

# AMBIT ENGINEERING, INC.

CIVIL ENGINEERS AND LAND SURVEYORS

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

22 November 2021

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

## **RE: Site Plan Application at 93 Pleasant Street, Tax Map 107; Lot 74**

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 Approval** for the above-mentioned project and request that we be placed on the agenda for your **December 7, 2021** Technical Advisory Committee Meeting. The project includes the re-use of the existing commercial building and proposed new construction of a 2 story with a short 3rd story 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 included with the new construction.

The site redevelopment consists of maintaining the office commercial space in the existing Treadwell Mansion and constructing a proposed addition along Court Street to provide additional office space. The plan was originally submitted as a Mixed-Use project with residential units proposed in the addition. Numerous abutters are opposed to the micro apartments in this location for various reasons. Opposition centers on the applicants request for a Parking Conditional Use Permit for reduced parking included with the plans, as well as concerns about the potential of the residential units being leased as short-term rentals. The Mixed-Use plan also was based on the entire addition being residential; where the Portsmouth Zoning Ordinance requires buildings in the Downtown Overlay District contain commercial uses on the first floor. Relief from Figure 10.5A41.10C and Section 10.642 (1), which prohibit residential use in the ground floor, was applied for and adjudicated by the Portsmouth Zoning Board on November 16, 2021. The approval of the proposed variance for the first floor residential use failed by a 4-3 vote. A mixed-use building with residential tenants having to navigate through the first-floor office space changes the efficiency and compatibility within the building. The project needs to be all micro apartments, or all office space. Therefore and regrettably, being cognizant of the constraints mentioned above, the application has been revised to be entirely office use. The application for the Conditional Use Permit is hereby withdrawn.

The application conforms to all of the required Density and Development Standards of the CD4 and Downtown Overlay Districts; except the following:

- Relief from Figure 10.5A41.10C which prohibits a finished floor surface of the ground floor that is 36" above the sidewalk grade, where a maximum of 60" is proposed.
- Relief from Figure 10.5A41.10C which requires a minimum ground story height of 12', where 10' 8" is proposed.
- Relief from Figure 10.5A41.10C which requires an entrance spacing every 50'.

This application received the requisite approvals from the Portsmouth Zoning Board on November 16, 2021 for the required relief mentioned above. The change of use to entirely office means that the project is not required to provide any on-site parking.

The project plans reflected revisions based on the November 2, TAC Committee meeting. The plans have been revised to address the Committee's comments as follows:

- The traffic engineer has presented a response to the traffic review comments which is included in this submission.
- The trench drain in the garage level will not be connected to the city sewer or drainage system, and is an evaporative trench. A note to this effect has been added to Sheet C4.
- The proposed sewer connection size on has been corrected on Sheet C5.
- Due to the shallow water main on Court Street Note 11 on Sheet C5 regarding the fire service installation and work in the vicinity of the main was edited.
- The downspout drain line has been connected directly into DMH 1. In addition an underdrain has been added from the rear of the structure.
- Tree planting locations have been revised to not conflict with the proposed R-Tank system.
- The submission includes a plan to clarify the driveway slope. The garage ramp will be heated in order to manage snow / ice conditions.

The applicant will coordinate with public works in order to finalize the location of the proposed transformer. Included with this submission please find the following additional exhibits:

- Response to Peer Review Comments from GPI
- Building Mounted Lighting Cut Sheets
- Access Ramp Details
- Revised Drainage Analysis

The project received HDC Approval on November 3, 2021. The change to the office use does not impact the approved HDC plan, as all relevant exterior features are the same.

We look forward to the TAC review of this submission and ask that we be scheduled for Planning Board review at the December meeting.

Sincerely,

*John Chagnon*

John R. Chagnon, PE

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



November 22, 2021

NEX-2021091.00

Mr. Peter Stith, Senior Planner  
City of Portsmouth Planning Department  
City Hall, 3<sup>rd</sup> Floor  
1 Junkins Avenue  
Portsmouth, NH 03801

SUBJECT: Treadwell Mansion Redevelopment  
#93 Pleasant Street  
Response to Peer Review Comments

Dear Mr. Stith:

**Greenman-Pedersen Inc.** (GPI) previously prepared a *Traffic Impact Assessment* (TIA)<sup>1</sup> for the proposed redevelopment of the existing Treadwell Mansion site located at #93 Pleasant Street in Portsmouth, New Hampshire. The findings of this study were reviewed by the City's peer review consultant, The Engineering Corp. (TEC) Inc., who provided comments in a letter dated October 26, 2021. We have prepared the following responses to TEC's comments related to the TIA.

It should be noted that since TEC conducted their initial review, changes have been made to the site plan to address the Zoning Board of Adjustment (ZBA) denying a variance to allow residential use on the first floor. As a result, the Project has been modified to provide a total of 34,266 square feet (SF) of office space. In addition, the site driveway into the garage has been relocated further west to the location of the existing parking lot driveway to address concerns over sight lines and provide greater separation between the site driveway and the adjacent Temple Israel parking.

## **RESPONSES TO COMMENTS FROM TEC**

**Comment 1:** *The Traffic Impact Assessment (TIA) described the area in the vicinity of the site including the two adjacent intersections along Court Street. The TIA evaluated the crash history for each of the adjacent intersections and the roadway segment along Court Street between 2015 and 2017 based on data available from the New Hampshire Department of Transportation (NHDOT). Based on the data provided, the adjacent intersections and the roadway segment of Court Street have experienced an average of two crashes per year or fewer over the study period, generally indicating no specific crash trends. TEC concurs with the results of this evaluation..*

**Response 1:** Comment acknowledged. No response required.

**Comment 2:** *Per the City of Portsmouth Ordinance Chapter 7 – Vehicles, Traffic and Parking Ordinance, the statutory speed limit along Court Street is 30 miles per hour (mph), not 25 mph as stated within the TIAS. TEC acknowledges that vehicles approaching the site driveway along both directions of Court Street will be coming from a stop condition at the intersections of either Washington Street or Pleasant Street and likely not reaching a speed of 30 mph by the site driveway. The Stopping Sight Distance (SSD) required for vehicles traveling 30 mph is 200 feet. Table 2 of the TIA indicated that over 200 feet of SSD is available along Court Street for vehicles approaching the new driveway location. The stopping sight distances reported in Table 2 of the TIA*

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<sup>1</sup> *Traffic Impact Assessment, 93 Pleasant Street – Portsmouth, New Hampshire; Greenman-Pedersen, Inc.; September 20, 2021.*

*are measured in accordance with the American Association of State Highway and Transportation Officials (AASHTO) requirements and are consistent with TEC's measurements in the field.*

*The desirable Intersection Sight Distance (ISD) remains a concern in both directions for vehicles exiting the site driveway. The TIA measures the available ISD at 10 feet from the edge of the travel way. AASHTO recommends ISD be recorded with the driver's eye at 14.5 feet from the edge of the traveled way, which would limit sight distance even further than noted for vehicles exiting the site. The TIA indicates that looking to the west of the site driveway does not meet AASHTO minimum intersection sight distance for a vehicle traveling 25 mph based on limitations from the historic stone retaining wall along the site's frontage. When sight distances are obstructed to perform a desired movement, it is anticipated that vehicles will inch forward into the roadway to have sufficient sight distance to perform a left turn movement, bringing exiting vehicles in conflict with through vehicles along Court Street. Further, inching forward brings vehicles directly in conflict with pedestrians on the sidewalk who may also have limited visibility of vehicles exiting the driveway.*

*Any opportunity to extend the length of the retaining wall height reduction to 24 inches to the west along Court Street would improve the ISD for vehicles exiting the driveway and reduce pedestrian conflicts. The City could consider implementation of sensors on the driveway to alert pedestrians of exiting vehicles; however, impact to adjacent residential properties would need to be considered. No landscaping should be placed within the sight triangles for vehicles exiting the new driveway location.*

**Response 2:** The site plans have been modified to relocate the driveway further west to improve sight lines exiting the site driveway and increase the separation between the proposed site driveway and the parking along the adjacent Temple Israel property. An updated sight line analysis has been performed for the relocated site driveway. As noted by TEC, the enforceable speed along Court Street is 30 miles per hour (MPH) based on the City's Ordinances. Based on a travel speed of 30 MPH, the minimum required Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD) would be 200 feet. However, the site driveway will be located approximately 80 feet to the east of the STOP line on Court Street at the intersection with Pleasant Street. Based on AASHTO guidelines for SSD, vehicles passing by the relocated site driveway in the westbound direction would need to be traveling at a speed of 15 MPH or less in order to safely stop for the STOP line at the Court Street / Pleasant Street intersection. Due to the four-way STOP control, all vehicles approaching the site driveway in the eastbound direction will be coming from a stopped condition. Therefore, the sight line analysis has also been performed for a travel speed of 15 MPH passing by the site driveway.

The updated sight distance measurements are summarized in Table 1 and the *Sight Distance Plan* is provided as an Attachment to this letter. The updated analysis shows that the available Stopping Sight Distance (SSD) will exceed 400 feet in either direction, exceeding AASHTO recommendations for safe sight lines. The sight line analysis Intersection Sight Distance (ISD) has been prepared at a driver's eye distance of 14.5 feet from the edge of the travelway as required by AASHTO, as well as for a driver's eye at a distance of 10 feet from the edge of travelway. The 14.5-foot separation from the edge of the travelway represents a vehicle exiting the garage stopped in advance of the sidewalk. Although the ISD will be limited to 29 to 47 feet at this point, from this location the driver will have adequate ISD to check for pedestrians approaching on the sidewalk. The driver would then be able to pull their vehicle forward to edge of the roadway, placing the driver's eye approximately 10 feet from the edge of the travelway. At this point, the ISD would be extended to 80 to 221 feet, providing the driver exiting the site driveway with adequate ISD of oncoming vehicle traffic to meet AASHTO recommendations for minimum ISD based on a travel speed of 15 MPH.

**TABLE 1**  
**Sight Distance Summary**

Location/Direction	Minimum Required <sup>a</sup>	Measured	
		Stopping Sight Distance (feet)	Intersection Sight Distance (feet) <sup>a</sup>
<b>Court Street at Site Driveway:</b> East of intersection (WB) West of intersection (EB)	80 (200) 80 (200)	+400 (to Washington St) +400 (thru Pleasant St)	80 [47] <sup>b</sup> 221 [29] <sup>b</sup>

<sup>a</sup> Values based on AASHTO requirements for minimum SSD based on travel speeds of 15 MPH (enforced speed of 30 MPH).

<sup>b</sup> XX [XX] = Driver's eye 10 feet back from edge of roadway [Driver's eye 14.5 feet back from edge of roadway].

**Comment 3:** *The TIA used data published in the industry-standard Institute of Transportation Engineers (ITE) publication Trip Generation, 10<sup>th</sup> Edition to estimate the traffic to be generated by the proposed development. The TIA utilized data found under LUC 710 – General Office Build for the office space and Land Use Code (LUC) 221 – Multi-Family Housing (Mid-Rise) for the apartment units. Specifically, the TIA utilized trip rates based upon Dense Multi-Use Urban settings to project the trips to be generated by the subject site... For the office land use, the use of dense multi-use urban setting for the square footage independent variable is appropriate for calculating the site generated trips for the office space. As this setting does not utilize a small sample size (almost 20 studies), TEC concurs with its use. These vehicle trips will not be directly accessing the site via the site driveway, as no on-site parking is provided for the office space. Office site generated traffic will be accommodated on the adjacent street system to area parking garages.*

**Response 3:** As previously noted, the Project has been revised to include a total of 34,266 SF of office space and all residential units have been eliminated. The 18 parking spaces provided within the parking garage will be available for use by the office employees and visitors. Any overflow parking for the office use will be accommodated within the nearby parking garages or on-street parking. GPI has prepared an updated trip generation assessment for the proposed office development, which continues to use ITE trip rates for LUC 710 – General Office Building in a dense mixed-use setting as this methodology was previously reviewed and approved by TEC. The updated trip generation calculations are provided as an Attachment to this letter and the resulting trip generation estimate is summarized in Table 2.

