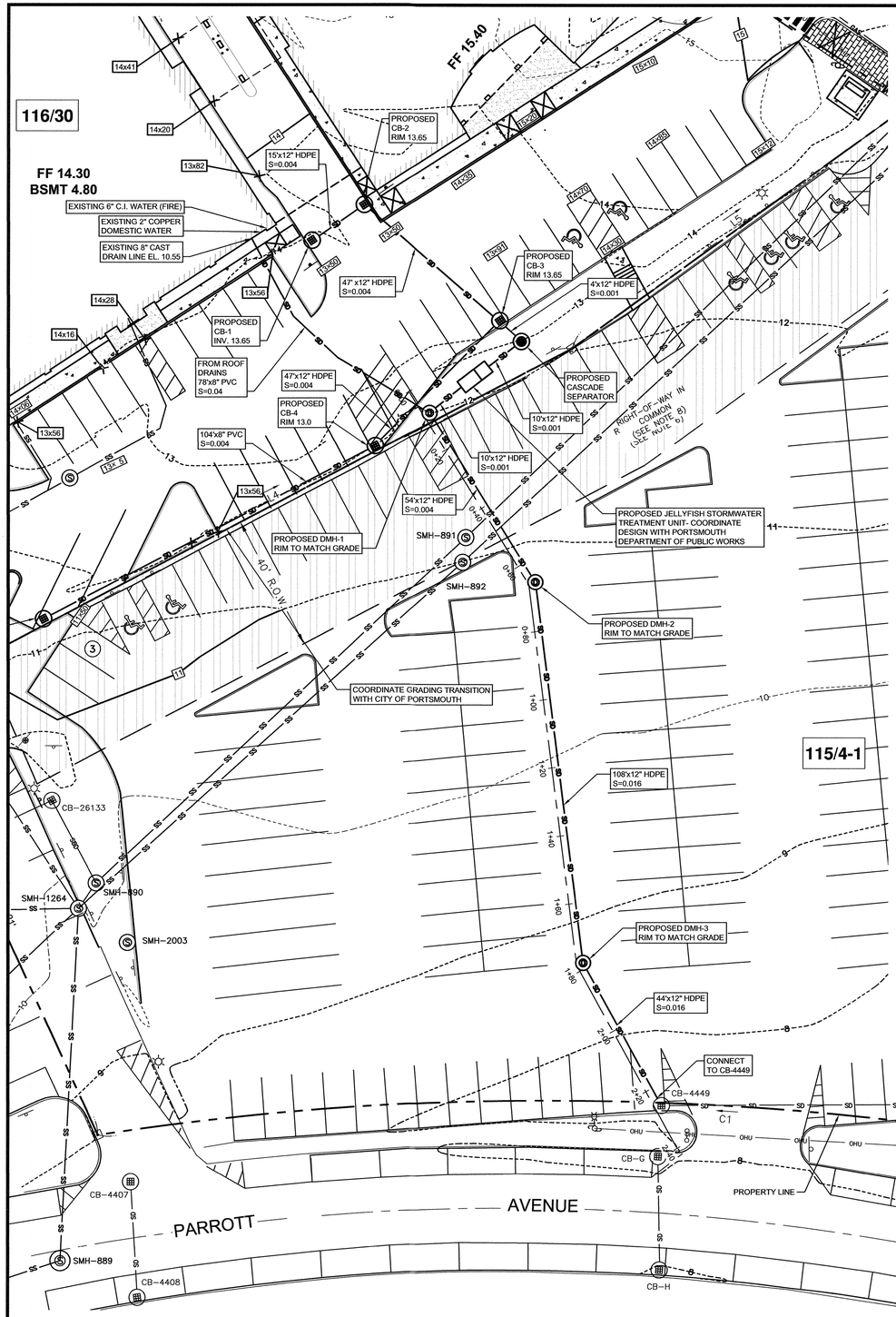
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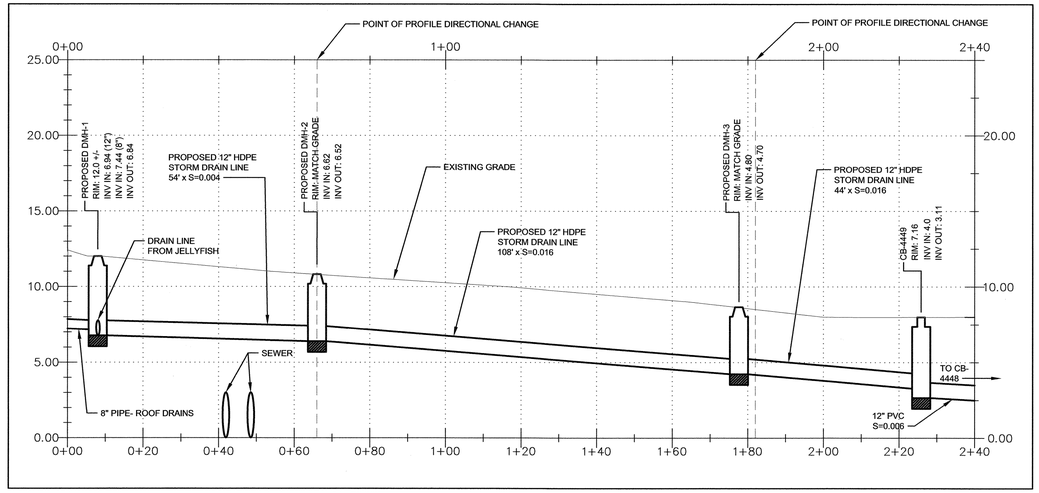
ON SITE GRADING & DRAINAGE PLAN

STATE OF NEW HAMPSHIRE JOHN R CHAGNON No. 7651 LICENSED PROFESSIONAL ENGINEER

DATE: JULY 2025	SCALE: 1"=20'
DRAWN BY: SJR	DESIGNED BY: ---
CHECKED BY: JRC	
PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60
DRAWING No.: C104	REV.: 2

FILE LOCATION: P:\#H5010156-MCM&B_PROPERTIES\1532-134 PLEASANT ST - PORTSMOUTH-JRC\02-CAD_FILES\CIVIL\5010156.1532 SITE 2025.DWG, 2026.02.24 - 1:12 PM





PROFILE VIEW OF PROPOSED SITE DRAINAGE TO PARROTT AVE. - STA 0+00 TO 2+40

SCALE: H: 1"=20' / V: 1"=5'

GRAPHIC SCALE

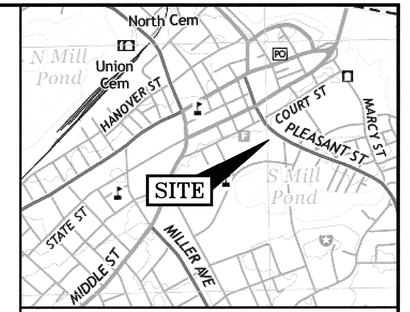
20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

GRAPHIC SCALE

15 10 5 2.5 0 5

(IN FEET)
1 inch = 5 ft.



LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

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

4) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

5) CITY OF PORTSMOUTH STORMWATER CONNECTION PERMIT REQUIRED.

NORTH NAD83(2011)

GRID NHSPC

EXISTING DRAINAGE STRUCTURE TABLE

STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INV. IN	INV. OUT	DIRECTION
CB-4407	EX	8.30	NO VISIBLE PIPES			
			WATER ELEVATION: 5.30			
			SUMP ELEVATION: 4.20			
CB-26133	EX	10.86	12" CLAY	4.31		SW
			12" CLAY		4.31	SE
CB-A	EX	12.22	12" AC		8.42	SE
CB-B	EX	12.80	8" CLAY	7.10		NW
			12" AC	7.10		NE
			12" AC	7.00		SW
			18" AC		7.00	S
CB-C	EX	13.47	12" AC	8.87		NE
			12" AC		8.82	S
CB-D	EX	13.54	4" AC	9.34		NW
			12" AC		9.34	SW
CB-E	EX	13.67	SILTED/LOCKED			
CB-F	EX	13.48	SILTED/LOCKED			
CB-G	EX	7.76	4" CLAY		4.76	
CB-H	EX	7.94	6" CLAY	4.24		
CB 26057	EX	12.53	12" CPP W/OIL SEPERATOR		8.33	SE
CB 26048	EX	22.70				
CB 26047	EX	22.89				
CB-26049	EX	17.08	12"PVC W/OIL SEPERATOR		11.78	NE
CB-4275	EX	7.46		2.56		NW
					2.56	S
CB-4448	EX	6.73	12" PVC	2.53		E
			12" PVC		2.53	SE
CB-4449	EX	7.16	12" PVC		3.11	E
DMH 26046	EX	22.99	12" CPP	18.49		SW
			12" CPP	18.49		NE
			12" CPP	19.79		NW
			12" CPP		18.44	SE
DMH 26050	EX	17.45	12" PVC	12.80		NW
			12" PVC	12.80		SW
			12" PVC		12.80	SE
DMH-26052	EX	12.93	12" CPP	8.18		NW
			12" CPP		8.13	S
DMH-26051	EX	12.61	12" CPP	7.86		N
			12" CPP	8.11		NW
			12" CPP		7.81	S
DMH-26061	EX	8.02				
DMH-26062	EX	7.84				

PROPOSED DRAINAGE STRUCTURE TABLE

STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INV. IN	INV. OUT	DIRECTION
CB-1	PROP	13.65			10.90	E
CB-2	PROP	13.65		10.84		W
					10.74	E
CB-3	PROP	13.65		10.55		N&W
CB-4	PROP	13.00		10.84		W
					10.74	E
CB-5	PROP	13.31		11.26		E
SEPARATOR	PROP	13.00		10.41		N
					10.41	W
JELLYFISH	PROP	12.50	12" HDPE	10.31		E
			12" HDPE		7.04	W
DMH 1	PROP	XGD	12" HDPE	6.94		E
			12" HDPE		6.84	S
			8" PVC	7.44		N
DMH 2	PROP	XGD	12" HDPE	6.62		N
			12" HDPE		6.52	S
DMH 3	PROP	XGD	12" HDPE	4.70		N
			12" HDPE		4.80	S

XGD = EXISTING GRADE

REV.	DATE	DESCRIPTION	BY	CHK.
0	02-25-26	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

OFF SITE GRADING & DRAINAGE/PROFILE

JOHN R. CHAGNON No. 9851 LICENSED PROFESSIONAL ENGINEER STATE OF NEW HAMPSHIRE

DATE	SCALE
JULY 2025	1"=20'

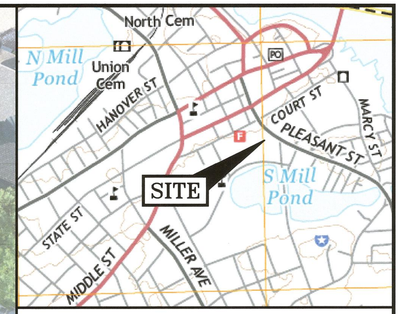
DRAWN BY	DESIGNED BY	CHECKED BY
SJR	---	JRC

PROJECT No.	FIELD BOOK / PAGE
5010156.1532	FB 276 PG 60

DRAWING No. **C104A** REV. **0**

FILE LOCATION: P:\NH\5010156-MCNABB_PROPERTIES\1532-134 PLEASANT ST - PORTSMOUTH-JRC\02-CAD_FILES\CIVIL\5010156.1532B SITE 2025.DWG, 2026.03.04, 1:17 PM





LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

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

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

REV.	DATE	DESCRIPTION	BY	CHK.
1	02-25-26	DRAINAGE LAYOUT	SJR	JRC
0	02-03-26	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

OFF SITE GRADING & DRAINAGE PLAN ORTHOPHOTO

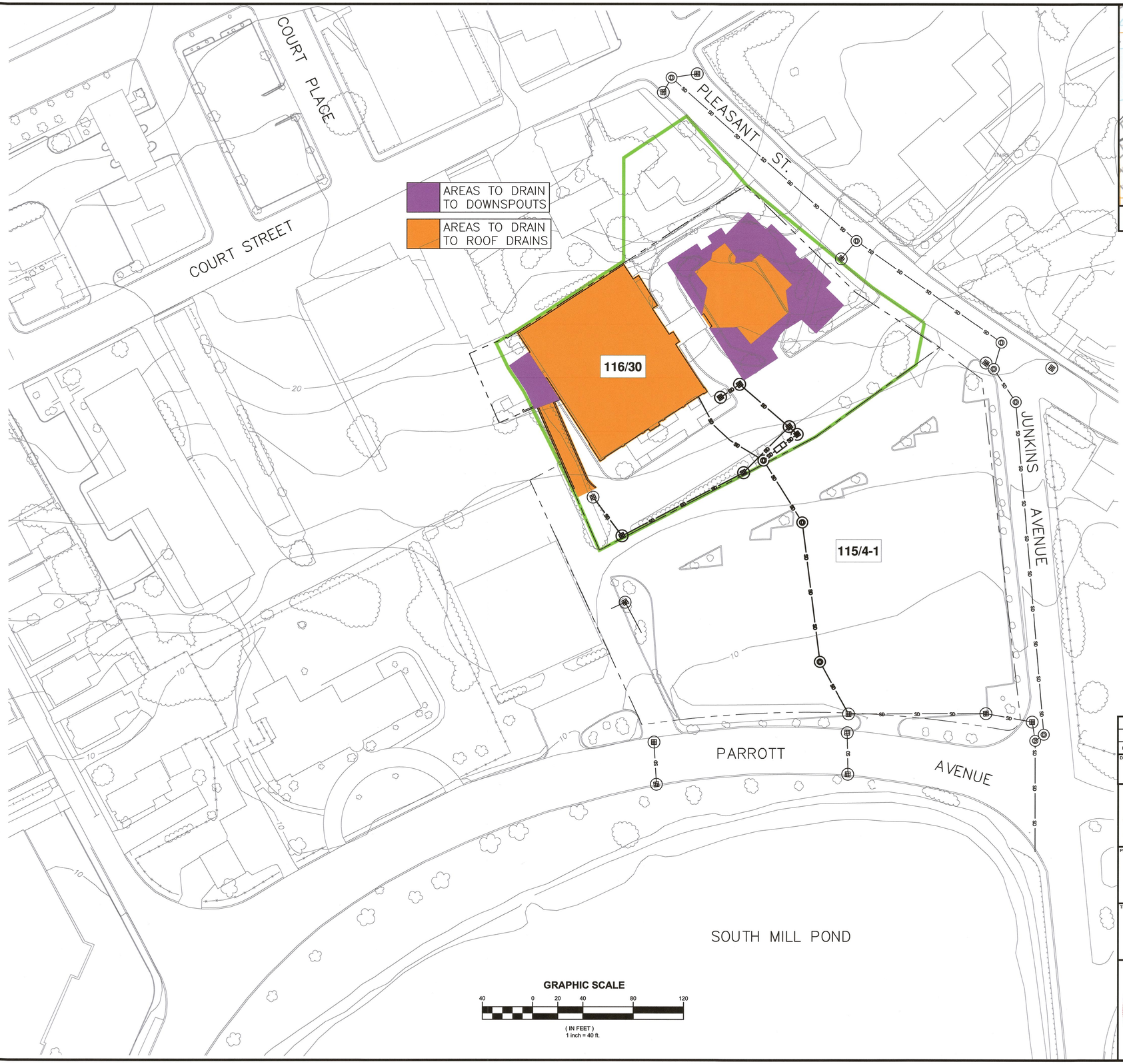
DATE: JULY 2025	SCALE: 1"=20'
DRAWN BY: SJR	DESIGNED BY: --- / CHECKED BY: JRC
PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60
DRAWING No.: **C104B**	REV.: **1**

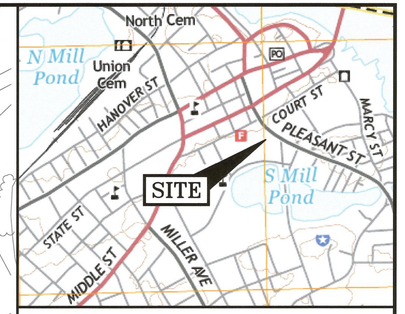
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DRAINAGE AREAS

TOTAL SUBCATCHMENT AREA		59,274 S.F.
BUILDINGS & RAMP EXCLUSION (ROOF DRAINS)		16,963 S.F.
TOTAL DRAINAGE CONTRIBUTING AREA		42,311 S.F.

