#### AMBIT ENGINEERING, INC. CIVIL ENGINEERS AND LAND SURVEYORS

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

20 September 2021

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

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

Dear Mr. Stith and TAC Members:

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

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

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

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

Site Specifics of Development:

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

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

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

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

Lighting: will be building mounted; subject to future design.

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

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

The following plans are included in our submission:

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

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

Sincerely,

John Chagnon

John R. Chagnon, PE

CC: Mark McNabb, Tracy Kozak, Terrance Parker

#### **AUTHORIZATION**

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

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

Date: September 5, 2021

Mark A. McNabb, Member



# City of Portsmouth, New Hampshire Site Plan Application Checklist

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

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

Name of Applicant: Dagny Taggart, LLC Date Submitted: 20				20 September, 202	<u>21</u>
Application # (in Ci	ty's online permittir	ng):			
Site Address: 93	Pleasant Street	Portsmouth, NH 03	3801	Мар: <u>107</u> L	ot: _74

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

	Site Plan Review Application Required Information					
V	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)	See Submittal				
	Existing and proposed gross floor area and dimensions of all buildings and statement of uses and floor area for each floor. (2.5.3.1C)	Sheet C3	N/A			
	Tax map and lot number, and current zoning of all parcels under Site Plan Review. (2.5.3.1D)	Sheet C1	N/A			

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

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

	Site Plan Specifications – Required Exhibits and Data				
Ø	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested		
	<ul> <li>Existing Conditions: (2.5.4.3A)</li> <li>Surveyed plan of site showing existing natural and built features;</li> <li>Existing building footprints and gross floor area;</li> <li>Existing parking areas and number of parking spaces provided;</li> <li>Zoning district boundaries;</li> <li>Existing, required, and proposed dimensional zoning requirements including building and open space coverage, yards and/or setbacks, and dwelling units per acre;</li> <li>Existing impervious and disturbed areas;</li> <li>Limits and type of existing vegetation;</li> <li>Wetland delineation, wetland function and value assessment (including vernal pools);</li> <li>SFHA, 100-year flood elevation line and BFE data, as required.</li> </ul>	Sheet C1			
	<ul> <li>2. Buildings and Structures: (2.5.4.3B)</li> <li>Plan view: Use, size, dimensions, footings, overhangs, 1st fl. elevation;</li> <li>Elevations: Height, massing, placement, materials, lighting, façade treatments;</li> <li>Total Floor Area;</li> <li>Number of Usable Floors;</li> <li>Gross floor area by floor and use.</li> </ul>	Sheet C3 Architectural Drawings			
	<ul> <li>3. Access and Circulation: (2.5.4.3C)</li> <li>Location/width of access ways within site;</li> <li>Location of curbing, right of ways, edge of pavement and sidewalks;</li> <li>Location, type, size and design of traffic signing (pavement markings);</li> <li>Names/layout of existing abutting streets;</li> <li>Driveway curb cuts for abutting prop. and public roads;</li> <li>If subdivision; Names of all roads, right of way lines and easements noted;</li> <li>AASHTO truck turning templates, description of minimum vehicle allowed being a WB-50 (unless otherwise approved by TAC).</li> </ul>	Sheet C3			
	<ul> <li>4. Parking and Loading: (2.5.4.3D)</li> <li>Location of off street parking/loading areas, landscaped areas/buffers;</li> <li>Parking Calculations (# required and the # provided).</li> </ul>	Sheet C4			
	<ul> <li>5. Water Infrastructure: (2.5.4.3E)</li> <li>Size, type and location of water mains, shut-offs, hydrants &amp; Engineering data;</li> <li>Location of wells and monitoring wells (include protective radii).</li> </ul>	Sheet C5			
	<ul> <li>Sewer Infrastructure: (2.5.4.3F)</li> <li>Size, type and location of sanitary sewage facilities &amp; Engineering data, including any onsite temporary facilities during construction period.</li> </ul>	Sheet C5			

<ul> <li>7. Utilities: (2.5.4.3G)</li> <li>The size, type and location of all above &amp; below ground utilities;</li> <li>Size type and location of generator pads, transformers and other fixtures.</li> </ul>	Sheet C5
8. Solid Waste Facilities: (2.5.4.3H)	
The size, type and location of solid waste facilities.	N/A
<ul> <li>9. Storm water Management: (2.5.4.3I)</li> <li>The location, elevation and layout of all storm-water drainage.</li> <li>The location of onsite snow storage areas and/or proposed off-site snow removal provisions.</li> <li>Location and containment measures for any salt storage facilities</li> <li>Location of proposed temporary and permanent material storage locations and distance from wetlands, water bodies, and stormwater structures.</li> </ul>	Sheet C6
<ul> <li>10. Outdoor Lighting: (2.5.4.3J)</li> <li>Type and placement of all lighting (exterior of building, parking lot and any other areas of the site) and photometric plan.</li> </ul>	TBD
11. Indicate where dark sky friendly lighting measures have been implemented. (10.1)	
<ul> <li>12. Landscaping: (2.5.4.3K)</li> <li>Identify all undisturbed area, existing vegetation and that which is to be retained;</li> <li>Location of any irrigation system and water source.</li> </ul>	Sheet C3 Landscape Plans
<ul> <li>13. Contours and Elevation: (2.5.4.3L)</li> <li>Existing/Proposed contours (2 foot minimum) and finished grade elevations.</li> </ul>	Sheet C6
<ul> <li>14. Open Space: (2.5.4.3M)</li> <li>Type, extent and location of all existing/proposed open space.</li> </ul>	Sheet C3
15. All easements, deed restrictions and non-public rights of ways. (2.5.4.3N)	TBD Electrical Easement
<ul> <li>16. Character/Civic District (All following information shall be included): (2.5.4.3P)</li> <li>Applicable Building Height (10.5A21.20 &amp; 10.5A43.30);</li> <li>Applicable Special Requirements (10.5A21.30);</li> <li>Proposed building form/type (10.5A43);</li> <li>Proposed community space (10.5A46).</li> </ul>	Sheet C3
<ul> <li>17. Special Flood Hazard Areas (2.5.4.3Q)</li> <li>The proposed development is consistent with the need to minimize flood damage;</li> <li>All public utilities and facilities are located and construction to minimize or eliminate flood damage;</li> <li>Adequate drainage is provided so as to reduce exposure to flood hazards.</li> </ul>	N/A

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

	Final Site Plan Approval Required Information				
Ø	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)	-N/A -Included w/ Site Plan -N/A -TBD -TBD Electrical Easement -During Construction			
	<ul> <li>Exhibits, data, reports or studies that may have been required as part of the approval process, including but not limited to: <ul> <li>Calculations relating to stormwater runoff;</li> <li>Information on composition and quantity of water demand and wastewater generated;</li> <li>Information on air, water or land pollutants to be discharged, including standards, quantity, treatment and/or controls;</li> <li>Estimates of traffic generation and counts pre- and post-construction;</li> <li>Estimates of noise generation;</li> <li>A Stormwater Management and Erosion Control Plan;</li> <li>Endangered species and archaeological / historical studies;</li> <li>Wetland and water body (coastal and inland) delineations;</li> <li>Environmental impact studies.</li> </ul> </li> <li>(2.5.3.2B)</li> </ul>	Sheet C6			
	A document from each of the required private utility service providers indicating approval of the proposed site plan and indicating an ability to provide all required private utilities to the site.  (2.5.3.2D)	Sheet C3			

	Final Site Plan Approval Required Infor	mation	
$\overline{\mathbf{Q}}$	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)	Sheet C3	N/A
	For site plans that involve land designated as "Special Flood Hazard Areas" (SFHA) by the National Flood Insurance Program (NFIP) confirmation that all necessary permits have been received from those governmental agencies from which approval is required by Federal or State law, including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334. (2.5.4.2F)	N/A	
	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)	Sheet C3	N/A

Applicant's Signature: _	John Chagnon	Date: 9-20-21	
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### **Construction Cost Estimate**

### **Ambit Engineering**

Date: September 20, 2021

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

Location: 93 Pleasant Street, Portsmouth, NH

Scope: Site Cost Estimate

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

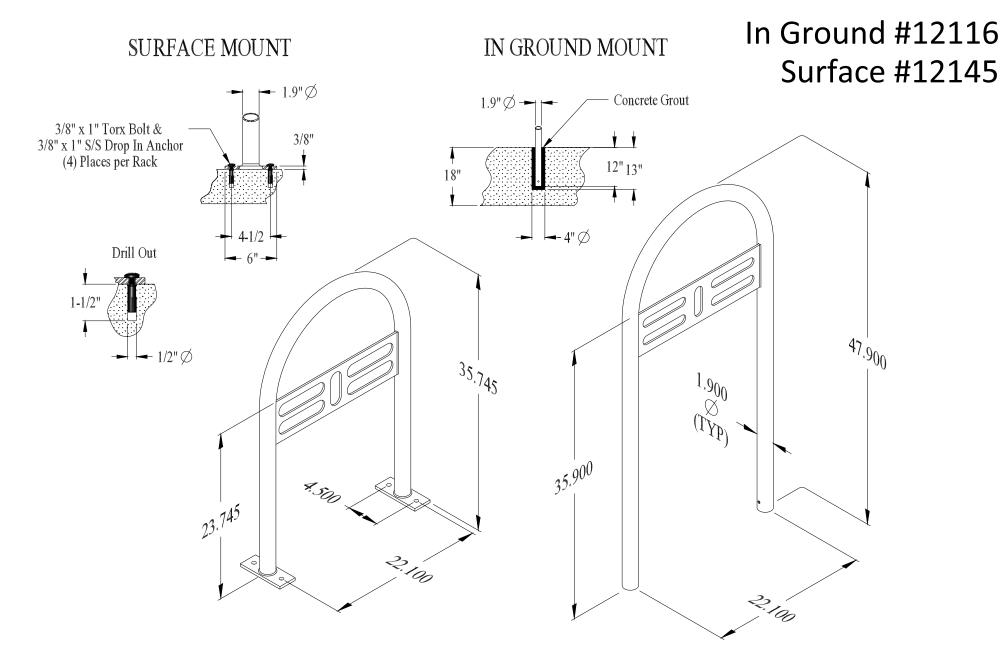
Note: This is an estimate of construction costs based upon various sources

In Ground #12116 Surface #12145



Modern {Beltway} Racks
Surface Mount / In Ground Mount





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





#### 93 Pleasant Street

Treadwell House

Site Plan Review 09-16-2021

#### **Green Building Statement**

#### WATER

Protect water quality – Eliminate existing surface parking lot.

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

#### **ENERGY**

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

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

Commission energy using systems. LED lighting throughout.

Building Performance -- Use industry tools to annually monitor and benchmark buildings.

Train staff on proper building operation with comprehensive Facilities Staff Training and Systems Manuals.

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

#### MATERIALS & RESOURCES

Minimize waste (during construction and operation)

Use regional, renewable, low carbon footprint materials

#### INDOOR ENVIRONMENTAL QUALITY

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

Provide multiple zones of heating and cooling in each apartment.

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

Views / connection to outdoors -- Provide views to outdoors for every regularly occupied space.

Daylighting -- Achieve Daylight Factor of 2% minimum for every regularly occupied space.

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



#### TECHNICAL MEMORANDUM

**REF:** NEX-2021091.00

DATE: September 20, 2021

TO: Mr. Mark A. McNabb Dagny Taggart, LLC.

30 Penhallow Street, Suite 300E Portsmouth, New Hampshire 03801

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

Mr. Douglas S. Halpert, P.E., Project Engineer

RE: Traffic Impact Assessment

93 Pleasant Street - Portsmouth, New Hampshire

#### INTRODUCTION

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

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

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





#### **EXISTING CONDITIONS**

#### **Court Street**

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

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

#### **Court Street / Pleasant Street**

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

#### **Court Street / Washington Street**

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

#### **PUBLIC TRANSPORTATION**

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

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



93 Pleasant Street - Portsmouth, New Hampshire

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

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

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

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

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

#### COLLISIONS

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

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

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



**TABLE 1**Collision Summary

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

Source: NHDOT (2015-2017).

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

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

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

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

#### **Sight Distance**

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

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

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

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

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

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



TABLE 2
Sight Distance Summary

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

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

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



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

#### TRIP GENERATION

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

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

**TABLE 3 – Trip Generation Summary** 

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

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

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

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



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

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

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

#### **PARKING**

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

#### **Zoning Regulations**

#### Office Parking

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

#### **Residential Parking**

Section 10.1112.311 of the City of Portsmouth Zoning Ordinance requires:

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

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

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

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

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

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

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



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

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

#### **Bicycle Parking**

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

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

#### **ITE Parking Demand Rates**

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

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

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

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



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

#### **CONCLUSIONS**

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



93 Pleasant Street - Portsmouth, New Hampshire

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

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

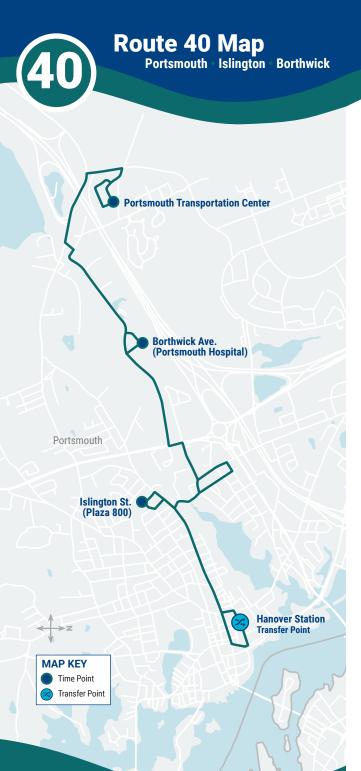
Based on the findings above, the proposed office and residential redevelopment can be safely and efficiently accommodated along the existing roadway network. No additional project-specific mitigation is warranted based on the incremental impacts of the Project.

93 Pleasant Street - Portsmouth, New Hampshire

## - APPENDIX

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

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#### **COAST BUS FARES**

#### **Base Cash Fare**

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

\$ 0.75 Half-Fare

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



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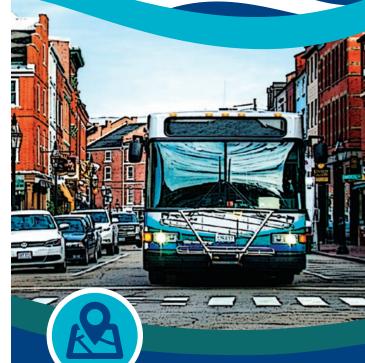
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Portsmouth | Islington | Borthwick





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

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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.

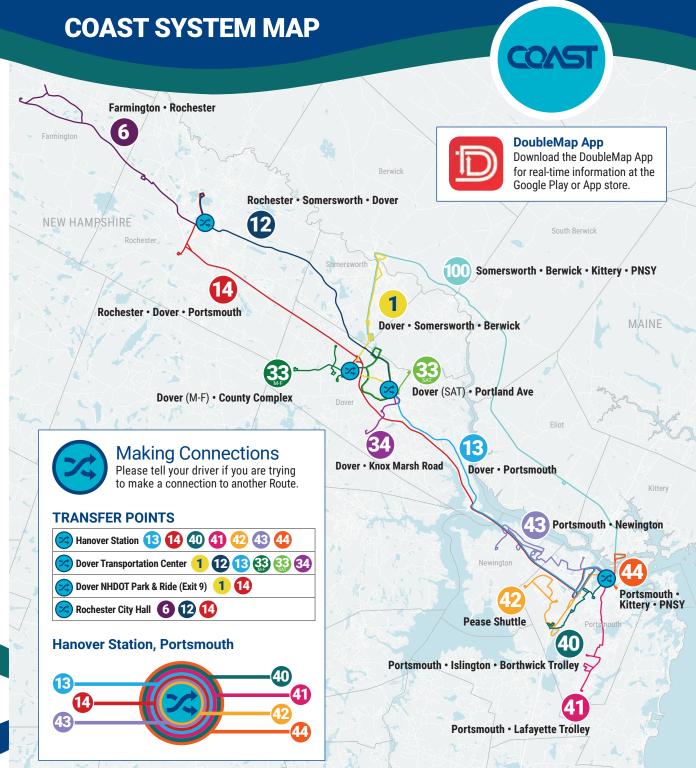
OUTBOUND (M-Sat)	Service On Every Hour			
Hanover Station - Portsmouth Transportation Center	First Bus	Minutes Past Hour	Last Bus	
Hanover Station	6:00am	:00*	7:00pm	
• Islington St. (Plaza 800)	6:07am	:07*	7:07pm	
Borthwick Ave. (Ports. Hospital)	6:15am	:15*	7:15pm	
Portsmouth Transportation Center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

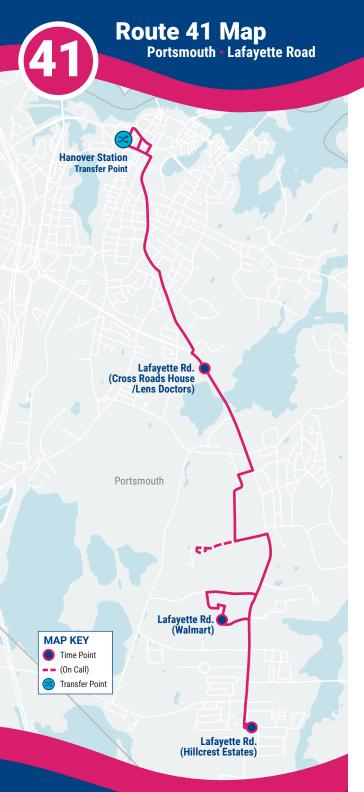
\*No Service during the hour of 3pm.

INBOUND (M-Sat)	O (M-Sat) Service On Every Hour			
Portsmouth Transportation Center- Hanover Station	First Minutes Last Bus Past Hour 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* 7:4		7:47pm	

\*No Service during the hour of 3pm.











#### **COAST BUS FARES**

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- Martin Luther King Jr./ Civil Rights Day
- Thanksgiving Day
- Memorial Day
- · Christmas Eve Day
- ivicinonal Day
- · Christmas Day
- · Independence Day



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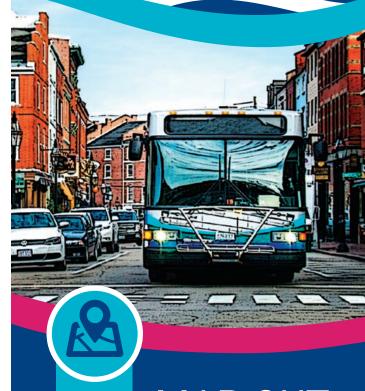
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## Bus Schedule & Map (41)



Portsmouth • Lafayette Road





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## **COAST SYSTEM MAP**

## **OUTBOUND • INBOUND** Route 41 Portsmouth · Lafayette Road

#### **How to Read the Schedule**

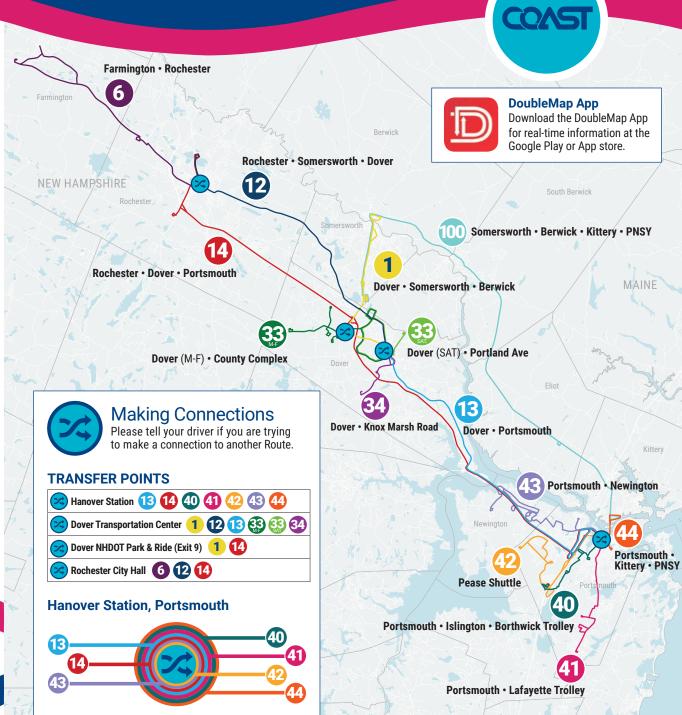
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The times shown represent the number of minutes after the hour that the bus will depart from that stop. Last stop times are arrivals. Any exceptions will be noted.