As shown in Table 3, the proposed redevelopment is expected to generate a total of 28 vehicle trips (24 entering and 4 exiting) during the weekday AM peak hour, 30 vehicle trips (5 entering and 25 exiting) during the weekday PM peak hour, and 14 vehicle trips (8 entering and 6 exiting) during the Saturday midday peak hour. This represents less than one additional vehicle every two to four minutes on the adjacent downtown area roadways during the peak hours and is anticipated to have a negligible impact on the traffic operations of the surrounding area roadways. It should be noted that not all of these trips will occur on Court Street as the proposed on-site parking garage will provide only 18 parking spaces. Many of these trips will occur on other downtown roadways to and from the area parking facilities.

**TABLE 2 – Trip Generation Summary**

Time Period/Direction	Office Trips (LUC 710) <sup>b</sup>
<b>Weekday Daily</b>	252
<b>Weekday AM Peak Hour:</b>	
Enter	24
Exit	4
Total	28
<b>Weekday PM Peak Hour:</b>	
Enter	5
Exit	25
Total	30
<b>Saturday Daily</b>	58
<b>Saturday Midday Peak Hour:</b>	
Enter	8
Exit	6
Total	14

<sup>b</sup> ITE LUC 710 (General Office Building) in Dense Multi-Use Urban setting for 34,266 SF.

**Comment 4:** *The City of Portsmouth Zoning Ordinance requires a total of 39 parking spaces for the 52 apartment units, based upon the number of units of specific sizes, plus one visitor spaces per dwelling units. The Zoning Ordinance does not require the provision of off-street parking spaces for the proposed 5,250 SF office space. The Zoning Ordinance also allows for a 4-space reduction of off-street parking spaces for facilities located in the Downtown Overlay District. Therefore, the entire mixed-use development as proposed requires 35 parking spaces to meet the Ordinance requirement.*

*A total of 18 parking spaces are proposed to be provided on the site. The currently proposed surface parking supply does not meet the Ordinance requirement. A Conditional Use Permit will be required for the development.*

**Response 4:** The Project has been revised to eliminate the previously proposed residential use and will not contain 34,266 SF of office space with 18 parking spaces within a below-ground parking structure. As noted by TEC, the Zoning Ordinance does not require the provision of any off-street parking spaces for office uses within the Downtown Overlay District (DOD). Therefore, the 18 parking spaces provided will exceed the zoning requirement and a Conditional Use Permit (CUP) will no longer be required for the Project.

**Comment 5:** *A parking demand analysis was provided that detailed the parking demand for the apartment units using the ITE publication Parking Generation Manual, 5<sup>th</sup> Edition. The Parking Analysis assumed a dense multi-use urban setting without nearby transit. As this setting includes a significant number of studies (50 studies), TEC concurs with its use...*

**Response 5:** As previously noted, the Project has been revised to eliminate the residential use and provide a total of 34,266 SF of office space with 18 on-site parking spaces. Although the City's Zoning Ordinance does not require any off-street parking to be provided within the DOD for office uses, GPI has prepared an updated parking demand assessment using ITE data for LUC 710 (Office Building) within a dense multi-use urban setting to estimate the potential parking demand to be generated by the proposed office space. The

detailed parking demand calculations are provided as an Attachment to this letter and indicate that the proposed office development is anticipated to generate a peak parking demand of 56 parking spaces. As 18 of these vehicles can be accommodated within the on-site parking garage, the potential demand generated at other area parking facilities is 38 parking spaces.

**Comment 6:** *The City of Portsmouth Zoning Ordinance requires one bicycle parking space for every 5 dwelling units or portion thereof, up to a maximum of 30 bicycle spaces, for multifamily dwellings. Therefore, the entire mixed-use development as proposed requires 11 bicycle parking spaces to meet the Ordinance requirement. A total of 30 bicycle and scooter spaces, 24 for bicycles and 6 for scooters, are proposed to be provided on the site, meeting the Ordinance requirement.*

**Response 6:** As previously noted, the Project has been revised to eliminate the residential use and provide a total of 34,266 SF of office space with space in a below-ground parking garage for up to 22 bicycles and 4 scooters to park. As the Zoning Ordinance does not require any bicycle parking for office uses, the proposed 22 bicycle parking spaces will exceed the requirement of the Ordinance.

## **CONCLUSION**

GPI believes that the responses provided within this letter adequately address all comments provided by the City's peer review consultant, TEC. The results of the updated trip generation and parking demand analysis indicate that the additional traffic generated by the proposed office development can be safely and efficiently accommodated along the adjacent roadway network based on the following:

- No significant collision pattern has occurred at the study area intersections and roadway segments over the most recent three-year period;
- The relocated site driveway provides adequate sight lines to meet AASHTO recommendations for safe operation;
- The proposed office development is anticipated to generate 14 to 30 vehicle trips during the peak hours, which equates to less than one additional vehicle every two to four minutes on the downtown area roadways and is anticipated to have a negligible impact on the traffic operations of the surrounding area roadways; and
- The City's Zoning Ordinance does not require off-street parking spaces for office uses within the Downtown Overlay District, therefore, no off-street parking is required for the Project and a Conditional Use Permit (CUP) is no longer required for the Project. However, 18 vehicle parking spaces and 26 bicycle/scooter parking spaces will be provided within a below-ground parking garage for office employees and visitors to alleviate site-generated parking demand on other area parking facilities.

Should you have any questions or require additional information, please feel free to contact me at (603) 766-5223.

Sincerely,

**GREENMAN-PEDERSEN, INC.**

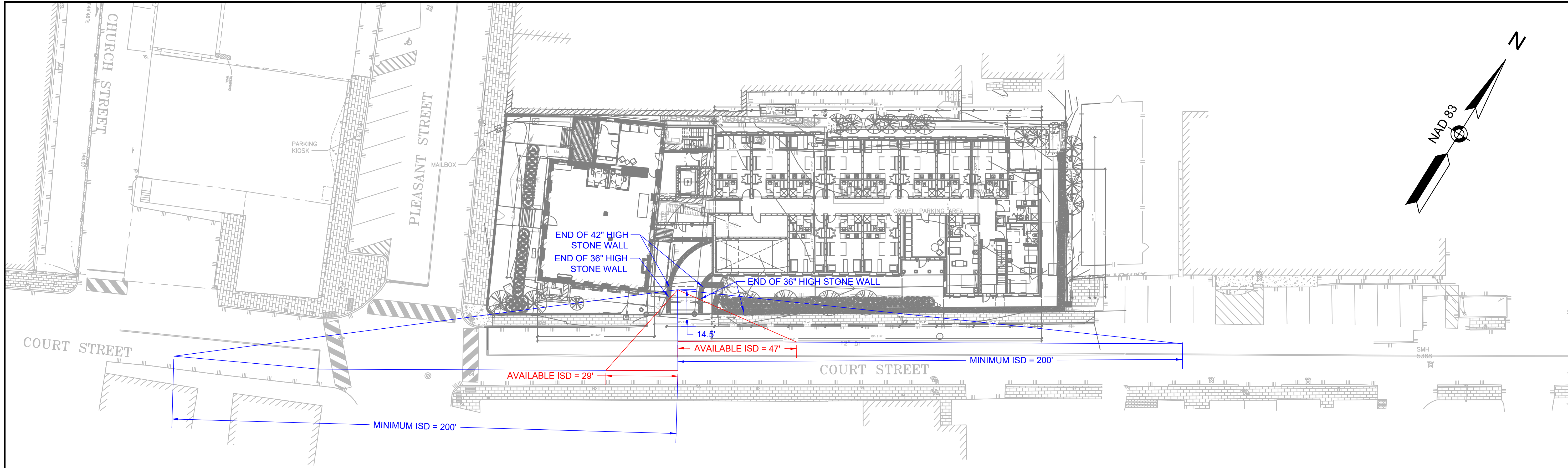


Rebecca L. Brown, P.E.  
Senior Project Engineer

Enclosures:

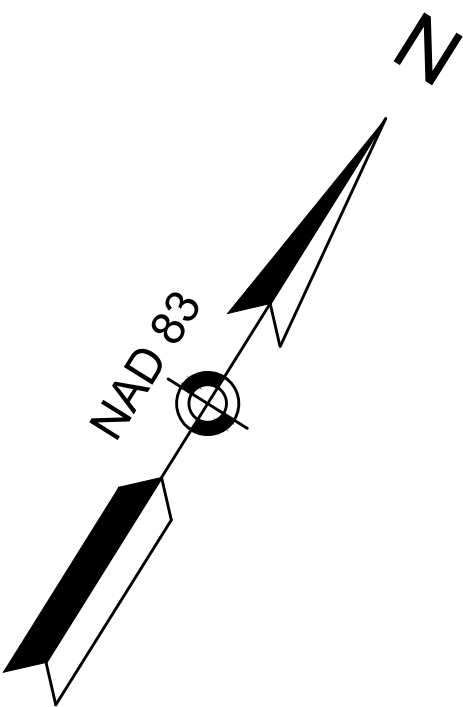
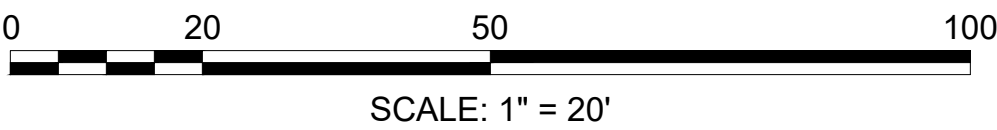
- Sight Distance Plan
- Trip Generation Calculations
- Parking Demand Calculations





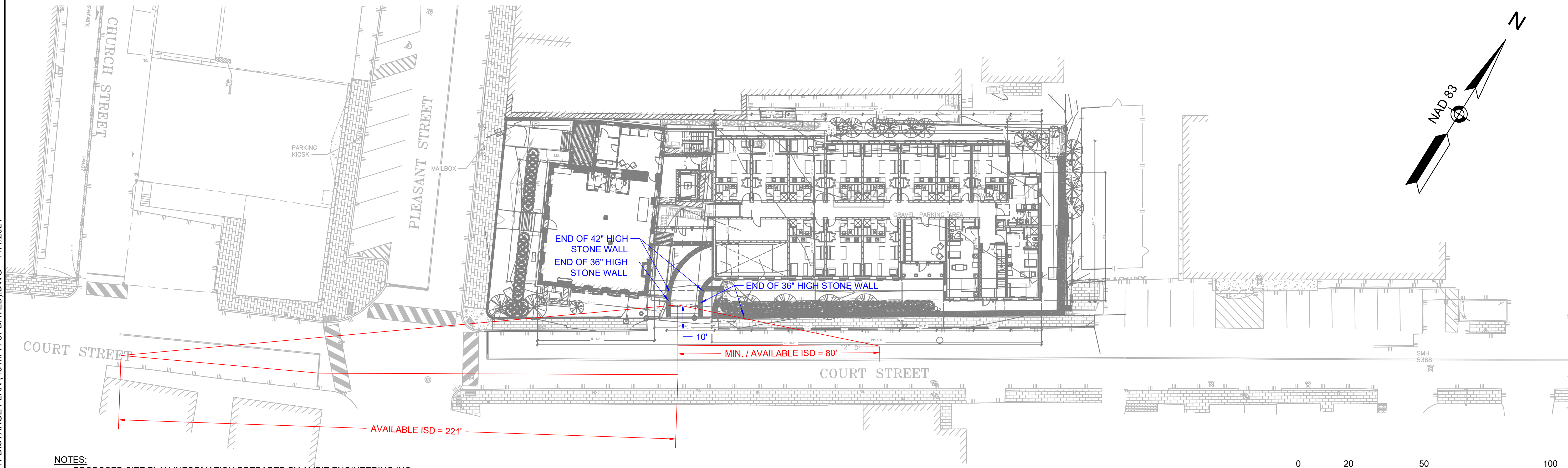
- NOTES:
- PROPOSED SITE PLAN INFORMATION PREPARED BY AMBIT ENGINEERING INC.
  - MINIMUM ISD BASED ON 30 MPH.