NOTE: ROOF DRAINS WILL NOT BE CONNECTED TO THE STORMWATER TREATMENT SYSTEM.





LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 116 AS LOT 30, AND MAP 115 AS LOT 4–1.

2) THE PURPOSE OF THIS PLAN IS TO SHOW THE SITE DEVELOPMENT DRAINAGE AREA FOR THE 134 PLEASANT STREET PROJECT.

NORTH NAD83(2011)

GRID NHSPC

GRAPHIC SCALE

40 0 20 40 80 120

(IN FEET)
1 inch = 40 ft.

REV.	DATE	DESCRIPTION	BY	CHK.
1	02-25-26	REVISED DRAINAGE AREAS	SJR	JRC
0	02-10-26	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
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WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

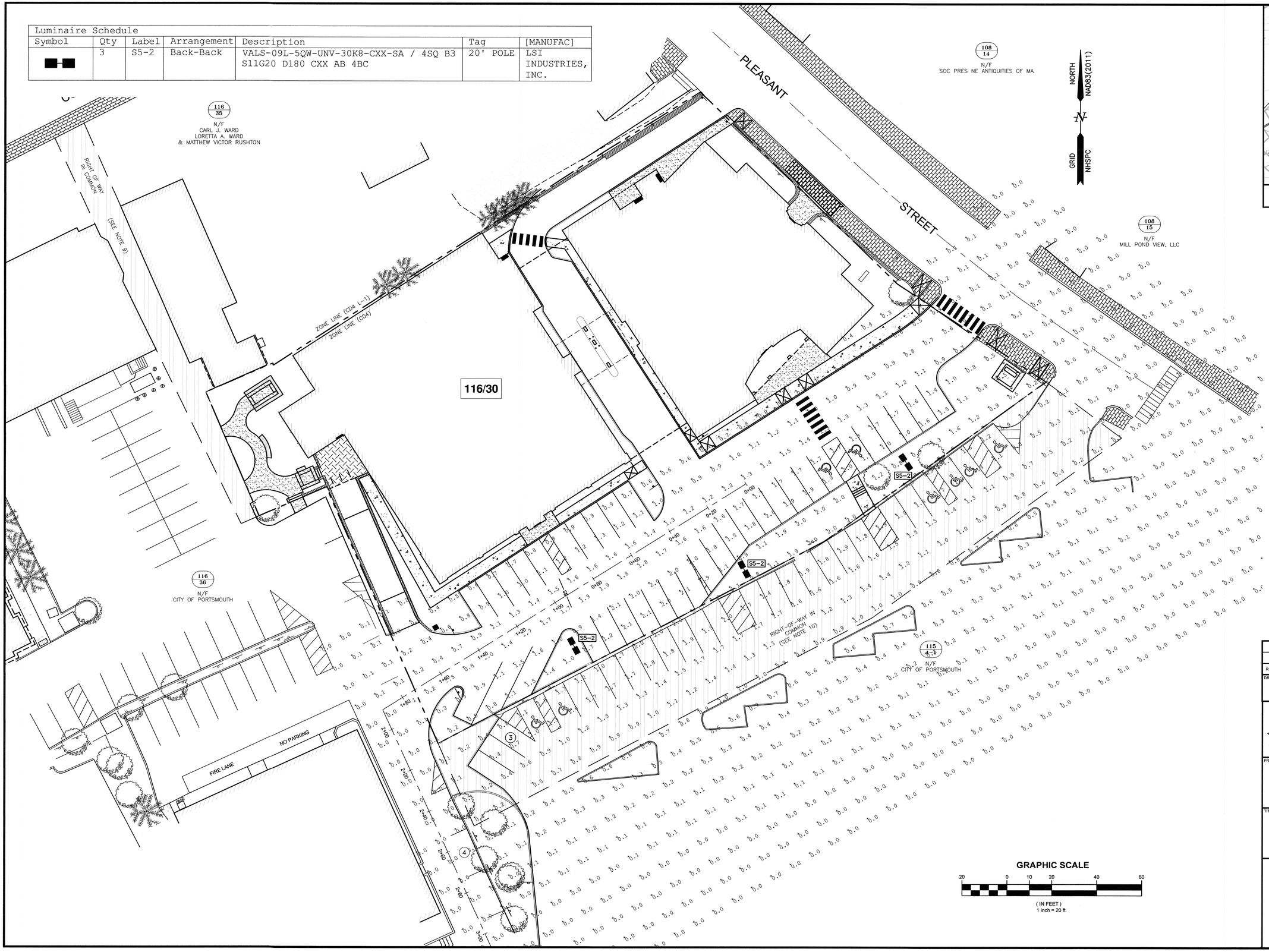
DRAINAGE AREA PLAN

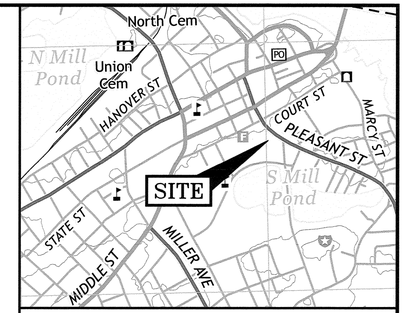
STATE OF NEW HAMPSHIRE – JOHN R. CHAGNON NO. 9404 LICENSED PROFESSIONAL ENGINEER

DATE: JULY 2025	SCALE: 1"=40'
DRAWN BY: SJR	DESIGNED BY: ---
CHECKED BY: JRC	
PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60
DRAWING No.: C104C	REV.: 1

FILE LOCATION: P:\H\5010156.MCNABB_PROPERTIES\1532-134 PLEASANT ST., PORTSMOUTH-JRC\02-CAD_FILES\CIVIL\5010156.1532 SITE 2025.DWG, 2026.02.24, 7:53 AM

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Description	Tag	[MANUFAC]
	3	S5-2	Back-Back	VALS-09L-5QW-UNV-30K8-CXX-SA / 4SQ B3 S11G20 D180 CXX AB 4BC	20' POLE	LSI INDUSTRIES, INC.





LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

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

4) ALL LIGHTING SHALL BE SHIELDED TO MINIMIZE LIGHT TRESPASS AND DIRECT GLARE BEYOND THE PROPERTY.

5) ALL LIGHTS SHALL BE DARK SKY COMPLIANT AND DIRECTED DOWNWARD.

6) LIGHTING LAYOUT & FIXTURE SPECIFICATIONS DESIGNED/PROVIDED BY: EXPOSURE 2 LIGHTING. CONTACT: KEN SWEENEY 603-601-8080.

7) POLE MOUNTED LIGHTS SHALL HAVE A MAXIMUM FIXTURE HEIGHT OF 20'.

8) LIGHTS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.

9) NUMBERS ON PLAN REPRESENT INITIAL FOOT CANDLE VALUES AT 3 FEET ABOVE GRADE.

REV.	DATE	DESCRIPTION	BY	CHK.
1	01-21-26	SITE & BUILDING LAYOUTS	SJR	JRC
0	12-22-25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

LIGHTING PLAN

DATE: JULY 2025	SCALE: 1"=20'
DRAWN BY: SJR	DESIGNED BY: — / CHECKED BY: JRC
PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60
DRAWING No.: **C105**	REV.: **1**

P:\5010156.1532\ENGINEERING\DWG\PERMIT PLANS\5010156.1532 SITE 2025.DWG, 2026.01.21, 7:53 AM







ARCOVE
ARCHITECTS

767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

134 PLEASANT STREET

PORTSMOUTH, NH 03801

PROJECT NO: 1028

OWNER

Double Mc, LLC
134 Pleasant Street
Portsmouth, New Hampshire 03801

CIVIL ENGINEERING

HALEY WARD
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

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

NIGHTIME LIGHTING VIEWS

0' 4' 8' 16'
SCALE:

DATE: 12/22/2025
DRAWN: HA
CHECKED: Checker

C105A

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COURT STREET

116/35
N/F
CARL J. WARD
LORETTA A. WARD
& MATTHEW VICTOR RUSHTON

RIGHT OF WAY IN COMMON
(SEE NOTE 9)

116/31
N/F
118 PLEASANT STREET, LLC

108/14
N/F
SOC PRES NE ANTIQUITIES OF MA

PLEASANT STREET

ZONE LINE (CD4 L-1)
ZONE LINE (CD4)

116/30

108/15
N/F
MILL POND VIEW, LLC

NORTH NAD83(2011)
GRID NHSPC

116/36
N/F
CITY OF PORTSMOUTH

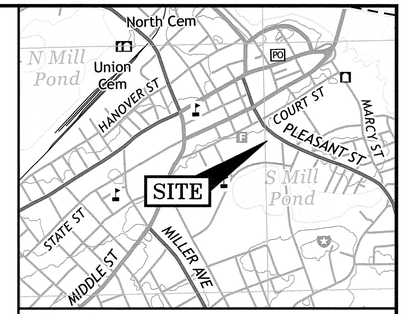
RIGHT-OF-WAY IN COMMON (SEE NOTE 10)

115/4-1
N/F
CITY OF PORTSMOUTH

FIRE LANE
NO PARKING

2
3
5

GRAPHIC SCALE
20 0 10 20 40 60
(IN FEET)
1 inch = 20 ft.



LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S TAX MAP 116 AS LOT 30.

2) OWNERS OF RECORD:
DOUBLE MC, LLC
10 PLEASANT STREET SUITE 400
PORTSMOUTH, N.H. 03801
RCRD 6505/2411

3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.

4) EXISTING LOT AREA:
53,084 S.F.
1.22 ACRES

5) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 (CD4) DISTRICT.

6) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.

7) THE PURPOSE OF THIS PLAN IS TO SHOW A 30' BOX TRUCK (WB-30) TURNING AT THE SITE.

REV.	DATE	DESCRIPTION	BY	CHK
0	02-03-2026	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

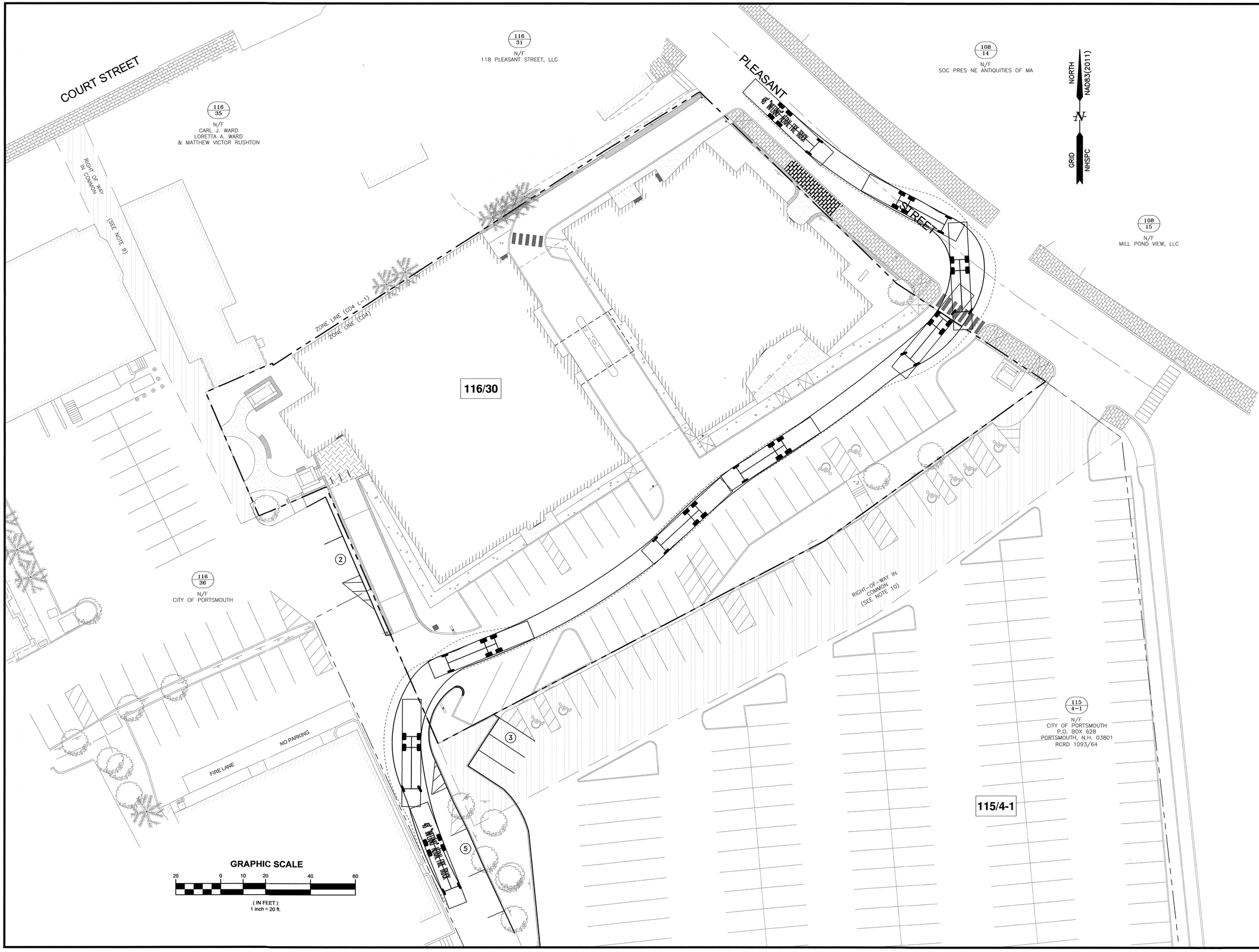
TITLE

TRUCK TURNING PLAN

STATE OF NEW HAMPSHIRE No. 738 JOHN R. CHAGNON LICENSED LAND SURVEYOR SIGNATURE

DATE: FEBRUARY 2026		SCALE: 1"=20'	
DRAWN BY: SJR	DESIGNED BY: ---	CHECKED BY: JRC	
PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60		
DRAWING No.: C106		REV.: 1	

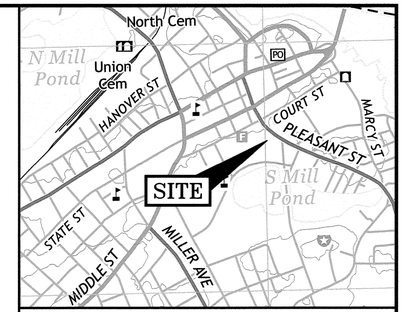
FILE LOCATION: P:\NH\5010156-MCHABB_PROPERTIES\5115\32-134 PLEASANT ST., PORTSMOUTH-JRC\02-CAD_FILES\CIVIL\5010156.1532 SITE 2025 NEW.DWG, 2026.02.03, 11:09 AM



GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.



LOCATION MAP SCALE: 1" = 1,000'

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S TAX MAP 116 AS LOT 30.