OUTBOUND (M-Sat)	Service On Every Hour			
Hanover Station - Lafayette Rd. (Hillcrest Estates)	First Bus	Last Bus		
<ul><li>Hanover Station</li></ul>	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 Minutes Las Bus Past Hour Bus			
• Lafayette Rd. (Hillcrest Estates)	6:30am	:30	8:30pm	
• Lafayette Rd. (Lens Doctors)	6:39am	:39	8:39pm	
<ul><li>Hanover Station</li></ul>	6:49am	:49	8:49pm	









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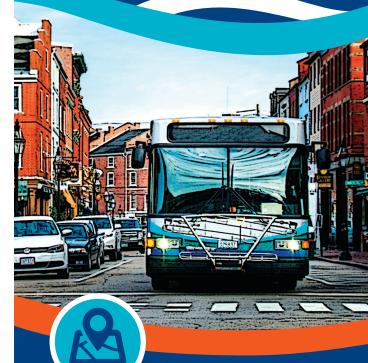
## Bus Schedule & Map (44)





Portsmouth • Kittery • PNSY





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## **COAST SYSTEM MAP**

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

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

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

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

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





Route 4A	Weekday
<b>UNH/Durh</b>	am to Malls & Portsmouth
Market Squ	uare

Monday - Friday

**Portsmouth 4A** 

	AMEXPIESS	am tripless			
Stop ID # & Location	antxy	am Ext			
Outbound	Run 1	Run 2	Run 3	Run 4	Run 5
101 DEPART UNH McCONNELL HALL	6:35 AM	7:30 AM	12:05 PM	2:05 PM	6:05 PM
102 DEPART UNH KINGSBURY HALL	6:37 AM	7:32 AM	12:07 PM	2:07 PM	6:07 PM
103 DEPART UNH HEWITT HALL	6:37 AM	7:32 AM	12:07 PM	2:07 PM	6:07 PM
104 DEPART MAIN STREET @ UNH THOMPSON HALL	6:40 AM	7:35 AM	12:10 PM	2:10 PM	6:10 PM
106 DEPART MAIN STREET @ UNH HETZEL HALL	6:42 AM	7:37 AM	12:12 PM	2:12 PM	6:12 PM
107 Rte 108 @ Old Landing Road	6:44 AM	7:39 AM	12:14 PM	2:14 PM	6:14 PM
109 Rte 108 @ Old Piscataqua Road	6:44 AM	7:39 AM	12:14 PM	2:14 PM	6:14 PM
121 Rte 4 @ 68 Piscataqua Road	Depending on	traffic. stops	12:15 PM	2:15 PM	6:15 PM
122 Rte 4 @ Riverview Road	on Route 4 r	-	12:16 PM	2:16 PM	6:16 PM
192 Rte 4 @ 116 Piscataqua Rd	serviced outbo	-	12:16 PM	2:16 PM	6:16 PM
123 Rte 4 @ Wagon Hill Farm	am. Please c	all 603-862-	12:17 PM	2:17 PM	6:17 PM
124 Rte 4 @ Cedar Point Road	2328 for daily	information.	12:18 PM	2:18 PM	6:18 PM
201 Boston Harbor Road @ DMV	On Reque	st Only		On Request O	nly
604 Newington Wal-Mart	Not Serviced or	These Runs	12:26 PM	2:26 PM	6:26 PM
603 Fox Run Mall (to Portsmouth)	<b>Not Serviced or</b>	These Runs	12:28 PM	2:28 PM	6:28 PM
601 Crossings at Fox Run @ Cold Stone Creamery	<b>Not Serviced or</b>	These Runs	12:31 PM	2:31 PM	6:31 PM
302 Gosling Rd @ Gosling Meadows	<b>Not Serviced or</b>	These Runs	12:33 PM	2:33 PM	6:33 PM
314 1840 Woodbury Ave	6:56 AM	7:51 AM	12:34 PM	2:34 PM	6:34 PM
312 Marshall's Plaza @ Commerce Way	6:58 AM	7:53 AM	12:37 PM	2:37 PM	6:37 PM
336 170 Commerce Way	6:59 AM	7:54 AM	12:38 PM	2:38 PM	6:38 PM
338 Commerce Way / Portsmouth Blvd	7:00 AM	7:55 AM	12:38 PM	2:38 PM	6:38 PM
316 Maplewood Ave @ Fairview Drive	7:03 AM	7:58 AM	12:42 PM	2:42 PM	6:42 PM
317 Maplewood Ave @ I-95 Overpass	7:05 AM	8:00 AM	12:44 PM	2:44 PM	6:44 PM
318 Maplewood Ave @ Dearborn Street	7:06 AM	8:01 AM	12:45 PM	2:45 PM	6:45 PM
319 Maplewood Ave @ North Cemetery	7:07 AM	8:02 AM	12:46 PM	2:46 PM	6:46 PM
303 Hanover Street @ High-Hanover Parking Facility	7:09 AM	8:04 AM	12:48 PM	2:48 PM	6:48 PM
311 Arrive Market Square	7:11 AM	8:06 AM	12:50 PM	2:50 PM	6:50 PM
Inbound	1				
311 Depart Market Square	7:11 AM	8:06 AM	12:50 PM	2:50 PM	6:50 PM
310 Islington Street @ Tanner Street	7:13 AM	8:08 AM	12:51 PM	2:51 PM	6:51 PM
308 Islington Street @ Cornwall Street	7:14 AM	8:09 AM	12:52 PM	2:52 PM	6:52 PM
307 Islington Street @ Dunkin Donuts	7:15 AM	8:10 AM	12:54 PM	2:54 PM	6:54 PM
305 Plaza 800	7:17 AM	8:12 AM	12:55 PM	2:55 PM	6:55 PM
320 Bartlett Street @ Meredith Way	7:20 AM	8:15 AM	12:58 PM	2:58 PM	6:58 PM
321 Dennett Street @ Woodbury Ave	7:21 AM	8:16 AM	12:59 PM	2:59 PM	6:59 PM
602 Crossings at Fox Run @ Regal Cinemas	7:28 AM	8:23 AM	1:06 PM	3:06 PM	7:06 PM
606 Fox Run Mall (to UNH)	7:32 AM	8:27 AM	1:10 PM	3:10 PM	7:10 PM
605 Fox Run Rd @ Wal-Mart	Not Serviced or		1:12 PM	3:12 PM	7:12 PM
607 2299 Wodbury Ave	7:32 AM 7:38 AM	8:27 AM 8:33 AM	1:13 PM 1:19 PM	3:13 PM 3:19 PM	7:13 PM 7:19 PM
125 Rte 4 @ Scammel Bridge (West Side)					
126 Rte 4 @ Emery Farm 193 Rte 4 @ Morgan Way	7:39 AM 7:40 AM	8:34 AM 8:35 AM	1:21 PM 1:21 PM	3:21 PM 3:21 PM	7:21 PM 7:21 PM
127 Rte 4 @ Shearwater Street	7:40 AM	8:35 AM	1:22 PM	3:22 PM	7:21 PM 7:22 PM
120 Rte 4 @ 65 Piscataqua Road	7:40 AM	8:35 AM	1:22 PM	3:22 PM	7:22 PM
119 Rte 108 @ The Pines Inn (#47)	7:40 AIVI 7:43 AM	8:38 AM	1:25 PM	3:25 PM	7:25 PM
108 Rte 108 @ Young Drive	7:44 AM	8:39 AM	1:25 PM	3:25 PM	7:25 PM
117 Madbury Road @ Woodman Road	7:44 AIVI 7:46 AM	8:41 AM	1:28 PM	3:28 PM	7:28 PM
116 ARRIVE Garrison Ave @ Sawyer Hall	7:48 AM	8:43 AM	1:30 PM	3:29 PM	7:29 PM
105 ARRIVE Holloway Commons Main Street	7:49 AM	8:44 AM	1:31 PM	3:31 PM	7:31 PM
1001 ARRIVE UNH McConnell Hall	7:51 AM	8:46 AM	1:33 PM	3:33 PM	7:33 PM

Ro	oute 4A WEEKEND	Portsmo	outh 4A
UN	IH/Durham to Malls & Portsmouth	S	aturday
	arket Square		Sunday
	<u> </u>		Sunua
	p ID # & Location		
	tbound	Run 1	Run 2
	DEPART UNH McCONNELL HALL	12:05 PM	6:35 PM
102	DEPART UNH KINGSBURY HALL	12:07 PM	6:37 PM
	DEPART UNH HEWITT HALL	12:07 PM	6:37 PM
	DEPART MAIN STREET @ UNH THOMPSON HALL	12:10 PM	6:40 PM
	DEPART MAIN STREET @ UNH HETZEL HALL  Dto 10% @ Old Landing Bood	12:12 PM	6:42 PM
107 109	Rte 108 @ Old Discatogue Bood	12:14 PM 12:14 PM	6:44 PM
	Rte 108 @ Old Piscataqua Road	12:14 PM	6:44 PM 6:45 PM
121	Rte 4 @ 68 Piscataqua Road Rte 4 @ Riverview Road	12:16 PM	6:46 PM
192	Rte 4 @ 116 Piscataqua Rd	12:16 PM	6:46 PM
123	Rte 4 @ Wagon Hill Farm	12:17 PM	6:47 PM
123 124	Rte 4 @ Cedar Point Road	12:17 PM	6:48 PM
201	Boston Harbor Road @ DMV		est Only
604	Newington Wal-Mart	12:26 PM	6:56 PM
	Fox Run Mall (to Portsmouth)	12:28 PM	6:58 PM
601	Crossings at Fox Run @ Cold Stone Creamery	12:31 PM	7:01 PM
302	Gosling Rd @ Gosling Meadows	12:33 PM	7:03 PM
314	1840 Woodbury Ave	12:34 PM	7:04 PM
312	Marshall's Plaza @ Commerce Way	12:37 PM	7:07 PM
336	170 Commerce Way	12:38 PM	7:08 PM
338	Commerce Way / Portsmouth Blvd	12:38 PM	7:08 PM
316	Maplewood Ave @ Fairview Drive	12:42 PM	7:12 PM
317	Maplewood Ave @ I-95 Overpass	12:44 PM	7:14 PM
318	Maplewood Ave @ Dearborn Street	12:45 PM	7:15 PM
319	Maplewood Ave @ North Cemetery	12:46 PM	7:16 PM
303	Hanover Street @ High-Hanover Parking Facility	12:48 PM	7:18 PM
311	Arrive Market Square	12:50 PM	7:20 PM
Inbo	pund		
311	Depart Market Square	12:50 PM	7:20 PM
310	Islington Street @ Tanner Street	12:51 PM	7:21 PM
308	Islington Street @ Cornwall Street	12:52 PM	7:22 PM
307	Islington Street @ Dunkin Donuts	12:54 PM	7:24 PM
305	Plaza 800	12:55 PM	7:25 PM
320	Bartlett Street @ Meredith Way	12:58 PM	7:28 PM
321	Dennett Street @ Woodbury Ave	12:59 PM	7:29 PM
602	Crossings at Fox Run @ Regal Cinemas	1:06 PM	7:36 PM
606	Fox Run Mall (to UNH)	1:10 PM	7:40 PM
605	Fox Run Rd @ Wal-Mart	1:12 PM	7:42 PM
	2299 Woodbury Ave	1:12 PM	7:42 PM
	Rte 4 @ Scammel Bridge (West Side)	1:18 PM	7:48 PM
126	Rte 4 @ Emery Farm	1:20 PM	7:50 PM
193	Rte 4 @ Morgan Way	1:20 PM	7:50 PM
	Rte 4 @ Shearwater Street	1:21 PM	7:51 PM
	Rte 4 @ 65 Piscataqua Road	1:22 PM	7:52 PM
127 120		1:25 PM	7:55 PM
120 119	Rte 108 @ The Pines Inn (#47)		
120 119 108	Rte 108 @ Young Drive	1:25 PM	7:55 PM
120 119 108 117	Rte 108 @ Young Drive Madbury Road @ Woodman Road	1:25 PM 1:27 PM	7:57 PM
120 119 108 117 <b>116</b>	Rte 108 @ Young Drive	1:25 PM	

## **Reduced Service**

	Ports Reduced	mouth Service
UNH/Durham to Malls & Portsmouth Market	1130.0.333	
		Monday
Square		Friday
Stop ID # & Location	AM Express	
Outbound	Run 1	Run 2
101 DEPART UNH McCONNELL HALL	6:35 AM	1:05 PM
102 DEPART UNH KINGSBURY HALL	6:37 AM	1:07 PM
103 DEPART UNH HEWITT HALL	6:37 AM	1:07 PM
104 DEPART MAIN ST @ UNH THOMPSON HALL	6:40 AM	1:10 PM
106 DEPART MAIN STREET @ UNH HETZEL HALL	6:42 AM	1:12 PM
107 Rte 108 @ Old Landing Road	6:44 AM	1:14 PM
109 Rte 108 @ Old Piscataqua Road	6:44 AM	1:14 PM
121 Rte 4 @ 68 Piscataqua Road	These stops may	1:15 PM
122 Rte 4 @ Riverview Road	not be serviced to avoid heavy	1:16 PM
192 Rte 4 @ 116 Piscataqua Rd	traffic. Call 862-	1:16 PM
123 Rte 4 @ Wagon Hill Farm	2328 for information.	1:17 PM
124 Rte 4 @ Cedar Point Road	On Danie	1:18 PM
201 Boston Harbor Road @ DMV	On Reque	,
604 Newington Wal-Mart 603 Fox Run Mall (to Portsmouth)	Stops Not	1:26 PM 1:28 PM
601 Crossings at Fox Run @ Cold Stone Creamery	Serviced on This	1:31 PM
302 Gosling Rd @ Gosling Meadows	Run	1:33 PM
314 1840 Woodbury Ave	6:56 AM	1:34 PM
312 Marshall's Plaza @ Commerce Way	6:58 AM	1:37 PM
336 170 Commerce Way	6:59 AM	1:38 PM
338 Commerce Way / Portsmouth Blvd	7:00 AM	1:38 PM
316 Maplewood Ave @ Fairview Drive	7:03 AM	1:42 PM
317 Maplewood Ave @ I-95 Overpass	7:05 AM	1:44 PM
318 Maplewood Ave @ Dearborn Street	7:06 AM	1:45 PM
319 Maplewood Ave @ North Cemetery	7:07 AM	1:46 PM
303 Hanover Street @ High-Hanover Parking Facility	7:09 AM	1:47 PM
311 Arrive Market Square	7:11 AM	1:49 PM
Inbound		
311 Depart Market Square	7:11 AM	1:49 PM
310 Islington Street @ Tanner Street	7:12 AM	1:51 PM
308 Islington Street @ Cornwall Street	7:13 AM	1:52 PM
		1:53 PM
	7:15 AM	1.33 F IVI
307 Islington Street @ Dunkin Donuts	7:15 AM 7:16 AM	1:55 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800		
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave	7:16 AM	1:55 PM 1:58 PM 1:59 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas	7:16 AM 7:19 AM	1:55 PM 1:58 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH)	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM Not Serviced	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM 2:12 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart 607 2299 Wodbury Ave	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM Not Serviced 7:33 AM	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM 2:12 PM 2:12 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart 607 2299 Wodbury Ave 125 Rte 4 @ Scammel Bridge (West Side)	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM Not Serviced 7:33 AM 7:37 AM	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM 2:12 PM 2:12 PM 2:19 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart 607 2299 Wodbury Ave 125 Rte 4 @ Scammel Bridge (West Side) 126 Rte 4 @ Emery Farm	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM Not Serviced 7:33 AM 7:37 AM 7:39 AM	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM 2:12 PM 2:12 PM 2:19 PM 2:20 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart 607 2299 Wodbury Ave 125 Rte 4 @ Scammel Bridge (West Side) 126 Rte 4 @ Emery Farm 193 Rte 4 @ Morgan Way	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM Not Serviced 7:33 AM 7:37 AM 7:39 AM 7:40 AM	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM 2:12 PM 2:12 PM 2:19 PM 2:20 PM 2:21 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart 607 2299 Wodbury Ave 125 Rte 4 @ Scammel Bridge (West Side) 126 Rte 4 @ Emery Farm 193 Rte 4 @ Morgan Way 127 Rte 4 @ Shearwater Street	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM Not Serviced 7:33 AM 7:37 AM 7:39 AM 7:40 AM 7:40 AM	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM 2:12 PM 2:12 PM 2:19 PM 2:20 PM 2:21 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart 607 2299 Wodbury Ave 125 Rte 4 @ Scammel Bridge (West Side) 126 Rte 4 @ Emery Farm 193 Rte 4 @ Morgan Way 127 Rte 4 @ Shearwater Street 120 Rte 4 @ 65 Piscataqua Road	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM Not Serviced 7:33 AM 7:37 AM 7:39 AM 7:40 AM 7:40 AM 7:40 AM	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM 2:12 PM 2:12 PM 2:19 PM 2:20 PM 2:21 PM 2:21 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart 607 2299 Wodbury Ave 125 Rte 4 @ Scammel Bridge (West Side) 126 Rte 4 @ Emery Farm 193 Rte 4 @ Morgan Way 127 Rte 4 @ Shearwater Street 120 Rte 4 @ 65 Piscataqua Road 119 Rte 108 @ The Pines Inn (#47)	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM Not Serviced 7:33 AM 7:37 AM 7:39 AM 7:40 AM 7:40 AM 7:40 AM 7:40 AM 7:43 AM	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM 2:12 PM 2:12 PM 2:12 PM 2:21 PM 2:21 PM 2:21 PM 2:21 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart 607 2299 Wodbury Ave 125 Rte 4 @ Scammel Bridge (West Side) 126 Rte 4 @ Emery Farm 193 Rte 4 @ Morgan Way 127 Rte 4 @ Shearwater Street 120 Rte 4 @ 65 Piscataqua Road 119 Rte 108 @ The Pines Inn (#47) 108 Rte 108 @ Young Drive	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM Not Serviced 7:33 AM 7:37 AM 7:39 AM 7:40 AM 7:40 AM 7:40 AM 7:43 AM 7:43 AM	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM 2:12 PM 2:12 PM 2:19 PM 2:20 PM 2:21 PM 2:21 PM 2:21 PM 2:21 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart 607 2299 Wodbury Ave 125 Rte 4 @ Scammel Bridge (West Side) 126 Rte 4 @ Emery Farm 193 Rte 4 @ Morgan Way 127 Rte 4 @ Shearwater Street 120 Rte 4 @ 65 Piscataqua Road 119 Rte 108 @ The Pines Inn (#47) 108 Rte 108 @ Young Drive 117 Madbury Road @ Woodman Road	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM Not Serviced 7:33 AM 7:37 AM 7:39 AM 7:40 AM 7:40 AM 7:40 AM 7:43 AM 7:43 AM 7:46 AM	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM 2:12 PM 2:12 PM 2:12 PM 2:21 PM 2:21 PM 2:21 PM 2:21 PM 2:21 PM 2:24 PM 2:25 PM
307 Islington Street @ Dunkin Donuts 305 Plaza 800 320 Bartlett Street @ Meredith Way 321 Dennett Street @ Woodbury Ave 602 Crossings at Fox Run @ Regal Cinemas 606 Fox Run Mall (to UNH) 605 Fox Run Rd @ Wal-Mart 607 2299 Wodbury Ave 125 Rte 4 @ Scammel Bridge (West Side) 126 Rte 4 @ Emery Farm 193 Rte 4 @ Morgan Way 127 Rte 4 @ Shearwater Street 120 Rte 4 @ 65 Piscataqua Road 119 Rte 108 @ The Pines Inn (#47) 108 Rte 108 @ Young Drive	7:16 AM 7:19 AM 7:20 AM 7:27 AM 7:31 AM Not Serviced 7:33 AM 7:37 AM 7:39 AM 7:40 AM 7:40 AM 7:40 AM 7:43 AM 7:43 AM	1:55 PM 1:58 PM 1:59 PM 2:06 PM 2:10 PM 2:12 PM 2:12 PM 2:19 PM 2:20 PM 2:21 PM 2:21 PM 2:21 PM 2:21 PM

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

# Route 4B Weekday UNH/Durham to Malls &

#### **Portsmouth 4B**

# Portsmouth Market Square

#### **Monday - Friday**

			monday	•
_	DID#&Location	D.v. 4	D 2	D 2
	DEPART UNH McCONNELL HALL	Run 1 10:35 AM	Run 2 4:35 PM	Run 3 7:05 PM
	DEPART UNH KINGSBURY HALL DEPART UNH HEWITT HALL	10:37 AM 10:37 AM	4:37 PM 4:37 PM	7:07 PM 7:07 PM
	DEPART MAIN STREET @ UNH THOMPSON HALL	10:40 AM	4:40 PM	7:10 PM
	DEPART MAIN STREET @ UNH HETZEL HALL	10:42 AM	4:42 PM	7:12 PM
107 109	Rte 108 @ Old Landing Road	10:44 AM	4:44 PM	7:14 PM
121	Rte 108 @ Old Piscataqua Road	10:44 AM	4:44 PM	7:14 PM 7:15 PM
	Rte 4 @ 68 Piscataqua Road	10:45 AM 10:46 AM	4:45 PM 4:46 PM	7:15 PM
122	Rte 4 @ Riverview Road	10:46 AM		
192 123	Rte 4 @ 116 Piscataqua Rd		4:46 PM 4:47 PM	7:16 PM 7:17 PM
	Rte 4 @ Wagon Hill Farm	10:47 AM 10:48 AM	4:47 PIVI 4:48 PM	7:17 PM 7:18 PM
124	Rte 4 @ Cedar Point Road	10:48 AIVI	4:48 PIVI	7.18 PIVI
201	Boston Harbor Road @ DMV	10.56 414	4.EC DN4	7.26 DM
604	Newington Wal-Mart	10:56 AM	4:56 PM	7:26 PM
603	Fox Run Mall (To Portsmouth)  Crossings at Fox Run @ Cold Stone Crosmony	10:58 AM	4:58 PM	7:28 PM
601	Crossings at Fox Run @ Cold Stone Creamery	11:01 AM	5:01 PM	7:31 PM
322	676 Dennett Street	11:08 AM	5:08 PM	7:38 PM
323	Bartlett Street @ Thornton Street	11:09 AM	5:09 PM	7:39 PM
305	Plaza 800	11:12 AM	5:12 PM	7:42 PM
306	Islington Street @ Cass Street	11:14 AM	5:14 PM	7:44 PM
	Islington Street @ Goodwin Park	11:15 AM	5:15 PM	7:45 PM
309	Islington Street @ Keefe House	11:16 AM	5:16 PM	7:46 PM
303	Hanover Street @ High-Hanover Parking Facility	11:18 AM	5:18 PM	7:48 PM
	Arrive Market Square	11:20 AM	5:20 PM	7:50 PM
Inbo		44 20 414	5 30 DN4	7 50 004
	Depart Market Square	11:20 AM	5:20 PM	7:50 PM
324	Maplewood Ave @ Vaughan Street	11:22 AM	5:22 PM	7:52 PM
325	Maplewood Ave @ Jackson Hill St	11:23 AM	5:23 PM	7:53 PM
326	651 Maplewood Ave (Odd Fellow's Lodge)	11:24 AM	5:24 PM	7:54 PM
327	Maplewood Ave @ Heritage Hill	11:25 AM	5:25 PM	7:55 PM
333	Portsmouth Blvd @ Shearwater Drive	11:30 AM	5:30 PM	8:00 PM
	215 Commerce Way	11:30 AM	5:30 PM	8:00 PM
335	175 Commerce Way	11:31 AM	5:31 PM	8:01 PM
339	Commerce Way @ Marshall's Plaza	11:32 AM	5:32 PM	8:02 PM
313	1855 Woodbury Ave @ Starbucks	11:33 AM	5:33 PM	8:03 PM
301 602	Gosling Road @ Winsor Road  Crossings at Fox Run @ Rogal Cinomas	11:35 AM 11:37 AM	5:35 PM	8:05 PM
602	Crossings at Fox Run @ Regal Cinemas		5:37 PM	8:07 PM 8:10 PM
606	Fox Run Mall (to UNH)	11:40 AM	5:40 PM	
605	Fox Run Rd @ Wal-Mart	11:42 AM	5:42 PM	8:12 PM
607 125	2299 Woodbury Ave	11:43 AM	5:43 PM	8:13 PM
125	Rte 4 @ Scammel Bridge (West Side)	11:51 AM	5:51 PM	8:21 PM
126	Rte 4 @ Emery Farm	11:52 AM	5:53 PM	8:23 PM
193	Rte 4 @ Morgan Way	11:53 AM	5:53 PM	8:23 PM
	Rte 4 @ Shearwater Street	11:53 AM	5:54 PM	8:24 PM
110	Rte 4 @ 65 Piscataqua Road	11:54 AM	5:54 PM	8:24 PM
119 108	Rte 108 @ The Pines Inn (#47)  Rte 108 @ Young Drive	11:57 AM 11:57 AM	5:57 PM 5:58 PM	8:27 PM 8:28 PM
117	Madbury Road @ Woodman Road  ARRIVE Garrison Ave @ Sawyer Hall	11:59 AM <b>12:01 PM</b>	6:00 PM <b>6:01 PM</b>	8:30 PM <b>8:31 PM</b>
	ARRIVE Garrison Ave @ Sawyer Haii  ARRIVE Holloway Commons Main Street	12:01 PM 12:02 PM	6:01 PM 6:02 PM	8:31 PM 8:32 PM
	ARRIVE Holloway Commons Main Street  ARRIVE UNH McConnell Hall	12:02 PM	6:02 PM	8:34 PM
1001	These times are approximate. Please be at the bus st			
	These times are approximate. Please be at the bus st	op 3 minutes b	crore the sched	alea tillle.