DRIVER'S EYE 14.5 FT BACK FROM EDGE OF ROADWAY



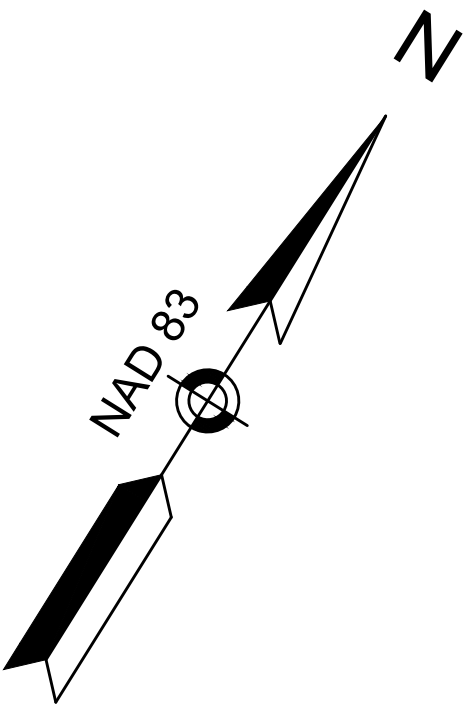
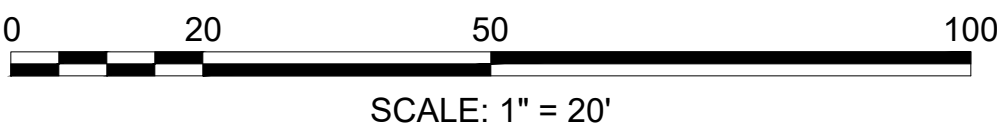
PREPARED FOR  
DAGNY TAGGART, LLC  
30 PENHALLOW ST  
SUITE 300E  
PORTSMOUTH, NH 03801

**TRAFFIC IMPACT ASSESSMENT  
93 PLEASANT STREET  
PORTSMOUTH, NEW HAMPSHIRE**



- NOTES:
- PROPOSED SITE PLAN INFORMATION PREPARED BY AMBIT ENGINEERING INC.
  - MINIMUM ISD BASED ON 15 MPH.

DRIVER'S EYE 10 FT BACK FROM EDGE OF ROADWAY



**REVISIONS**

NO.	REVISION	DATE

NOVEMBER 1, 2021  
DRAWN/DESIGN BY: DSH  
CHECKED BY: RLB

**SIGHT  
DISTANCE  
PLAN**

SCALE: AS NOTED  
NEX-2021091.00

***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): 34.266

**AVERAGE WEEKDAY DAILY**

$$\frac{\text{ITE LUC 710 Weekday Trip Rate (U)}}{\text{ITE LUC 710 Weekday Trip Rate (S)}} = \frac{\text{ITE LUC 710 Weekday Evening Trip Rate (U)}}{\text{ITE LUC 710 Weekday Evening Trip Rate (S)}}$$
$$\frac{(Y)}{9.74} = \frac{0.87}{1.15} \quad Y = 7.37$$

$$T = Y \quad * \quad 34.266$$

$$T = 252.49$$

$$T = 252 \quad \text{vehicle trips}$$

with 50% ( 126 vpd) entering and 50% ( 126 vpd) exiting.

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

$$T = 0.83 * (X)$$

$$T = 0.83 \quad * \quad 34.266$$

$$T = 28.44$$

$$T = 28 \quad \text{vehicle trips}$$

with 86% ( 24 vph) entering and 14% ( 4 vph) exiting.

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

$$T = 0.87 * (X)$$

$$T = 0.87 \quad * \quad 34.266$$

$$T = 29.81$$

$$T = 30 \quad \text{vehicle trips}$$

with 17% ( 5 vph) entering and 83% ( 25 vph) exiting.

**SATURDAY DAILY**

$$\frac{\text{ITE LUC 710 Saturday Trip Rate (U)}}{\text{ITE LUC 710 Saturday Trip Rate (S)}} = \frac{\text{ITE LUC 710 Weekday Evening Trip Rate (U)}}{\text{ITE LUC 710 Weekday Evening Trip Rate (S)}}$$
$$\frac{(Y)}{2.21} = \frac{0.87}{1.15} \quad Y = 1.67$$

$$T = Y \quad * \quad 34.266$$

$$T = 1.67 \quad * \quad 34.266$$

$$T = 57.29$$

$$T = 58 \quad \text{vehicle trips}$$

with 50% ( 29 vpd) entering and 32% ( 29 vpd) exiting.

**SATURDAY PEAK HOUR OF GENERATOR**

$$\frac{\text{ITE LUC 710 Saturday Peak Trip Rate (U)}}{\text{ITE LUC 710 Saturday Peak Trip Rate (S)}} = \frac{\text{ITE LUC 710 Weekday Evening Trip Rate (U)}}{\text{ITE LUC 710 Weekday Evening Trip Rate (S)}}$$
$$\frac{(Y)}{0.53} = \frac{0.87}{1.15} \quad Y = 0.40$$

$$T = Y \quad * \quad 34.266$$

$$T = 13.74$$

$$T = 14 \quad \text{vehicle trips}$$

with 54% ( 8 vph) entering and 46% ( 6 vph) exiting.

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



***Institute of Transportation Engineers (ITE)***  
***5th Edition Parking Generation***  
**Land Use Code (LUC) 710 - Office Building**  
**Dense Multi-Use Urban**

Independent Variable (X): 34.266 / 1000 Sq. Feet Gross Floor Area (GFA)

Weekday Demand

Average Peak Demand 1.63 vehicles per 1,000 Sq. Feet GFA  
 = 56 vehicles

Hours Beginning	Weekday	
	Percent of Peak Period	Number of Vehicles
12:00 - 4:00 AM		0
5:00 AM		0
6:00 AM		0
7:00 AM	26%	15
8:00 AM	65%	36
9:00 AM	95%	53
10:00 AM	100%	56
11:00 AM	100%	56
12:00 PM	99%	55
1:00 PM	99%	55
2:00 PM	97%	54
3:00 PM	94%	53
4:00 PM	90%	50
5:00 PM		0
6:00 PM		0
7:00 PM		0
8:00 PM		0
9:00 PM		0
10:00 PM		0
11:00 PM		0



*Life Illuminated | Since 1919*

## 88241-12: Medium One Light Outdoor Wall Lantern



**Collection:** Cape May

One Light Wall Lantern in Black Finish with Etched / White Inside Glass Shade

**UPC #:**785652079016

**Finish:** Black (12)

## Dimensions:

<b>Width:</b>	9"	<b>Extends:</b>	10"
<b>Height:</b>	15 1/2"	<b>Wire:</b>	6 1/2" (color/Black/White)
<b>Weight:</b>	3.6 lbs.	<b>Mounting Proc.:</b>	Cap Nuts
		<b>Connection:</b>	Mounted To Box

## Bulbs:

1 - Medium A19 100w Max. 120v - Not included

## Features:

- Easily converts to LED with optional replacement lamps
- Meets Title 24 energy efficiency standards
- Title 24 compliant if used with Joint Appendix (JA8) approved light bulbs listed in the California Energy Commission Appliance database.

## Material List:

1 Body - Aluminum - Black

## Safety Listing:

Safety Listed for Wet Locations

## Instruction Sheets:

English (HC-1179)  
French (F-010)

## Shade / Glass / Diffuser Details:

Part	Material	Finish	Quantity	Item Number	Length	Width	Height	Diameter	Fitter Diameter	Shade Top Length	Shade Top Width	Shade Top Diameter
Shade	Glass	Etched / White Inside	1				8 11/32	6 15/16				

## Backplate / Canopy Details:

Type	Height / Length	Width	Depth	Diameter	Outlet Box Up	Outlet Box Down
Back Plate	7 1/16	4 1/2	1		4 1/2	

## Shipping Information:

Package Type	Product #	Quantity	UPC	Length	Width	Height	Cube	Weight	Fr. Class	UPS Ship
Individual	88241-12	1	785652079016	17.25	11.75	12.25	1.437	5.4	250	Yes
NJ Pallet		48		48	40	75	83.333	259.2		No
NV Pallet		48		48	40	75	83.333	259.2		No

# The Brightest Idea is Emergency Lighting with LEDs

## GENERAL DESCRIPTION

Operating in emergency mode or optional normal- on, this fixture is designed to mount directly on structural mullion beams used in typical glass-fronted entrances, with vertical surface as small as 2". This fixture has full 90° cut-off and will provide efficient emergency lighting in front of egress doorways, or along extended pathways.

## CONSTRUCTION

- Rugged extruded aluminum housing with stainless hardware is corrosion proof.
- Wet location listed UL 924. Certified IP66.
- Uniform, high brightness lighting over the path of egress.
- Full 90° cut- off.
- Three versions are available:

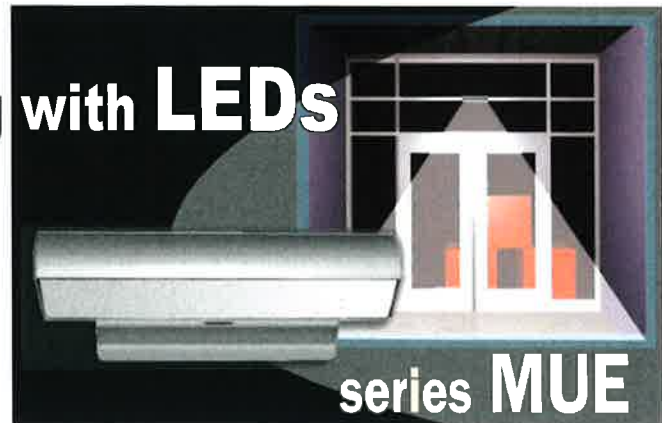
**RE**= Central Battery System Series CBS or other qualified source 12V- 24 VDC.

**BB**= Battery backup from Remote Battery Supply Series RPS.

**AC**= 120/ 277 VAC supply.

## ELECTRONICS

- Dual operation from either a battery or optional normally on power source.
- Lamps are connected in parallel-series strings, as required to meet requirements of NEC and Life Safety Codes. Lighting continues even after failure of One lamp or circuit.
- LED color temperature standard 5300K; available color temperatures from 2900K, 3200K, to 3800K.



## ENERGY EFFICIENT OPERATION

- Dual function operation for optional normally on night or security lighting as well as emergency lighting.
- Very low power consumption in optional night/ security mode. The security lighting circuit is independent of emergency lighting and may be switched manually, by an exterior photocell, or other automatic means.
- Over 50,000 hour lamp life in normal use.
- IES photometric data available for all models.

## CODES

- Manufactured and tested to UL Standard 924 and NFPA Life Safety Code 101.

## WARRANTY

- 5 year total customer satisfaction warranty. For Details see product catalog technical data section.

## FIXTURE SCHEDULE

MODEL	CATALOG NO
APPROVAL	JOB INFORMATION



# Moonlite LED® LED Outdoor Egress Emergency with Night Lighting Option

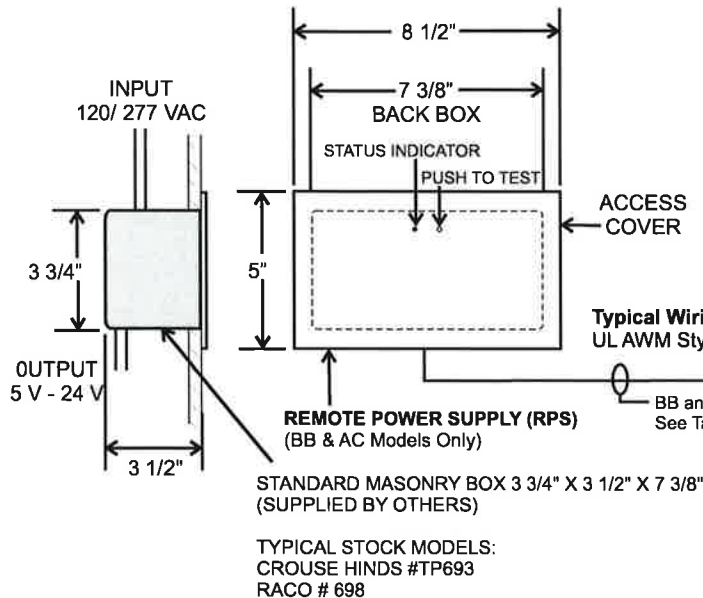
## Mullion Mount Emergency Light Series MUE

MUE 5.18.15

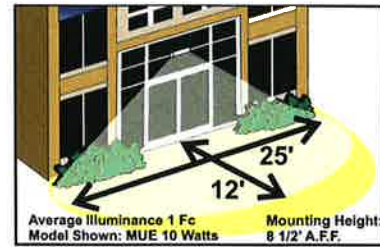
### SUGGESTED SPECIFICATIONS:

Supply and install the MOONLITE LED Series MUE Mullion Mount emergency lighting fixture manufactured by Sigtex Lighting Inc. The MUE assembly shall be listed for installation in wet locations in compliance with UL 924 and IP66 standards and shall be capable of operating from Sigtex remote power supply Series RPS, the Sigtex central battery system Series CBS, or from other remote power sources supplying 12-24 VDC or VAC. Upon loss of AC building power, emergency models shall operate for a minimum of 90 minutes in compliance with UL Standard 924 and NFPA 101.