2) OWNERS OF RECORD:
DOUBLE MC, LLC
10 PLEASANT STREET SUITE 400
PORTSMOUTH, N.H. 03801
RCRD 6505/2411

3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.

4) EXISTING LOT AREA:
53,084 S.F.
1.22 ACRES

5) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 (CD4) DISTRICT.

6) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.

7) THE PURPOSE OF THIS PLAN IS TO SHOW A 48' AERIAL FIRE TRUCK (INFERNO) TURNING AT THE SITE.

REV.	DATE	DESCRIPTION	BY	CHK
0	02-03-2026	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

FIRE TRUCK TURNING PLAN

STATE OF NEW HAMPSHIRE
JOHN R. CHAGNON
NO. 7651
LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
FEBRUARY 2026	1"=20'
DRAWN BY: SJR	DESIGNED BY: —	CHECKED BY: JRC
PROJECT No. 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60
DRAWING No. C107	REV. 0

FILE LOCATION: P:\NH\5010156\ACAD\LIB_PROPERTIES\1532-134 PLEASANT ST - PORTSMOUTH\-\DWG\2-CAD_FILES\CIVIL\5010156 15SD PROFILE 2026.DWG, 2026.02.24, 11:12 AM

EROSION CONTROL NOTES

CONSTRUCTION SEQUENCE

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

THE FOLLOWING REPRESENTS THE GENERAL OBSERVATION AND REPORTING PRACTICES THAT SHALL BE FOLLOWED AS PART OF THIS PROJECT:

1. OBSERVATIONS OF THE PROJECT FOR COMPLIANCE WITH THE CITY OF PORTSMOUTH CMMP SHALL BE MADE BY THE CONTRACTOR AT LEAST ONCE A WEEK OR WITHIN 24 HOURS OF A STORM 0.25 INCHES OR GREATER;
2. AN OBSERVATION REPORT SHALL BE MADE AFTER EACH OBSERVATION AND DISTRIBUTED TO THE ENGINEER, THE OWNER, AND THE CONTRACTOR;
3. A REPRESENTATIVE OF THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE AND REPAIR ACTIVITIES;
4. IF A REPAIR IS NECESSARY, IT SHALL BE INITIATED WITHIN 24 HOURS OF REPORT.

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

THE CONTRACTOR SHALL CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE(S) PRIOR TO ANY EXCAVATION ACTIVITIES. PLACE FODS AS NEEDED.

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

ROUGH GRADE SITE.

LAYOUT AND INSTALL ALL BURIED UTILITIES TO THE PROPOSED BUILDING FOUNDATIONS. CAP AND MARK TERMINATIONS OR LOG SWING TIES.

CONSTRUCT BUILDING.

CONNECT UTILITIES.

PLACE BINDER LAYER OF PAVEMENT FOR SIDEWALKS.

AFTER BUILDINGS ARE COMPLETED, FINISH ALL REMAINING SIDEWALK WORK.

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

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF A BUILDING REDEVELOPMENT WITH ASSOCIATED UTILITIES AND PARKING.

THE TOTAL AREA TO BE DISTURBED IS APPROXIMATELY 0.94 ACRES.

BASED ON THE USCS WEB SOIL SURVEY THE SOILS ON SITE CONSIST OF URBAN LAND WHICH HAS AN UNSPECIFIED HYDROLOGIC SOIL GROUP RATING, ASSUMED D.

THE STORMWATER RUNOFF FROM THE SITE WILL BE DISCHARGED VIA A CLOSED DRAINAGE SYSTEM TO THE CITY OF PORTSMOUTH CLOSED DRAINAGE SYSTEM WHICH ULTIMATELY FLOWS TO THE PISCATAQUA RIVER.

GENERAL CONSTRUCTION NOTES

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

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

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

THE PROJECT IS TO BE MANAGED IN A MANNER THAT MEETS THE REQUIREMENTS AND INTENT OF RSA 430:53 AND CHAPTER AGR 3800 RELATIVE TO INVASIVE SPECIES.

DUST CONTROL: DUST CONTROL MEASURES SHALL INCLUDE BUT ARE NOT LIMITED TO SPRINKLING WATER ON EXPOSED AREAS, COVERING LOADED DUMP TRUCKS LEAVING THE SITE, AND TEMPORARY MULCHING.
DUST CONTROL MEASURES SHALL BE UTILIZED SO AS TO PREVENT THE MIGRATION OF DUST FROM THE SITE TO ABUTTING AREAS.
IF TEMPORARY STABILIZATION PRACTICES, SUCH AS TEMPORARY VEGETATION AND MULCHING, DO NOT ADEQUATELY REDUCE DUST GENERATION, APPLICATION OF WATER OR CALCIUM CHLORIDE SHALL BE APPLIED IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES.

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

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

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

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

FILL MATERIAL SHALL NOT BE PLACED ON FROZEN FOUNDATION SUBGRADE.

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

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

AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
- BASE COURSE GRAVELS HAVE BEEN INSTALLED ON AREAS TO BE PAVED
- A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED
- A MINIMUM OF 3 INCHES OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIPRAP HAS BEEN INSTALLED
- EROSION CONTROL BLANKETS HAVE BEEN INSTALLED.
- IN AREAS TO BE PAVED, "STABLE" MEANS THAT BASE COURSE GRAVELS MEETING THE REQUIREMENTS OF NHDOT STANDARD FOR ROAD AND BRIDGE CONSTRUCTION, 2016, ITEM 304.2 HAVE BEEN INSTALLED.

STABILIZATION SHALL BE INITIATED ON ALL STOCKPILES, AND DISTURBED AREAS, WHERE CONSTRUCTION ACTIVITY SHALL NOT OCCUR FOR MORE THAN TWENTY-ONE (21) CALENDAR DAYS BY THE FOURTEENTH (14TH) DAY AFTER CONSTRUCTION ACTIVITY HAS PERMANENTLY OR TEMPORARILY CEASED IN THAT AREA.

STABILIZATION MEASURES TO BE USED INCLUDE:
- TEMPORARY SEEDING;
- MULCHING.

MAINTENANCE AND PROTECTION

THE SILTSOXX BARRIER AND CATCH BASIN FILTERS SHALL BE CHECKED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.

THE CATCH BASIN INLET BASKET SHALL BE INSPECTED WITHIN 24 HOURS AFTER EACH RAINFALL OR DAILY DURING EXTENDED PERIODS OF PRECIPITATION. REPAIRS SHALL BE MADE IMMEDIATELY, AS NECESSARY, TO PREVENT PARTICLES FROM REACHING THE DRAINAGE SYSTEM AND/OR CAUSING SURFACE FLOODING. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT, OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED.

WINTER NOTES

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

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

AFTER OCTOBER 15, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3, OR IF CONSTRUCTION IS TO CONTINUE THROUGH THE WINTER SEASON BE CLEARED OF ANY ACCUMULATED SNOW AFTER EACH STORM EVENT;

STOCKPILES

1. LOCATE STOCKPILES A MINIMUM OF 50 FEET AWAY FROM CATCH BASINS, SWALES, AND CULVERTS.
2. ALL STOCKPILES SHOULD BE SURROUNDED WITH TEMPORARY EROSION CONTROL MEASURES PRIOR TO THE ONSET OF PRECIPITATION.
3. PERIMETER BARRIERS SHOULD BE MAINTAINED AT ALL TIMES, AND ADJUSTED AS NEEDED TO ACCOMMODATE THE DELIVERY AND REMOVAL OF MATERIALS FROM THE STOCKPILE. THE INTEGRITY OF THE BARRIER SHOULD BE INSPECTED AT THE END OF EACH WORKING DAY.
4. PROTECT ALL STOCKPILES FROM STORMWATER RUN-OFF USING TEMPORARY EROSION CONTROL MEASURES SUCH AS BERMS, SILT SOCK, OR OTHER APPROVED PRACTICE TO PREVENT MIGRATION OF MATERIAL BEYOND THE IMMEDIATE CONFINES OF THE STOCKPILES.

CONCRETE WASHOUT AREA

THE FOLLOWING ARE THE ONLY NON-STORMWATER DISCHARGES ALLOWED. ALL OTHER NON-STORMWATER DISCHARGES ARE PROHIBITED ON SITE:

1. THE CONCRETE DELIVERY TRUCKS SHALL, WHENEVER POSSIBLE, USE WASHOUT FACILITIES AT THEIR OWN PLANT OR DISPATCH FAILITY;
2. IF IT IS NECESSARY, SITE CONTRACTOR SHALL DESIGNATE SPECIFIC WASHOUT AREAS AND DESIGN FACILITIES TO HANDLE ANTICIPATED WASHOUT WATER;
3. CONTRACTOR SHALL LOCATE WASHOUT AREAS AT LEAST 150 FEET AWAY FROM STORM DRAINS, SWALES AND SURFACE WATERS OR DELINEATED WETLANDS;
4. INSPECT WASHOUT FACILITIES DAILY TO DETECT LEAKS OR TEARS AND TO IDENTIFY WHEN MATERIALS NEED TO BE REMOVED.

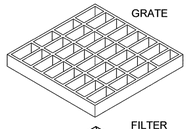
ALLOWABLE NON-STORMWATER DISCHARGES
1. FIRE-FIGHTING ACTIVITIES;
2. FIRE HYDRANT FLUSHING;
3. WATERS USED TO WASH VEHICLES WHERE DETERGENTS ARE NOT USED;
4. WATER USED TO CONTROL DUST;
5. POTABLE WATER INCLUDING UNCONTAMINATED WATER LINE FLUSHING;
6. ROUTINE EXTERNAL BUILDING WASH DOWN WHERE DETERGENTS ARE NOT USED;
7. PAVEMENT WASH WATERS WHERE DETERGENTS ARE NOT USED;
8. UNCONTAMINATED AIR CONDITIONING/COMPRESSOR CONDENSATION;
9. UNCONTAMINATED GROUND WATER OR SPRING WATER;
10. FOUNDATION OR FOOTING DRAINS WHICH ARE UNCONTAMINATED;
11. UNCONTAMINATED EXCAVATION DEWATERING;
12. LANDSCAPE IRRIGATION.

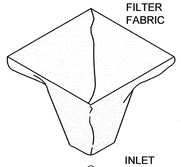
WASTE DISPOSAL

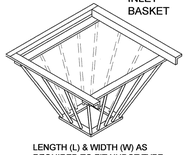
1. WASTE MATERIAL
   - ALL WASTE MATERIALS SHALL BE COLLECTED AND STORED IN SECURELY LIDDED RECEPTACLES. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE SHALL BE DEPOSITED IN A DUMPSTER;
   - NO CONSTRUCTION WASTE MATERIALS SHALL BE BURIED ON SITE;
   - ALL PERSONNEL SHALL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL BY THE SUPERINTENDENT.
2. HAZARDOUS WASTE
   - ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL OR STATE REGULATION OR BY THE MANUFACTURER;
   - SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES BY THE SUPERINTENDENT.
3. SANITARY WASTE
   - ALL SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS A MINIMUM OF ONCE PER WEEK BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR.

BLASTING NOTES

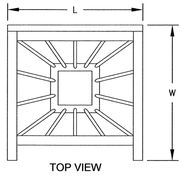
1. CONTRACTOR SHALL CONTACT THE NHDES AND/OR LOCAL JURISDICTION PRIOR TO
2. COMMENCING ANY BLASTING ACTIVITIES.
3. FOR ANY PROJECT FOR WHICH BLASTING OF BEDROCK IS ANTICIPATED, THE APPLICANT
4. SHALL SUBMIT A BLASTING PLAN THAT IDENTIFIES:
   - WHERE THE BLASTING ACTIVITIES ARE ANTICIPATED TO OCCUR;
   - THE ESTIMATED QUANTITY OF BLAST ROCK IN CUBIC YARDS; AND
   - SITE-SPECIFIC BLASTING BEST MANAGEMENT PRACTICES.



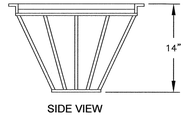




LENGTH (L) & WIDTH (W) AS REQUIRED TO FIT NHDOT TYPE GRATE & FRAME.



TOP VIEW



SIDE VIEW

1) INLET BASKETS SHALL BE INSTALLED IMMEDIATELY AFTER CATCH BASIN CONSTRUCTION IS COMPLETE AND SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL PAVEMENT BINDER COURSE IS COMPLETE.

2) FILTER FABRIC SHALL BE PUSHED DOWN AND FORMED TO THE SHAPE OF THE BASKET. THE SHEET OF FABRIC SHALL BE LARGE ENOUGH TO BE SUPPORTED BY THE BASKET FRAME WHEN HOLDING SEDIMENT AND, SHALL EXTEND AT LEAST 6" PAST THE FRAME. THE INLET GRATE SHALL BE PLACED OVER THE BASKET/FRAME AND WILL SERVE AS THE FABRIC ANCHOR.

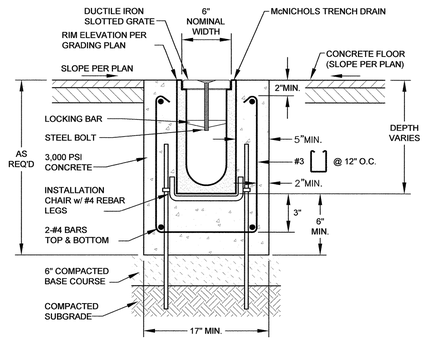
3) THE FILTER FABRIC SHALL BE A GEOTEXTILE FABRIC; POLYESTER, POLYPROPYLENE, STABILIZED NYLON, POLYETHYLENE, OR POLYVINYLIDENE CHLORIDE MEETING THE FOLLOWING SPECIFICATIONS:
- -RAB STRENGTH: 45 LB. MIN. IN ANY PRINCIPAL DIRECTION (ASTM D1682)
- -MULLEN BURST STRENGTH: MIN. 60 psi (ASTM D774)

4) THE FABRIC SHALL HAVE AN OPENING NO GREATER THAN A NUMBER 20 U.S. STANDARD SIEVE AND A MINIMUM PERMEABILITY OF 120 gpm/s.f. (MULTIPLY THE PERMITTIVITY IN SEC.-1 FROM ASTM 54491-85 CONSTANT HEAD TEST USING THE CONVERSION FACTOR OF 74.)

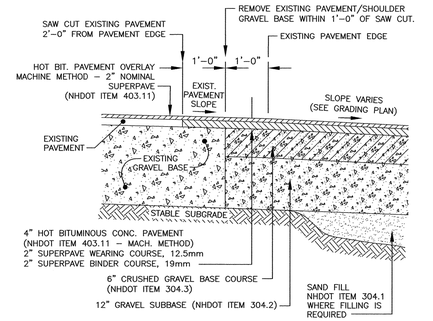
5) THE INLET BASKET SHALL BE INSPECTED WITHIN 24 HOURS AFTER EACH RAINFALL OR DAILY DURING EXTENDED PERIODS OF PRECIPITATION. REPAIRS SHALL BE MADE IMMEDIATELY, AS NECESSARY, TO PREVENT PARTICLES FROM REACHING THE DRAINAGE SYSTEM AND/OR CAUSING SURFACE FLOODING.

6) SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT, OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED.