Route 4B WEEKEND Ports	smouth 4B Saturday
UNH / Durham to Malls & Portsmouth	Sunda
Market Square	Sullua
Stop ID # & Location  Outbound	Run 1
L01 DEPART UNH McCONNELL HALL	3:35 PM
.02 DEPART UNH KINGSBURY HALL	3:37 PM
.03 DEPART UNH HEWITT HALL	3:37 PM
104 DEPART MAIN STREET @ UNH THOMPSON HALL	3:40 PM
106 DEPART MAIN STREET @ UNH HETZEL HALL	3:42 PM
LO7 Rte 108 @ Old Landing Road	3:44 PM
LO9 Rte 108 @ Old Piscataqua Road	3:44 PM
121 Rte 4 @ 68 Piscataqua Road	3:45 PM
122 Rte 4 @ Riverview Road	3:46 PM
192 Rte 4 @ 116 Piscataqua Rd	3:46 PM
123 Rte 4 @ Wagon Hill Farm	3:47 PM
124 Rte 4 @ Cedar Point Road	3:48 PM
201 Boston Harbor Road @ DMV	
504 Newington Wal-Mart	3:56 PM
503 Fox Run Mall (To Portsmouth)	3:58 PM
601 Crossings at Fox Run @ Cold Stone Creamery	4:01 PM
322 676 Dennett Street	4:08 PM
323 Bartlett Street @ Thornton Street	4:09 PM
305 Plaza 800	4:12 PM
306 Islington Street @ Cass Street	4:14 PM
304 Islington Street @ Goodwin Park	4:15 PM
309 Islington Street @ Keefe House	4:16 PM
Facility	4:18 PM
311 Arrive Market Square	4:20 PM
nbound	
311 Depart Market Square	4:20 PM
324 Maplewood Ave @ Vaughan Street	4:22 PM
325 Maplewood Ave @ Jackson Hill St	4:23 PM
326 651 Maplewood Ave (Odd Fellow's Lodge)	4:24 PM
327 Maplewood Ave @ Heritage Hill	4:25 PM
333 Portsmouth Blvd @ Shearwater Drive	4:30 PM
334 215 Commerce Way	4:30 PM
335 175 Commerce Way	4:31 PM
339 Commerce Way @ Marshall's Plaza	4:32 PM
313 1855 Woodbury Ave @ Starbucks	4:33 PM
301 Gosling Road @ Winsor Road	4:35 PM
502 Crossings at Fox Run @ Regal Cinemas	4:37 PM
506 Fox Run Mall (to UNH)	4:40 PM
505 Fox Run Rd @ Wal-Mart	4:42 PM
507 2299 Wodbury Ave	4:43 PM
25 Rte 4 @ Scammel Bridge (West Side)	4:50 PM
126 Rte 4 @ Emery Farm	4:52 PM
193 Rte 4 @ Morgan Way	4:52 PM
127 Rte 4 @ Shearwater Street	4:53 PM
20 Rte 4 @ 65 Piscataqua Road	4:54 PM
119 Rte 108 @ The Pines Inn (#47)	4:57 PM
LO8 Rte 108 @ Young Drive	4:57 PM
117 Madbury Road @ Woodman Road	4:59 PM
	5:01 PM
116 ARRIVE Garrison Ave @ Sawyer Hall	
116 ARRIVE Garrison Ave @ Sawyer Hall 105 ARRIVE Holloway Commons Main Street 1001 ARRIVE UNH McConnell Hall	5:02 PM 5:04 PM

the scheduled time.

Route 4B WEEKDAY	Ports	mouth
UNH/Durham to Malls &	Reduce	ed Service
Portsmouth Market Square	Mond	lay - Friday
		•
Stop ID # & Location Outbound	Run 1	Run 2
101 DEPART UNH McCONNELL HALL	10:35 AM	4:35 PM
102 DEPART UNH KINGSBURY HALL	10:37 AM	4:37 PM
103 DEPART UNH HEWITT HALL	10:37 AM	4:37 PM
104 DEPART MAIN STREET @ UNH THOMPSON HALL	10:40 AM	4:40 PM
106 DEPART MAIN STREET @ UNH HETZEL HALL	10:42 AM	4:42 PM
107 Rte 108 @ Old Landing Road	10:44 AM	4:44 PM
109 Rte 108 @ Old Piscataqua Road	10:44 AM	4:44 PM
121 Rte 4 @ 68 Piscataqua Road	10:45 AM	4:45 PM
122 Rte 4 @ Riverview Road	10:46 AM	4:46 PM
192 Rte 4 @ 116 Piscataqua Rd	10:46 AM	4:46 PM
123 Rte 4 @ Wagon Hill Farm	10:47 AM	4:47 PM
124 Rte 4 @ Cedar Point Road	10:48 AM	4:48 PM
201 Boston Harbor Road @ DMV	On Requ	est Only
604 Newington Wal-Mart	10:56 AM	4:56 PM
603 Fox Run Mall (To Portsmouth)	10:58 AM	4:58 PM
601 Crossings at Fox Run @ Cold Stone Creamery	11:01 AM	5:01 PM
322 676 Dennett Street	11:08 AM	5:08 PM
323 Bartlett Street @ Thornton Street	11:09 AM	5:09 PM
305 Plaza 800	11:12 AM	5:12 PM
306 Islington Street @ Cass Street	11:14 AM	5:14 PM
304 Islington Street @ Goodwin Park	11:15 AM	5:15 PM
309 Islington Street @ Keefe House	11:16 AM	5:16 PM
303 Hanover Street @ High-Hanover Parking Facility	11:18 AM	5:18 PM
311 Arrive Market Square	11:20 AM	5:20 PM
Inbound		
311 Depart Market Square	11:20 AM	5:20 PM
324 Maplewood Ave @ Vaughan Street	11:22 AM	5:22 PM
325 Maplewood Ave @ Jackson Hill St 326 651 Maplewood Ave (Odd Fellow's Lodge)	11:23 AM 11:24 AM	5:23 PM 5:24 PM
327 Maplewood Ave @ Heritage Hill	11:24 AM	5:25 PM
333 Portsmouth Blvd @ Shearwater Drive	11:30 AM	5:30 PM
334 215 Commerce Way	11:30 AM	5:30 PM
335 175 Commerce Way	11:31 AM	5:31 PM
339 Commerce Way @ Marshall's Plaza	11:32 AM	5:32 PM
313 1855 Woodbury Ave @ Starbucks	11:33 AM	5:33 PM
301 Gosling Road @ Winsor Road	11:35 AM	5:35 PM
602 Crossings at Fox Run @ Regal Cinemas	11:37 AM	5:37 PM
606 Fox Run Mall (to UNH)	11:40 AM	5:40 PM
605 Fox Run Rd @ Wal-Mart	11:42 AM	5:42 PM
607 2299 Wodbury Ave	11:43 AM	5:43 PM
125 Rte 4 @ Scammel Bridge (West Side)	11:51 AM	5:51 PM
126 Rte 4 @ Emery Farm	11:53 AM	5:53 PM
193 Rte 4 @ Morgan Way	11:53 AM	5:53 PM
127 Rte 4 @ Shearwater Street	11:54 AM	5:54 PM
120 Rte 4 @ 65 Piscatagua Road	11:54 AM	5:54 PM
119 Rte 108 @ The Pines Inn (#47)	11:57 AM	5:57 PM
108 Rte 108 @ Young Drive	11:58 AM	5:58 PM
117 Madbury Road @ Woodman Road	12:00 PM	6:00 PM
116 ARRIVE Garrison Ave @ Sawyer Hall	12:01 PM	6:01 PM
105 ARRIVE Holloway Commons Main Street	12:02 PM	6:02 PM
1001 ARRIVE UNH McConnell Hall	12:04 PM	6:04 PM
These times are approximate. Please be at the bus st		
scheduled time.		

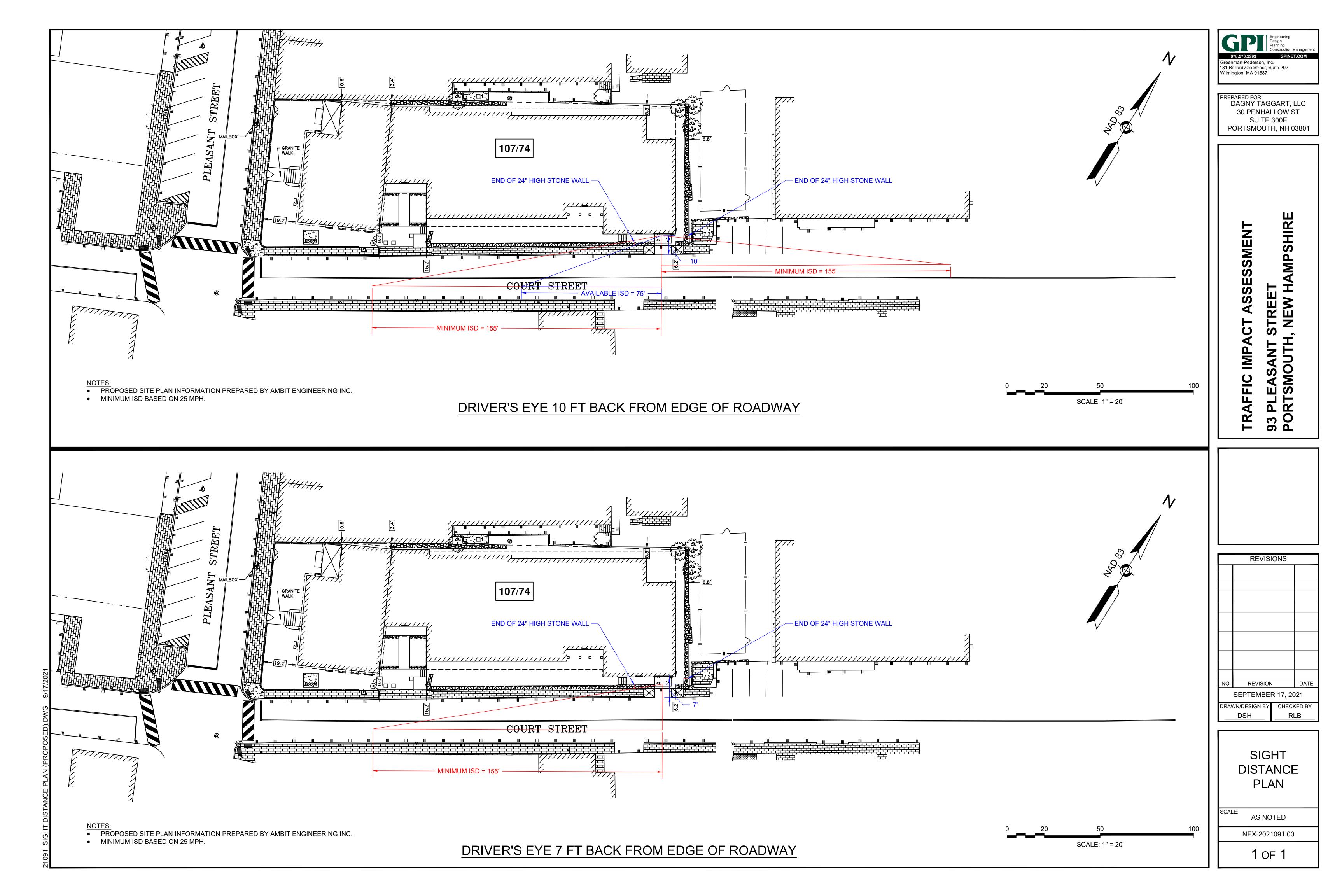
TRAFFIC IMPACT ASSESSMENT
93 Pleasant Street – Portsmouth, New Hampshire
NHDOT CRASH DATA
MIDOT CICASIT DATA

#### NHDOT Crash Data 2015-2017

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



TRAFFIC IMPACT ASSESSMENT  93 Pleasant Street – Portsmouth, New Hampshire
55. Isasan Sassi . Shamsan, Now Hamponing
SIGHT DISTANCE PLAN
5.6 5.5



TRAFFIC IMPACT ASSESSMENT
93 Pleasant Street – Portsmouth, New Hampshire
TRID CENERATION CALCUL ATIONS
TRIP-GENERATION CALCULATIONS

#### Institute of Transportation Engineers (ITE)

#### Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)

#### **Dense Multi-Use Urban**

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

**Dwelling Units** 

52

AVERAGE WEEKDAY DAILY

$$T = 2.59 * (X)$$
  
 $T = 2.59 * 52$   
 $T = 134.68$   
 $T = 134$  vehicle trips

= 134 vehicle trips with 50% ( 67

vpd) entering and 50% ( 67 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.20 * (X)$$

$$T = 0.20 * 52$$

$$T = 10.40$$

$$T = 10 vehicle trips with 12% ( 1$$

vph) entering and 88% ( 9 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

with 72% ( 7 vph) entering and 28% ( 3 vph) exiting.

SATURDAY DAILY

 ITE LUC 221 Saturday Daily Trip Rate (General Urban/Suburban)
 =
 ITE LUC 221 Saturday Daily Trip Rate (Dense Multi-Use Urban)

 ITE LUC 221 Weekday Daily Trip Rate (General Urban/Suburban)
 =
 ITE LUC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)

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

$$Y = 2.34$$

$$T = Y * 52.000$$

$$T = 121.56$$

$$T = 122 \text{ vehicle trips}$$
with 50% ( 61 vpd) entering and 50% ( 61 vpd) exiting.

(same distribution split as ITE LUC 221 General Urban/Suburban during the Saturday Daily period)

SATURDAY PEAK HOUR OF GENERATOR

ITE LUC 221 Saturday Peak Trip Rate (General Urban/Suburban)

ITE LUC 221 Weekday Evening Peak Trip Rate (General Urban/Suburban)

ITE LUC 221 Weekday Evening Peak Trip Rate (Dense Multi-Use Urban)

ITE LUC 221 Weekday Evening Peak Trip Rate (Dense Multi-Use Urban)

(same distribution split as ITE LUC 221 General Urban/Suburban during the Saturday Peak period)

#### Institute of Transportation Engineers (ITE)

#### Land Use Code (LUC) 710 - General Office Building

#### **Dense Multi-Use Urban**

Average Vehicle Trips Ends vs:

1000 Sq. Feet Gross Floor Area

Independent Variable (X): 5.250

#### AVERAGE WEEKDAY DAILY

 ITE LUC 710 Weekday Trip Rate (U)
 =
 ITE LUC 710 Weekday Evening Trip Rate (U)

 ITE LUC 710 Weekday Trip Rate (S)
 ITE LUC 710 Weekday Evening Trip Rate (S)

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

$$T = Y$$
 \* 5.250

T = 38.68

T = 38 vehicle trips

with 50% ( 19 vpd) entering and 50% ( 19 vpd) exiting.

#### WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.83 \* (X)

T = 0.83 \* 5.250

T = 4.36

T = 4 vehicle trips

with 86% ( 3 vph) entering and 14% ( 1 vph) exiting.

#### WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.87 \* (X)

T = 0.87 \* 5.250

T = 4.57

T = 5 vehicle trips

with 17% ( 1 vph) entering and 83% ( 4 vph) exiting.

#### SATURDAY DAILY

 ITE LUC 710 Saturday Trip Rate (U)
 =
 ITE LUC 710 Weekday Evening Trip Rate (U)

 ITE LUC 710 Saturday Trip Rate (S)
 ITE LUC 710 Weekday Evening Trip Rate (S)

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

T = Y\* 5.250

T = 1.67 \* 5.250

T = 8.78

vehicle trips

with 50% ( 4 vpd) entering and 32% ( 4 vpd) exiting.

#### SATURDAY PEAK HOUR OF GENERATOR

 ITE LUC 710 Saturday Peak Trip Rate (U)
 =
 ITE LUC 710 Weekday Evening Trip Rate (U)

 ITE LUC 710 Saturday Peak Trip Rate (S)
 ITE LUC 710 Weekday Evening Trip Rate (S)

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

T = Y\* 5.250

T = 2.11

T = 2vehicle trips

with 54% ( 1 vph) entering and 46% ( 1 vph) exiting.

(same distribution split as ITE LUC 710 General Urban/Suburban during the Saturday Peak period)

TRAFFIC IMPACT ASSESSMEN
93 Pleasant Street – Portsmouth, New Hampshir
DADKING DEMAND CALCULATIONS
PARKING DEMAND CALCULATIONS

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

Independent Variable (X): 52 Bedrooms

Weekday Demand

Average Peak Demand 0.48 spaces/Bedroom

25 vehicles

Saturday Demand

Average Peak Demand 0.45 spaces/Bedroom

= 24 vehicles

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

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

Independent Variable (X): 52 Bedrooms

Weekday Demand

Average Peak Demand 0.30 spaces/Bedroom

16 vehicles

Saturday Demand

Average Peak Demand 0.33 spaces/Bedroom

= 17 vehicles

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

# Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

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

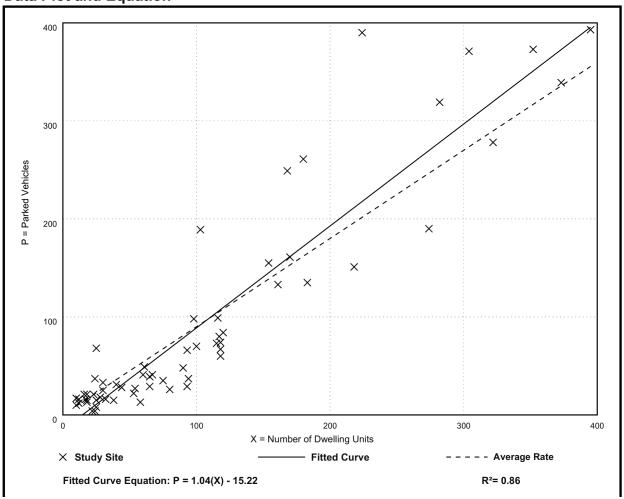
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

Number of Studies: 62 Avg. Num. of Dwelling Units: 104

#### Peak Period Parking Demand per Dwelling Unit

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

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



# Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

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

200

– – – Average Rate

R2= \*\*\*

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

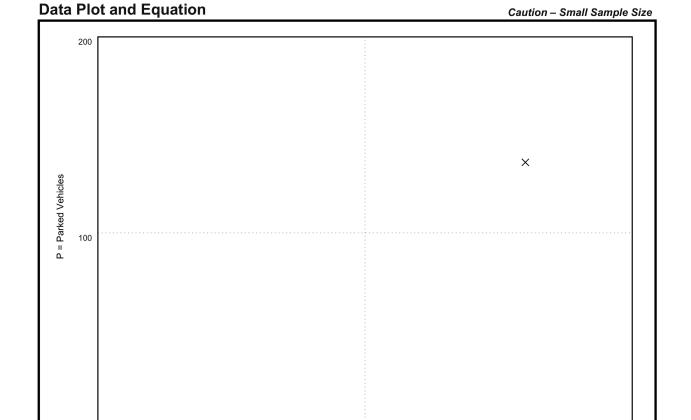
Number of Studies: 1 Avg. Num. of Dwelling Units: 160

#### Peak Period Parking Demand per Dwelling Unit

 $\times$  Study Site

Fitted Curve Equation: \*\*\*

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



X = Number of Dwelling Units

# Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

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

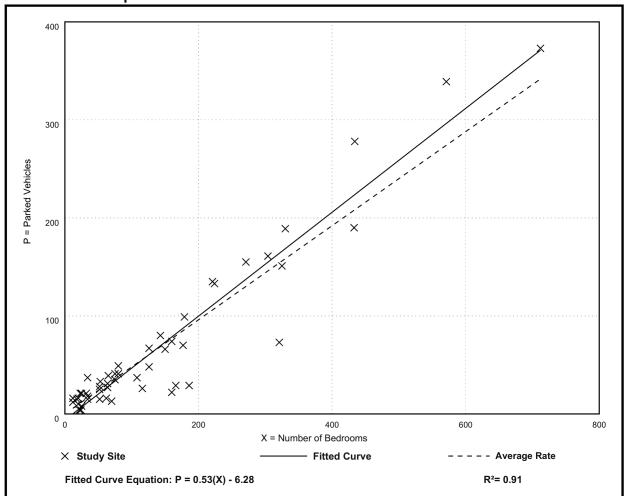
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