### MOUNTING DATA & DIMENSIONS:



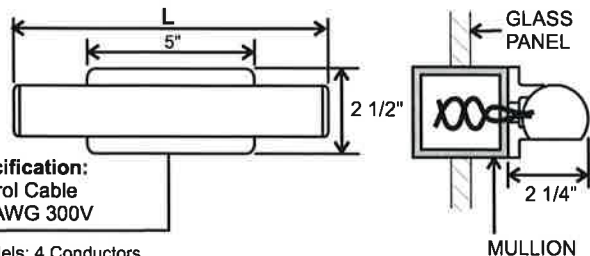
### SPACING GUIDE



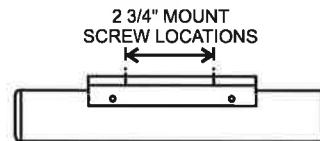
NOTE: FOR REFERENCE ONLY. STANDARD REFLECTANCES 80/50/20. SIGTEX IS NOT RESPONSIBLE FOR SPECIFIC CONDITIONS THAT MAY ALTER THE RESULTS.

CONTACT SIGTEX FOR LAYOUT ASSISTANCE  
Code Compliant Emergency lighting layouts provided free of charge!

### WALL MOUNT



### TOP MOUNT



**TABLE 1**  
MAXIMUM WIRING LENGTH  
FROM RPS TO FIXTURE

WIRING SIZE AWG	LENGTH (FT) MUEBB
#18	25
#16	50
#14	75
#12	125

**LENGTH TABLE**

POWER	L
10 Watts	10"
20 Watts*	19"

\*RE & AC Models Only

### SECURITY LIGHTING CONTROL

**RE Models:** Requires SEC Option 'S' with CBL  
**BB Models:** Requires Option 'SB120' for connection to 120 VAC  
Requires Option 'SD277' for connection to 277 VAC  
**BB-DG Models:** Requires Option 'SD' for connection to 120/ 277 VAC

### RPS SELF- TEST DIAGNOSTIC FUNCTIONS BB MODELS WITH DG FUNCTION

STATUS	LED DISPLAY
NORMAL FULL CHARGE	GREEN ON
NORMAL FAST CHARGE	ORANGE ON
FAILED BATTERY	RED FLASH FAST
FAILED LAMP	GREEN FLASH
FAILED TRANSFER	ORANGE FLASH
FAILED CHARGER	RED FLASH SLOW

### FIXTURE ORDERING INFORMATION: EXAMPLE: MUEBB10AW-DG

MUE	BB	10	A	W	-DG
MODEL SERIES	OPERATION	POWER	HOUSING COLOR	MOUNT	OPTIONS
MUE	RE= Central Battery or other 12- 24 VDC Remote Source BB= Battery Backup (Includes RPS) AC= No Battery (Includes RPS)	10= 10 Watts Emergency & Normal On Power 20= 20 Watts Emergency & Normal On power (RE & AC Models Only)	W= Satin White A= Aluminum B= Dark Bronze X= Custom	T= Top W= Wall	DG= Self- Test Diagnostics (BB Models Only) SB120= Security Lighting with Control Switch for Standard BB Operation (120V) SD277= Security Lighting with Control Switch for Standard BB Operation (277V) SD= Security Lighting with Control Switch for BB Operation with DG option (120/ 277V) CW1= Custom Window Filter- 3800K CW2=Custom Window Filter- 3200K CW3=Custom Window Filter- 2900K DAC= Dual AC Input 2HT= 2" Canopy Height 5HT= 5" Canopy Height

**SUITABLE FOR WET LOCATIONS**  
**AMBIENT TEMPERATURE LIMITS:**  
-40° C to +50° C

**Sigtex Inc**  
LIGHTING  
220 VFW Avenue, Grasonville, MD 21638  
TEL: (410) 827-8300 Fax: (410) 827-8866  
sales@sigtexinc.com www.sigtexinc.com

### DISTRIBUTOR:

Specifications and Dimensions subject to change without notice.



Under Canopy Lighting; Shown on Architectural Plans Only

## 6250701-71: One Light Outdoor Pendant



**Collection:** Calder

**UPC #:** 785652056406

**Finish:** Antique Bronze (71)

### Dimensions:

<b>Diameter:</b>	10"	<b>Overall Height:</b>	54"
<b>Height:</b>	16 1/8"	<b>Wire:</b>	120" (color/Brown)
<b>Weight:</b>	5.7 lbs.	<b>Chain:</b>	36"
		<b>Mounting Proc.:</b>	Center Lock-Up
		<b>Connection:</b>	Mounted To Box

### Bulbs:

1 - Medium A19 75w Max, 120v - Not included

### Features:

- Easily converts to LED with optional replacement lamps
- Meets Title 24 energy efficiency standards
- Title 24 compliant if used with Joint Appendix (JA8) approved light bulbs listed in the California Energy Commission Appliance database.
- Supplied with wire pre-laced through chain

### Material List:

1 Body - StoneStrong - Antique Bronze

1 Chain - Steel - Antique Bronze

### Safety Listing:

Safety Listed for Damp Locations

### Instruction Sheets:

Trilingual (English, Spanish, and French) (990P6250701-CLR)

### Shade / Glass / Diffuser Details:

Part	Material	Finish	Quantity	Item Number	Length	Width	Height	Diameter	Fitter Diameter	Shade Top Length	Shade Top Width	Shade Top Diameter
Shade	Glass	Satin Etched	1	G560301-619			8 5/8	7 1/2				

### Backplate / Canopy Details:

Type	Height / Length	Width	Depth	Diameter	Outlet Box Up	Outlet Box Down
Canopy	1			5		

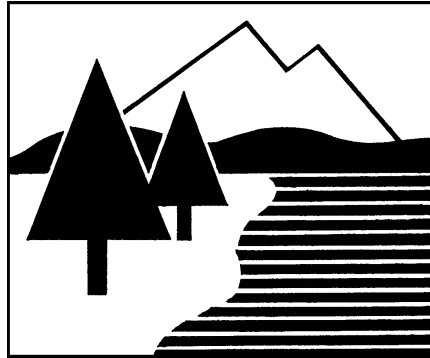
### Shipping Information:

Package Type	Product #	Quantity	UPC	Length	Width	Height	Cube	Weight	Frt. Class	UPS Ship
Individual	6250701-71	1	785652056406	21	13	20.75	3.278	7.6	250	Yes
NJ Pallet		35		48	40	70.5	78.333	266		No
NV Pallet		35		48	40	70.5	78.333	266		No

**DRAINAGE ANALYSIS**

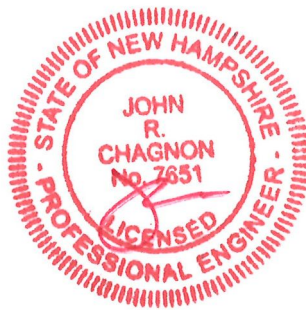
**MIXED USE DEVELOPMENT**

93 PLEASANT STREET  
PORTSMOUTH, NH



FOR  
DAGNY TAGGART, LLC

21 OCTOBER 2021  
AMMENDED 18 NOVEMBER 2021



**Ambit Engineering, Inc.**

Civil Engineers and Land Surveyors  
200 Griffin Road, Unit 3  
Portsmouth, NH 03801  
Phone: 603.430.9282; Fax: 603.436.2315  
E-mail: [jrc@ambitengineering.com](mailto:jrc@ambitengineering.com)  
(Ambit Job Number 3059.01)

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Offsite Infrastructure Capacity	6
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Conclusion	7
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***APPENDIX***

Vicinity (Tax) Map	A
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Soil Survey Information	D
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Existing Subcatchment Plan	W1
Proposed Subcatchment Plan	W2



## **EXECUTIVE SUMMARY**

This drainage analysis examines the pre-development (existing) and post-development (proposed) stormwater drainage patterns for the proposed building and associated future site improvements at 93 Pleasant Street in Portsmouth, NH. The site is shown on the City of Portsmouth Assessor's Tax Map 107 as Lot 74. The total size of the lot is 17,498 square-feet (0.4017 acres).

The development will provide for the future development of a mixed use building, a 8,117 square-foot addition, with associated landscaping, utilities, and parking. The new building will be serviced by public water, sewage, and electricity. The development has the potential to increase stormwater runoff to adjacent properties, and therefore must be designed in a manner to prevent that occurrence. This will be done primarily by capturing stormwater runoff and routing it through appropriate stormwater facilities, designed to ensure that there will be no increase in peak runoff from the site as a result of this project.

The hydrologic modeling utilized for this analysis uses the "Extreme Precipitation" values for rainfall from The Northeast Regional Climate Center (Cornell University), as well as an additional 15% multiplier, as is required for New Hampshire's coastal district by the Alteration of Terrain Bureau.



## **INTRODUCTION / PROJECT DESCRIPTION**

This drainage report is designed to assist the owner, planning board, contractor, regulatory reviewer, and others in understanding the impact of the proposed development project on local surface water runoff and quality. The project site is shown on the City of Portsmouth, NH Assessor's Tax Map 107 as Lot 74. Bounding the site to north are multiple LLCs and a limited partnership. Bounding the site to the south is Court Street, followed by a trust and multiple preservation sites. Bounding the site to the west is Pleasant Street, followed by multiple LLCs and a trust. Bounding the site to the east is a temple. A vicinity map is included in the Appendix to this report.

The proposed development will develop a building and integrated parking garage adjacent to existing buildings on the site. This report includes information about the existing site and the proposed building necessary to analyze stormwater runoff and to design any required mitigation. The report includes maps of pre-development and post-development watersheds, subcatchment areas and calculations of runoff. The report will provide a narrative of the stormwater runoff and describe numerically and graphically the surface water runoff patterns for this site. Proposed stormwater management methods will also be described, as well as erosion and sediment control practices. To fully understand the proposed site development the reader should also review a complete site plan set in addition to this report.

## **METHODOLOGY**

"Extreme Precipitation" values from The Northeast Regional Climate Center (Cornell University) have been used for modeling purposes. These values have been used in this analysis.

This report uses the US Soil Conservation Service (SCS) Method for estimating stormwater runoff. The SCS method is published in The National Engineering Handbook (NEH), Section 4 "Hydrology" and includes the Technical Release No. 20, (TR-20) "Computer Program for Project Formulation Hydrology", and Technical Release No. 55 (TR-55) "Urban Hydrology

for Small Watersheds” methods. This report uses the HydroCAD version 10.0 program, written by HydroCAD Software Solutions LLC, Chocorua, N.H., to apply these methods for the calculation of runoff and for pond modeling. Rainfall data and runoff curve numbers are taken from “The Stormwater Management and Erosion Control Handbook for Urban and Developing Areas in New Hampshire.”

Time of Concentration (Tc) is calculated by entering measured flow path data such as flow path type, length, slope and surface characteristics into the HydroCAD program. For the purposes of this report, a minimum time of concentration of 5 minutes is used.