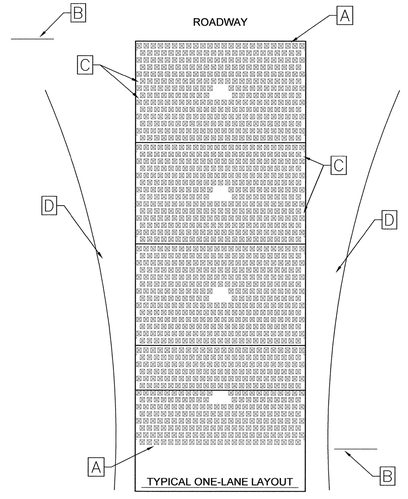
A C104 CATCH BASIN INLET BASKET
NTS



B C102 EVAPORATOR TRENCH DETAIL
COORDINATE WITH BUILDING PLANS
NTS



D C102 TYPICAL PAVEMENT CROSS SECTION
OFF SITE REPAIR AS NEEDED
NTS



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

KEY NOTES:

A. FODS TRACKOUT CONTROL SYSTEM MAT.
B. FODS SAFETY SIGN.
C. ANCHOR POINT.
D. SILT OR ORANGE CONSTRUCTION FENCE.

INSTALLATION:
1. THE SITE WHERE THE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED SHOULD CORRESPOND TO BEST MANAGEMENT PRACTICES AS MUCH AS POSSIBLE. THE SITE WHERE FODS TRACKOUT CONTROL SYSTEM IS PLACED SHOULD ALSO MEET OR EXCEED THE LOCAL JURISDICTION OR STORM WATER POLLUTION PREVENTION PLAN (SWPPP) REQUIREMENTS.
2. CALL FOR UTILITY LOCATES 3 BUSINESS DAYS IN ADVANCE OF THE OF FODS TRACKOUT CONTROL SYSTEM INSTALLATION FOR THE MARKING OF UNDERGROUND UTILITIES. CALL THE UTILITY NOTIFICATION CENTER AT 811.
3. ONCE THE SITE IS ESTABLISHED WHERE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED, ANY EXCESSIVE UNEVEN TERRAIN SHOULD BE LEVELED OUT OR REMOVED SUCH AS LARGE ROCKS, LANDSCAPING MATERIALS, OR SUDDEN ABRUPT CHANGES IN ELEVATION.
4. THE INDIVIDUAL MATS CAN START TO BE PLACED INTO POSITION. THE FIRST MAT SHOULD BE PLACED NEXT TO THE CLOSEST POINT OF EGRESS. THIS WILL ENSURE THAT THE VEHICLE WILL EXIT STRAIGHT FROM THE SITE ONTO THE PAVED SURFACE.
8. AFTER THE FIRST MAT IS PLACED DOWN IN THE PROPER LOCATION, MATS SHOULD BE ANCHORED TO PREVENT THE POTENTIAL MOVEMENT WHILE THE ADJOINING MATS ARE INSTALLED. ANCHORS SHOULD BE PLACED AT EVERY ANCHOR POINT (IF FEASIBLE) TO HELP MAINTAIN THE MAT IN ITS CURRENT POSITION.
9. AFTER THE FIRST MAT IS ANCHORED IN ITS PROPER PLACE, AN H BRACKET SHOULD BE PLACED AT THE END OF THE FIRST MAT BEFORE ANOTHER MAT IS PLACED ADJACENT TO THE FIRST MAT.
10. ONCE THE SECOND MAT IS PLACED ADJACENT TO THE FIRST MAT, MAKE SURE THE H BRACKET IS CORRECTLY SITUATED BETWEEN THE TWO MATS, AND SLIDE MATS TOGETHER.
11. NEXT THE CONNECTOR STRAPS SHOULD BE INSTALLED TO CONNECT THE TWO MATS TOGETHER.
12. UPON PLACEMENT OF EACH NEW MAT IN THE SYSTEM, THAT MAT SHOULD BE ANCHORED AT EVERY ANCHOR POINT TO HELP STABILIZE THE MAT AND ENSURE THE SYSTEM IS CONTINUOUS WITH NO GAPS IN BETWEEN THE MATS.
13. SUCCESSIVE MATS CAN THEN BE PLACED TO CREATE THE FODS TRACKOUT CONTROL SYSTEM REPEATING THE ABOVE STEPS.

USE AND MAINTENANCE
1. VEHICLES SHOULD TRAVEL DOWN THE LENGTH OF THE TRACKOUT CONTROL SYSTEM AND NOT CUT ACROSS THE MATS.
2. DRIVERS SHOULD TURN THE WHEEL OF THEIR VEHICLES SUCH THAT THE VEHICLE WILL MAKE A SHALLOW S-TURN ROUTE DOWN THE LENGTH OF THE FODS TRACKOUT CONTROL SYSTEM.
3. MATS SHOULD BE CLEANED ONCE THE VOIDS BETWEEN THE PYRAMIDS BECOME FULL OF SEDIMENT. TYPICALLY THIS WILL NEED TO BE PERFORMED WITHIN TWO WEEKS AFTER A STORM EVENT. BRUSHING IS THE PREFERRED METHOD OF CLEANING, EITHER MANUALLY OR MECHANICALLY.
4. THE USE OF ICE MELT, ROCK SALT, SNOW MELT, DE-ICER, ETC. SHOULD BE UTILIZED AS NECESSARY DURING THE WINTER MONTHS AND AFTER A SNOW EVENT TO PREVENT ICE BUILDUP.

REMOVAL
1. REMOVAL OF FODS TRACKOUT CONTROL SYSTEM IS REVERSE ORDER OF INSTALLATION.
2. STARTING WITH THE LAST MAT, THE MAT THAT IS PLACED AT THE INNERMOST POINT OF THE SITE OR THE MAT FURTHEST FROM THE EXIT OR PAVED SURFACE SHOULD BE REMOVED FIRST.
3. THE ANCHORS SHOULD BE REMOVED.
4. THE CONNECTOR STRAPS SHOULD BE UNBOLTED AT ALL LOCATIONS IN THE FODS TRACKOUT CONTROL SYSTEM.
5. STARTING WITH THE LAST MAT IN THE SYSTEM, EACH SUCCESSIVE MAT SHOULD THEN BE MOVED AND STACKED FOR LOADING BY FORKLIFT OR EXCAVATOR ONTO A TRUCK FOR REMOVAL FROM THE SITE.

C C102 FODS SEDIMENT TRACKING SYSTEM
NTS

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

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

REV.	DATE	DESCRIPTION	BY	CHK.
0	10/21/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

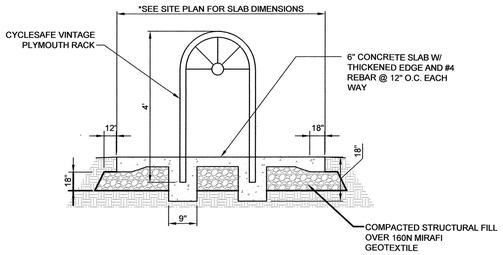
TITLE

DETAILS

JOHN R. CHAGNON No. 7651 LICENSED PROFESSIONAL ENGINEER STATE OF NEW HAMPSHIRE

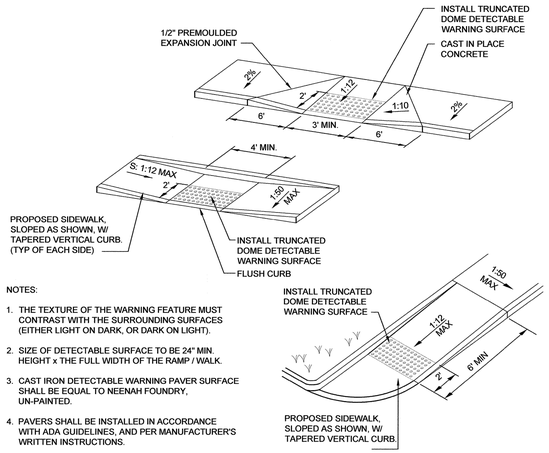
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DRAWN BY: SJR	DESIGNED BY: ---	CHECKED BY: JRC
PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60
DRAWING No.: C501	REV.: 0

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E C102 BIKE RACK DETAIL

BIKE RACK SUBSTITUTIONS UPON APPROVAL NTS

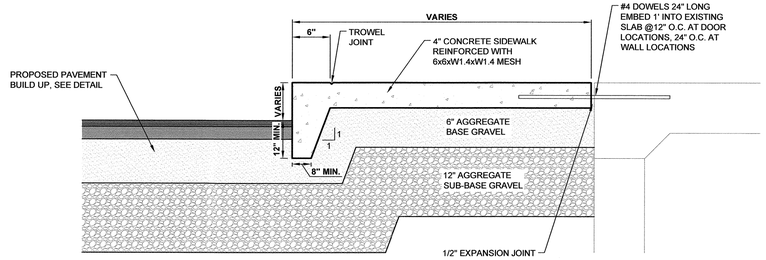


NOTES:

1. THE TEXTURE OF THE WARNING FEATURE MUST CONTRAST WITH THE SURROUNDING SURFACES (EITHER LIGHT ON DARK, OR DARK ON LIGHT).
2. SIZE OF DETECTABLE SURFACE TO BE 24" MIN. HEIGHT x THE FULL WIDTH OF THE RAMP / WALK.
3. CAST IRON DETECTABLE WARNING PAVER SURFACE SHALL BE EQUAL TO NEENAH FOUNDRY, UN-PAINTED.
4. PAVERS SHALL BE INSTALLED IN ACCORDANCE WITH ADA GUIDELINES, AND PER MANUFACTURER'S WRITTEN INSTRUCTIONS.

H C102 TYPICAL HANDICAP CURB RAMP DETAILS

NTS



NOTE:
EXPANSION JOINTS SHALL BE INSTALLED EVERY 20' WITH SCORE JOINTS EVERY 5'. EXPANSION JOINTS SHALL ALSO BE PLACED WHERE THE SIDEWALK ABUTS THE BUILDING, BETWEEN ADJACENT SLABS, CURBS OR AT PENETRATION STRUCTURES. EXPANSION JOINTS ARE TO BE 1/2" WIDE.

K C102 CONCRETE SIDEWALK W/ INTEGRAL CURB DETAIL

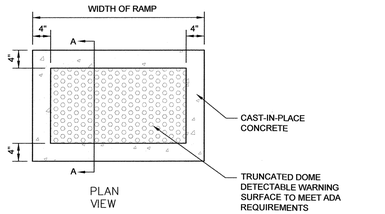
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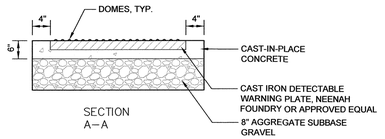
NOTES:

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



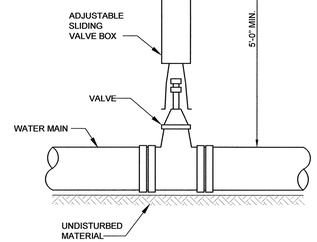


NOTES:

1. DETECTABLE WARNINGS SHALL BE AN INTEGRAL PART OF THE RAMP AND COMPLY WITH ALL SECTIONS OF THE ADA ACCESSIBILITY GUIDELINES AND ALL SECTIONS OF THE ADA STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL DETECTABLE WARNING AREAS SHALL START 6-10" FROM THE FLOW LINE OF THE CURB, BE 24" IN DEPTH AND COVER THE COMPLETE WIDTH OF THE RAMP AREA ONLY. MATCH ROADWAY RADIUS, TYP.

F C102 TYPICAL DETECTABLE WARNING SURFACE DETAIL

NTS



NOTES:
1. GATE VALVE TO BE LOCATED WITHIN ROADWAY PAVEMENT WHERE POSSIBLE.

2. PROPER SIZE VALVE BOX SHALL BE INSTALLED WHERE GATE VALVES ARE SHOWN ON PLANS.

I C103 TYPICAL VALVE AND BOX DETAIL

NTS

BRICK PAVEMENT NOTES

SCOPE OF WORK:

1) THE WORK SHALL CONSIST OF CONSTRUCTING/RECONSTRUCTING THE SUB-BASE AND CONSTRUCTING A NEW BRICK SIDEWALK AS DIRECTED IN THE FIELD BY THE ENGINEER AND COORDINATED WITH PORTSMOUTH DPW.
2) REVEAL SHALL BE COORDINATED WITH PORTSMOUTH DPW.

METHODS OF CONSTRUCTION:

A) ALL LABOR AND MATERIALS SHALL CONFORM TO THE STATE OF NEW HAMPSHIRE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 608, AND CITY OF PORTSMOUTH SPECIFICATIONS FOR NEW BRICK SIDEWALK, SECTION 6.

B) EXCAVATION FOR SIDEWALKS SHALL BE AT A DEPTH OF 10 INCHES BELOW FINISH GRADE. IN AREAS NOT BUTTING CURBING OR BUILDINGS, THE EXCAVATION SHALL BE 6 INCHES WIDER THAN THE FINISHED SIDEWALK WIDTH. AT ALL DRIVE CROSSINGS, THE DEPTH OF EXCAVATION SHALL BE INCREASED ACCORDINGLY. THE CONTRACTOR SHALL PROVIDE NEAT AND SQUARE CUTTING OF EXISTING ASPHALT ROAD SURFACE AS NEEDED. ALL UNSUITABLE MATERIAL SHALL BE REMOVED AND DISPOSED OF OFF-SITE AT THE CONTRACTOR'S OWN EXPENSE.

C) THE BASE MATERIAL SHALL CONSIST OF A MIXTURE OF STONES OR ROCK FRAGMENTS AND PARTICLES WITH 100% PASSING THE 3 INCH SIEVE, 95% TO 100% PASSING THE 2 INCH SIEVE, 55% TO 85% PASSING THE 1 INCH SIEVE, AND 27% TO 52% PASSING THE NO. 4 SIEVE. AT LEAST 50% OF THE MATERIALS RETAINED ON THE 1 INCH SIEVE SHALL HAVE A FRACTURED FACE. THE BASE MATERIAL SHALL BE THOROUGHLY COMPACTED TO THE DEPTH SPECIFIED OR DIRECTED. IN THE WAY OF ALL DRIVE CROSSINGS THE BASE WILL BE INCREASED TO A COMPACTED DEPTH OF 12 INCHES. GRAVEL REQUIREMENTS FOR RECONSTRUCTION WILL BE AS DIRECTED, BASED ON SITE CONDITIONS. THE WORK INCLUDES BACKING UP ANY AND ALL CURB BEING INSTALLED BY OTHERS ON BOTH SIDES.

D) THE CLAY BRICK PAVERS SHALL BE LAID IN A 1 INCH BED OF A SAND MIXTURE COMPRISED OF: 3 PARTS SAND MIXED WITH 1 PART PORTLAND CEMENT.

E) THE CONTRACTOR SHALL LAY THE BRICKS SO THAT APPROXIMATELY 4.5 BRICKS SHALL COVER ONE SQUARE FOOT.

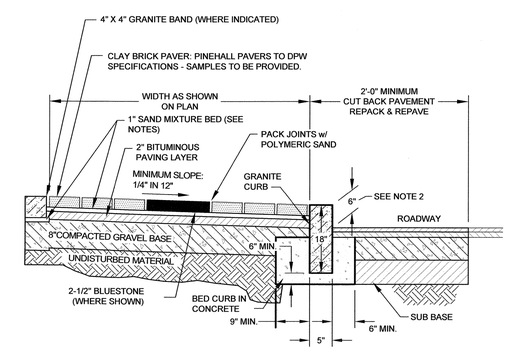
F) THE SIDEWALK SHALL PITCH TOWARDS THE STREET AS SHOWN ON THE GRADING PLAN.

G) IN AREAS WHERE THE FRONT OF THE BRICK SIDEWALK IS NOT ADJACENT TO GRANITE CURBING, THE CONTRACTOR SHALL INSTALL EDGING TO HOLD THE BRICKS IN PLACE. SUCH EDGING SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS.