Number of Studies: 50 Avg. Num. of Bedrooms: 142

#### **Peak Period Parking Demand per Bedroom**

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

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



#### Land Use: 223 Affordable Housing

#### **Description**

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

#### **Additional Data**

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

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

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

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

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

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

#### **Source Numbers**

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

# Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

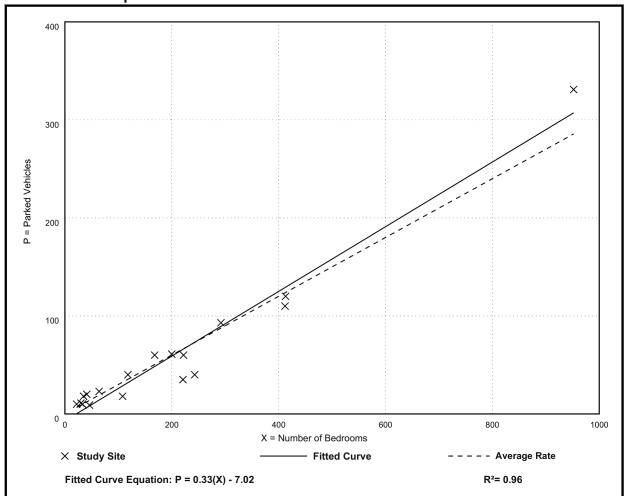
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

Number of Studies: 18 Avg. Num. of Bedrooms: 201

#### **Peak Period Parking Demand per Bedroom**

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

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



# Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Bedrooms

On a: Saturday

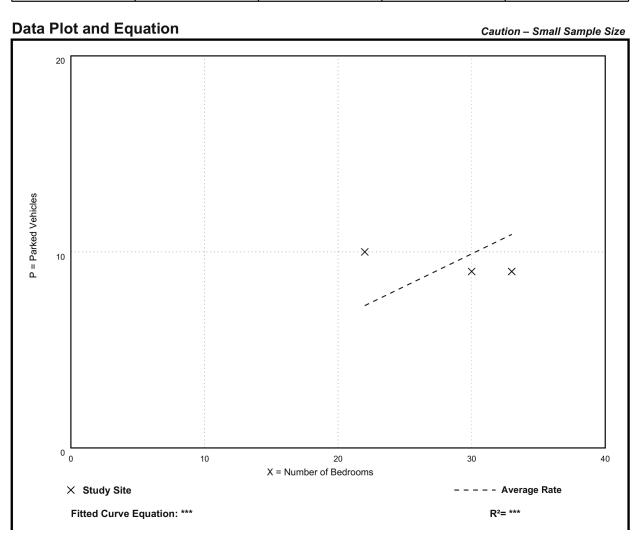
Setting/Location: Dense Multi-Use Urban

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

Number of Studies: 3 Avg. Num. of Bedrooms: 28

#### **Peak Period Parking Demand per Bedroom**

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



# MIXED USE DEVELOPMENT

#### **OWNER:**

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

#### CIVIL ENGINEER:

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

#### **ARCHITECT:**

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

#### LANDSCAPE ARCHITECT:

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

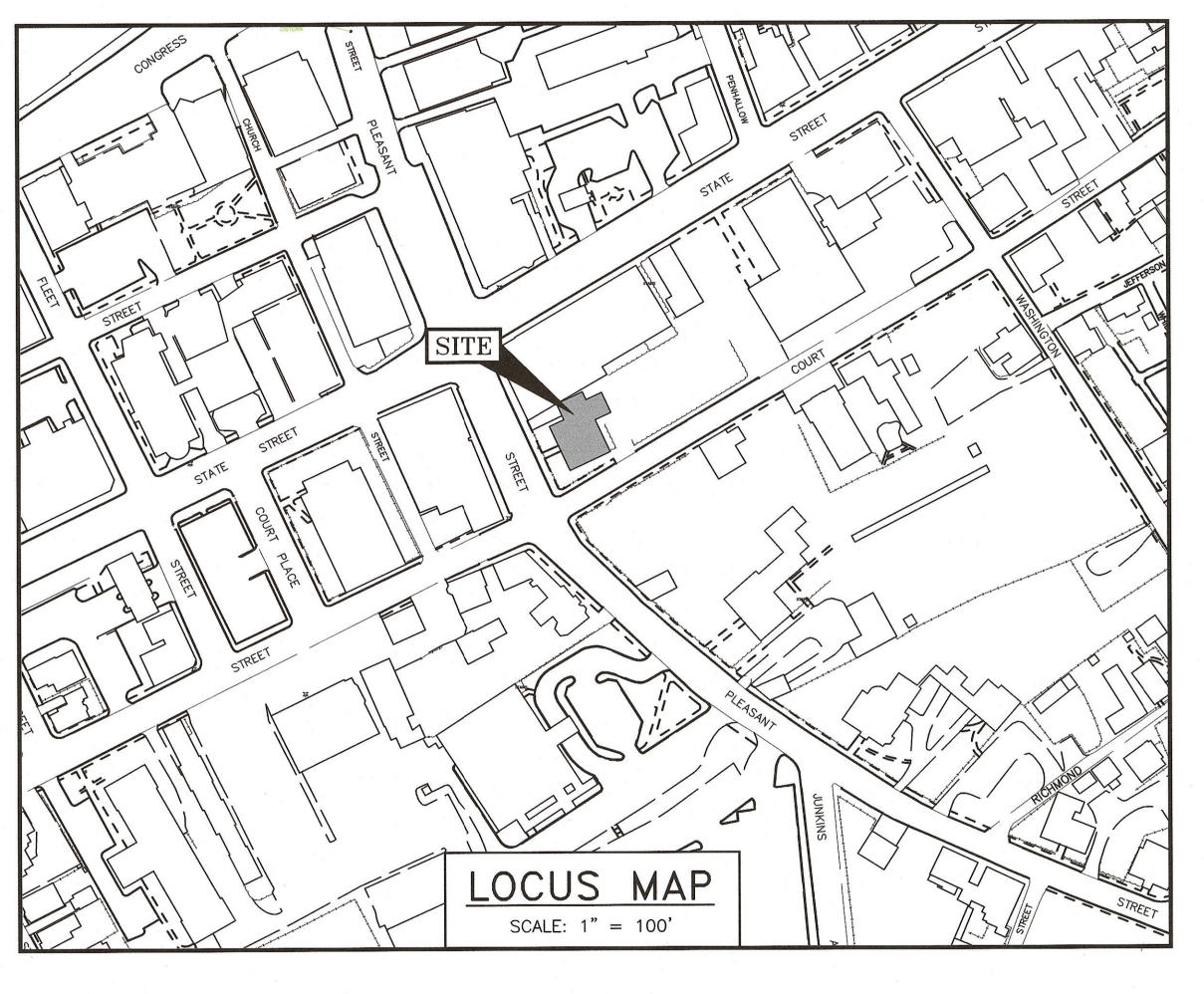
#### **GEOTECHNICAL:**

GEOTECHNICAL SERVICES INC. 18 COTE AVENUE, UNIT 11 GOFFSTOWN, N.H. 03045

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

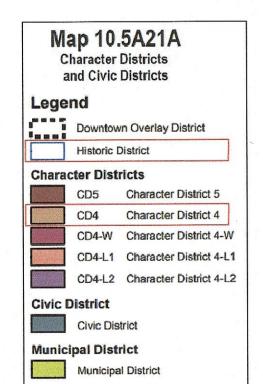
Tel. (603) 624-2722 LAND SURVEYOR:

# 93 PLEASANT STREET PORTSMOUTH, NEW HAMPSHIRE SITE PERMIT PLANS





# DOD OVERLAY DISTRICT LINE



### INDEX OF SHEETS

#### DWG No.

BOUNDARY PLAN EXISTING CONDITIONS PLAN

DEMOLITION PLAN

SITE LAYOUT PLAN

PARKING LEVEL PLAN

UTILITY PLAN

D1-D3**DETAILS** 

SP.AO-SP.A5 FLOOR PLANS AND ELEVATIONS

#### UTILITY CONTACTS

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

SEWER & WATER:

680 PEVERLY HILL ROAD

PORTSMOUTH, N.H. 03801

Tel. (603) 427-1530

ATTN: JIM TOW

PORTSMOUTH DEPARTMENT OF PUBLIC WORKS

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

CABLE:

COMCAST

155 COMMERCE WAY

ATTN: MIKE COLLINS

PORTSMOUTH, N.H. 03801

Tel. (603) 679-5695 (X1037)

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

#### PERMIT LIST: NHDES SEWER DISCHARGE PERMIT: TO BE SUMBITTED

#### LEGEND:

<u>EXISTING</u>	PROPOSED	PROPERTY LINE SETBACK
S — SL — SL — SL — SL — S — SL — SL — S	S SL  G SL  D D  WS  UGE  OHW  UD  100  98x0	SEWER PIPE SEWER LATERAL GAS LINE STORM DRAIN WATER LINE WATER SERVICE UNDERGROUND ELECTRIC OVERHEAD ELECTRIC/WIRES FOUNDATION DRAIN EDGE OF PAVEMENT (EP) CONTOUR SPOT ELEVATION
<del></del>	-	UTILITY POLE
-\\\-\'-\''\'\\		WALL MOUNTED EXTERIOR LIGHTS
		TRANSFORMER ON CONCRETE PAD
		ELECTRIC HANDHOLD
450 GO	CA CZO	SHUT OFFS (WATER/GAS)
		GATE VALVE
<b></b>	+++HYD	HYDRANT
© CB	СВ	CATCH BASIN
	SMH	SEWER MANHOLE
	DMH	DRAIN MANHOLE
$\bigcirc$	TMH	TELEPHONE MANHOLE
14)	14)	PARKING SPACE COUNT
(PM)		PARKING METER
LSA	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	LANDSCAPED AREA
TBD CI COP DI PVC RCP AC VC EP EL. FF INV S = TBM TYP	TBD CI COP DI PVC RCP - VC EP EL. FF INV S = TBM TYP	TO BE DETERMINED CAST IRON PIPE COPPER PIPE DUCTILE IRON PIPE POLYVINYL CHLORIDE PIPE REINFORCED CONCRETE PIPE ASBESTOS CEMENT PIPE VITRIFIED CLAY PIPE EDGE OF PAVEMENT ELEVATION FINISHED FLOOR INVERT SLOPE FT/FT TEMPORARY BENCH MARK TYPICAL

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



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

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

PLAN SET SUBMITTAL DATE: 20 SEPTEMBER 2021

RET. RETAINING TYPICAL VGC VERTICAL GRANITE CURB DRILL HOLE FOUND IRON PIPE/ROD FOUND MAILBOX AIR CONDITIONER LIGHT POLE UTILITY POLE UTILITY POLE W/LIGHT FLAG POLE DECIDUOUS TREE SIGN --- CHAINLINK FENCE

LEGEND:

ASSESSORS MAP AND LOT NUMBER

--- SETBACK LINE CONCRETE PAVEMENT BRICK WOODEN DECK GRANITE BLOCK RETAINING WALL

GRAVEL PARKING AREA

→ O O O O WROUGHT IRON FENCE

N 60°00'10" E 12.95' L2 |N 61°05'47" E|33.80'

MAP 107 LOT 68

2"STORY #75 1 STORY BRICK BUILDING 226 STATE STREET LLC MAP 107 LOT 73 BRICK BUILDING 1 MIDDLE STREET MAP 107 LOT 67 PORTSMOUTH, NH 03801 MAP 107 LOT 78 RCRD BK 5232 PG 2877 PHELPS DIECK REAL ESTATE WSK GODDARD LIMITED HOLDINGS LLC GRANITE RETAINING PARTNERSHIP 75 PLEASANT STREET PNF TRUST OF 2013 123 PENN AIR ROAD PORTSMOUTH, NH 03801 2-1/2 STORY PETER N. FLOROS, TRUSTEE WOLFEBORO, NH 03894 RCRD BK 4794 PG 1518 BRICK BUILDING 282 MIDDLE ROAD RCRD BK 2946 PG 1224 (HELD FOR LINE) PORTSMOUTH, NH 03801 ~ SEE DETAIL 1

BRICK RETAINING RCRD BK 5540 PG 293 CHAINLINK - SEE DETAIL 2 CHAINLINK WALL **FENCE** GRANITE RET. GRANITE POST FENCE /////N 60°00'10" E/ 1-1/2" IRON PIPE N 60°36'54" F N 61'32'44" E FOUND. 3.5 A.G. (HELD) 51.33' TEMPORARY 41.09' PSNH4/13A CHAINLINK FENCE EG MAP 107 LOT 74 MAP 107 LOT 77 FIRE ESCAPE — (LOT 1 & 2 COMBINED) (0.2517 ACRES) PNF TRUST OF 2013 6,535 S.F. (0.4017 ACRES) PETER N. FLOROS, TRUSTEE (0.1500 ACRES) 282 MIDDLE ROAD WROUGHT PORTSMOUTH, NH 03801 GRAVEL PARKING AREA RCRD BK 6131 PG 1663 FENCE 2-1/2 STORY BRICK BUILDING IRON WROUGHT GRANITE RET. FENCE WALLMAP 107 LOT 76 L=6.71'WINDOW WELL (TYP.) R=4.00' "PERMIT PARKING *∆=96°06′49"* ¬ WORKING STIFF PROPERTIES LLC ONLY" CHD=N 72'52'48" W 15' SECONDARY FRONT YARD SETBACK 94 PLEASANT STREET PORTSMOUTH, NH 03801 RCRD BK 5511 PG 0446 GRANITE RET. PSNH 4/14 VZ 149/10.5 S 5910'06" W∃# 字*S 5970'06" W*宗 "STRAWBERY BANKE/ MARKET SQUARE' COURT STREET IRON ROD FOUND W/CAP "KIMBALL CHASE", O.2 A.G. (BENT) (PUBLIC RIGHT OF WAY) IRON ROD FOUND, 0.3 B.G. (HELD) NET17/PSC4/11 NET149/16S/PSNH4 PSNH4/12/149/16 MAP 116 LOT 32 CD4-L1 CIVIC DISTRICT CIVIC DISTRICT CHAIN LINK PSNH65/2/FP159/1/149 FENCE POST IRON ROD FOUND IRON ROD MAP 108 LOT 13 W/CAP "VERRA", 0.3 A.G. FOUND W/CAP TOPNOTCH PROPERTIES LLC & MAP 108 LOT 14 JJCM REALTY LLC MAP 108 LOT 14 "738", O.2 A.G. 9 PASTURE LANE JANET D. DINAN REVOCABLE BEDFORD, NH 03110 SOC PRE NE ANTIQUES OF MA TRUST OF 1992 RCRD BK 6045 PG 1955 SOC PRE NE ANTIQUES OF MA 141 CAMBRIDGE STREET 278 COURT STREET BOSTON, MA 02114 141 CAMBRIDGE STREET PORTSMOUTH, NH 03801 BOSTON, MA 02114 RCRD BK 5883 PG 2452

MAP 107 LOT 66 TEMPLE OF ISRAEL 200 STATE STREET PORTSMOUTH, NH 03801

` 24°39′56" E (TIE LINE) N 600010" E GRANITE POST 82.84' FENCE ON - RETAINING WALL

> DETAIL 1 1"=1'

#### **PLAN REFERENCES:**

1. "SUBDIVISION OF LAND/ 93 PLEASANT ST. PORTSMOUTH, NEW HAMPSHIRE FOR BREWSTER INN PARTNERSHIP" BY KIMBALL CHASE COMPANY, INC. DATED 10-26-1987 WITH REVISION DATE 1-5-1988. RCRD PLAN D-17511.

DHF

├ (HELD FOR ├

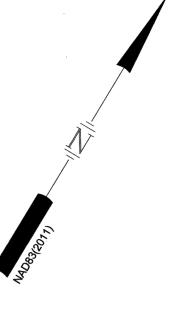
- "SUBDIVISION OF LAND PORTSMOUTH, N.H. TRADER'S BLOCK TRUST JOSEPH G. SAWTELLE, JR., TR." BY JOHN W. DURGIN CIVIL ENGINEERS, DATED DECEMBER 1977. RCRD PLAN C-7497.
- "SUBDIVISION OF LAND PORTSMOUTH, N.H. TRADER'S BLOCK TRUST JOSEPH G. SAWTELLE, JR., TR." BY JOHN W. DURGIN CIVIL ENGINEERS, DATED MARCH 1977 LAST REVISED APRIL 12, 1977. RCRD
- "BOUNDARY LINE CONFIRMATION BETWEEN T. & M. LAURIE & STRAWBERY BANK INC. PORTSMOUTH,

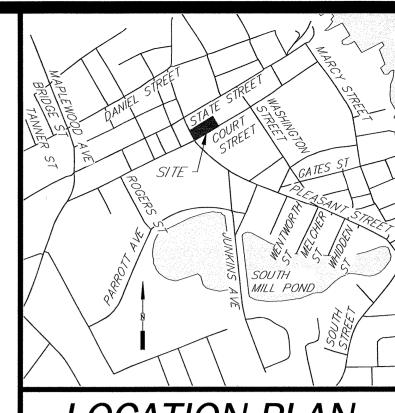
\_N 60°00'10" E \_\_\_N 60°00'10" E

GRANITE PETAINING -

= $\neq$ =WALL

- N.H." BY M.E. JENKINS, DATED APRIL 1989. RCRD PLAN C-19507 "PLAN OF LAND 278 COURT STREET PORTSMOUTH, NEW HAMPSHIRE FOR STRAWBERY BANKE, INC."
- BY JAMES VERRA AND ASSOCIATES, INC., DATED 10-29-2009. RCRD PLAN D-36475. "220-226 STATE STREET CONDOMINIUMS AMENDED SITE PLAN FOR PROPERTY AT 220-226 STATE STREET PORTSMOUTH, ROCKINGHAM COUNTY, NEW HAMPSHIRE OWNED BY 226 STATE STREET LLC" BY NORTH EASTERLY SURVEYING, INC. DATED 10-24-2012. RCRD PLACE D-37475.





LOCATION PLAN

#### NOTES:

- 1. THE PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 (CD4) & THE DOWNTOWN & HISTORIC OVERLAY DISTRICTS.
- 2. THE PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 107 AS LOT 74.
- 3. THE PARCEL IS LOCATED IN ZONE 'X' AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP), FLOOD INSURANCE RATE MAP (FIRM) ROCKINGHAM COUNTY, NEW HAMPSHIRE, PANEL 259 OF 681, VERSION NUMBER 2.3.2.1, MAP NUMBER 33015C0259F, MAP REVISED JANUARY 29, 2021.

4. <u>DIMENSIONAL REQUIREMENTS:</u>
<u>BUILDING PLACEMENT — PRINCIPAL BUILDING:</u> REQUIRED: MAXIMUM PRINCIPAL FRONT YARD: MAXIMUM SECONDARY FRONT YARD: SIDE YARD: MINIMUM REAR YARD: MINIMUM FRONT LOT LINE BUILDOUT: 50% BUILDING AND LOT OCCUPATION: MAXIMUM BUILDING COVERAGE: MAXIMUM BUILDING FOOTPRINT: 15,000 S.F./30,000 S.F.\* MINIMUM LOT AREA: MINIMUM LOT AREA PER DWELLING UNIT: MINIMUM OPEN SPACE: MAXIMUM GROUND FLOOD GFA PER USE: 15,000 S.F. BUILDING FORM — PRINCIPAL BUILDING: BUILDING HEIGHT: 2 STORIES & SHORT 3RD STORY/35' MAXIMUM FINISHED FLOOR SURFACE OF GROUND FLOOR ABOVE SIDEWALK GRADE: MINIMUM GROUND STORY HEIGHT: MINIMUM SECOND STORY HEIGHT: BUILDING PLACEMENT - OUTBUILDING: 20' BEHIND A FACADE OF A PRINCIPAL BUILDING MINIMUM FRONT YARD: MINIMUM SIDE YARD: MINIMUM REAR YARD: NR = NO REQUIREMENT PER THE CITY OF PORTSMOUTH ZONING ORDINANCE DATED DECEMBER 21, 2009 AS AMENDED THROUGH JANUARY 11, 2021 ARTICLE 5A FIGURE 10.5A41.10C \*SEE SECTION 10.5A43.43

OWNER OF RECORD: MAP 107 LOT 74: DAGNY TAGGART, LLC 30 PENHALLOW STREET, SUITE 300 PORTSMOUTH, NH 03801 RCRD BK.#6162 PG.#0074 (SECOND PARCEL)

6. PARCEL AREA: MAP 107 LOT 74: 17,498 S.F.

(0.4017 ACRES)

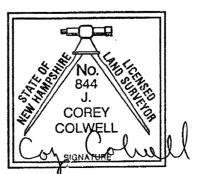
FC-5000 DATA COLLECTOR.

- 7. THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH THE CURRENT LEGAL DESCRIPTIONS. IT IS NOT AN ATTEMPT TO DEFINE THE EXTENT OF OWNERSHIP OR DEFINE THE LIMITS OF TITLE.
- 8. THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY LINES AND MAJOR SITE FEATURES OF
- 9. FIELD SURVEY COMPLETED BY T.C.E. IN JANUARY 2020 USING A TOPCON DS103 AND A TOPCON
- 10. HORIZONTAL DATUM IS NAD83 (2011) PER STATIC GPS OBSERVATIONS.
- 11. EASEMENTS, RIGHTS, AND RESTRICTIONS SHOWN OR IDENTIFIED ARE THOSE WHICH WERE FOUND DURING RESEARCH PERFORMED AT THE ROCKINGHAM COUNTY REGISTRY OF DEEDS. OTHER RIGHTS, EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF SUBJECT PARCEL(S)
- 12. THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. TFMORAN, INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE.

PURSUANT TO NEW HAMPSHIRE REVISED STATUTES ANNOTATED 676:18, II AND III AND 672:14:

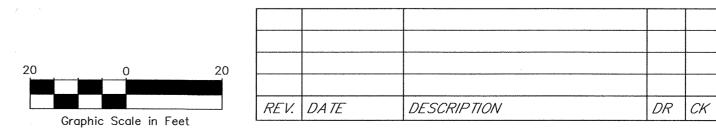
I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN."