The storm events used for the calculations in this report are the 2-year, 10-year, 25-year, and 50-year (24-hour) storms. Watershed basin boundaries have been delineated using topographic maps prepared by Ambit Engineering and field observations to confirm.

## **SITE SPECIFIC INFORMATION**

Based on the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), Soil Survey of Rockingham County, New Hampshire the site is made up of one soil type:

<b>Soil Symbol</b>	<b>Soil Name and Slopes</b>
<b>699</b>	Urban land

All existing and proposed site development takes place on one soil type:

**Urban land** has unknown characteristics.

A copy of the custom soil survey for this project site is included in the Appendix to this report.

The physical characteristics of the existing lot consist of slopes from 0 to 13%, with the lot generally sloping from the northeast to the southwest. Elevations on the site range from 23 to 33 feet above sea level. Due to the observed poor infiltrative capacity of the soil, as well as the general poor quality of urban fills, this site’s soil will be treated as a Hydrologic Soil Group D.

The existing site is developed and includes an existing building located at the west of the lot, with the rest of the lot occupied by a gravel parking lot. Vegetation around the lot consists of established grasses and several trees.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) number 33015C0259F (effective date January 29, 2021), the project site is located in Zone X and is determined to be outside of the 0.2% annual chance floodplain. A copy of the FIRM map is included in the Appendix.

### **PRE-DEVELOPMENT DRAINAGE**

In the pre-development condition, the site has been analyzed as two subcatchment basins (E1 and E2) based on localized topography and discharge location. Subcatchment E1 contains an existing parking area and part of the existing building, and drains to the south entrance to the lot. E1 drains to Drainage Point 1 (DP1). Subcatchment E2 contains most of the existing building and some grass, and drains to the west edge of the lot. E2 drains to Drainage Point 2 (DP2).

***Table 1: Pre-Development Watershed Basin Summary***

<b>Watershed Basin ID</b>	<b>Basin Area (SF)</b>	<b>Tc (MIN)</b>	<b>CN</b>	<b>10-Year Runoff (CFS)</b>	<b>50-Year Runoff (CFS)</b>	<b>To Design Point</b>
<b>E1</b>	13,061	5.0	94	2.39	3.69	DP1
<b>E2</b>	4,435	5.0	91	0.78	1.23	DP2

### **POST-DEVELOPMENT DRAINAGE**

The proposed development has been designed to match the pre-development drainage patterns to the greatest extent feasible. In the post-development condition, the site has been analyzed as three subcatchment basins, (P1, P1a, and P2). Subcatchments P1 and P1a correspond to the subcatchment area E1, and drains to DP1. P1 and P1a contain the proposed roof area and associated landscaping. The peak flows from P1a are attenuated

with the use of R-Tank stormwater storage tanks, and an outlet control structure. Subcatchment P2 corresponds to the subcatchment area E2 and drains to DP2.

**Table 2: Post-Development Watershed Basin Summary**

Watershed Basin ID	Basin Area (SF)	Tc (MIN)	CN	10-Year Runoff (CFS)	50-Year Runoff (CFS)	Design Point
<b>P1</b>	7,347	5.0	93	1.33	2.07	DP1
<b>P1a</b>	5,720	5.0	98	1.08	1.64	DP1
<b>P2</b>	4,429	5.0	91	0.78	1.23	DP2

The overall impervious coverage of the area analyzed in this report for all basins decreases from 0.310 acres (77.11%) in the pre-development condition to 0.299 acres (74.38%) in the post-development condition. The project proposes the construction of a subsurface storage trench to reduce the peak flow discharge from the site.

Table 3 shows a summary of the comparison between pre-developed flows and post-developed flows for each design point. The comparison considers the reduced flows as a result of infiltration.

**Table 3: Pre-Development to Post-Development Comparison**

	Q2 (CFS)		Q10 (CFS)		Q25 (CFS)		Q50 (CFS)		
Design Point	Pre	Post	Pre	Post	Pre	Post	Pre	Post	Description
<b>DP1</b>	1.52	1.38	2.39	2.17	3.07	2.78	3.69	3.35	E Lot
<b>DP2</b>	0.48	0.48	0.78	0.78	1.01	1.01	1.23	1.23	W Lot

Note that all drainage points of interest in the development area experience the same or lower peak flows.

**OFFSITE INFRASTRUCTURE CAPACITY**

City stormwater drainage is currently utilized with the existing site. In order that proposed drainage systems not additionally burden the City's infrastructure, the proposed site's stormwater infrastructure was designed to attenuate the peak flows of runoff to levels equal to or below those of the existing site. The watersheds are not revised, in other words water is not directed to a different watershed.

**EROSION AND SEDIMENT CONTROL PRACTICES**

The erosion potential for this site as it exists is moderate due to the presence of gravel areas that are highly erodible. During construction, the major potential for erosion is wind and stormwater runoff. The contractor will be required to inspect and maintain all necessary erosion control measures, as well as installing any additional measures as required. All erosion control practices shall conform to "The Stormwater Management and Erosion Control Handbook for Urban and Developing Areas in New Hampshire." Some examples of erosion and sediment control measures to be utilized for this project during construction may include:

- Silt Soxx (or approved alternative) located at the toe of disturbed slopes and catch basin inlets
- Stabilized construction entrance on fods at access point to the site
- Temporary mulching and seeding for disturbed areas
- Spraying water over disturbed areas to minimize wind erosion

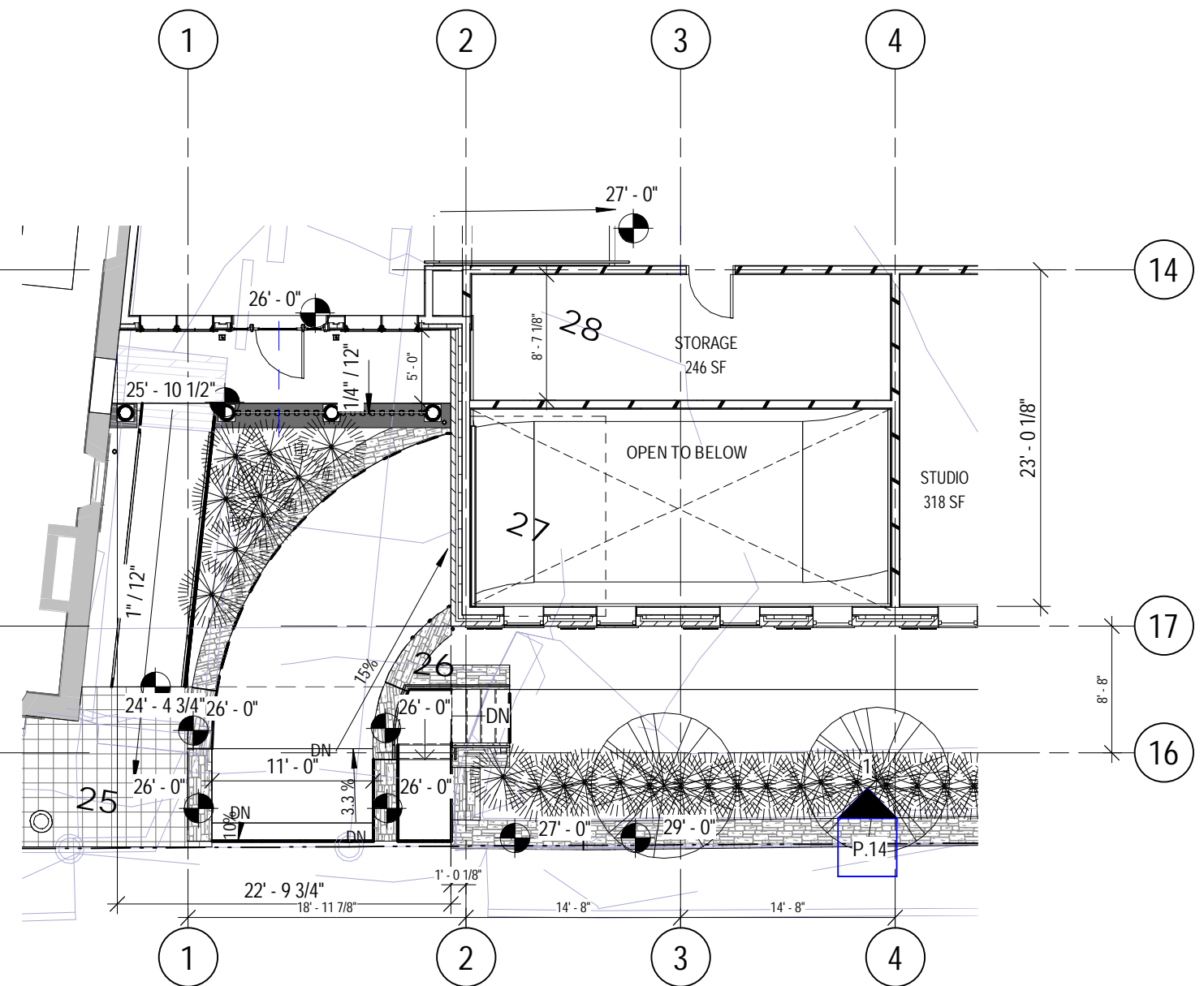
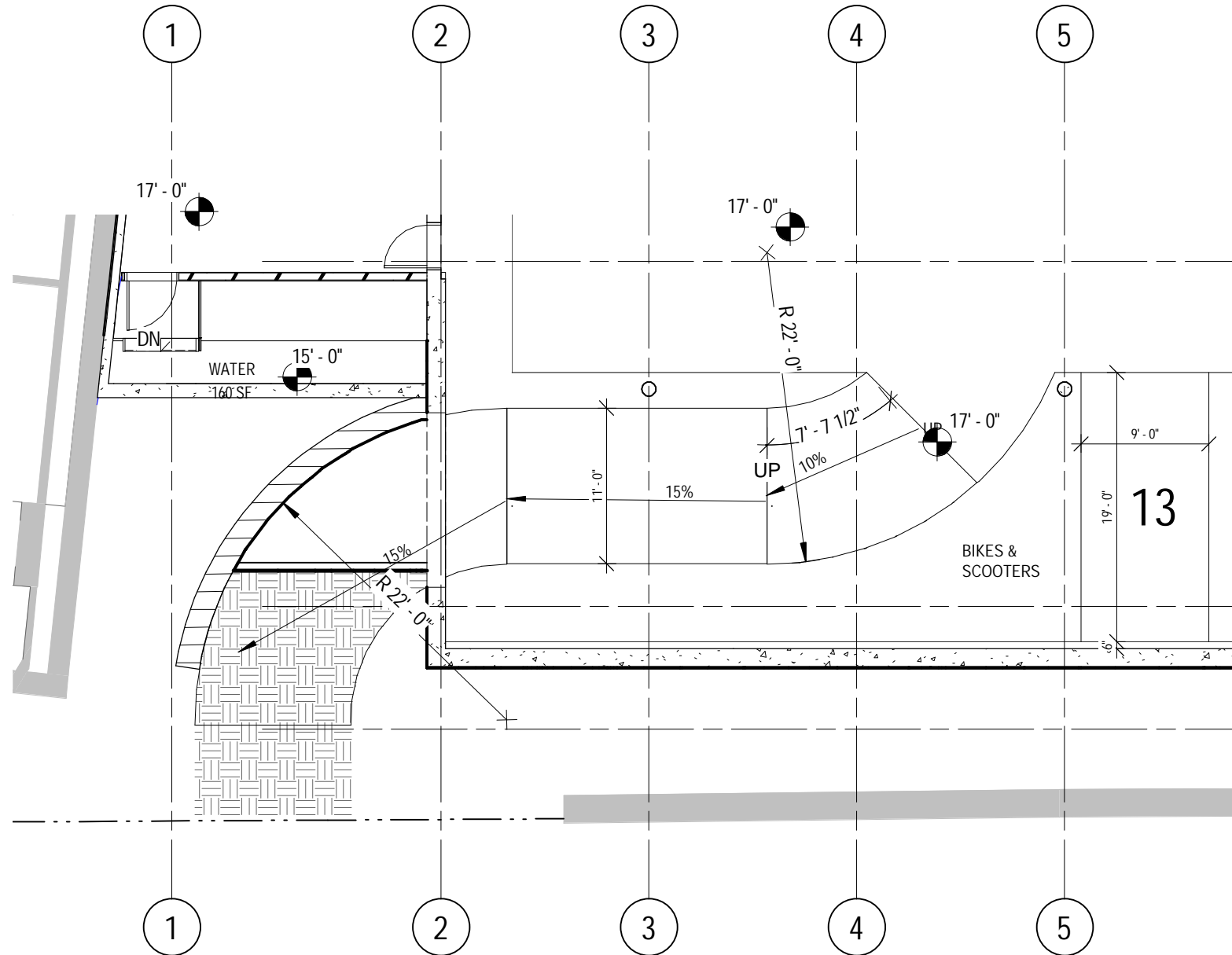
After construction, permanent stabilization will be accomplished by permanent seeding, landscaping, and surfacing the access drives and parking areas with asphalt paving and other areas with brick and concrete walkways.