H) THE CONTRACTOR SHALL SUBMIT A SAMPLE OF THE BRICKS FOR APPROVAL BY THE CITY BEFORE BRICKS ARE INSTALLED.

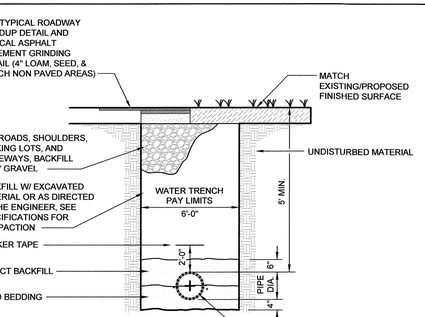
CONSTRUCTION NOTE:

EXISTING GRANITE CURB DISTURBED BY CONSTRUCTION SHALL BE REUSED AND ANY MISSING CURB SHALL BE REPLACED WITH NEW CURB MATCHING EXISTING CURB SIZE. NO CURB LESS THAN 3' IN LENGTH WILL BE ALLOWED.



L C102 BRICK SIDEWALK W/ VERTICAL GRANITE CURB DETAIL

(STONE DUST BEDDING OVER BITUMINOUS PAVING) NTS



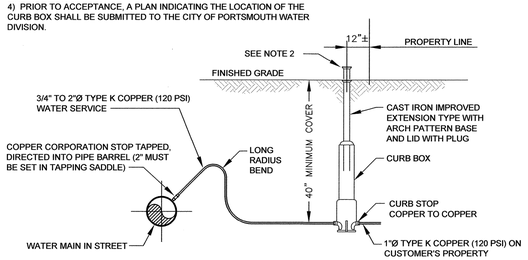
NOTE:

1. MATCH EXISTING SURFACE FINISH, EXCEPT WHERE NOTED. IN LAWN AREAS INSTALL 4" OF LOAM AND SEED AND MULCH.

G C103 TYPICAL TRENCH DETAIL-DUCTILE IRON WATER MAIN

NTS

NOTE:
1) INSTALLATION OF WATER MAIN TAP & CURB STOP & BOX SHALL ONLY BE PERFORMED BY THOSE AUTHORIZED BY THE PUBLIC WORKS DEPARTMENT.
2) IN AREAS OF HEAVY GROWTH THE CURB BOX COVER SHALL BE SET 6" ABOVE FINISH GRADE AND A WITNESS STAKE SET.
3) CURB BOX SHALL BE SET APPROXIMATELY 12" OUTSIDE PROPERTY LINE AS SHOWN.
4) PRIOR TO ACCEPTANCE, A PLAN INDICATING THE LOCATION OF THE CURB BOX SHALL BE SUBMITTED TO THE CITY OF PORTSMOUTH WATER DIVISION.



J C103 TYPICAL WATER SERVICE CONNECTION DETAIL

NTS

REV	DATE	DESCRIPTION	BY	CHK
1	01/21/26	DETAIL H	SJR	JRC
0	10/21/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

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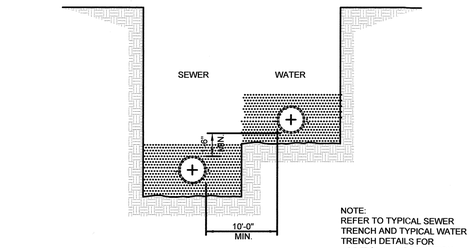
TITLE

DETAILS

JOHN R. CHAGNON NO. 7651 STATE OF NEW HAMPSHIRE PROFESSIONAL ENGINEER

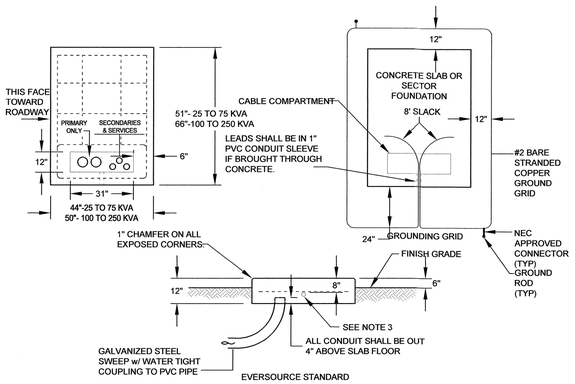
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PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60
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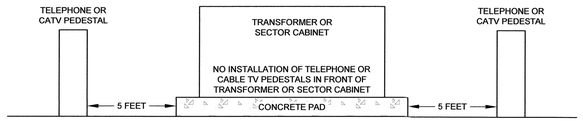
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NOTE:
REFER TO TYPICAL SEWER TRENCH AND TYPICAL WATER TRENCH DETAILS FOR ADDITIONAL INFORMATION.

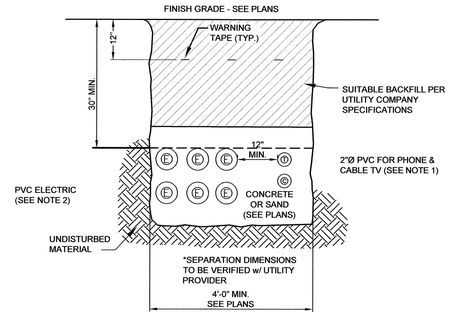
M C103 TYPICAL SEWER/WATER SEPARATION DETAIL
NTS





NOTES
1. ALL REINFORCING TO BE #6 BARS.
2. 1" PVC CONDUIT SLEEVE FOR GROUND GRID LEADS.
3. THE GROUND GRID SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR AND IS TO BE BURIED AT LEAST 12" BELOW GRADE. EIGHT FEET OF EXTRA WIRE FOR EACH GROUND GRID LEG SHALL BE LEFT EXPOSED IN THE CABLE COMPARTMENT TO ALLOW FOR THE CONNECTION TO THE TRANSFOMER. THE TWO 8' GROUND RODS MAY BE EITHER GALVANIZED STEEL OR COPPERWELD AND THEY SHALL BE CONNECTED TO THE GRID WITH NEC APPROVED CONNECTORS.
4. NO SHRUBS, FENCES, OR PERMANENT STRUCTURES CAN BE PLACED WITHIN 10 FEET OF THE FRONT AND 5 FEET OF THE SIDES AND BACK OF PAD-MOUNTED EQUIPMENT. THE COMPANY HAS THE RIGHT TO REMOVE THESE OBJECTS WITHOUT NOTICE TO THE OWNER.

N C103 TRANSFORMER PAD DETAIL
COORDINATE WITH EVERSOURCE
NTS



NOTES:
1) ALL CONDUIT TO BE U.L. LISTED, SCH. 80 UNDER ALL TRAVEL WAYS, & SCHED. 40 FOR THE REMAINDER.

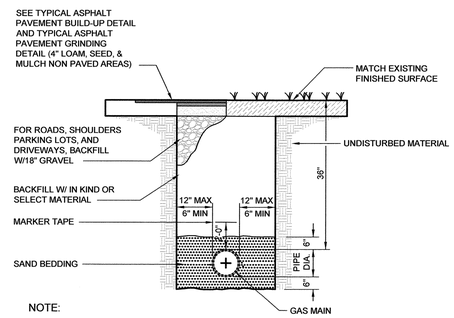
2) NORMAL CONDUIT SIZES FOR PSNH ARE 3 INCH FOR SINGLE PHASE PRIMARY AND SECONDARY VOLTAGE CABLES, 4 INCH FOR THREE PHASE SECONDARY, AND 5 INCH FOR THREE PHASE PRIMARY.

3) ALL WORK TO CONFORM TO THE NATIONAL ELECTRICAL CODE (LATEST REVISION)

4) INSTALL A 200# PULL ROPE FOR EACH CONDUIT

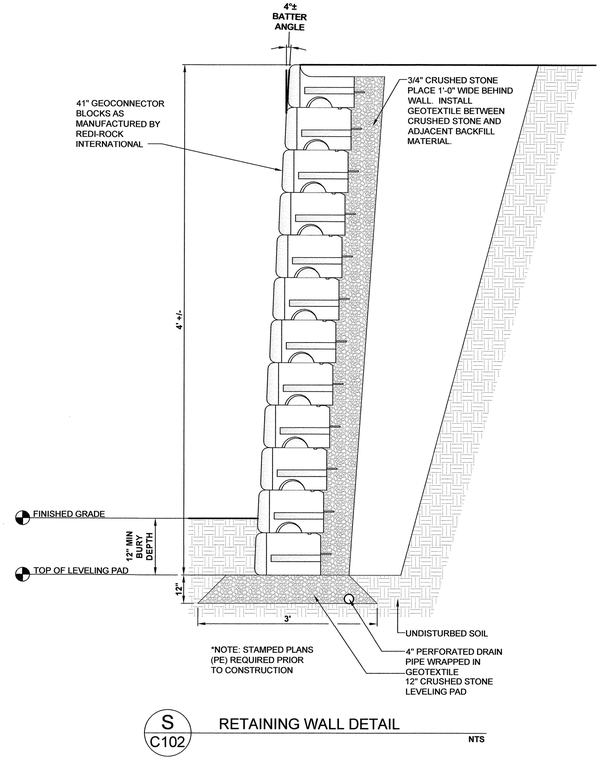
5) VERIFY ALL CONDUIT SPECIFICATIONS WITH UTILITY COMPANY'S PRIOR TO ANY CONSTRUCTION.

P C103 TYPICAL UNDERGROUND UTILITY TRENCH DETAIL
NTS

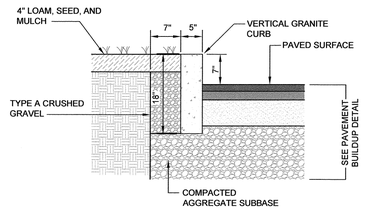


NOTE:
1. COMPACT ALL GRANULAR MATERIAL AND BACKFILL TO 95%.
2. SIDE CLEARANCE APPLICABLE TO BACKHOE OPERATIONS.

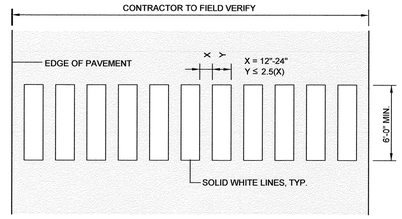
Q C103 TYPICAL GAS TRENCH DETAIL
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S C102 RETAINING WALL DETAIL
NTS

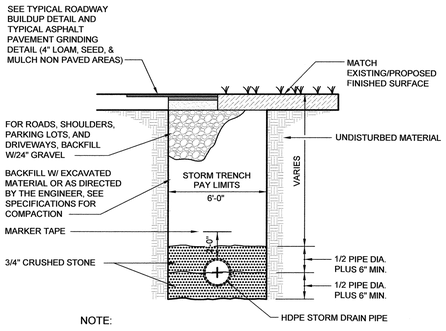


T C102 TYPICAL GRANITE CURB DETAIL
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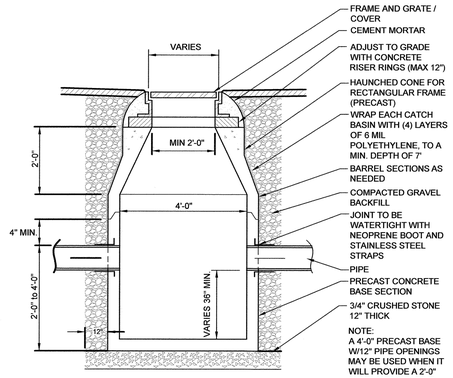
NOTE:
1. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE CURRENT EDITION OF THE MUTCD

U C102 TYPICAL CROSSWALK DETAIL
NTS



NOTE:
1. MATCH EXISTING SURFACE FINISH, EXCEPT WHERE NOTED. IN LAWN AREAS INSTALL 4" OF LOAM AND SEED AND MULCH.

O C104 TYPICAL STORM DRAIN TRENCH DETAIL
NTS



NOTE:
A 4'-0" PRECAST BASE W/12" PIPE OPENINGS MAY BE USED WHEN IT WILL PROVIDE A 2'-0" SUMP AND 12"± RING ABOVE ALL OPENINGS INTO THE BASE.

R C104 TYPICAL CATCH BASIN DETAIL
NTS

NOTES:
1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

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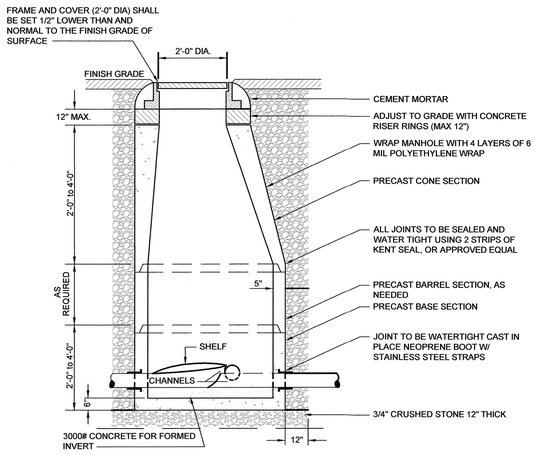
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134 PLEASANT STREET PORTSMOUTH, N.H.

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JOHN R. CHAGNON — 10/21/25 — STATE OF NEW HAMPSHIRE — PROFESSIONAL ENGINEER — LICENSED

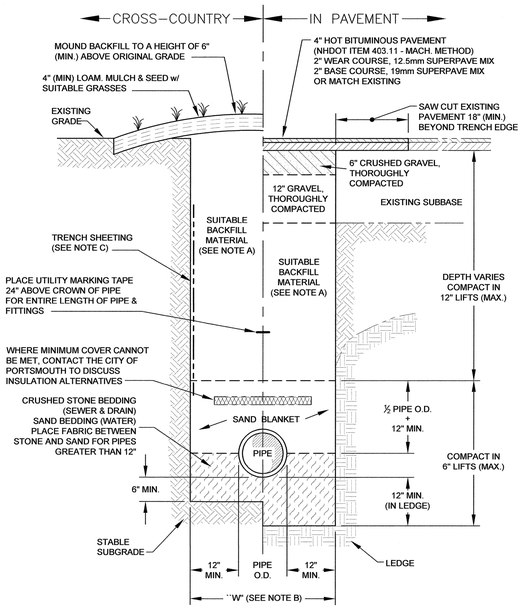
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V C103 TYPICAL SEWER MANHOLE DETAIL

NTS



TRENCH NOTES:
A) TRENCH BACKFILL:
- IN PAVED AREAS, SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE THE NATURAL MATERIAL EXCAVATED DURING CONSTRUCTION, BUT SHALL EXCLUDE DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, ALL WET OR SOFT MUCK, PEAT OR CLAY, ALL EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN LARGEST DIMENSION, OR ANY MATERIALS DEEMED TO BE UNACCEPTABLE BY THE ENGINEER.

- IN CROSS-COUNTRY CONSTRUCTION, SUITABLE MATERIAL SHALL BE AS DESCRIBED ABOVE, EXCEPT THAT THE ENGINEER MAY PERMIT THE USE OF TOP SOIL, LOAM, MUCK OR PEAT, IF HE IS SATISFIED THAT THE COMPLETED CONSTRUCTION WILL BE ENTIRELY STABLE.

B) "W" = MAXIMUM ALLOWABLE TRENCH WIDTH TO A PLANE 12 INCHES ABOVE THE PIPE. FOR PIPES 15 INCHES NOMINAL DIAMETER OR LESS, W SHALL BE NO MORE THAN 36 INCHES. FOR PIPES GREATER THAN 15 INCHES NOMINAL DIAMETER, W SHALL BE 24 INCHES PLUS PIPE O.D..