I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY THOSE UNDER MY DIRECT SUPERVISION AND ARE THE RESULT OF A FIELD SURVEY CONDUCTED IN JANUARY 2020. THIS SURVEY CONFORMS TO THE ACCURACY REQUIREMENTS OF AN URBAN SURVEY OF THE NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS. I FURTHER CERTIFY THAT THIS SURVEY IS CORRECT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, AND THE FIELD TRAVERSE SURVEY EXCEEDS A PRECISION OF 1:15,000.



#214

02-24-2021 LICENSED LAND SURVEYOR DATE



#### STANDARD BOUNDARY SURVEY

93 PLEASANT STREET PORTSMOUTH, NEW HAMPSHIRE **COUNTY OF ROCKINGHAM** 

OWNED BY

DAGNY TAGGART, LLC

SCALE: 1" = 20' (22x34) 1" = 40' (11x17)

**FEBRUARY 23, 2021** 



Civil Engineers Structural Engineers Traffic Engineers Land Surveyors Landscape Architects Scientists

| 170 Commerce Way, Suite 102 Portsmouth, NH 03801 Phone (603) 431-2222 Fax (603) 431-0910 www.tfmoran.com

47230-21

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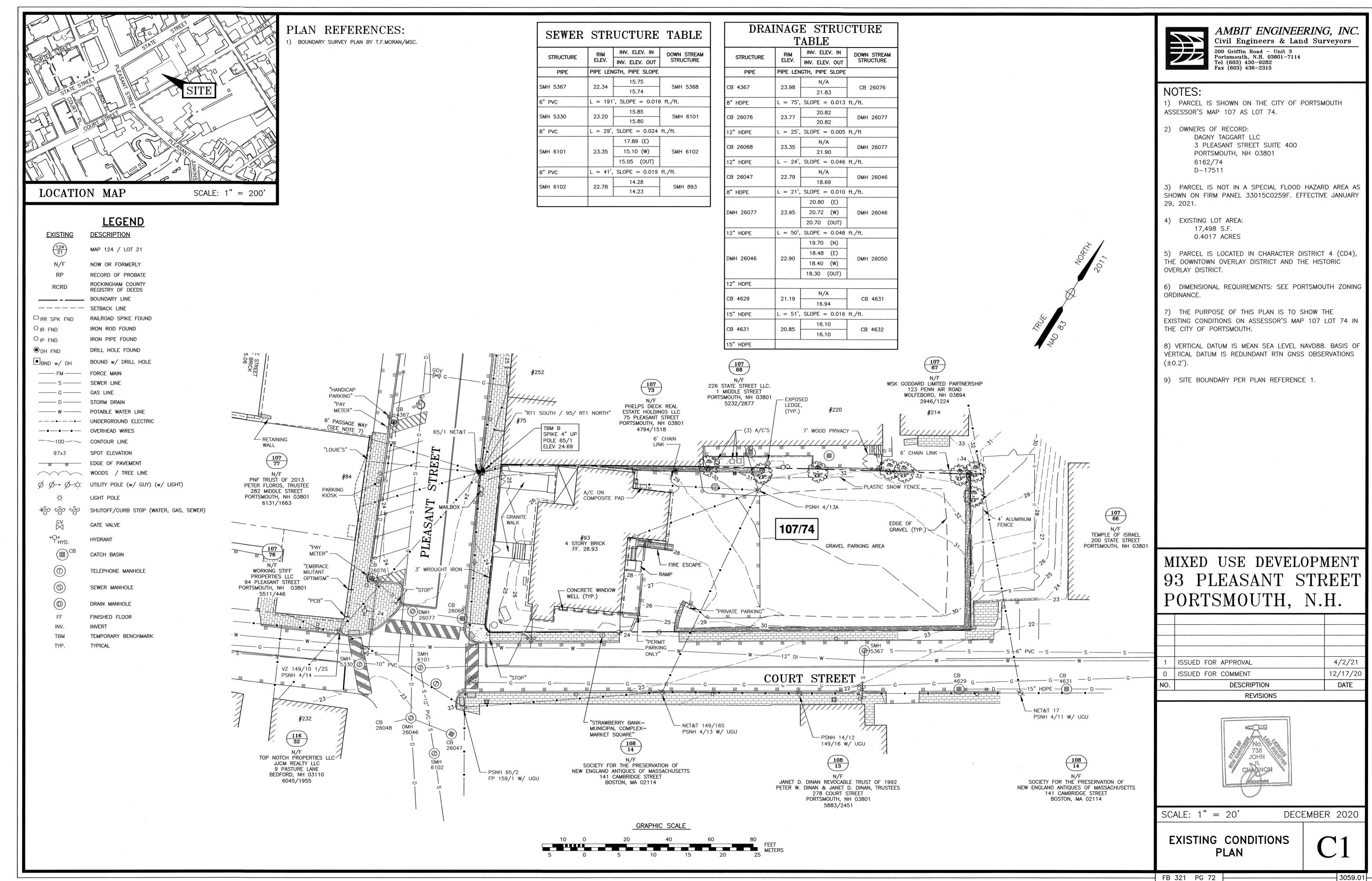
without the prior written permission of Thomas F. Moran, Inc. This plan is not effective unless signed by a duly authorized officer of Thomas F. Moran, Inc.



HOURS PRIOR TO CONSTRUCTION

OIG SAFE

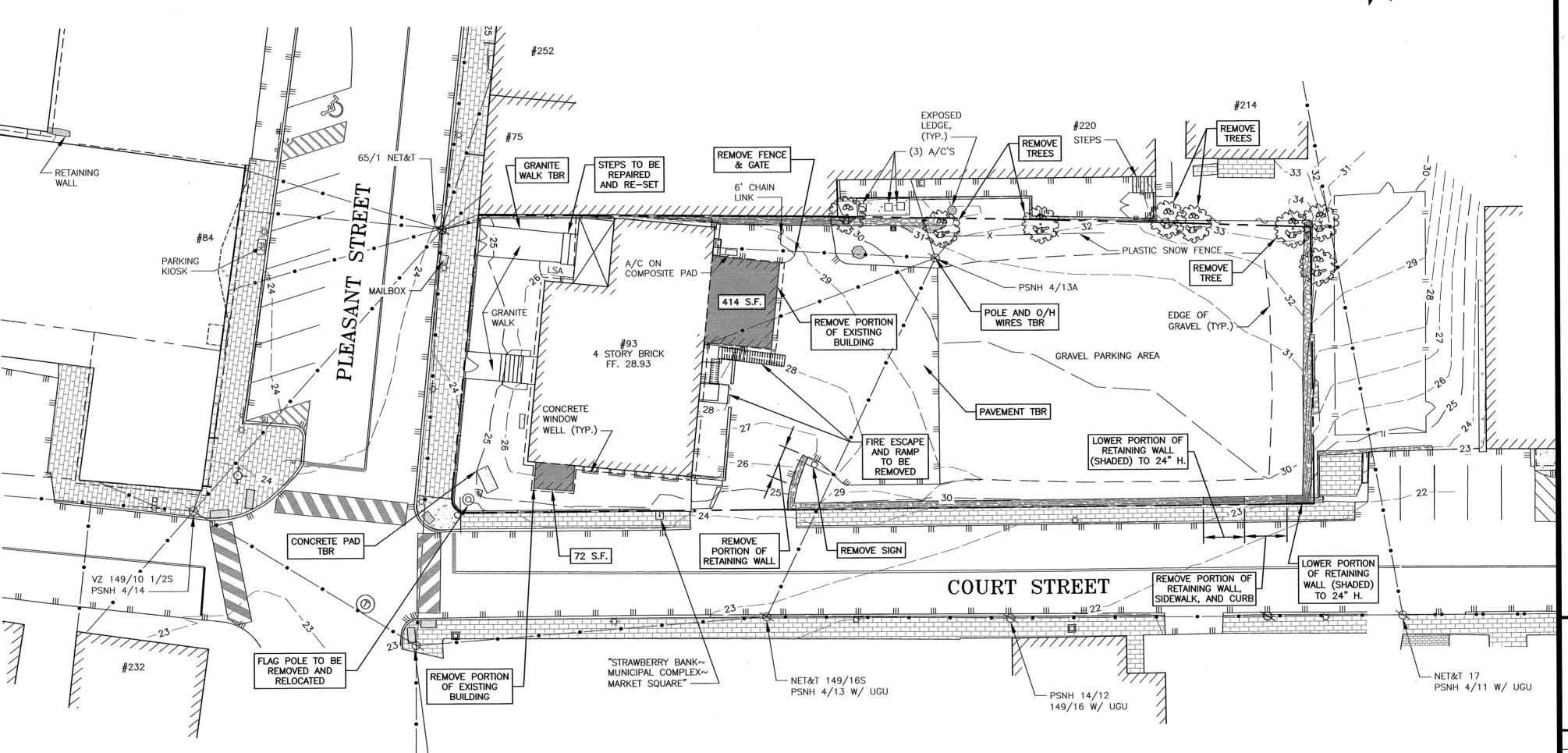
TAX MAP 107 LOT 74



3059.01

#### **DEMOLITION NOTES**

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



GRAPHIC SCALE

--- PSNH 65/2

FP 159/1 W/ UGU



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

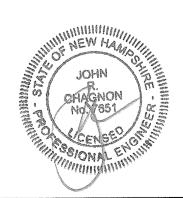
200 Griffin Road - Unit 3 Portsmouth, N.H. 03801-7114 Tel (603) 430-9282 Fax (603) 436-2315

#### NOTES:

- 1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY
- 2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.
- 3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

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

2	SUBMIT FOR TAC	9/20/21
1	SUBMIT FOR 93 ONLY	6/18/21
0	ISSUED FOR COMMENT	4/2/21
NO.	DESCRIPTION	DATE
	REVISIONS	



SCALE: 1" = 20'

DECEMBER 2020

**DEMOLITION** PLAN

FB 321 PG 72

3059.01

#### **BUILDING DATA:**

PROPOSED BUILDING: 8,297 S.F. FOOTPRINT 52 RESIDENTIAL UNITS OFFICE SPACE 1 LEVEL OF PARKING

#### ZONING DEVELOPMENT STANDARD CD4: CHARACTER DISTRICT 4

BUILDING PLACEMENT (PRINCIPLE):

		93 PLEAS	93 PLEASANT STREET		ASANT STREET TBD COURT		RT STREET
	REQUIRED	EXISTING	PROPOSED	EXISTING	PROPOSEI		
MAX. PRINCIPLE FRONT YARD:	10 FEET	19.2'	NC	NA	NA		
MAX. SECONDARY FRONT YARD:	15 FEET	9.0'			6.2'		
MIN. SIDE YARD:	NR	0.6'	NC	_	_		
MIN. REAR YARD:	5 FEET	158.8'	_	and the same of th	6.8'		
FRONT LOT LINE BUILDOUT:	50% MIN	85%	85%	Street,			

BUILDING TYPES: ALLOWED BUILDING TYPES: APARTMENT, LIVE/WORK.

PROHIBITED: HOUSE & DUPLEX ALLOWED FACADE TYPE: STOOP, STEP, SHOPFRONT, OFFICEFRONT, RECESSED-ENTRY, TERRACE WITH STEP PROHIBITED: PORCH & FORECOURT

BUILDING FORM:

BOILDING FORM.					
	REQUIRED	EXISTING	PROPOSED	EXISTING	PROPOSED
MAX STRUCTURE HEIGHT:	35 FEET	35'-9"	NC	_	32'-5"
MAX. FINISHED FLOOR SURFACE OF GROUND FLOOR ABOVE SIDEWALK GRADE:	36 INCHES	54"	NC	- Same	VARIES BETWEEN 24" TO 60" AT UPPER GROUND LEVEL. LOWER GROUND LEVEL IS 60" BELOW GRADE.
MIN. GROUND STORY HEIGHT:	12 FEET	11'-6"	NC		10'-8"
MIN. SECOND STORY HEIGHT:	10 FEET	10'-8"	NC	*****	10'-8"
FACADE GLAZING (WINDOW/PERIMETER):			NC		20.1%
ROOF TYPE ALLOWED: FLAT, GABL	E, HIP				

LOT OCCUPATION:	
	REQUIRED
MAX BUILDING BLOCK:	200 FEET
MAX FACADE MOD. LENGTH:	80 FEET

LOT OCCUPATION:					
	REQUIRED	EXISTING	PROPOSED	EXISTING	PROPOSED
MAX BUILDING BLOCK:	200 FEET	65'	_	_	156'-6"
MAX FACADE MOD. LENGTH:	80 FEET	40'	NC	_	75'-4"
MIN. ENTRANCE SPACING:	50 FEET	_	_	_	96'-9"
MAX BUILDING COVERAGE:	90%	19%	_	_	74%
MAX BUILDING FOOTPRINT:	15,000 SF	2,625 S.F.	_		*10,922 S.F.
MIN. LOT AREA:	NR	17,498 S.F.	_	*****	NC
MIN. LOT AREA/DWELLING (LOT AREA/# OF UNITS):	NR		_		_
MIN. OPEN SPACE :	10%	14%	_		26.2%

NC = NO CHANGE NA = NOT APPLICABLE \* WITH BASEMENT 12,211 S.F.

LEVEL	TOTAL GROSS AREA	GARAGE/ SUPPORT	OFFICE	RESIDENTIAL	# STUDIO UNITS	# 1BR UNITS	# TOTAL UNITS
3	9,933	818	0	9,115	13	3	16
2	10,814	814	0	10,000	13	8	21
1	10,156	884	2,635	6,997	15	0	15
В	12,211	9,595	2,616	0	0	0	0
TOTAL	43,474	12,111	5,251	26,112	41	11	52

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

#### CONDITIONAL USE PARKING PERMIT

CONDITIONAL USE PERMIT TO PROVIDE 18 PARKING SPACES

"HANDICAP

PARKING" -

METER" -

"LOUIE'S" —

PARKING

KIOSK -

METER" -

"EMBRACE

OPTIMISM" -

MILITANT

VZ 149/10 1/2S

#232

PSNH 4/14 -

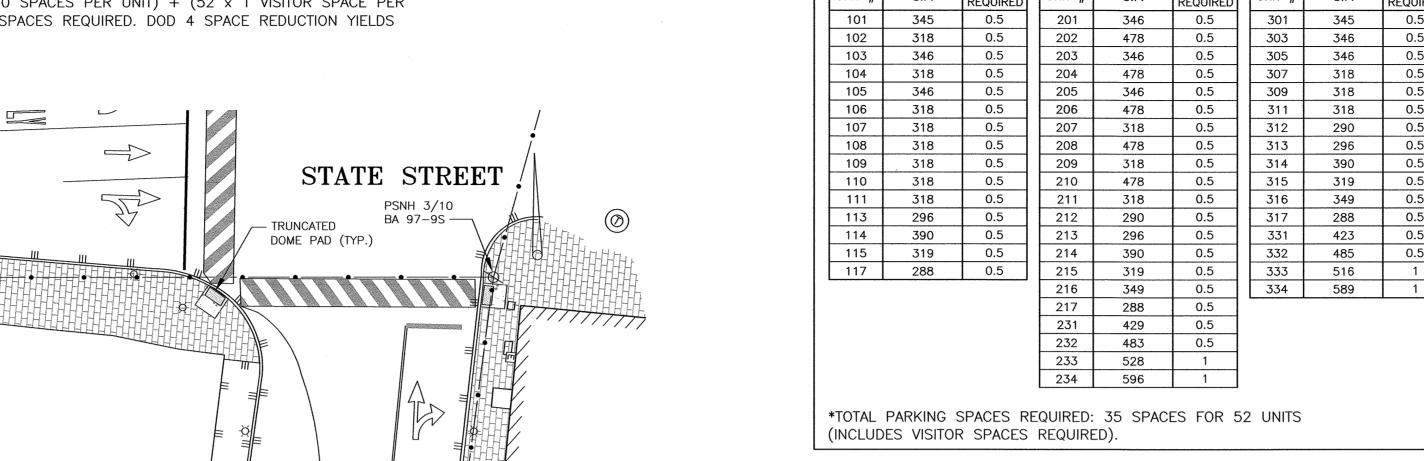
65/1 NET&T

MAILBOX

3' WROUGHT IRON -

WHERE 29 ARE REQUIRED (48 MICRO UNITS x 0.5 SPACES PER UNIT) + (4 UNITS x 1.0 SPACES PER UNIT) + (52 x 1 VISITOR SPACE PER

5 UNITS) = 39 SPACES REQUIRED. DOD 4 SPACE REDUCTION YIELDS 35 REQUIRED.



"STRAWBERRY BANK~

RELOCATED FLAG POLE, BASE, AND LIGHT

─ NET&T 149/16S

EXTEND K

CURB D2

 $\begin{array}{c} (3) \text{ BIKE} \\ \text{RACKS} \end{array} \begin{array}{c} F \\ D2 \end{array}$ 

EXISTING

PSNH 4/13 W/ UGU

MUNICIPAL COMPLEX~

MARKET SQUARE" -

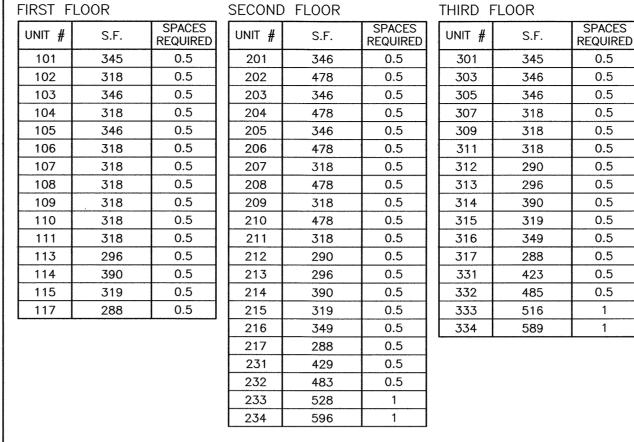
PROPOSED TRANSFORMER

- PSNH 65/2

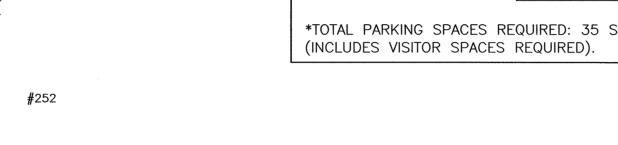
FP 159/1 W/ UGU

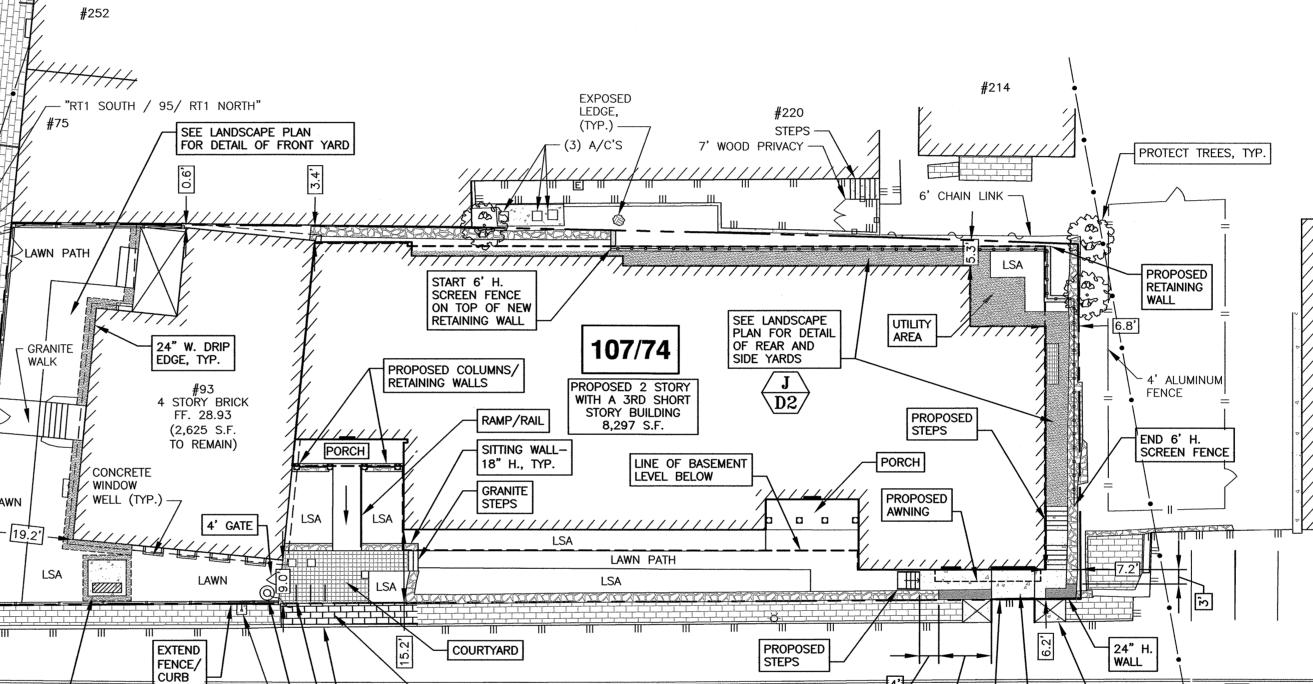
PAD W/12" CRUSHED D3

GRAPHIC SCALE



**PARKING CALCULATION** 





COURT STREET

77777777777

- PSNH 14/12

INFILL EXISTING BRICK SIDEWALK TO MATCH AT BUILDING AND AS

REQUIRED. RE-BUILD EXISTING

SIDEWALK ALONG COURT STREET

% LOT COVERAGE

149/16 W/ UGU

IMPERV	TOUS SURFACE (TO PROPERTY LINE)	AREAS
STRUCTURE	PRE-CONSTRUCTION IMPERVIOUS (S.F.)	POST-CONSTRUCTION IMPERVIOUS (S.F.)
MAIN BUILDING	3,110	10,922
PORCH	165	403
STAIRS	101	177
WALKWAYS & RAMPS	292	224
PAVEMENT	3612	0
RETAINING WALL	584	717
GRAVEL	5308	0
CONCRETE (FLAT/COURTYARD)	105	464

WALL

13277 12907 TOTAL 17,498 LOT SIZE 17,498

75.9%

PROPOSED I D2

73.8%

PROPOSED LOWER

PROPOSED G D2/

LEVEL GARAGE
ENTRANCE LOCATION



#### AMBIT ENGINEERING, INC.

Civil Engineers & Land Surveyors

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

#### NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 107 AS LOT 74.

2) OWNERS OF RECORD: DAGNY TAGGART LLC 3 PLEASANT STREET SUITE 400 PORTSMOUTH, NH 03801 6162/74 D - 17511

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

4) EXISTING LOT AREA: 17,498 S.F. 0.4017 ACRES

5) PARCEL IS LOCATED IN CHARACTER DISTRICT 4 (CD4), THE DOWNTOWN OVERLAY DISTRICT AND THE HISTORIC OVERLAY DISTRICT.

6) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ZONING ORDINANCE.

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED SITE DEVELOPMENT ON ASSESSOR'S MAP 107 LOT 74 IN THE CITY OF PORTSMOUTH.

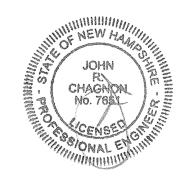
8) VERTICAL DATUM IS MEAN SEA LEVEL NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS  $(\pm 0.2').$ 

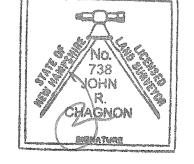
9) SEE ARCHITECTURAL PLANS FOR TRASH ENCLOSURE AREA. PICK UP SCHEDULE AS NEEDED TO MAINTAIN CAPACITY.

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

— NET&T 17			
PSNH 4/11 W/ UGU			
	2	SUBMIT FOR TAC	9/20/21
	1	REVISED BUILDING/EXTERIOR LAYOUT	9/7/21
	0	ISSUED FOR COMMENT	4/2/21
	NO.	DESCRIPTION	DATE
		REVISIONS	





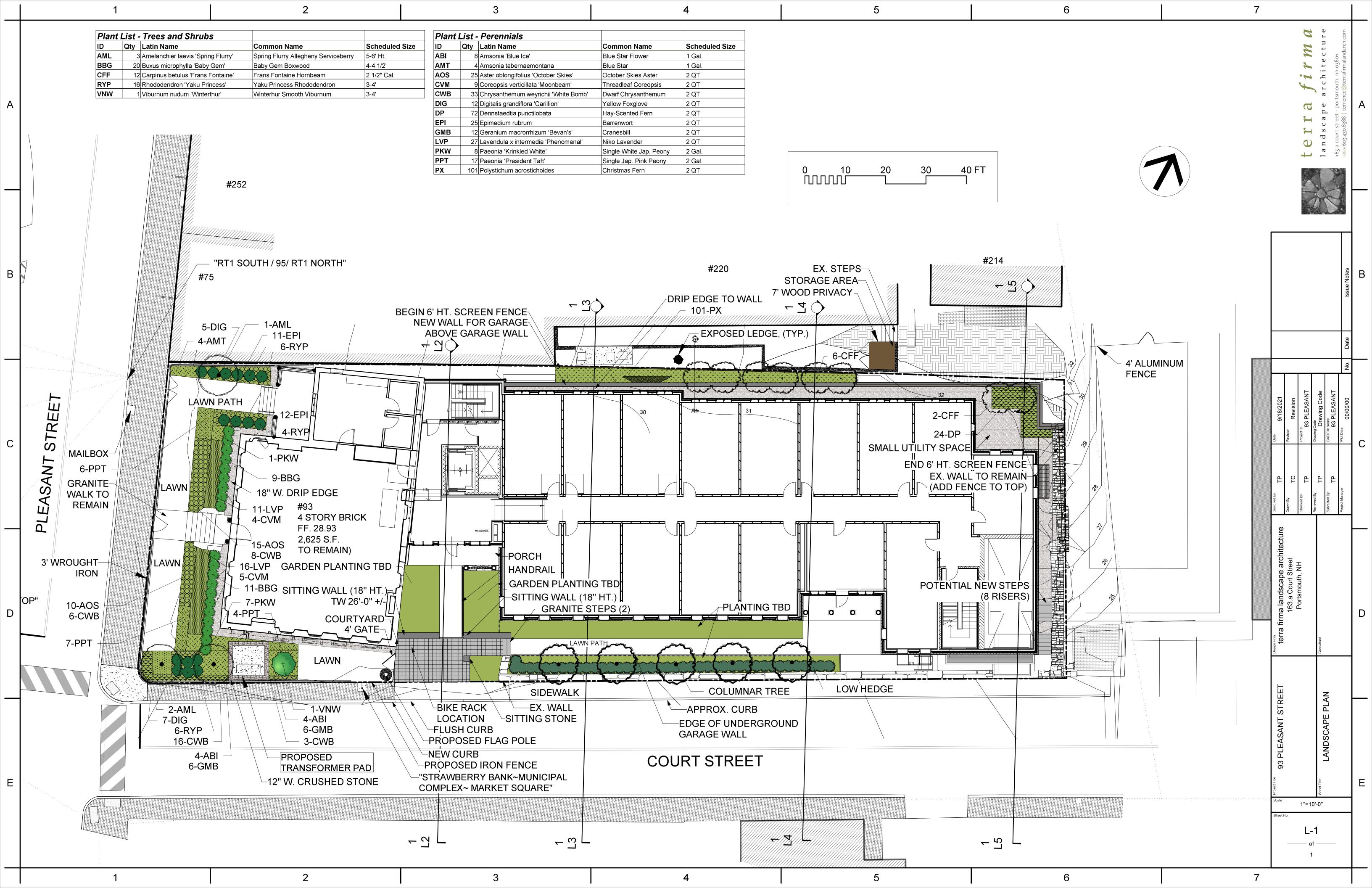


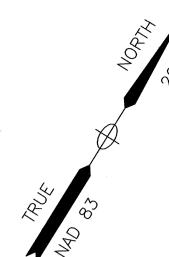
SCALE: 1" = 20'

DECEMBER 2020

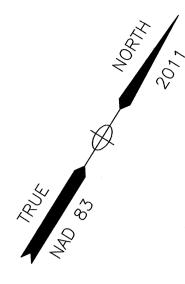
SITE LAYOUT **PLAN** 

FB 321 PG 72





(14) BIKE RACKS



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

AMBIT ENGINEERING, INC. Civil Engineers & Land Surveyors

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

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH

3 PLEASANT STREET SUITE 400

3) THE PURPOSE OF THIS PLAN IS TO SHOW THE PARKING FOR THE PROPOSED SITE DEVELOPMENT ON

ASSESSOR'S MAP 107 LOT 74 IN THE CITY OF

ASSESSOR'S MAP 107 AS LOT 74.

DAGNY TAGGART LLC

PORTSMOUTH, NH 03801

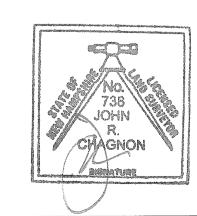
OWNERS OF RECORD:

6162/74 D-17511

NOTES:

PORTSMOUTH.

2	ISSUED TO TAC	9/20/21
1	REVISED BUILDING LAYOUT	9/7/21
0	ISSUED FOR COMMENT	4/2/21
NO.	DESCRIPTION	DATE
	REVISIONS	



SCALE: 1" = 10'

DECEMBER 2020

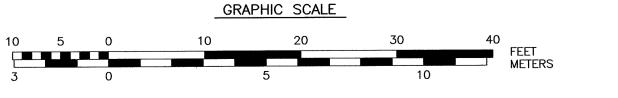
PARKING LEVEL PLAN

(4) 3'x6' SCOOTER SPACES (2) 3.5'x6' SCOOTER SPACES ELEV. PROPOSED TRENCH DRAIN, TYP. EXISTING BUILDING HALL WATER 

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

APPROVED BY THE PORTSMOUTH PLANNING BOARD

DATE CHAIRMAN



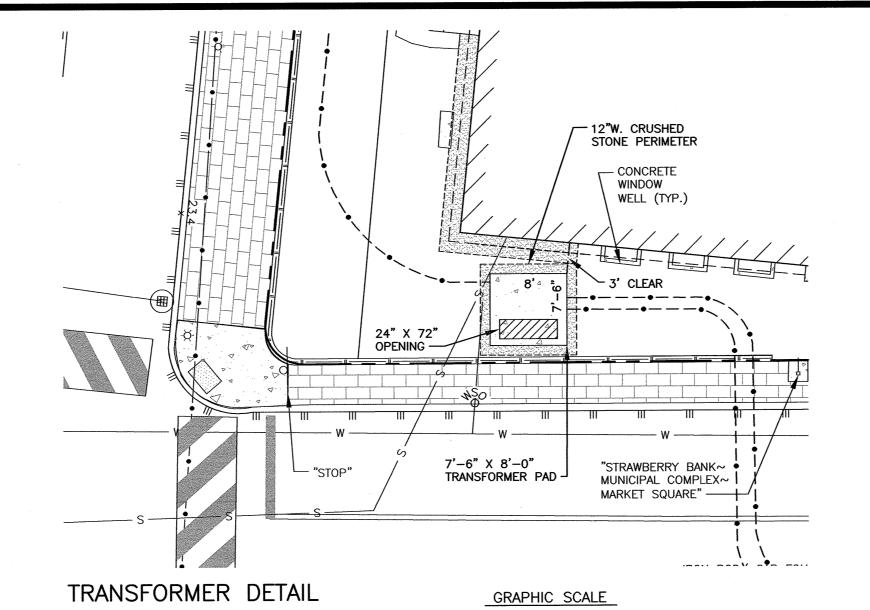
#### CONDITIONAL USE PARKING PERMIT

CONDITIONAL USE PERMIT TO PROVIDE 18 PARKING SPACES WHERE 29 ARE REQUIRED (48 MICRO UNITS x 0.5 SPACES PER UNIT) + (4 UNITS x 1.0 SPACES PER UNIT) + (52 x 1 VISITOR SPACE PER 5 UNITS) = 39 SPACES REQUIRED. DOD 4 SPACE REDUCTION YIELDS 35 REQUIRED.

#### UTILITY NOTES:

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

PROPOSED SEWER CONNECTION							
STRUCTURE	RIM ELEV.	INV. ELEV. IN	PIPE SIZE & TYPE				
SIRUCIORE		INV. ELEV. OUT	(FROM/TO)				
SMH 5367 (EXISTING)	22.34	15.75					
,		15.74	6" PVC (5368)				
		19.79	INV. OUT @ BLDG.				
BUILDING CONNECTION		15.79	INV. @ DROP				
		15.61	INV. @ SMH 5367				



65/1 NET&T

MAILBOX —

3' WROUGHT IRON

— "RT1 SOUTH / 95/ RT1 NORTH"

--- PROPOSED

CONCRETE

WELL (TYP.) -

WINDOW

- PSNH 65/2 FP 159/1 W/ UGU

EXISTING SEWER SERVICE

TO REMAIN

SERVICE FEED

#93 4 STORY BRICK

FF. 28.93

"STRAWBERRY BANK~

MUNICIPAL COMPLEX~

MARKET SQUARE" ---

7'-6" x 8'-0" TRANSFORMER PAD

TO BE REMOVED

(SEE ENLARGED DETAIL D3/

"HANDICAP

PARKING" -

METER" -

"LOUIE'S" -

PARKING

METER" -

"EMBRACE

MILITANT

OPTIMISM"

PSNH 4/14 -

#232

CB

26048

DMĤ

26046

$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	SEWER SIRUCIURE TABLE						
PIPE PIPE LENGTH, PIPE SLOPE  SMH 5367  22.34  15.75  15.74  6" PVC  L = 191', SLOPE = 0.016 ft./ft.  SMH 5330  8" PVC  L = 29', SLOPE = 0.024 ft./ft.  17.89 (E)  SMH 6101  8" PVC  L = 41', SLOPE = 0.019 ft./ft.  SMH 6102  SMH 893	CTDITICTURE	RIM	INV. ELEV. IN	DOWN STREAM			
SMH 5367 $22.34$ $15.75$ $15.74$ SMH 53686" PVCL = 191', SLOPE = 0.016 ft./ft.SMH 5330 $23.20$ $15.85$ $15.80$ SMH 61018" PVCL = 29', SLOPE = 0.024 ft./ft.SMH 6101 $17.89$ (E) $15.05$ (OUT)SMH 61028" PVCL = 41', SLOPE = 0.019 ft./ft.SMH 6102 $14.28$ $14.28$ SMH 893	SIRUCTURE	ELEV.	INV. ELEV. OUT	STRUCTURE			
SMH 5367  22.34  15.74  SMH 5368  6" PVC  L = 191', SLOPE = 0.016 ft./ft.  SMH 5330  23.20  15.85  SMH 6101  8" PVC  L = 29', SLOPE = 0.024 ft./ft.  17.89 (E)  15.05 (OUT)  SMH 6102  SMH 6102  14.28  SMH 893	PIPE	PIPE LENGTH, PIPE SLOPE					
	SMU 5367	22.34	15.75	SMH 5368			
SMH 5330 $ 23.20                                  $	3MIT 3307	22.54	15.74	3W11 3300			
SMH 5330     23.20     15.80     SMH 6101       8" PVC     L = 29', SLOPE = 0.024 ft./ft.       SMH 6101     23.35     15.10 (W)     SMH 6102       8" PVC     L = 41', SLOPE = 0.019 ft./ft.       SMH 6102     22.78     14.28     SMH 893	6" PVC	L = 191	', SLOPE = $0.016$	6 ft./ft.			
15.80  8" PVC	CMU 5330	23.20	15.85	SMH 6101			
17.89 (E)   SMH 6101   23.35   15.10 (W)   SMH 6102	3MH 3330		15.80	SWIT OTOT			
SMH 6101 23.35 15.10 (W) SMH 6102 8" PVC L = 41', SLOPE = 0.019 ft./ft. SMH 6102 22.78 SMH 893	8" PVC	L = 29',	SLOPE = 0.024	ft./ft.			
15.05 (OUT)  8" PVC		23.35	17.89 (E)				
8" PVC L = 41', SLOPE = 0.019 ft./ft.  SMH 6102 22.78 14.28 SMH 893	SMH 6101		15.10 (W)	SMH 6102			
SMH 6102 22.78 14.28 SMH 893			15.05 (OUT)				
SMH 6102 22.78 SMH 893	8" PVC	L = 41',	SLOPE = 0.019	ft./ft.			
	CMU 6100	00.70	14.28	CMT 80.3			
	SMH DIUZ	22.78	14.23	2MU 093			

LEDGE,

(TYP.) —

7

PROPOSED
18' x 8" SEWER

SERVICE SDR35 PVC S=0.01

COURT STREET

////////////

— PSNH 14/12 149/16 W/ UGU

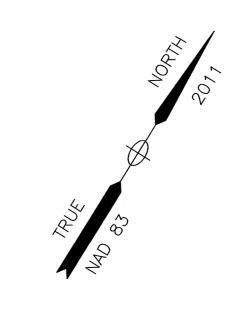
STEPS -

6' CHAIN LINK -

CLEANOÚT

7' WOOD PRIVACY -

SEWED STRUCTURE TARIE



- 4' ALUMINUM

– NET&T 17

PSNH 4/11 W/ UGU

FENCE

- PROPOSED

POLE

#### AMBIT ENGINEERING, INC.

Civil Engineers & Land Surveyors

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

#### Tel (603) 430-9282 Fax (603) 436-2315

#### NOTES

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

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

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

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

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

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

7) EVERSOURCE WORK ORDER #5127007

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

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

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

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

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



SCALE: 1" = 20'

UTILITY PLAN C5

DECEMBER 2020

GRAPHIC SCALE

10 0 20 40 60 80
FEET METERS

5 0 5 10 15 20 25

- NET&T 149/16S

PROPOSED PRIMARY SERVICE FEEDS

PSNH 4/13 W/ UGU

SECONDARY FEED TO BUILDING

PROPOSED 4" DI DOMESTIC WATER SERVICE

GAS METER

PROPOSED

GAS SERVICE D2

PROPOSED 6" DI SPRINKLER SERVICE

FB 321 PG 72

3059.01

#### **EROSION CONTROL NOTES**

#### **CONSTRUCTION SEQUENCE**

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

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

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

PLACE FODS AS NEEDED.

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

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

CONSTRUCT BUILDING.

CONNECT UTILITIES.

PLACE BINDER LAYER OF PAVEMENT FOR SIDEWALKS.

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

AFTER BUILDINGS ARE COMPLETED, FINISH ALL REMAINING LANDSCAPED WORK.

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

#### **GENERAL CONSTRUCTION NOTES**

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

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

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

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

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

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

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

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

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

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

ACHIEVING FINISHED GRADE

#### VEGETATIVE PRACTICE

FOR PERMANENT MEASURES AND PLANTINGS:

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

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

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

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

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

GENERAL COVER PROPORTION SEEDING RATE CREEPING RED FESCUE 50% 100 LBS/ACRE KENTUCKY BLUEGRASS 50% SLOPE SEED (USED ON ALL SLOPES GREATER THAN OR EQUAL TO 3:1) CREEPING RED FESCUE TALL FESCUE 42% 48 LBS/ACRE

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

FOR TEMPORARY PROTECTION OF DISTURBED AREAS: MULCHING AND SEEDING SHALL BE APPLIED AT THE FOLLOWING RATES: PERENNIAL RYE: 0.7 LBS/1,000 S.F.

16%

#### MAINTENANCE AND PROTECTION

1.5 TONS/ACRE

BIRDSFOOT TRFFOIL

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

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

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

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

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

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

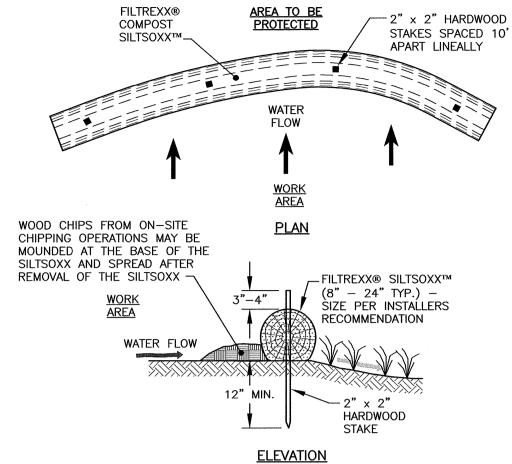
SILT FENCING AND SILTSOXX SHALL BE REMOVED ONCE VEGETATION IS ESTABLISHED, AND DISTURBED AREAS RESULTING FROM SILT FENCE AND SILTSOXX REMOVAL SHALL BE PERMANENTLY

#### WINTER NOTES

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

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

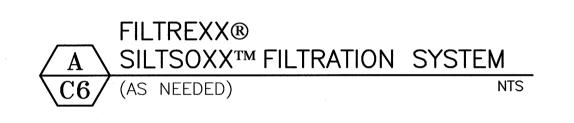
AFTER NOVEMBER 15TH, INCOMPLETE ROAD OR PARKING SURFACES. WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3.

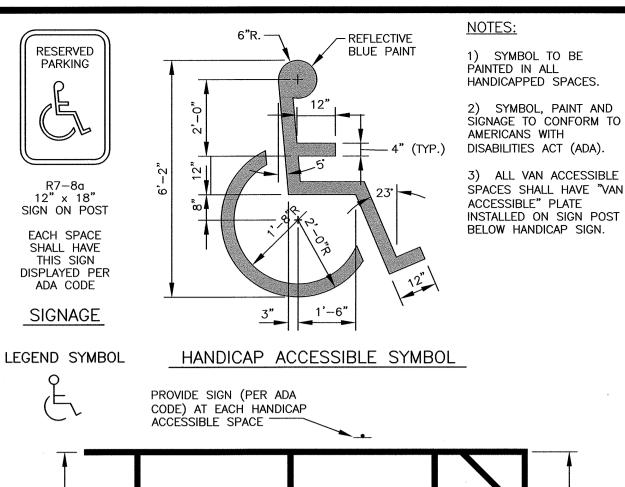


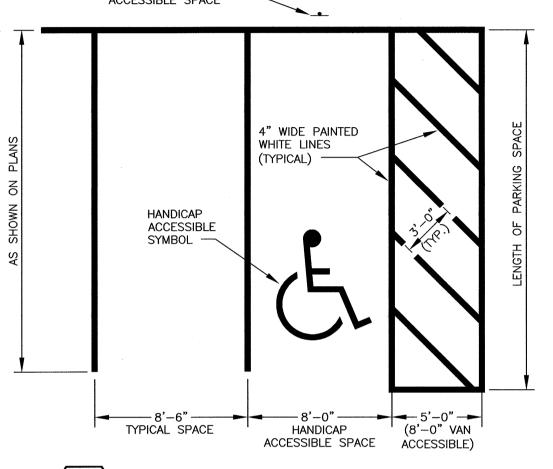
ALL MATERIAL TO MEET FILTREXX SPECIFICATIONS. FILLTREXX SYSTEM SHALL BE INSTALLED BY A CERTIFIED FILTREXX INSTALLER. THE CONTRACTOR SHALL MAINTAIN THE COMPOST FILTRATION

SYSTEM IN A FUNCTIONAL CONDITION AT ALL TIMES. IT WILL BE ROUTINELY INSPECTED AND REPAIRED WHEN REQUIRED. 4. SILTSOXX DEPICTED IS FOR MINIMUM SLOPES, GREATER SLOPES MAY REQUIRE ADDITIONAL PLACEMENTS.