**CONCLUSION**

The proposed development has been designed to match the pre-development drainage patterns to the greatest extent feasible. With the design of the R-Tank systems, the post-development runoff rates are reduced to be equal to or below the pre-development runoff rates. Runoff from over 30% of the proposed roof will be treated through a BioClean Downspout Filter, meeting the City's requirement for redevelopment stormwater treatment. Erosion and sediment control practices will be implemented for both the temporary condition during construction and for final stabilization after construction. Therefore, there are no negative impacts to downstream receptors or adjacent properties anticipated as a result of this project.

**REFERENCES**

1. Comprehensive Environmental Inc. and New Hampshire Department of Environmental Services. *New Hampshire Stormwater Manual (Volumes 1, 2 and 3)*, December 2008 (Revision 1.0).
2. Minnick, E.L. and H.T. Marshall. *Stormwater Management and Erosion and Sediment Control Handbook for Urban and Developing Areas in New Hampshire*, prepared by Rockingham County Conservation District, prepared for New Hampshire Department of Environmental Services, in cooperation with USDA Soil Conservation Service, August 1992.
3. HydroCAD Software Solution, LLC. *HydroCAD Stormwater Modeling System Version 10.0* copyright 2013.



## RAMP DETAILS

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### 93 PLEASANT STREET

SCALE: 3/32" = 1'-0"  
11/02/2021

SCALE: 3/32" = 1'-0"  
11/02/2021

11/02/2021



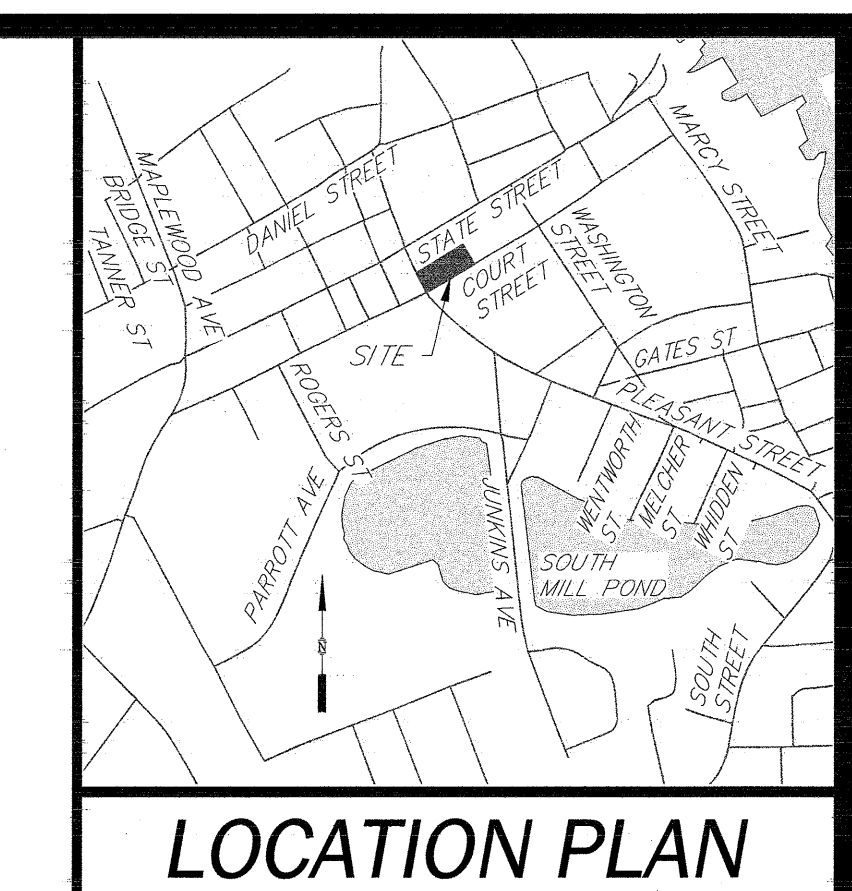
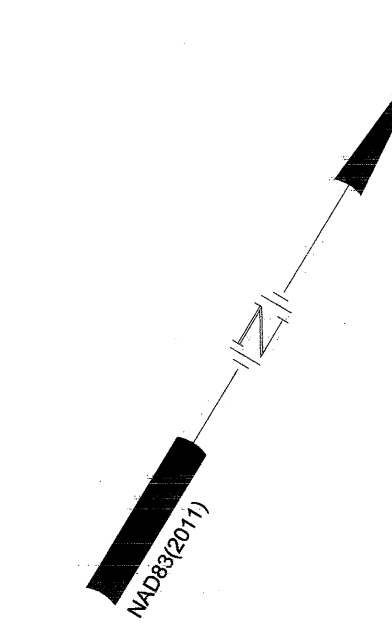




# LEGEND:

MAP 137 LOT 11	ASSESSORS MAP AND LOT NUMBER
A.C.	CENTRAL ANGLE
B.G.	ABOVE GRADE
BK PG	BELOW GRADE
CHD	BOOK / PAGE
CD4	CHORD
CD4-L1	CHARACTER DISTRICT 4 - LIMITED 1
EG	EDGE OF GRAVEL
EM	ELECTRIC METER
EP	EDGE OF PAVEMENT
DHF	DRILL HOLE FOUND
L	LENGTH
N/F	NOW OR FORMERLY
NET	NEW ENGLAND TELEPHONE
R	ROCKINGHAM COUNTY REGISTRY OF DEEDS
PSNH	RADIUS
S.F.	PUBLIC SERVICE OF NEW HAMPSHIRE
RET.	SQUARE FEET
TYP.	RETAINING
VGC	TYPICAL
○	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
○	WROUGHT IRON FENCE
○	BOUNDARY LINE
○	SETBACK LINE
○	CONCRETE
○	PAVEMENT
○	BRICK
○	WOODEN DECK
○	GRANITE BLOCK RETAINING WALL
○	GRAVEL PARKING AREA

LINE	BEARING	DISTANCE
L1	N 60°00'10" E	12.95'
L2	N 61°05'47" E	33.80'

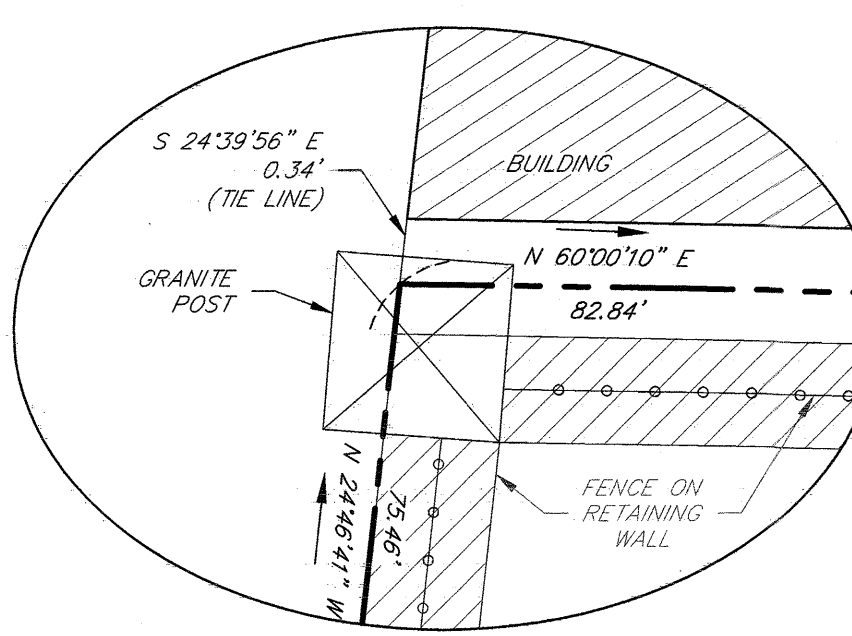
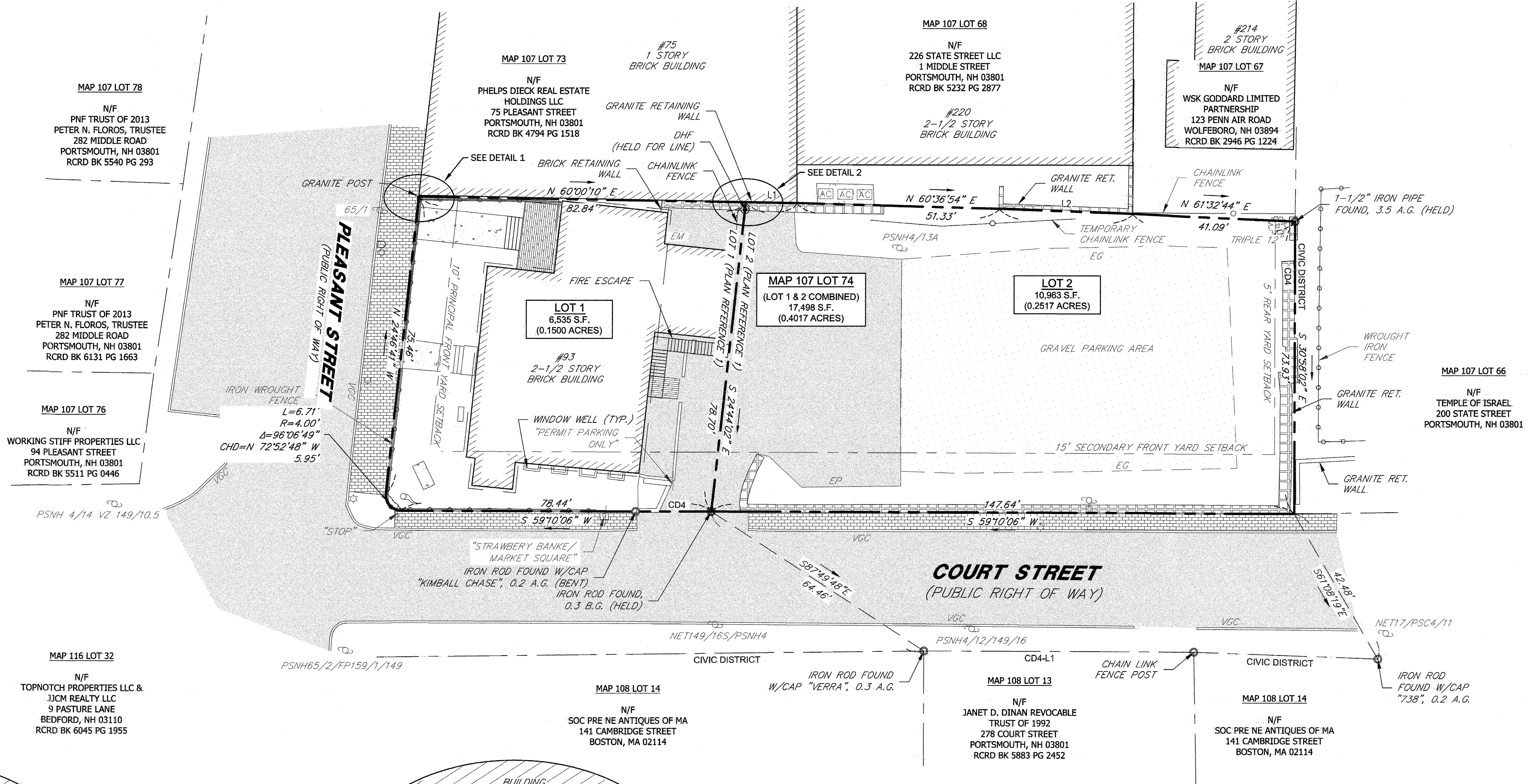