C) TRENCH SHEETING:
IF REQUIRED. WHERE SHEETING IS PLACED ALONGSIDE THE PIPE AND EXTENDS BELOW MID-DIAMETER, IT SHALL BE CUT OFF AND LEFT IN PLACE TO AN ELEVATION NOT LESS THAN 1 FOOT ABOVE THE TOP OF THE PIPE. WHERE SHEETING IS ORDERED BY THE ENGINEER TO BE LEFT IN PLACE, IT SHALL BE CUT OFF AT LEAST 3 FEET BELOW FINISHED GRADE, BUT NOT LESS THAN 1 FOOT ABOVE THE TOP OF THE PIPE.

D) MINIMUM PIPE COVER FOR UTILITY MAINS (UNLESS GOVERNED BY OTHER CODES):
6' MINIMUM FOR SEWER (IN PAVEMENT)
4' MINIMUM FOR SEWER (CROSS COUNTRY)
3' MINIMUM FOR STORMWATER DRAINS
5' MINIMUM FOR WATER MAINS

E) ALL PAVEMENT CUTS SHALL BE REPAIRED BY THE INFRARED HEAT METHOD.

W C103 TYPICAL PIPE TRENCH DETAIL

NTS

SEWER UTILITY GENERAL NOTES:

1) MINIMUM PIPE SIZE FOR COMMERCIAL SERVICE SHALL BE SIX INCHES.

2) PIPE AND JOINT MATERIALS:
A. PLASTIC SEWER PIPE

1. PIPE AND FITTINGS SHALL CONFORM TO THE FOLLOWING ASTM STANDARDS:

ASTM STANDARDS	GENERIC PIPE MATERIAL	SIZES APPROVED
D3034	*PVC (SOLID WALL)	8" THROUGH 15" (SDR 35)
F679	PVC (SOLID WALL)	18" THROUGH 27" (T-1 & T-2)
F789	PVC (SOLID WALL)	4" THROUGH 18" (T-1 To T-3)
F794	PVC (RIBBED WALL)	8" THROUGH 36"
AWWA C900	PVC (SOLID WALL)	8" THROUGH 18"

*PVC: POLYVINYL CHLORIDE

2. JOINT SEALS FOR PVC PIPE SHALL BE OIL RESISTANT COMPRESSION RINGS OF ELASTOMERIC MATERIAL CONFORMING TO ASTM D-3212 AND SHALL BE PUSH-ON BELL AND SPIGOT TYPE.

B. DUCTILE IRON PIPE, FITTINGS AND JOINTS.

1. DUCTILE IRON PIPE AND FITTINGS FOR SEWERS SHALL CONFORM TO THE FOLLOWING STANDARDS OF THE UNITED STATES OF AMERICA STANDARDS INSTITUTE:

A21.50 THICKNESS DESIGN OF DUCTILE IRON PIPE AND WITH ASTM A-536 DUCTILE IRON CASTINGS.

A21.51 DUCTILE IRON PIPE, CENTRIFUGALLY CAST IN METAL MOULDS OR SAND LINED MOULDS FOR SEWER APPLICATIONS.

2. JOINTS SHALL BE OF THE MECHANICAL OR PUSH ON TYPE. JOINTS AND GASKETS SHALL CONFORM TO:

A21.11 RUBBER GASKET JOINTS FOR CAST IRON PRESSURE PIPE & FITTINGS.

3) DAMAGED PIPE SHALL BE REJECTED AND REMOVED FROM THE JOB SITE.

4) JOINTS SHALL BE DEPENDENT UPON A NEOPRENE OR ELASTOMERIC GASKET FOR WATER TIGHTNESS. ALL JOINTS SHALL BE PROPERLY MATCHED WITH THE PIPE MATERIALS USED. WHERE DIFFERING MATERIALS ARE TO BE CONNECTED, AS AT THE STREET SEWER WYE OR AT THE FOUNDATION WALL, APPROPRIATE MANUFACTURED ADAPTERS SHALL BE USED.

5) TEES AND WYES: WHERE A TEE OR WYE IS NOT AVAILABLE IN THE EXISTING STREET SEWER, AN APPROPRIATE CONNECTION SHALL BE MADE DEPENDING ON THE PIPE ENCOUNTERED, FOR PVC PIPE, OR CUT IN A SANITARY TEE. FOR CLAY PIPE, USE INSERT-A-TEE OR CUT IN A SANITARY TEE. ALL WORK TO BE APPROVED BY GOVERNING BODY.

6) HOUSE SEWER INSTALLATION: THE PIPE SHALL BE HANDLED, PLACED AND JOINTED IN ACCORDANCE WITH INSTALLATION GUIDES OF THE APPROPRIATE MANUFACTURER. IT SHALL BE CAREFULLY BEDDED ON A 4 INCH LAYER OF CRUSHED STONE AND/OR GRAVEL AS SPECIFIED IN NOTE 10. BEDDING AND REFILL FOR DEPTH OF 12 INCHES ABOVE THE TOP OF THE PIPE SHALL BE CAREFULLY AND THOROUGHLY TAMPED BY HAND OR WITH APPROPRIATE MECHANICAL DEVICES.

THE PIPE SHALL BE LAID AT A CONTINUOUS AND CONSTANT GRADE FROM THE STREET SEWER CONNECTION TO THE FOUNDATION AT A GRADE OF NOT LESS THAN 1/4 INCH PER FOOT. PIPE JOINTS MUST BE MADE UNDER DRY CONDITIONS. IF WATER IS PRESENT, ALL NECESSARY STEPS SHALL BE TAKEN TO DEWATER THE TRENCH.

7) TESTING: WHEN REQUIRED BY THE GOVERNING AUTHORITY, TESTING SHALL CONFORM TO ENV-WQ 704.07.

8) ILLEGAL CONNECTIONS: NOTHING BUT SANITARY WASTE FLOW FROM DWELLING TOILETS, SINKS, LAUNDRY ETC. SHALL BE PERMITTED. ROOF LEADERS, FOOTING DRAINS, SUMP PUMPS OR OTHER SIMILAR CONNECTIONS CARRYING RAIN WATER, DRAINAGE OR GROUND WATER SHALL NOT BE PERMITTED.

9) WATER SERVICE SHALL NOT BE LAID IN SAME TRENCH AS SEWER SERVICE, UNLESS IT IS ON A SHELF 12" HIGHER, AND 18" APART.

10) BEDDING: SCREENED GRAVEL AND/OR CRUSHED STONE, FREE FROM CLAY, LOAM, ORGANIC MATTER AND MEETING ASTM C33 STONE SIZE NO. 67.

100% PASSING	1 INCH SCREEN
90%-100% PASSING	3/4 INCH SCREEN
20%- 55% PASSING	3/8 INCH SCREEN
0%- 10% PASSING	#4 SIEVE
0%- 5% PASSING	#8 SIEVE

WHERE ORDERED BY THE ENGINEER TO STABILIZE THE TRENCH BASE, GRADED SCREENED GRAVEL OR CRUSHED STONE 1/2 INCH TO 1-1/2 INCH SHALL BE USED.

11) LOCATION: THE LOCATION OF THE TEE OR WYE SHALL BE RECORDED AND FILED IN THE MUNICIPAL RECORDS. IN ADDITION, A FERROUS METAL ROD OR PIPE SHALL BE PLACED OVER THE TEE OR WYE AS DESCRIBED IN THE TYPICAL "CHIMNEY" DETAIL, TO AID IN LOCATING THE BURIED PIPE WITH A DIP NEEDLE OR PIPE FINDER.

12) CAST-IN-PLACE CONCRETE: SHALL CONFORM TO THE REQUIREMENTS FOR CLASS A (3000 PSI) CONCRETE OF THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AS FOLLOWS:
CEMENT: 6.0 BAGS PER CUBIC YARD
WATER: 5.75 GALLONS PER BAG OF CEMENT
MAXIMUM AGGREGATE SIZE: 3/4 INCH

13) CHIMNEYS: IF VERTICAL DROP INTO SEWER IS GREATER THAN 4 FEET, A CHIMNEY SHALL BE CONSTRUCTED FOR THE HOUSE CONNECTION. CHIMNEY INSTALLATION AS RECOMMENDED BY THE PIPE MANUFACTURER MAY BE USED IF APPROVED BY THE ENGINEER.

14) BACKFILL UP TO SUBBASE GRAVEL SHALL BE WITH EXCAVATED SOIL FROM TRENCHING OPERATIONS. COMPACT IN 8" LIFTS WITH VIBRATORY PLATE COMPACTORS TO 90% OF MODIFIED PROCTOR DENSITY. IF FINE-GRAINED, COMPACT WITH POGO STICKS OR SHEEPSFOOT ROLLERS. PLACE NO LARGE ROCKS WITHIN 24" OF PIPE. TRENCHES THAT ARE NOT ADEQUATELY COMPACTED SHALL BE RE-EXCAVATED AND BACKFILLED UNDER THE SUPERVISION OF THE DESIGN ENGINEER OR GOVERNING BODY. UNSUITABLE BACKFILL MATERIAL INCLUDES CHUNKS OF PAVEMENT, TOPSOIL, ROCKS OVER 6" IN SIZE, MUCK, PEAT OR PIECES OF PAVEMENT.

15) THE CONTRACTOR IS SOLELY RESPONSIBLE FOR JOB-SITE SAFETY AND COMPLIANCE WITH GOVERNING REGULATIONS.

16) ORDERED EXCAVATION OF UNSUITABLE MATERIAL BELOW GRADE. REFILL WITH BEDDING MATERIAL. FOR TRENCH WIDTH SEE TRENCH DETAIL.

17) SAND BLANKET: CLEAN SAND, FREE FROM ORGANIC MATTER, SO GRADED THAT 90% - 100% PASSES A 1/2 INCH SIEVE AND NOT MORE THAN 15% WILL PASS A #200 SIEVE. BLANKET MAY BE OMITTED FOR DUCTILE IRON AND REINFORCED CONCRETE PIPE PROVIDED THAT NO STONE LARGER THAN 2 INCHES IS IN CONTACT WITH THE PIPE.

18) BASE COURSE GRAVEL, IF ORDERED BY THE ENGINEER, SHALL MEET THE REQUIREMENTS OF DIVISION 300 OF THE LATEST EDITION OF THE:
"STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE OF NEW HAMPSHIRE, DEPARTMENT OF TRANSPORTATION".

19) FOR CROSS COUNTRY CONSTRUCTION, BACKFILL OR FILL SHALL BE MOUNDED TO A HEIGHT OF 6 INCHES ABOVE THE ORIGINAL GROUND SURFACE.

20) IF FULL ENCASEMENT IS UTILIZED, DEPTH OF CONCRETE BELOW PIPE SHALL BE 1/4 I.D. (4" MIN.) BLOCK SUPPORT SHALL BE SOLID CONCRETE BLOCKS.

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

22) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION.

23) THE PURPOSE OF THIS PLAN IS TO SHOW STANDARDS FOR SEWER CONSTRUCTION.

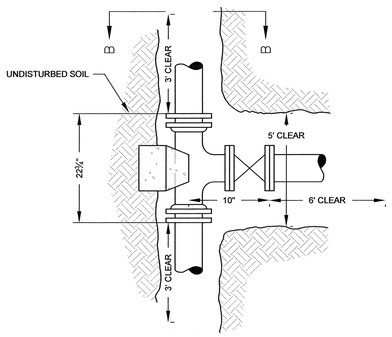
24) ALL WORK SHALL BE IN COMPLIANCE WITH NHDES CODE OF ADMINISTRATIVE RULES PART ENV-WQ 704 DESIGN OF SEWERS.

NOTES:

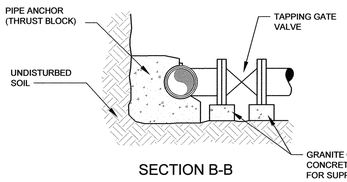
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2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

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



PLAN

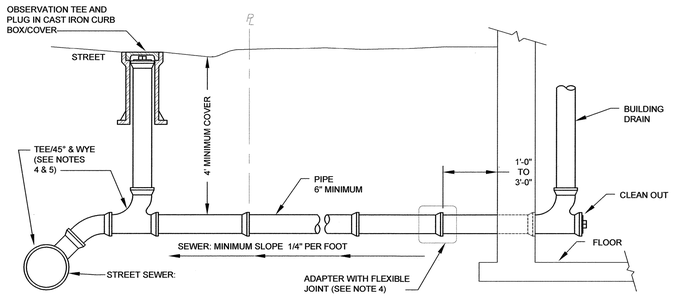


SECTION B-B

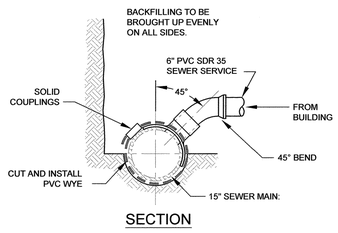
NOTES:
1) ALL MATERIALS SHALL BE APPROVED BY THE PORTSMOUTH WATER DEPARTMENT PRIOR TO INSTALLATION AND USE.
2) ALL JOINTS SHALL BE MECHANICAL.
3) "CLEAR" DIMENSIONS SHOWN ATE REQUIRED FOR WORKSPACE. NO JOINTS ON PIPE BEING TAPPED WITHIN "CLEAR" AREA.
4) FORD TYPE STAINLESS STEEL TAPPING SADDLES OR APPROVED EQUAL ARE ALSO ACCEPTABLE.

X C103 TAPPING SLEEVE & GATE DETAILS

INSTALL PER PORTSMOUTH REQUIREMENTS NTS

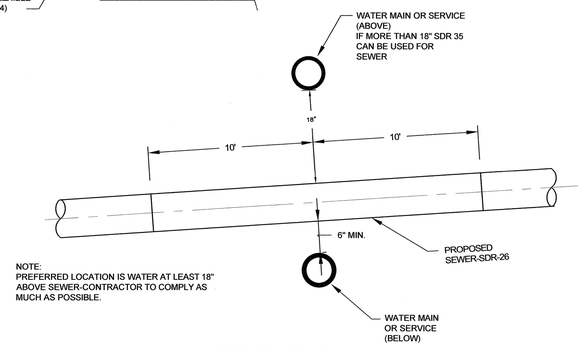


SEWER SERVICE



SECTION

SEWER SERVICE CONNECTION



NOTE:
PREFERRED LOCATION IS WATER AT LEAST 18" ABOVE SEWER-CONTRACTOR TO COMPLY AS MUCH AS POSSIBLE.