THE COMPOST FILTER MATERIAL WILL BE DISPERSED ON SITE WHEN NO LONGER REQUIRED, AS DETERMINED BY THE







HANDICAP PARKING DETAIL

#### FODS TRACKOUT CONTROL SYSTEM

#### INSTALLATION:

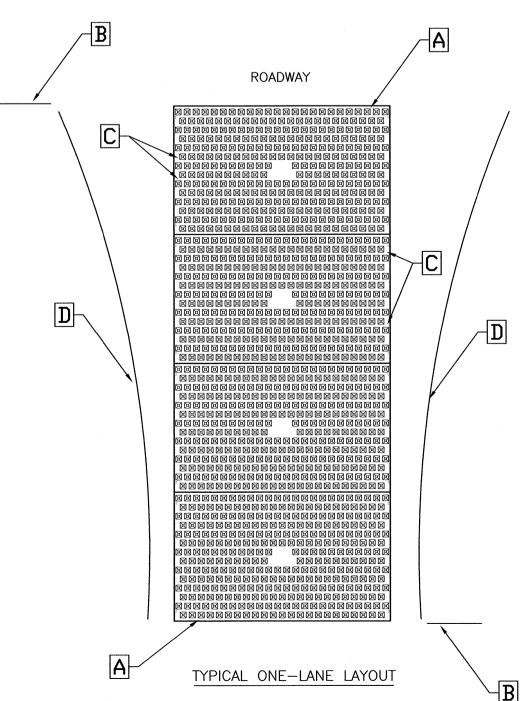
THE PURPOSE AND DESIGN OF THE FODS TRACKOUT CONTROL SYSTEM IS TO EFFECTIVELY REMOVE MOST SEDIMENT FROM VEHICLE TIRES AS THEY EXIT A DISTURBED LAND AREA ONTO A PAVED STREET. THIS MANUAL IS A PLATFORM FROM WHICH TO INSTALL A FODS TRACKOUT CONTROL SYSTEM. (NOTE: THIS IS NOT A ONE SIZE FITS ALL GUIDE.) THE INSTALLATION MAY NEED TO BE MODIFIED TO MEET THE EXISTING CONDITIONS. EXPECTATIONS. OR DEMANDS OF A PARTICULAR SITE, THIŚ 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. . 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 SYSTEM IS TO BE PLACED SHOULD CORRESPOND TO THE SITE WHERE FORS TRACKOUT CONTROL SYSTEM 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 CÀLL 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. 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

13. SUCCESSIVE MATS CAN THEN BE PLACED TO CREATE THE FODS TRACKOUT CONTROL SYSTEM REPEATING THE ABOVE STEPS.

#### VEHICLES SHOULD TRAVEL DOWN THE LENGTH OF THE TRACKOUT CONTROL SYSTEM AND NOT CUT

PARKING

R7-8c

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. 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 OF FODS TRACKOUT CONTROL SYSTEM IS REVERSE ORDER OF INSTALLATION.

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. THE ANCHORS SHOULD BE REMOVED. THE CONNECTOR STRAPS SHOULD BE UNBOLTED AT ALL LOCATIONS IN THE FODS TRACKOUT CONTROL

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.



FODS (USE AS REQUIRED)



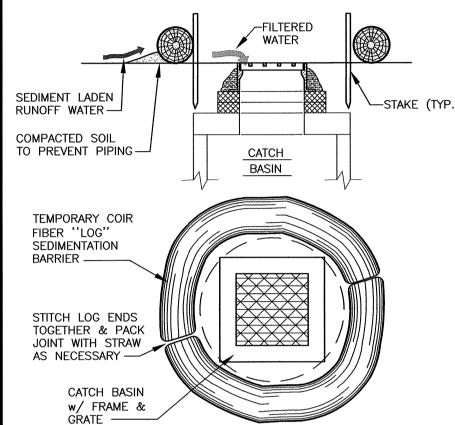
#### AMBIT ENGINEERING, INC.

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

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1. PRIOR TO INSTALLATION, SILT LOGS SHALL BE KEPT DRY AND STORED IN THEIR ORIGINAL WRAPPING

MINIMUM CROSS SECTIONAL DIAMETER OF SILT LOGS: 12". 3. SILT LOGS MAY BE CUT AND RE-STITCHED AS NEEDED PER

MANUFACTURERS RECOMMENDATIONS. 4. SILT LOGS SHALL BE INSPECTED AFTER EACH STORM EVENT. 5. REMOVE ACCUMULATED SILT WHEN DEPTH REACHES ONE

HALF OF SILT LOG DIAMETER. 6. IF LOGS ARE TOO STIFF TO BEND AROUND CATCH BASIN INLET, THEY MAY BE CUT AND LAID SQUARE.

"SILT LOG" BARRIER AT CATCH BASIN INLET

(AS NEEDED)

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

4/2/21 O ISSUED FOR COMMENT DATE DESCRIPTION REVISIONS



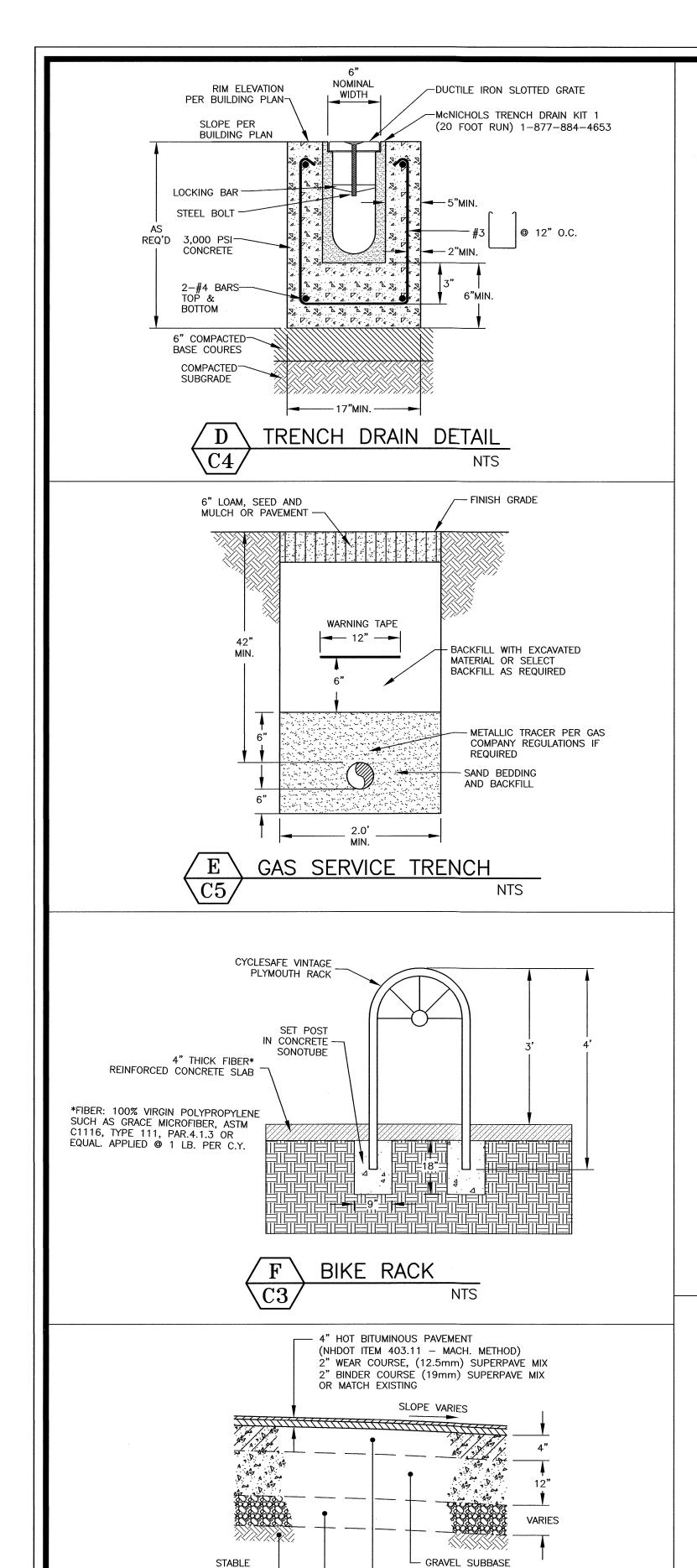
SCALE: AS SHOWN

DECEMBER 2020

**EROSION PROTECTION** NOTES AND DETAILS

3059.01

FB 321 PG 72



SUBGRADE -

GRANULAR FILL

AS REQUIRED

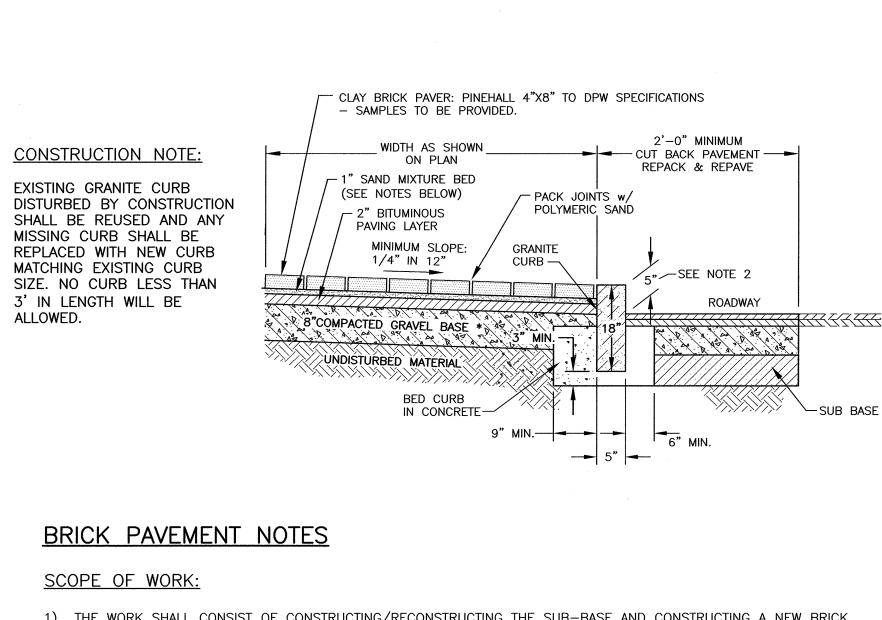
(NHDOT ITEM 304.2)

NTS

-CRUSHED GRAVEL BASE COURSE

(NHDOT ITEM 304.3)

TYPICAL PAVEMENT CROSS-SECTION

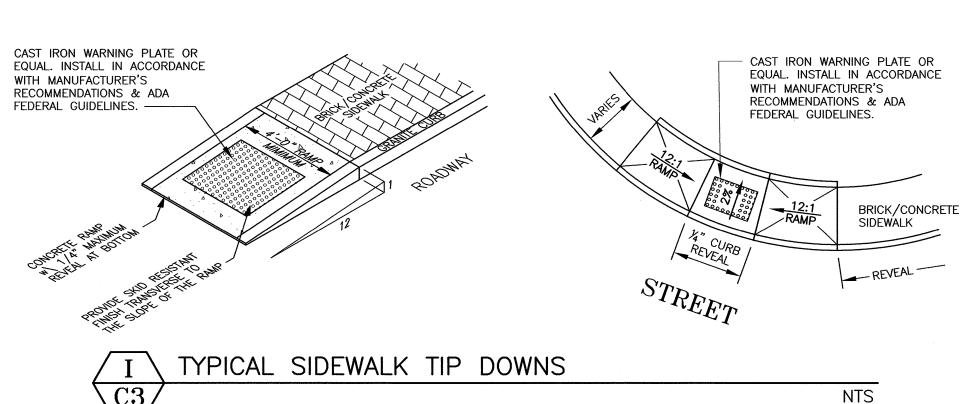


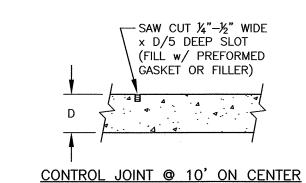
- 1) THE WORK SHALL CONSIST OF CONSTRUCTING/RECONSTRUCTING THE SUB-BASE AND CONSTRUCTING A NEW BRICK SIDEWALK AS DIRECTED IN THE FIELD BY THE ENGINEER.
- 2) REVEAL SHALL BE 5" (COORDINATE WITH PORTSMOUTH DPW).

#### 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) ALL BRICKS SHALL CONFORM TO THE REQUIREMENTS OF ASTM STANDARD SPECIFICATIONS FOR BUILDING BRICKS: CLASS SX, TYPE 1, APPLICATION PX. THE BRICKS SHALL BE NO. 1, WIRE CUT TYPE FOR PAVING, WITH A COMPRESSIVE STRENGTH OF NOT LESS THAN 6,000 POUNDS PER SQUARE INCH. THE BRICKS SHALL NOT BE CORED OR HAVE FROGS AND SHALL BE OF A STANDARD SIZE (2.25" X 4 X 8").
- C) 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.
- D) 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.
- E) 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.
- F) THE CONTRACTOR SHALL LAY THE BRICKS SO THAT APPROXIMATELY 4.5 BRICKS SHALL COVER ONE SQUARE FOOT.
- G) THE SIDEWALK SHALL PITCH TOWARDS THE STREET AS SHOWN ON THE GRADING PLAN.
- H) 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.
- I) THE CONTRACTOR SHALL SUBMIT A SAMPLE OF THE BRICKS FOR APPROVAL BY THE CITY BEFORE BRICKS ARE INSTALLED.







# ¬¼"-½" PREFORMED ¬PROVIDE KEY AT CONSTRUCTION JOINTS ¬ROUND ON ¬TROWELLED

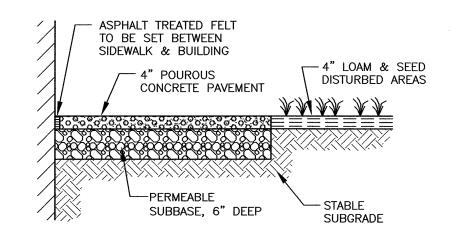
CONTROL JOINT

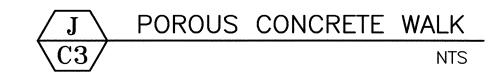
PANSION JOINT CONSTRUCTION

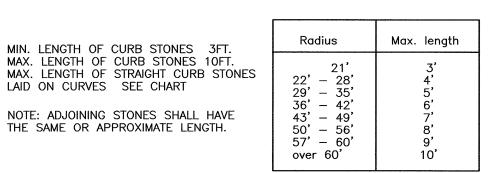
1/2" RADIUS

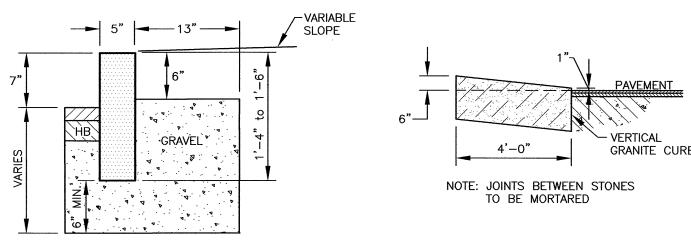
EXPANSION JOINT CONSTRUCTION JOINT ©

© 50' ON CENTER BREAK IN CONSTRUCTION





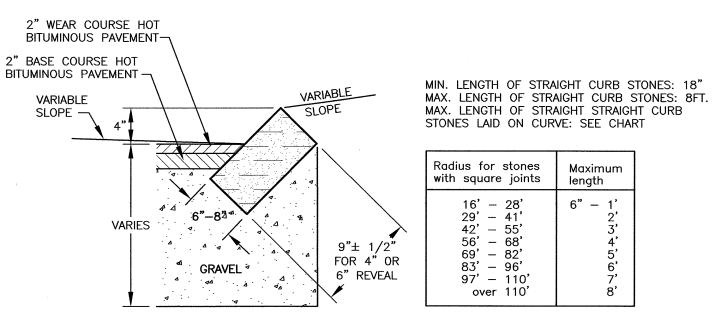




VERTICAL GRANITE CURB

GRANITE CURB END

NTS



SLOPE GRANITE CURB

GRANITE CURBING DETAILS

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Civil Engineers & Land Surveyors

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Portsmouth, N.H. 03801-7114
Tel (603) 430-9282

#### NOTES

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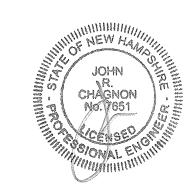
Fax (603) 436-2315

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

0 ISSUED FOR COMMENT 4/2/21
NO. DESCRIPTION DATE

REVISIONS



SCALE: AS SHOWN

DECEMBER 2020

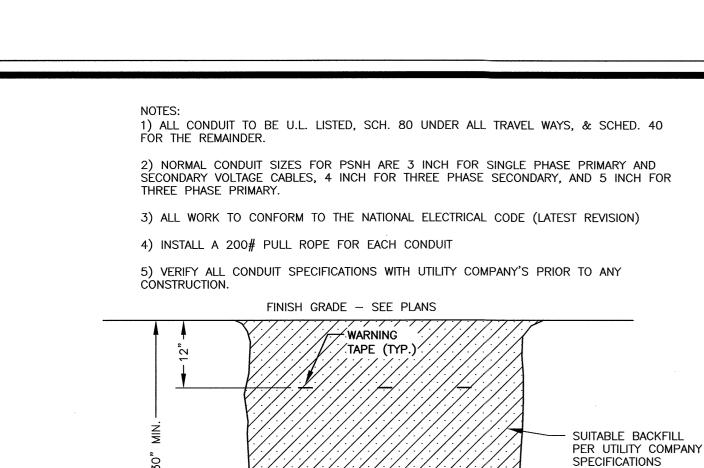
**DETAILS** 

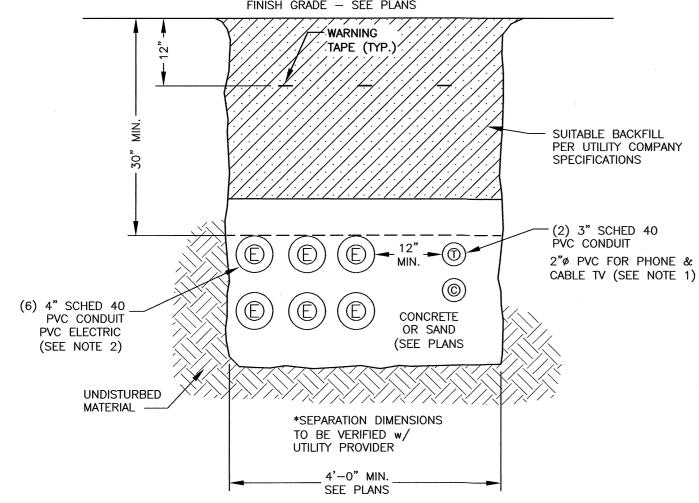
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2 321 DC 72

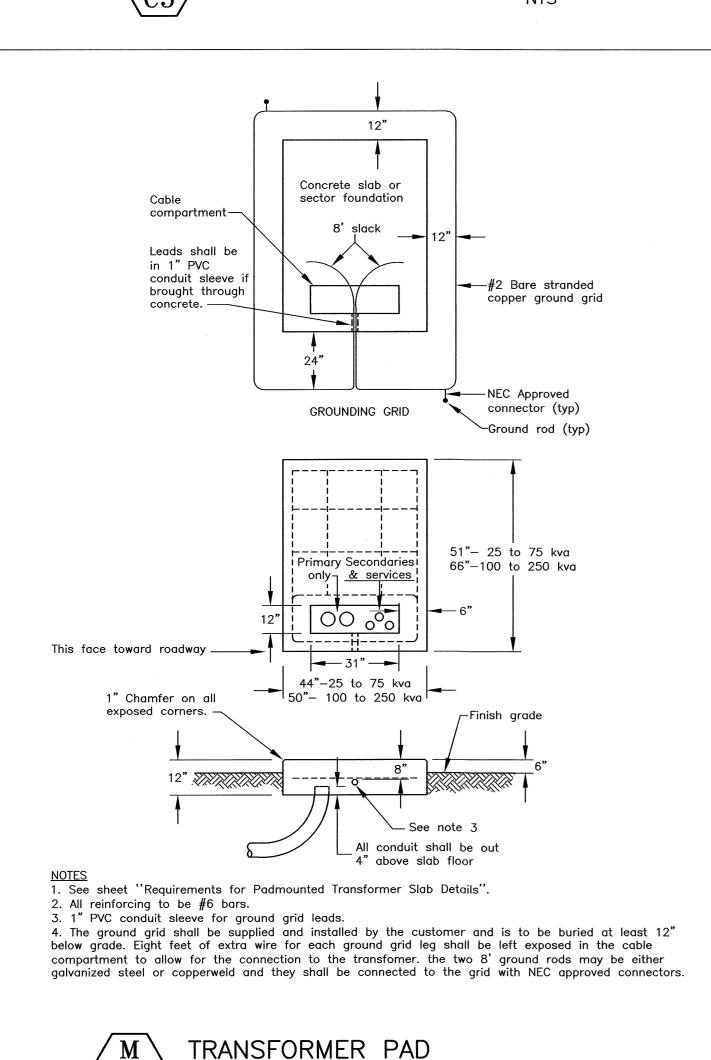
FB 321 PG 72

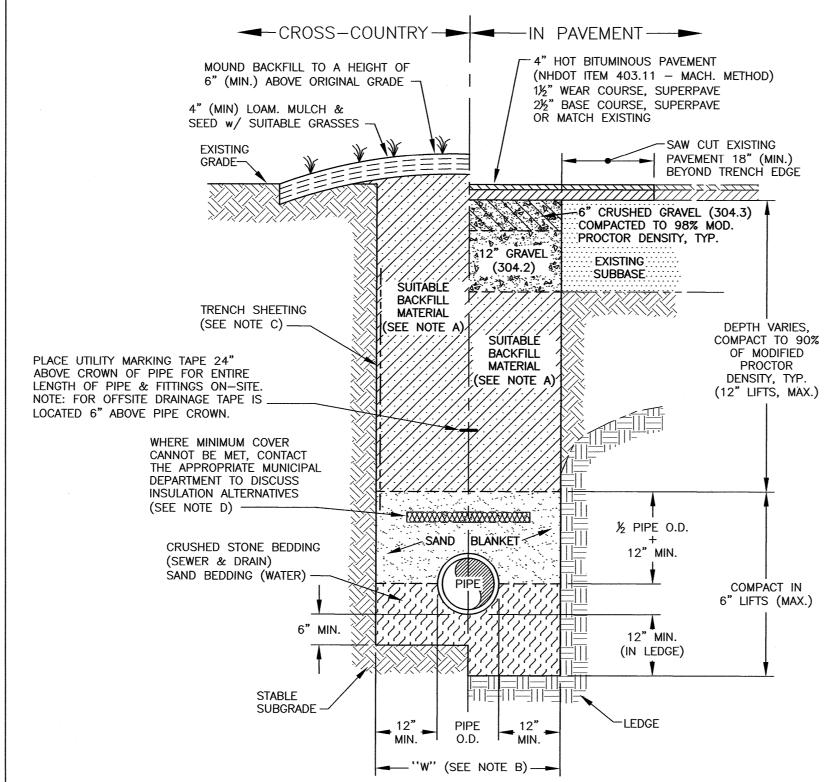
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#### TRENCH NOTES:

- IN <u>PAVED AREAS</u>, 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 <u>CROSS-COUNTRY</u> 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..

THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFE EXCAVATION PRACTICES.

D) MINIMUM PIPE COVER FOR UTILITY MAINS (UNLESS GOVERNED BY OTHER CODES):

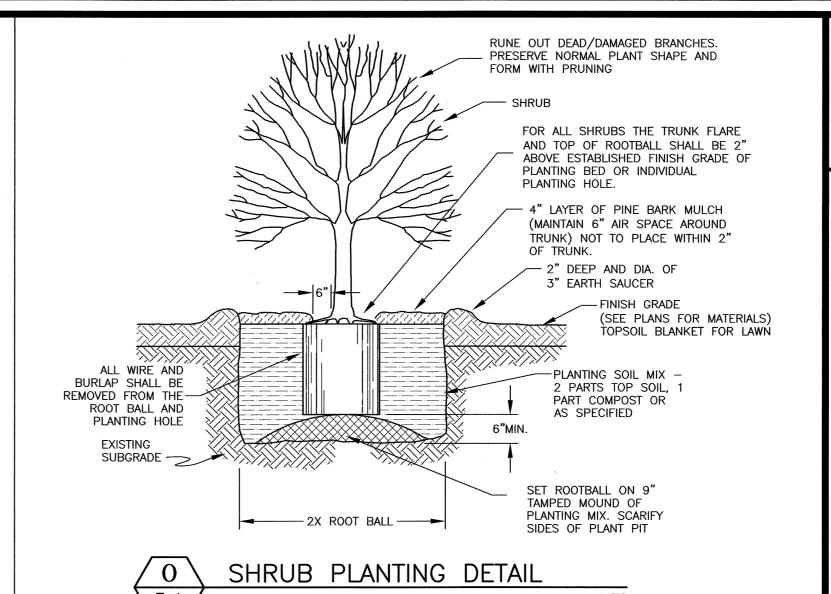
5' MINIMUM FOR SEWER (IN PAVEMENT)

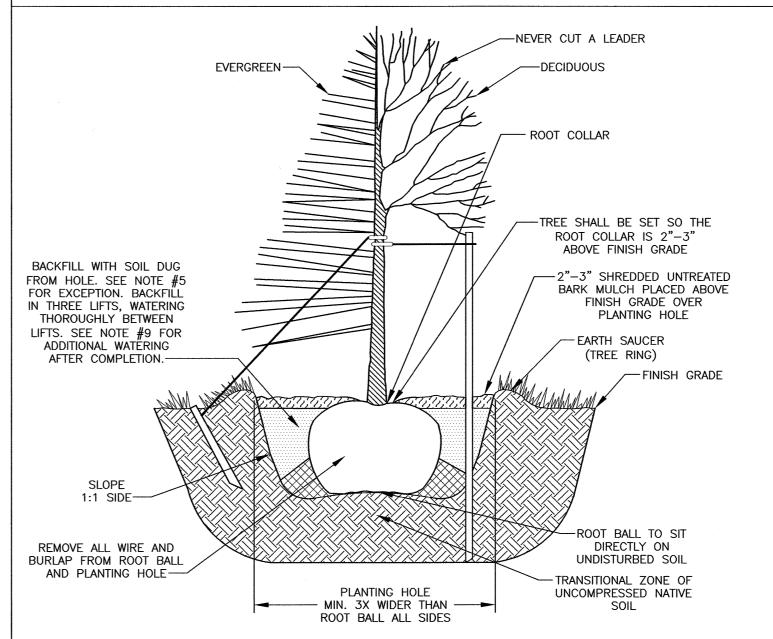
4' MINIMUM FOR SEWER (CROSS COUNTRY)

3' MINIMUM FOR STORMWATER DRAINS 5' MINIMUM FOR WATER MAINS

E) ALL PAVEMENT CUTS SHALL BE REPAIRED BY THE INFRARED HEAT METHOD.









#### CITY OF PORTSMOUTH TREE PLANTING REQUIREMENTS

THE BASE OF THE CITY OF PORTSMOUTH TREE PLANTING REQUIREMENTS IS THE ANSI A300 PART 6 STANDARD PRACTICES FOR PLANTING AND TRANSPLANTING. ANSI A300 PART 6 LAYS OUT TERMS AND BASIC STANDARDS AS SET FORTH BY INDUSTRY BUT IS NOT THE "END ALL" FOR THE CITY OF PORTSMOUTH. THE FOLLOWING ARE THE CITY OF PORTSMOUTH, NH TREE PLANTING REQUIREMENTS THAT ARE IN ADDITION TO OR THAT GO BEYOND THE ANSI A300

- 1. ALL PLANTING HOLES MUST 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 NON-DAMAGING 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.



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

		-
0	ISSUED FOR COMMENT	4/2/21
NO.	DESCRIPTION	DATE
	REVISIONS	



DECEMBER 2020 SCALE: AS SHOWN

**DETAILS** 

FB 321 PG 72

3059.01



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

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

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

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

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

#### 93 PLEASANT STREET

93 PLEASANT STREET PORTSMOUTH, NH

Dagny Taggart, LLC McNabb Properties

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

 Date:
 9/17/2021

 Project Number:
 P150.00

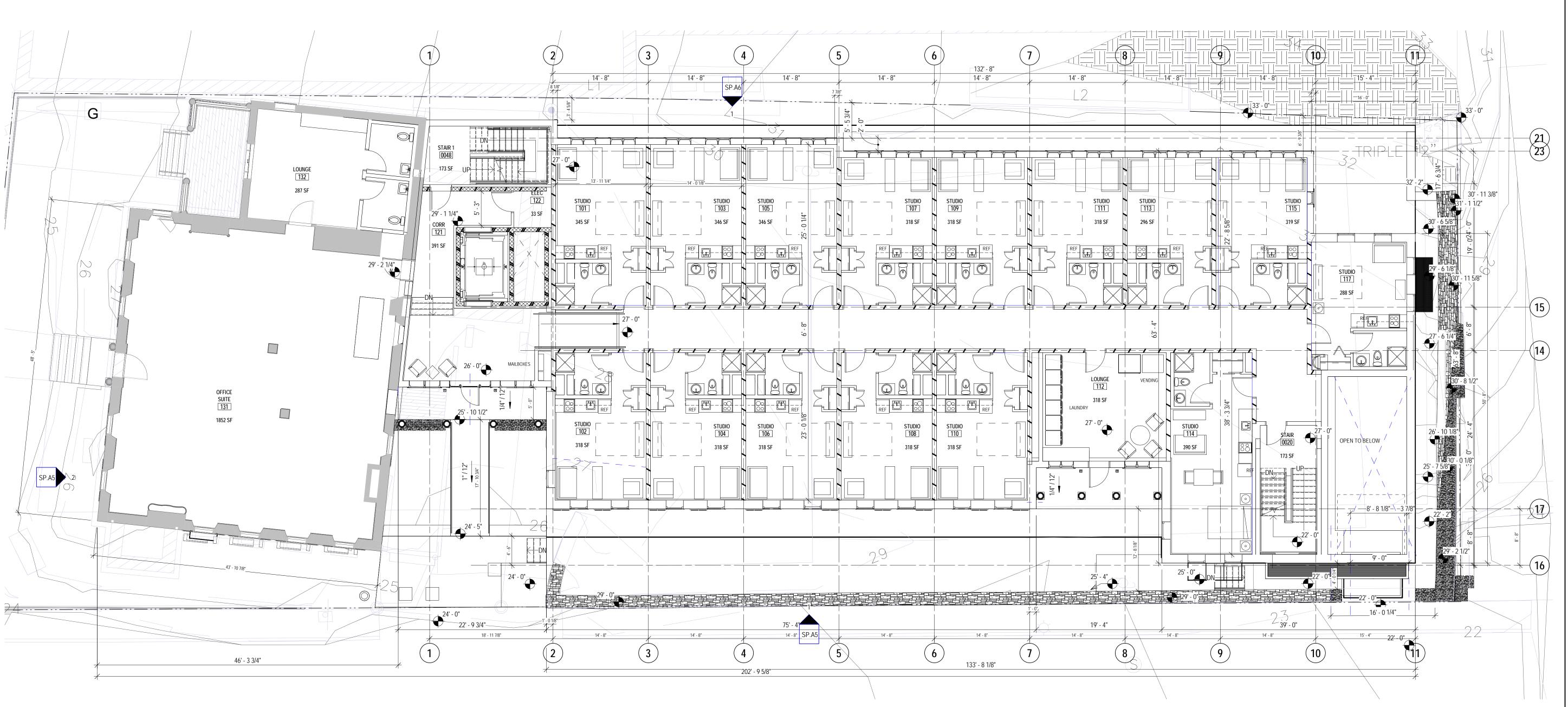
REVISIONS

NO. DESCRIPTION DATE

SITE PLAN REVIEW

BASEMENT FLOOR PLAN

SP.A0



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



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

#### 93 PLEASANT STREET

93 PLEASANT STREET PORTSMOUTH, NH

Dagny Taggart, LLC McNabb Properties

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

 Date:
 9/17/2021

 Project Number:
 P150.00

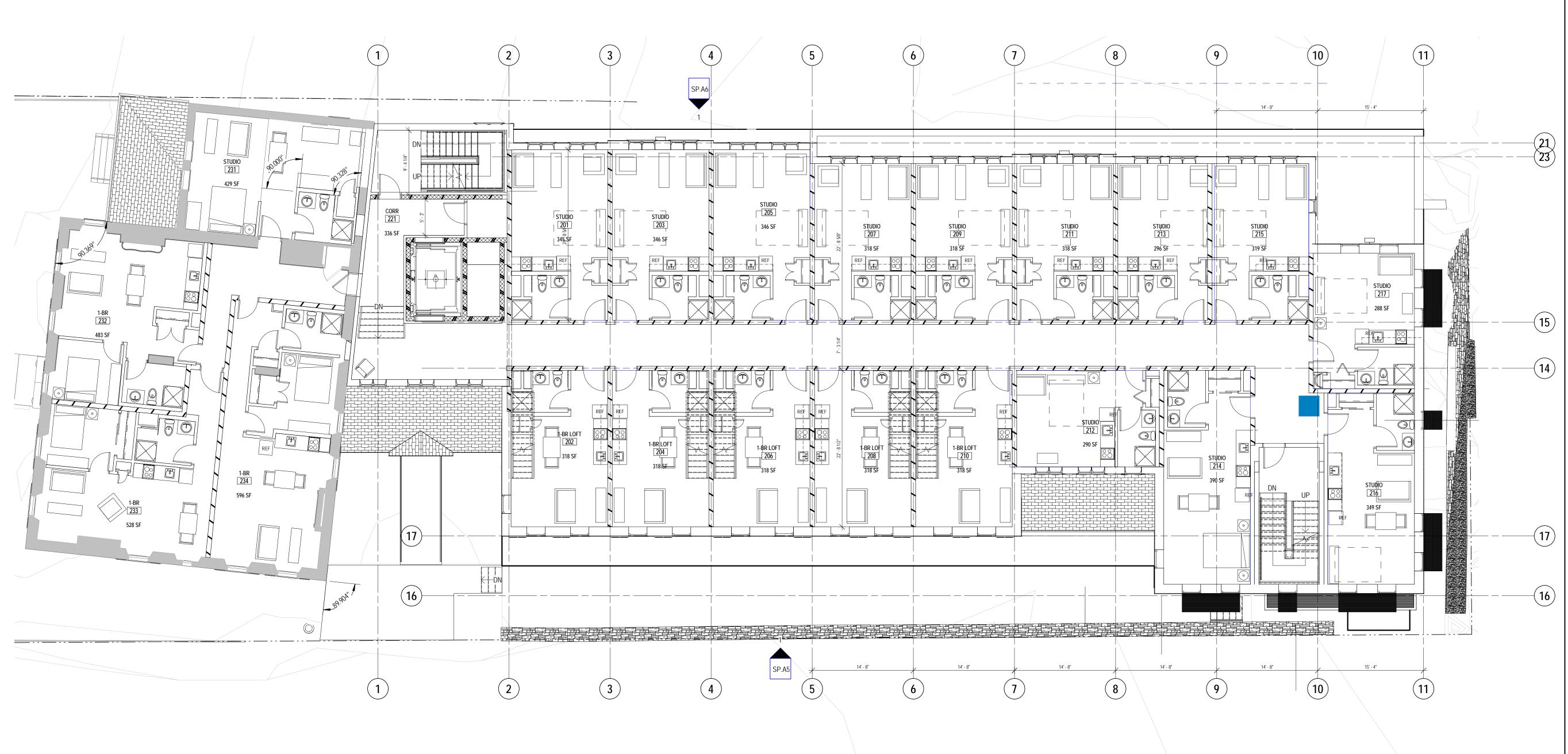
REVISIONS

NO. DESCRIPTION DATE

SITE PLAN REVIEW

FIRST FLOOR PLAN

SP.A1



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



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

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

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

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

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

#### 93 PLEASANT STREET

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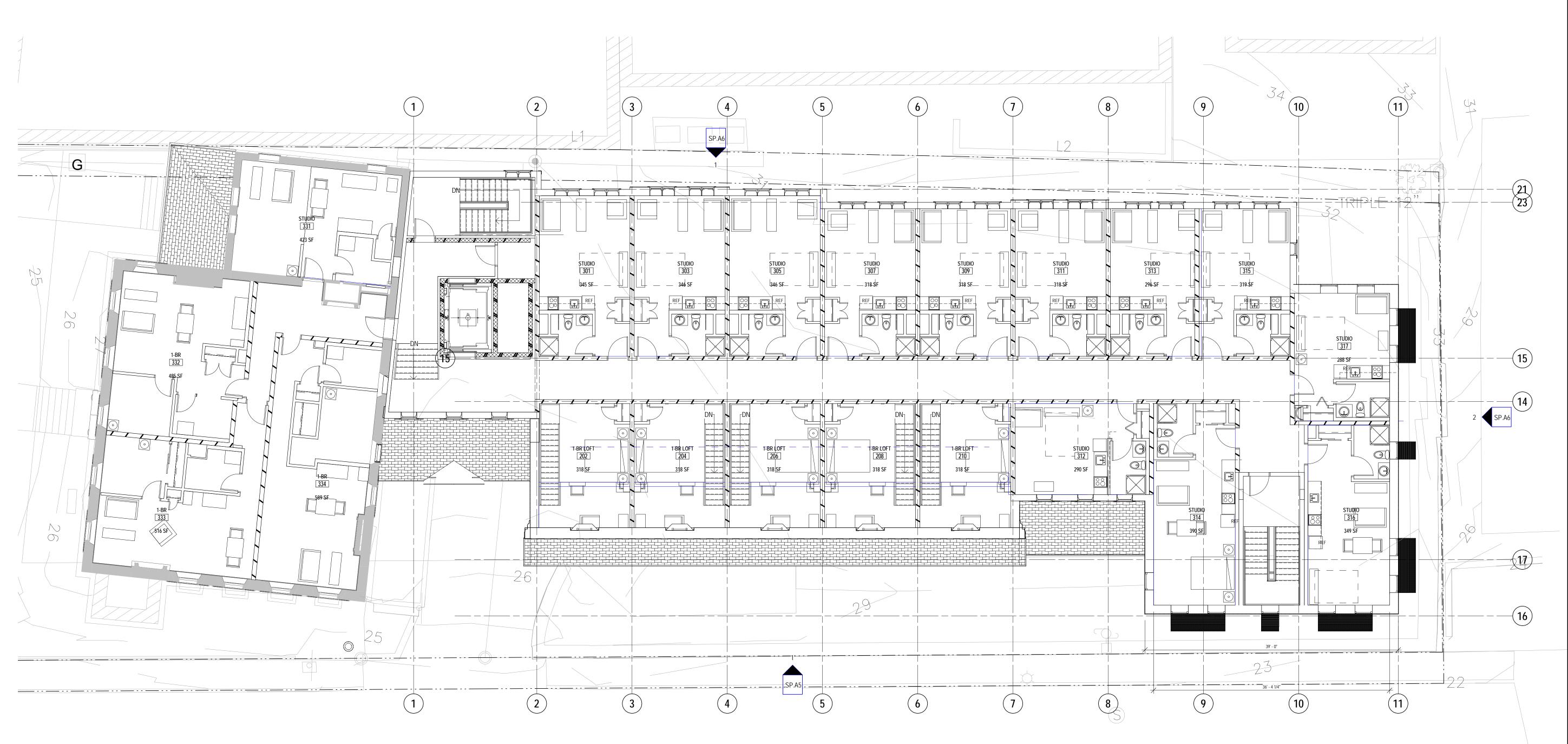
REVISIONS

NO. DESCRIPTION DATE

SITE PLAN REVIEW

SECOND FLOOR PLAN

SP.A2



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



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#### 93 PLEASANT STREET

93 PLEASANT STREET PORTSMOUTH, NH

Dagny Taggart, LLC McNabb Properties

 Scale:
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REVISIONS

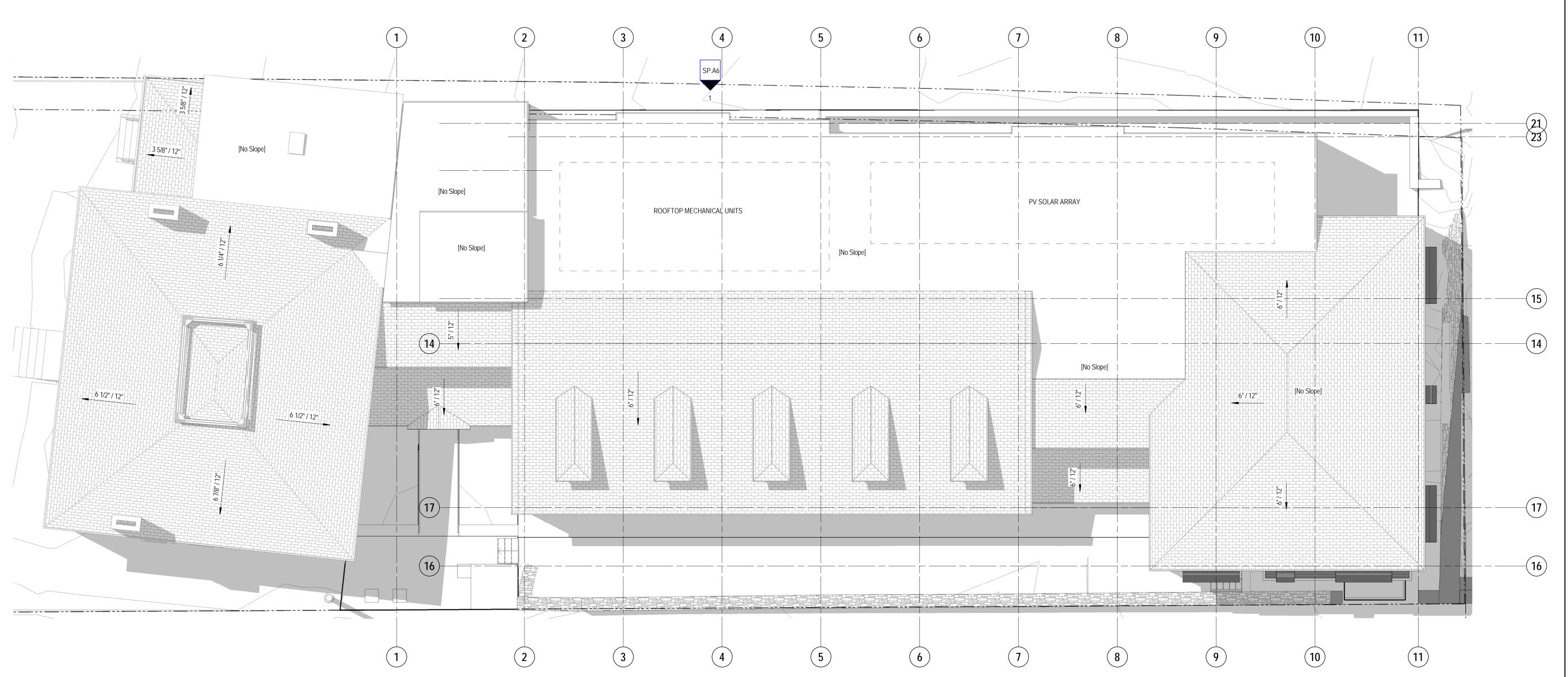
NO. DESCRIPTION DATE

SITE PLAN REVIEW

THIRD FLOOR PLAN

SP.A3

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93 PLEASANT STREET

93 PLEASANT STREET PORTSMOUTH, NH

Dagny Taggart, LLC McNabb Properties

Scale:
Date:
Project Number:

REVISIONS

NO. DESCRIPTION DATE

1/8" = 1'-0"

9/17/2021

SITE PLAN REVIEW

ROOF FLOOR PLAN

SP.A4





2 OVERALL - PLEASANT STREET - TAC

1/8" = 1'-0"

JSA DESIGN

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93 PLEASANT STREET

93 PLEASANT STREET PORTSMOUTH, NH

Dagny Taggart, LLC McNabb Properties

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

 Date:
 9/17/2021

 Project Number:
 P150.00

REVISIONS

NO. DESCRIPTION DATE

SITE PLAN REVIEW

**ELEVATIONS** 

SP.A5

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1 OVERALL - NORTH ELEVATION - TAC
1/8" = 1'-0"



OVERALL - EAST ELEVATION - TAC

1/8" = 1'-0"



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SITE PLAN REVIEW

ELEVATIONS

SP.A6