## NOTES:

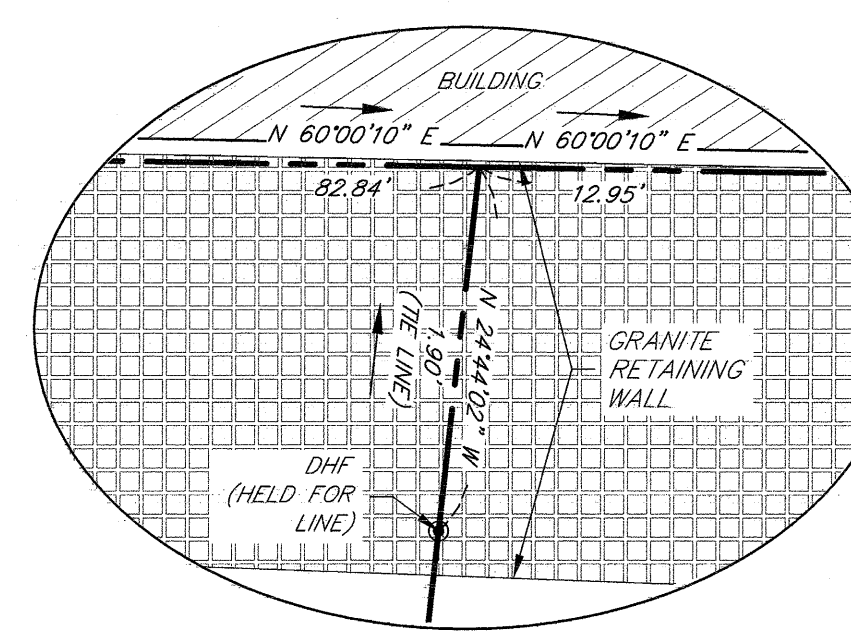
- THE PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 (CD4) & THE DOWNTOWN & HISTORIC OVERLAY DISTRICTS.
- THE PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 107 AS LOT 74.
- THE PARCEL IS LOCATED IN ZONE "X" AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP), FLOOD INSURANCE RATE MAP (FIRM)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

BUILDING PLACEMENT - PRINCIPAL BUILDING	REQUIRED:
MAXIMUM PRINCIPAL FRONT YARD:	10'
MAXIMUM SECONDARY FRONT YARD:	15'
SIDE YARD:	NR
MINIMUM REAR YARD:	5'
MINIMUM FRONT LOT LINE BUILDOUT:	50%
BUILDING AND LOT OCCUPATION:	
MAXIMUM BUILDING COVERAGE:	90%
MAXIMUM BUILDING FOOTPRINT:	15,000 S.F./30,000 S.F.*
MINIMUM LOT AREA:	NR
MINIMUM LOT AREA PER DWELLING UNIT:	NR
MINIMUM OPEN SPACE:	10%
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:	36"
MINIMUM GROUND STORY HEIGHT:	12'
MINIMUM SECOND STORY HEIGHT:	10'
BUILDING PLACEMENT - OUTBUILDING:	
MINIMUM FRONT YARD:	20' BEHIND A FACADE OF A PRINCIPAL BUILDING
MINIMUM SIDE YARD:	0'
MINIMUM REAR YARD:	3'
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 PENHOLLOW STREET, SUITE 300  
PORTSMOUTH, NH 03801  
RCRD BK #6162 PG.#0074 (SECOND PARCEL)
- PARCEL AREA:**  
MAP 107 LOT 74:  
17,498 S.F.  
(0.4017 ACRES)
- 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.
- THE PURPOSE OF THIS PLAN IS TO SHOW THE BOUNDARY LINES AND MAJOR SITE FEATURES OF MAP 107 LOT 74.
- FIELD SURVEY COMPLETED BY T.C.E. IN JANUARY 2020 USING A TOPCON DS103 AND A TOPCON FC-5000 DATA COLLECTOR.
- HORIZONTAL DATUM IS NAD83 (2011) PER STATIC GPS OBSERVATIONS.
- 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) WOULD DETERMINE.
- 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.



DETAIL 1  
1"=1'

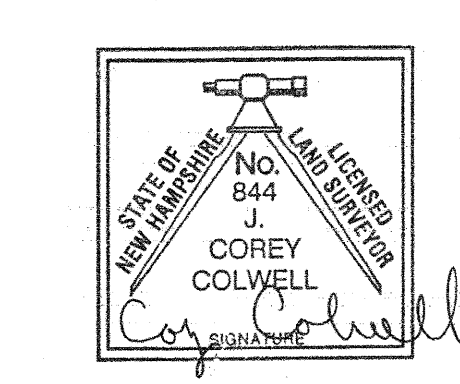


DETAIL 2  
1"=1'

## PLAN REFERENCES:

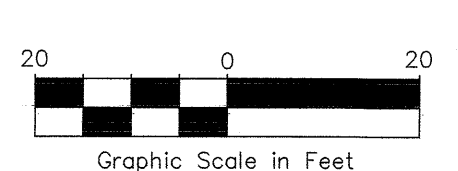
- "SUBDIVISION OF LAND/ 93 PLEASANT ST. PORTSMOUTH, NEW HAMPSHIRE FOR BREWSTER INN PARTNERSHIP" BY KIMBALL CHASE COMPANY, INC. DATED 10-26-1987 WITH REVISION DATE 1-5-1988. RCRD PLAN D-17511.
- "SUBDIVISION OF LAND PORTSMOUTH, N.H. TRADER'S BLOCK TRUST JOSEPH G. SAWTELLE, JR., TR." BY JOHN W. DURGIN 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 PLAN C-6815.
- "BOUNDARY LINE CONFIRMATION BETWEEN T. & M. LAURIE & STRAWBERRY BANK INC. PORTSMOUTH, N.H." BY M.E. JENKINS, DATED APRIL 1989. RCRD PLAN C-19507.
- "PLAN OF LAND 278 COURT STREET PORTSMOUTH, NEW HAMPSHIRE FOR STRAWBERRY 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.

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.



LICENSED LAND SURVEYOR

02-24-2021  
DATE



REV.	DATE	DESCRIPTION	DR.	CK.

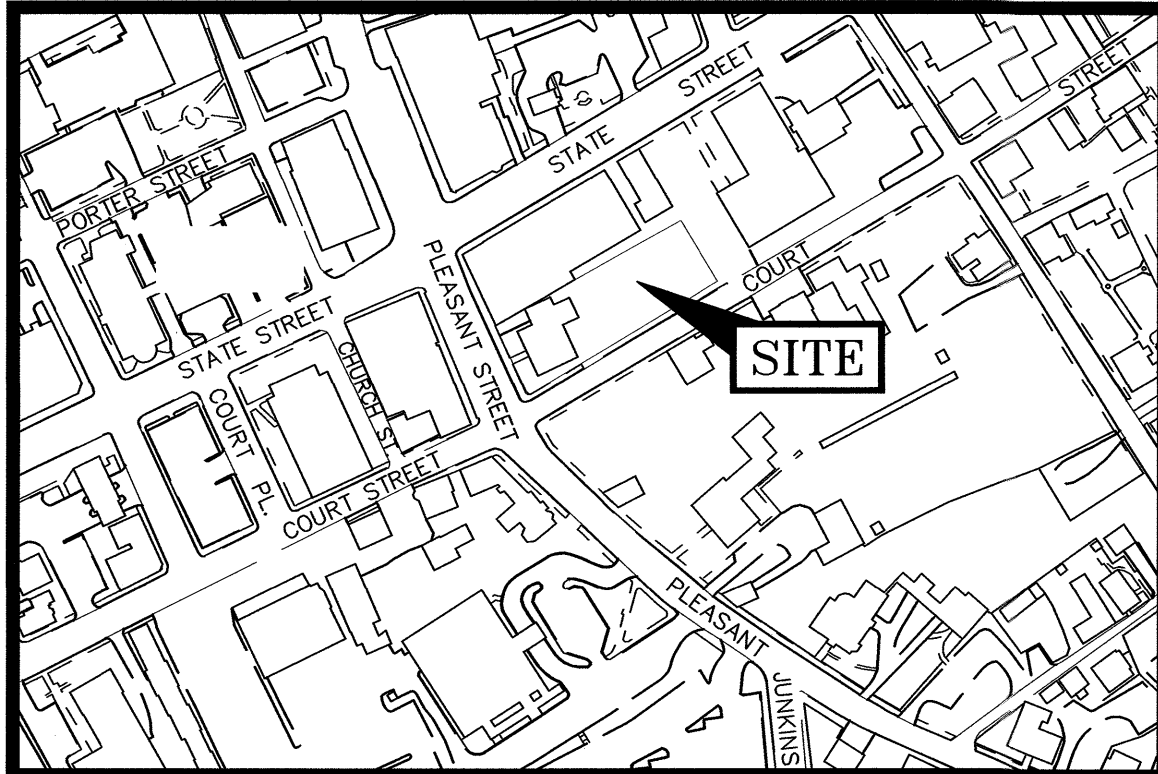
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TAX MAP 107 LOT 74  
STANDARD BOUNDARY SURVEY  
  
93 PLEASANT STREET  
PORTSMOUTH, NEW HAMPSHIRE  
COUNTY OF ROCKINGHAM  
OWNED BY  
DAGNY TAGGART, LLC  
  
SCALE: 1" = 20' (22x34)  
1" = 40' (11x17)  
FEBRUARY 23, 2021

Seacoast Division  
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  
  
T.F.M.  
  
FILE 47230-21  
DR ID FB  
CK JCC CADFILE





LOCATION MAP

SCALE: 1" = 200'

PLAN REFERENCES:

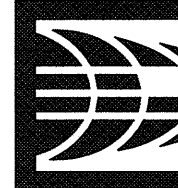
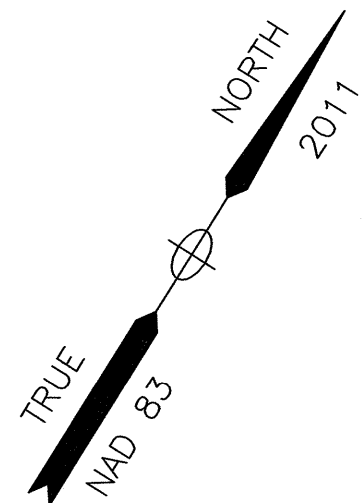
1) BOUNDARY SURVEY PLAN BY T.F.MORAN/MSC.