WATER CROSSING

Y C103 SEWER SERVICE DETAILS

INSTALL PER PORTSMOUTH REQUIREMENTS NTS

REV.	DATE	DESCRIPTION	BY	CHK
0	10/21/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

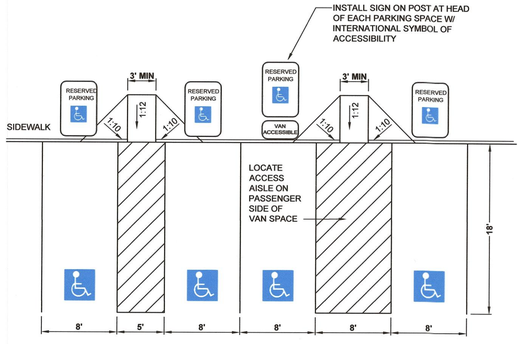
TITLE

DETAILS

JOHN R. CHANNON No. 9651 LICENSED PROFESSIONAL ENGINEER STATE OF NEW HAMPSHIRE

DATE: SEPTEMBER 2025		SCALE: 1"=20'
DRAWN BY: SJR	DESIGNED BY: ---	CHECKED BY: JRC
PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60	
DRAWING No.: C504		REV.: 0

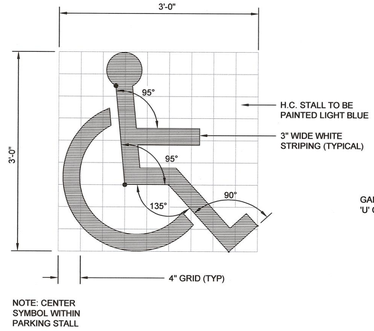
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NOTES:

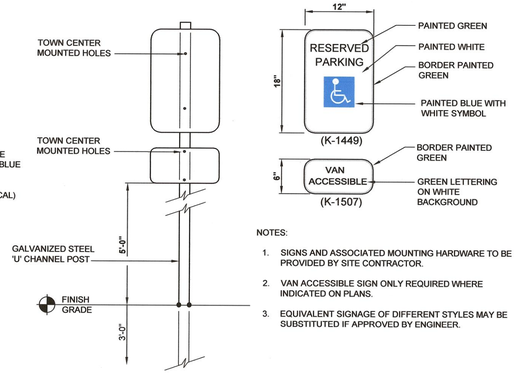
1. CAR PARKING SPACE: 8' WIDE MINIMUM W/ ACCESS AISLE 5' WIDE MINIMUM.
2. VAN PARKING SPACE 8' WIDE MINIMUM W/ ACCESS AISLE 8' WIDE MINIMUM.
3. SLOPES ACROSS PARKING SPACES IN EACH DIRECTION SHALL BE 2% MAX.

TYPICAL HANDICAP PARKING STALL LAYOUT



NOTE: CENTER SYMBOL WITHIN PARKING STALL

TYPICAL HANDICAP PARKING STALL SYMBOL



NOTES:

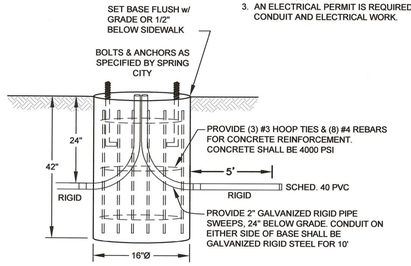
1. SIGNS AND ASSOCIATED MOUNTING HARDWARE TO BE PROVIDED BY SITE CONTRACTOR.
2. VAN ACCESSIBLE SIGN ONLY REQUIRED WHERE INDICATED ON PLANS.
3. EQUIVALENT SIGNAGE OF DIFFERENT STYLES MAY BE SUBSTITUTED IF APPROVED BY ENGINEER.

TYPICAL HANDICAP PARKING SIGNS

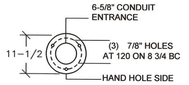
Z / C102 — TYPICAL HANDICAP PARKING DETAILS — NTS

NOTES:

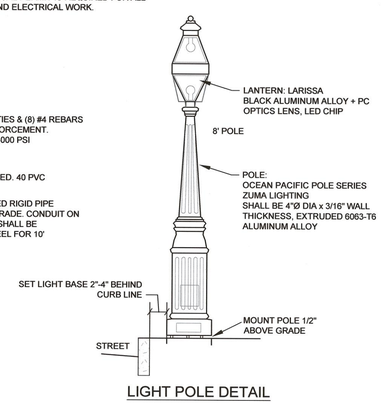
1. ELECTRICAL INSTALLATION SHALL BE BY A LICENSED ELECTRICIAN.
2. LIGHTS SHALL BE WIRED IN ACCORDANCE WITH NEC AND CITY OR PORTSMOUTH ORDINANCES
3. AN ELECTRICAL PERMIT IS REQUIRED FOR ALL CONDUIT AND ELECTRICAL WORK.



LIGHT POLE BASE DETAIL



BOLT PATTERN



LIGHT POLE DETAIL

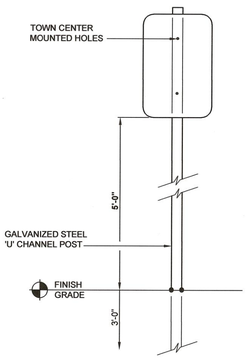
AA / C102 — CITY STREET LIGHT DETAIL — IF NEEDED — NTS

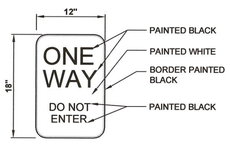
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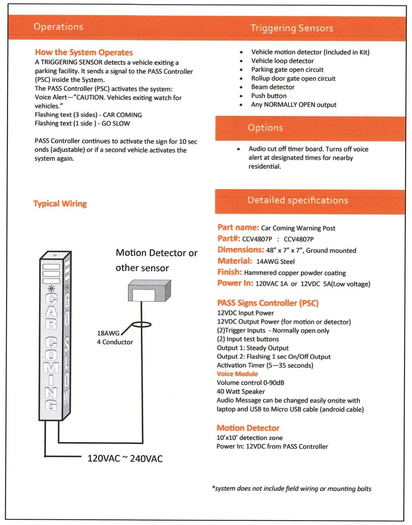


NOTES:

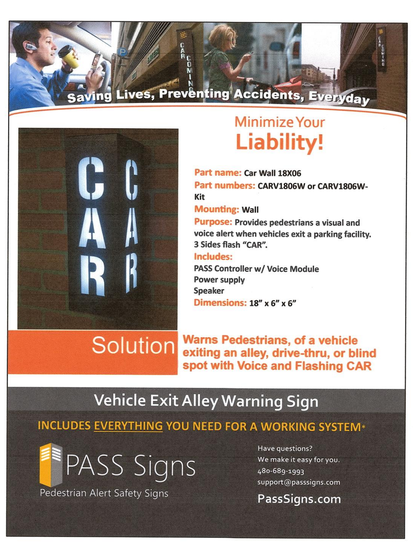
1. ALL SIGNAGE MUST BE MUTCD COMPLIANT.
2. SIGNS AND ASSOCIATED MOUNTING HARDWARE TO BE PROVIDED BY SITE CONTRACTOR.

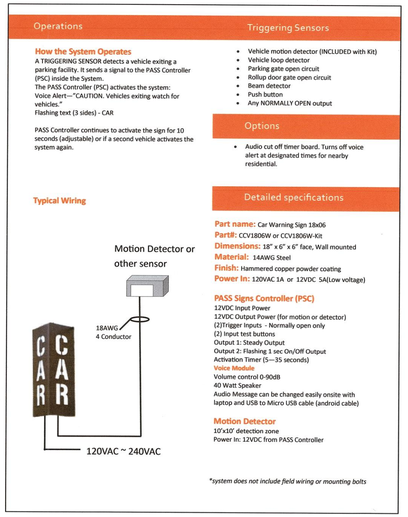
BB / C102 — "EXIT ONLY" & "ONE-WAY" SIGN DETAIL — NTS





WARNING POST SIGN





WARNING WALL MOUNTED SIGN

CC / C102 — ALERT WARNING SIGNS BY PARKING ALERT SIGNS — NTS

REV.	DATE	DESCRIPTION	BY	CHK
1	01/21/26	DETAIL BB, CC	SJR	JRC
0	10/21/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

DETAILS

JOHN R. CHANNON No. 9651 LICENSED PROFESSIONAL ENGINEER — STATE OF NEW HAMPSHIRE

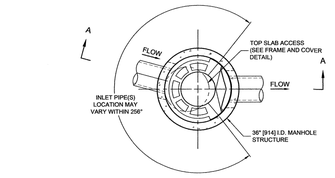
DATE	SCALE
SEPTEMBER 2025	1"=20'

DRAWN BY	DESIGNED BY	CHECKED BY
SJR	---	JRC

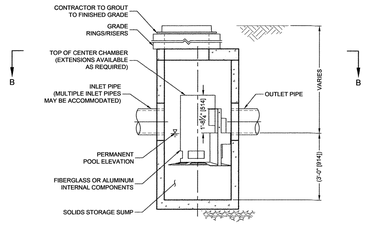
PROJECT No.	FIELD BOOK / PAGE
5010156.1532	FB 276 PG 60

DRAWING No. **C505** REV. **1**

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PLAN VIEW B-B
NOT TO SCALE



ELEVATION A-A
NOT TO SCALE

CASCADE
separator™

CASCADE SEPARATOR DESIGN NOTES

THE STANDARD CS-3 CONFIGURATION IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.

CONFIGURATION DESCRIPTION

CURB INLET ONLY (NO INLET PIPE)

CURB INLET WITH INLET PIPE OR PIPES



FRAME AND COVER
(DIAMETER VARIES)
NOT TO SCALE

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			
WATER QUALITY FLOW RATE (cfs [L/s])			
PEAK FLOW RATE (cfs [L/s])			
RETURN PERIOD OF PEAK FLOW (yrs)			
RIM ELEVATION			
PIPE DATA:	INVERT	MATERIAL	DIAMETER
INLET PIPE 1			
INLET PIPE 2			
OUTLET PIPE			

NOTES / SPECIAL REQUIREMENTS:

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
3. CASCADE SEPARATOR WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. CASCADE SEPARATOR STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 2' [610], AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
5. CASCADE SEPARATOR STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C478 AND AASHTO LOAD FACTOR DESIGN METHOD.
6. ALTERNATE UNITS ARE SHOWN IN MILLIMETERS [mm].

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CASCADE SEPARATOR MANHOLE STRUCTURE.
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN. ALL PIPE CENTERLINES TO MATCH PIPE OPENING CENTERLINES.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

CONTECH ENGINEERED SOLUTIONS LLC
www.ContechES.com
9100 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

CS-3
CASCADE SEPARATOR
STANDARD DETAIL

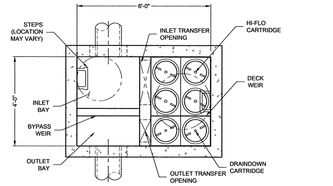
I:\COMMON\CAD\TREATMENT\2 CASCADE\HD STANDARD DRAWINGS\BROWN PROCESS\BROWN PROCESS\CS-3.DWG 6/29/2023 2:40 PM

JELLYFISH DESIGN NOTES

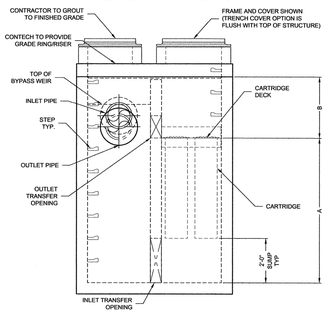
JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE LENGTH AND THE NUMBER OF CARTRIDGES. THE STANDARD PEAK DIVERSION STYLE WITH PRECAST TOP SLAB IS SHOWN. ALTERNATE OFFLINE VAULT, CURB INLET OR SHALLOW PIPE INLET OPTIONS ARE AVAILABLE. PEAK CONVEYANCE CAPACITY TO BE DETERMINED BY ENGINEER OF RECORD.

CARTRIDGE SELECTION

CARTRIDGE LENGTH	54"	40"	27"	15"
OUTLET INVERT TO STRUCTURE INVERT (A)	6'-6"	5'-4"	4'-3"	3'-3"
FLOW RATE HIGH-FLO / DRAINDOWN (CFS) (PER CART.)	0.178 / 0.089	0.133 / 0.067	0.089 / 0.045	0.049 / 0.025
MAX. TREATMENT (CFS)	0.89	0.67	0.45	0.25
DECK TO INSIDE TOP (MIN) (B)	5'-0"	4'-0"	4'-0"	4'-0"



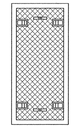
PLAN VIEW
(TOP SLAB NOT SHOWN FOR CLARITY)



ELEVATION VIEW



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.



24" TRENCH COVER
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID					*
WATER QUALITY FLOW RATE (cfs)					*
PEAK FLOW RATE (cfs)					*
RETURN PERIOD OF PEAK FLOW (yrs)					*
# OF CARTRIDGES REQUIRED (HF / DD)					*
CARTRIDGE LENGTH					*
PIPE DATA:	I.E.	MAT'L	DIA	SLOPE %	HGL
INLET #1	*	*	*	*	*
INLET #2	*	*	*	*	*
OUTLET	*	*	*	*	*

SEE GENERAL NOTES 6-7 FOR INLET AND OUTLET HYDRAULIC AND SIZING REQUIREMENTS.

RIM ELEVATION		*
ANTI-FLOTATION BALLAST	WIDTH	HEIGHT
	*	*

NOTES/SPECIAL REQUIREMENTS:

* PER ENGINEER OF RECORD

GENERAL NOTES:
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS REPRESENTATIVE. www.ContechES.com
3. JELLYFISH WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. STRUCTURE SHALL MEET AASHTO HS-20 OR PER APPROVING JURISDICTION REQUIREMENTS, WHICHEVER IS MORE STRINGENT. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION AND SITE SPECIFIC EARTH COVER REQUIREMENT. TYPICAL CASTINGS SHALL MEET AASHTO M306 LOAD RATING AND BE CAST WITH THE CONTECH LOGO.
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7. THE OUTLET PIPE DIAMETER FOR NEW INSTALLATIONS IS RECOMMENDED TO BE ONE PIPE SIZE LARGER THAN THE INLET PIPE (WHERE APPLICABLE) AT EQUAL OR GREATER SLOPE.
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INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STRUCTURE.
C. CONTRACTOR WILL INSTALL AND LEVEL THE STRUCTURE, SEALING THE JOINTS, LINE ENTRY AND EXIT POINTS (NON-SHRINK GROUT WITH APPROVED WATERSTOP OR FLEXIBLE BOOT).
D. CARTRIDGE INSTALLATION, BY CONTECH, SHALL OCCUR ONLY AFTER SITE HAS BEEN STABILIZED AND THE JELLYFISH UNIT IS CLEAN AND FREE OF DEBRIS. CONTACT CONTECH TO COORDINATE CARTRIDGE INSTALLATION WITH SITE STABILIZATION.

Jellyfish Filter
THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING: U.S. PATENT NO. 8,287,728; 8,277,818; US & CA/EP; OTHER INTERNATIONAL PATENTS PENDING

C:\USERS\JOHN.WRIGHT\ONEDRIVE - THE QUANTE COMPANY\ENGINEERING\CONTECH\STANDARD DETAILS\JFPD0406-DTL.DWG 11/10/2022 3:01 PM

CONTECH ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

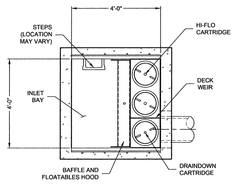
JELLYFISH JFPD0406
STANDARD DETAIL
PEAK DIVERSION CONFIGURATION

NOTES:

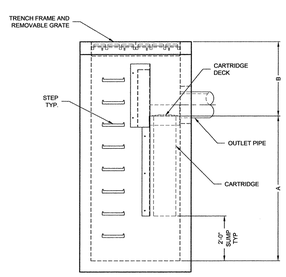
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2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

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



PLAN VIEW
(TOP SLAB NOT SHOWN FOR CLARITY)



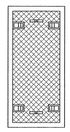
ELEVATION VIEW

JELLYFISH DESIGN NOTES

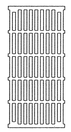
JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE LENGTH AND THE NUMBER OF CARTRIDGES. THE STANDARD SURFACE INLET STYLE WITH TRENCH GRATE AND COVER IS SHOWN. ALTERNATE CURB INLET OR PIPE INLET OPTIONS ARE AVAILABLE. MAXIMUM 5.0 CFS PEAK FLOW CAPACITY.

CARTRIDGE SELECTION

CARTRIDGE LENGTH	54"	40"	27"	15"
OUTLET INVERT TO STRUCTURE INVERT (A)	6'-6"	5'-4"	4'-3"	3'-3"
FLOW RATE HIGH-FLO / DRAINDOWN (CFS) (PER CART.)	0.179 / 0.089	0.133 / 0.067	0.089 / 0.045	0.049 / 0.025
MAX. TREATMENT (CFS)	0.45	0.33	0.22	0.12
OUTLET INVERT TO RIM (MIN) (B)	3'-4"	3'-4"	3'-4"	3'-4"



24" TRENCH COVER
N.T.S.



24" TRENCH GRATE
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID					*
WATER QUALITY FLOW RATE (cfs)					*
PEAK FLOW RATE (cfs)					*
RETURN PERIOD OF PEAK FLOW (yrs)					*
# OF CARTRIDGES REQUIRED (HF / DD)					*
CARTRIDGE LENGTH					*
PIPE DATA:	I.E.	MAT'L	DIA	SLOPE %	HGL
INLET #1	*	*	*	*	*
INLET #2	*	*	*	*	*
OUTLET	*	*	*	*	*

SEE GENERAL NOTES 6-7 FOR INLET AND OUTLET HYDRAULIC AND SIZING REQUIREMENTS.

RIM ELEVATION		*
ANTI-FLOTATION BALLAST	WIDTH	HEIGHT
	*	*

NOTES/SPECIAL REQUIREMENTS:

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Jellyfish Filter
THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING: U.S. PATENT NO. 8,287,728; 8,277,818; US & CA/EP; OTHER INTERNATIONAL PATENTS PENDING

I:\COMMON\COMMONSTORMWATER TICKETS IN PROGRESS\BROCHURE\JFSI0404-DTL.DWG 7/16/2025 2:48 PM

CONTECH ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

JELLYFISH JFSI0404
STANDARD DETAIL
SURFACE INLET CONFIGURATION

DD
C104A
JELLYFISH FILTRATION SYSTEM
BY CONTECH ENGINEERED SOLUTIONS, LLC
NTS

SEE INSPECTION & MAINTENANCE ON SHEET C507

REV.	DATE	DESCRIPTION	BY	CHK
1	02/25/26	JELLYFISH DETAILS	SJR	JRC
0	10/21/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

DETAILS

DATE: SEPTEMBER 2025	SCALE: 1"=20'
DRAWN BY: SJR	DESIGNED BY: ---
CHECKED BY: JRC	
PROJECT No.: 5010156.1532	FIELD BOOK / PAGE: FB 276 PG 60
DRAWING No.: C506	REV.: 1

FILE LOCATION: P:\NH\5010156-MCNABB_PROPERTIES\1532-134 PLEASANT ST - PORTSMOUTH-JRC\02-CAD_FILES\CIVIL\5010156 1532 SITE 2025.DWG, 2026.02.24, 7:58 AM

1.0 Inspection and Maintenance Overview

The primary purpose of the Jellyfish® Filter is to capture and remove pollutants from stormwater runoff. As with any filtration system, these pollutants must be removed to maintain the filter's maximum treatment performance. Regular inspection and maintenance are required to insure proper functioning of the system.

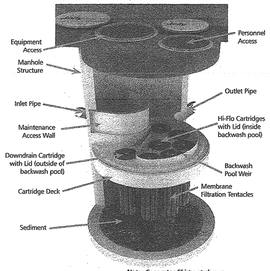
Maintenance frequencies and requirements are site specific and vary depending on pollutant loading. Additional maintenance activities may be required in the event of non-storm event runoff, such as base-flow or seasonal flow, an upstream chemical spill or due to excessive sediment loading from site erosion or extreme runoff events. It is a good practice to inspect the system after major storm events.

Inspection activities are typically conducted from surface observations and include:

- Observe if standing water is present
- Observe if there is any physical damage to the deck or cartridge lids
- Observe the amount of debris in the Maintenance Access Wall (MAW) or inlet bay for vault systems

Maintenance activities include:

- Removal of oil, floatable trash and debris
- Removal of collected sediments
- Rinsing and re-installing the filter cartridges
- Replace filter cartridge tentacles, as needed



Note: Separator Skirt not shown

2.0 Inspection Timing

Inspection of the Jellyfish Filter is key in determining the maintenance requirements for, and to develop a history of, the site's pollutant loading characteristics. In general, inspections should be performed at the times indicated below; *or per the approved project stormwater quality documents (if applicable), whichever is more frequent.*

1. A minimum of quarterly inspections during the first year of operation to assess the sediment and floatable pollutant accumulation, and to ensure proper functioning of the system.
2. Inspection frequency in subsequent years is based on the inspection and maintenance plan developed in the first year of operation. Minimum frequency should be once per year.
3. Inspection is recommended after each major storm event.
4. Inspection is required immediately after an upstream oil, fuel or other chemical spill.

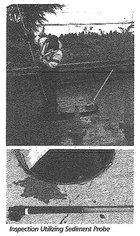
3.0 Inspection Procedure

The following procedure is recommended when performing inspections:

1. Provide traffic control measures as necessary.
2. Inspect the MAW or inlet bay for floatable pollutants such as trash, debris, and oil sheen.
3. Measure oil and sediment depth in several locations, by lowering a sediment probe until contact is made with the floor of the structure. Record sediment depth, and presences of any oil layers.
4. Inspect cartridge lids. Missing or damaged cartridge lids to be replaced.
5. Inspect the MAW (where appropriate), cartridge deck and receptacles, and backwash pool weir, for damaged or broken components.

3.1 Dry weather inspections

- Inspect the cartridge deck for standing water, and/or sediment on the deck.
- No standing water under normal operating conditions.
- Standing water inside the backwash pool, but not outside the backwash pool indicates, that the filter cartridges need to be rinsed.



Inspection Utilizing Sediment Probe

- Standing water outside the backwash pool is not anticipated and may indicate a backwater condition caused by high water elevation in the receiving water body, or possibly a blockage in downstream infrastructure.
- Any appreciable sediment (≥1/16") accumulated on the deck surface should be removed.

3.2 Wet weather inspections

- Observe the rate and movement of water in the unit. Note the depth of water above deck elevation within the MAW or inlet bay.
- Less than 6 inches, flow should be exiting the cartridge lids of each of the draindown cartridges (i.e. cartridges located outside the backwash pool).
- Greater than 6 inches, flow should be exiting the cartridge lids of each of the draindown cartridges and each of the hi-flo cartridges (i.e. cartridges located inside the backwash pool), and water should be overflowing the backwash pool weir.
- 18 inches or greater and relatively little flow is exiting the cartridge lids and outlet pipe, this condition indicates that the filter cartridges need to be rinsed.

4.0 Maintenance Requirements

Required maintenance for the Jellyfish Filter is based upon results of the most recent inspection, historical maintenance records, or the site specific water quality management plan; whichever is more frequent. In general, maintenance requires some combination of the following:

1. Sediment removal for depths reaching 12 inches or greater, or within 3 years of the most recent sediment cleaning, whichever occurs sooner.
2. Floatable trash, debris, and oil removal.
3. Deck cleaned and free from sediment.
4. Filter cartridges rinsed and re-installed as required by the most recent inspection results, or within 12 months of the most recent filter rinsing, whichever occurs sooner.
5. Replace tentacles if rinsing does not restore adequate hydraulic capacity, remove accumulated sediment, or if damaged or missing. It is recommended that tentacles should remain in service no longer than 5 years before replacement.
6. Damaged or missing cartridge deck components must be repaired or replaced as indicated by results of the most recent inspection.
7. The unit must be cleaned out and filter cartridges inspected immediately after an upstream oil, fuel, or chemical spill. Filter cartridge tentacles should be replaced if damaged or compromised by the spill.

5.0 Maintenance Procedure

The following procedures are recommended when maintaining the Jellyfish Filter:

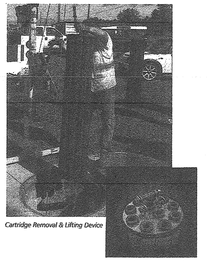
1. Provide traffic control measures as necessary.
2. Open all covers and hatches. Use ventilation equipment as required, according to confined space entry procedures. ***Caution: Dropping objects onto the cartridge deck may cause damage.***
3. Perform Inspection Procedure prior to maintenance activity.
4. To access the cartridge deck for filter cartridge service, descend into the structure and step directly onto the deck. Caution: Do not step onto the maintenance access wall (MAW) or backwash pool weir, as damage may result. Note that the cartridge deck may be slippery.
5. Maximum weight of maintenance crew and equipment on the cartridge deck not to exceed 450 lbs.

5.1 Filter Cartridge Removal

1. Remove a cartridge lid.
2. Remove cartridges from the deck using the lifting loops in the cartridge head plate. Rope or a lifting device (available from Contech) should be used. ***Caution: Should a snag occur, do not force the cartridge upward as damage to the tentacles may result. Wet cartridges typically weigh between 100 and 125 lbs.***
3. Replace and secure the cartridge lid on the exposed empty receptacle as a safety precaution. Contech does not recommend exposing more than one empty cartridge receptacle at a time.

5.2 Filter Cartridge Rinsing

1. Remove all 11 tentacles from the cartridge head plate. Take care not to lose or damage the O-ring seal as well as the plastic threaded nut and connector.

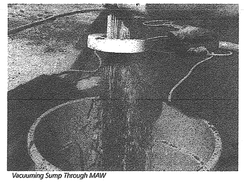


Cartridge Removal & Lifting Device

2. Position tentacles in a container (or over the MAW), with the threaded connector (open end) facing down, so rinse water is flushed through the membrane and captured in the container.
3. Using the Jellyfish rinse tool (available from Contech) or a low-pressure garden hose sprayer, direct water spray onto the tentacle membrane, sweeping from top to bottom along the length of the tentacle. Rinse until all sediment is removed from the membrane. ***Caution: Do not use a high pressure sprayer or focused stream of water on the membrane. Excessive water pressure may damage the membrane.***
4. Collected rinse water is typically removed by vacuum hose.
5. Reassemble cartridges as detailed later in this document. Reuse O-rings and nuts, ensuring proper placement on each tentacle.

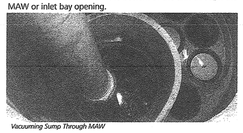
5.3 Sediment and Flotables Extraction

1. Perform vacuum cleaning of the Jellyfish Filter only after filter cartridges have been removed from the system. Access the lower chamber for vacuum cleaning only through the maintenance access wall (MAW) opening. Be careful not to damage the flexible plastic separator skirt that is attached to the underside of the deck on manhole systems. Do not lower the vacuum wand through a cartridge receptacle, as damage to the receptacle will result.
2. Vacuum floatable trash, debris, and oil, from the MAW opening or inlet bay. Alternatively, floatable solids may be removed by a net or skimmer.



Vacuuming Sump Through MAW

3. Pressure wash cartridge deck and receptacles to remove all sediment and debris. Sediment should be rinsed into the sump area. Take care not to flush rinse water into the outlet pipe.
4. Remove water from the sump area. Vacuum or pump equipment should only be introduced through the MAW or inlet bay.
5. Remove the sediment from the bottom of the unit through the MAW or inlet bay opening.



Vacuuming Sump Through MAW

6. For larger diameter Jellyfish Filter manholes (≥8-ft) and some vaults complete sediment removal may be facilitated by removing a cartridge lid from an empty receptacle and inserting a jetting wand (not a vacuum wand) through the receptacle. Use the sprayer to rinse loosened sediment toward the vacuum hose in the MAW opening, being careful not to damage the receptacle.

5.4 Filter Cartridge Reinstallation and Replacement

1. Cartridges should be installed after the deck has been cleaned. It is important that the receptacle surfaces be free from grit and debris.
2. Remove cartridge lid from deck and carefully lower the filter cartridge into the receptacle until head plate gasket is seated squarely in receptacle. ***Caution: Do not force the cartridge downward; damage may occur.***
3. Replace the cartridge lid and check to see that both male threads are properly seated before rotating approximately 1/3 of a full rotation until firmly seated. Use of an approved rim gasket lubricant may facilitate installation. See next page for additional details.
4. If rinsing is ineffective in removing sediment from the tentacles, or if tentacles are damaged, provisions must be made to replace the spent or damaged tentacles with new tentacles. Contact Contech to order replacement tentacles.

5.5 Chemical Spills

Caution: If a chemical spill has been captured, do not attempt maintenance. Immediately contact the local hazard response agency and contact Contech.

5.6 Material Disposal

The accumulated sediment found in stormwater treatment and conveyance systems must be handled and disposed of in accordance with regulatory protocols. It is possible for sediments to contain measurable concentrations of heavy metals and organic chemicals (such as pesticides and petroleum products). Areas with the greatest potential for high pollutant loading include industrial areas and heavily traveled roads. Sediments and water must be disposed of in accordance with all applicable waste disposal regulations. When scheduling maintenance, consideration must be made for the disposal of solid and liquid wastes. This typically requires coordination with a local landfill for solid waste disposal. For liquid waste disposal a number of options are available including a municipal vacuum truck decant facility, local waste water treatment plant or on-site treatment and discharge.

Jellyfish Filter Components & Filter Cartridge Assembly and Installation

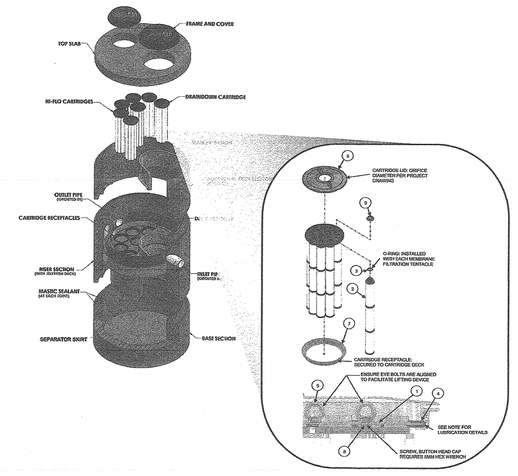


TABLE 1: BOM

ITEM NO.	DESCRIPTION
1	JF HEAD PLATE
2	JF TENTACLE
3	JF O-RING
4	JF HEAD PLATE GASKET
5	JF CARTRIDGE EYELET
6	JF 14IN COVER
7	JF RECEPTACLE
8	BUTTON HEAD CAP SCREW M6X14MM SS
9	JF CARTRIDGE NUT

TABLE 2: APPROVED GASKET LUBRICANTS

PART NO.	MFR	DESCRIPTION
78713	LA-CO	LUBRI-JOINT
40501	HERCULES	DUCK BUTTER
30603	OATEY	PIPE LUBRICANT
PSLUBXL1Q	PROSELECT	PIPE JOINT LUBRICANT

NOTES:

Head Plate Gasket Installation:
Install Head Plate Gasket (Item 4) onto the Head Plate (Item 1) and liberally apply a lubricant from Table 2: Approved Gasket Lubricants onto the gasket where it contacts the Receptacle (Item 7) and Cartridge Lide (ITem 6). Follow Lubricant manufacturer's instructions.

Lid Assembly:
Rotate Cartridge Lid counter-clockwise until both male threads drop down and properly seat. Then rotate Cartridge Lid clock-wise approximately one-third of a full rotation until Cartridge Lid is firmly secured, creating a watertight seal.

NOTES:

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REV.	DATE	DESCRIPTION	BY	CHK.
0	02/25/26	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

DOUBLE MC, LLC
134 PLEASANT STREET PORTSMOUTH, N.H.

TITLE

DETAILS

DATE	SCALE
SEPTEMBER 2025	1"=20'

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