SEWER STRUCTURE TABLE

STRUCTURE	RIM ELEV.	INV. ELEV. IN INV. ELEV. OUT	DOWN STREAM STRUCTURE
PIPE	PIPE LENGTH, PIPE SLOPE		
SMH 5367	22.34	15.75 15.74	SMH 5368
6" PVC	L = 191', SLOPE = 0.016 ft./ft.		
SMH 5330	23.20	15.85 15.80	SMH 6101
8" PVC	L = 29', SLOPE = 0.024 ft./ft.		
SMH 6101	23.35	17.89 (E) 15.10 (W) 15.05 (OUT)	SMH 6102
8" PVC	L = 41', SLOPE = 0.019 ft./ft.		
SMH 6102	22.78	14.28 14.23	SMH 893

DRAINAGE STRUCTURE TABLE

STRUCTURE	RIM ELEV.	INV. ELEV. IN INV. ELEV. OUT	DOWN STREAM STRUCTURE
PIPE	PIPE LENGTH, PIPE SLOPE		
CB 4367	23.98	N/A 21.83	CB 26076
8" HDPE	L = 75', SLOPE = 0.013 ft./ft.		
CB 26076	23.77	20.82 20.82	DMH 26077
12" HDPE	L = 25', SLOPE = 0.005 ft./ft.		
CB 26068	23.35	N/A 21.90	DMH 26077
12" HDPE	L = 24', SLOPE = 0.046 ft./ft.		
CB 26047	22.79	N/A 18.69	DMH 26046
8" HDPE	L = 21', SLOPE = 0.010 ft./ft.		
DMH 26077	23.95	20.80 (E) 20.72 (W) 20.70 (OUT)	DMH 26046
12" HDPE	L = 50', SLOPE = 0.048 ft./ft.		
DMH 26046	22.90	19.70 (N) 18.48 (E) 18.40 (W) 18.30 (OUT)	DMH 26050
12" HDPE			
CB 4629	21.19	N/A 16.94	CB 4631
15" HDPE	L = 51', SLOPE = 0.016 ft./ft.		
CB 4631	20.85	16.10 16.10	CB 4632
15" HDPE			



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NOTES:

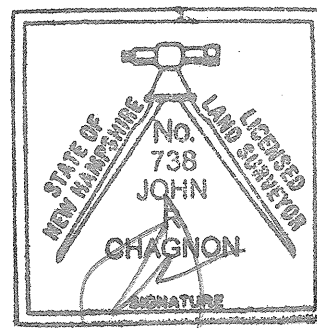
- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 107 AS LOT 74.
- 2) OWNERS OF RECORD:  
DAGNY TAGGART LLC  
3 PLEASANT STREET SUITE 400  
PORTSMOUTH, NH 03801  
6162/74  
D-17511
- 3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 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 EXISTING CONDITIONS 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) SITE BOUNDARY PER PLAN REFERENCE 1.

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

2	BUILDING HEIGHTS	6/18/21
1	ISSUED FOR APPROVAL	4/2/21
0	ISSUED FOR COMMENT	12/17/20

NO.	DESCRIPTION	DATE
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REVISIONS



SCALE: 1" = 20' DECEMBER 2020

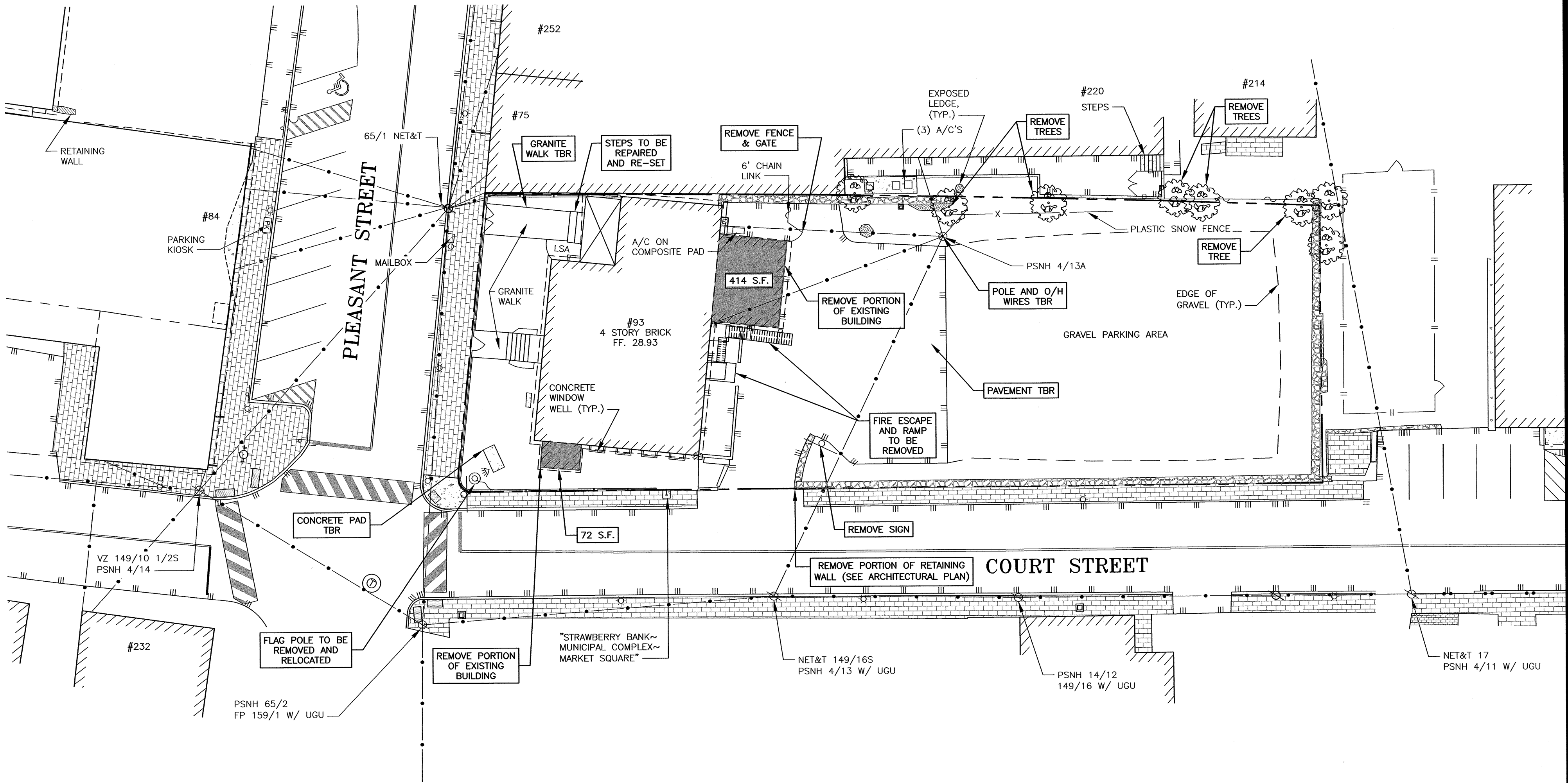
EXISTING CONDITIONS  
PLAN

C1



DEMOLITION NOTES

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



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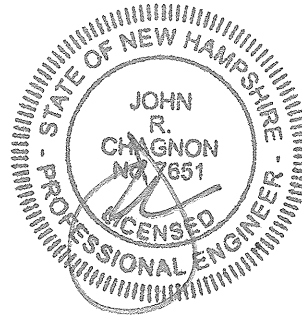
NOTES:

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

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

NO.	DESCRIPTION	DATE
3	WALL TBR	11/22/21
2	SUBMIT FOR TAC	9/20/21
1	SUBMIT FOR 93 ONLY	6/18/21
0	ISSUED FOR COMMENT	4/2/21

REVISIONS

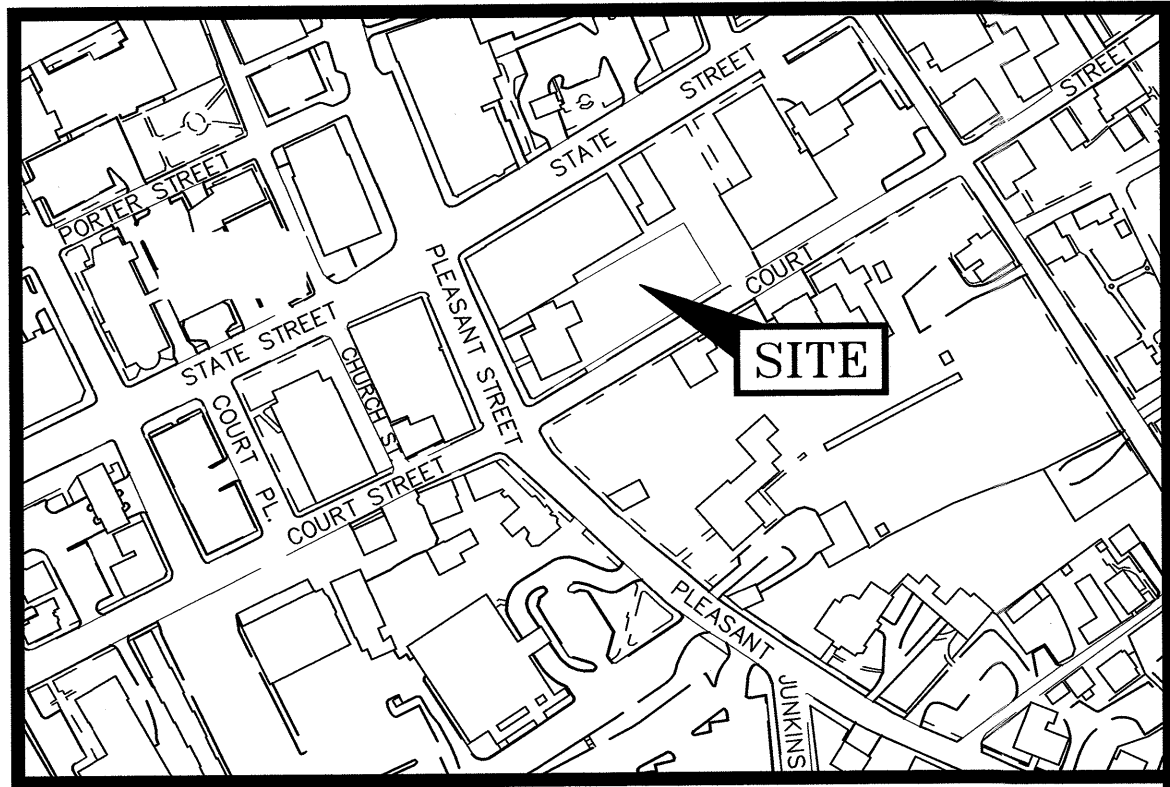


SCALE: 1" = 20' DECEMBER 2020

DEMOLITION  
PLAN

C2





LOCATION MAP SCALE: 1" = 200'

BUILDING DATA:

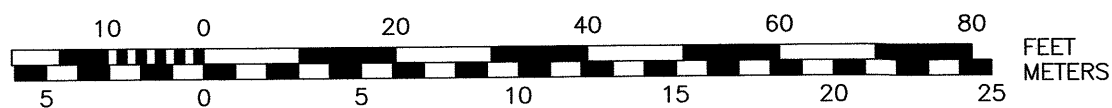
PROPOSED BUILDING:  
8,117 S.F. FOOTPRINT  
OFFICE SPACE  
1 LEVEL OF PARKING

ZONING DEVELOPMENT STANDARD					
CD4: CHARACTER DISTRICT 4					
BUILDING PLACEMENT (PRINCIPAL):					
	REQUIRED	EXISTING	PROPOSED	EXISTING	PROPOSED
MAX. PRINCIPLE FRONT YARD:	10 FEET	19.2'	NC	NA	29.1'
MAX. SECONDARY FRONT YARD:	15 FEET	9.0'	NC	NA	29.1'
MIN. SIDE YARD:	NR	0.6'	NC	NA	9.8'
MIN. REAR YARD:	5 FEET	158.8'	NC	NA	9.8'
FRONT LOT LINE BUILDOUT:	50% MIN	85%	85%	NA	NA
BUILDING TYPES:					
ALLOWED BUILDING TYPES: APARTMENT, LIVE/WORK. PROHIBITED: HOUSE & DUPLEX					
ALLOWED FACADE TYPE: STOOP, STEP, SHOPFRONT, OFFICEFRONT, RECESSED-ENTRY, TERRACE WITH STEP AND DOORWAY.					
PROHIBITED: PORCH & FORECOURT					
BUILDING FORM:					
	REQUIRED	EXISTING	PROPOSED	EXISTING	PROPOSED
MAX STRUCTURE HEIGHT:	35 FEET	35'-9"	NC	NA	32'-5"
MAX. FINISHED FLOOR SURFACE OF GROUND FLOOR ABOVE SIDEWALK GRADE:	36 INCHES	54"	NC	NA	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	NA	10'-8"
MIN. SECOND STORY HEIGHT:	10 FEET	10'-8"	NC	NA	10'-8"
FACADE GLAZING (WINDOW/PERIMETER):	70% SHOP 20-50% OTHER	NC	NC	NA	20.1%
ROOF TYPE ALLOWED: FLAT, GABLE, HIP					
LOT OCCUPATION:					
	REQUIRED	EXISTING	PROPOSED	EXISTING	PROPOSED
MAX BUILDING BLOCK:	200 FEET	65'	NC	NA	199'-6"
MAX FACADE MOD. LENGTH:	80 FEET	40'	NC	NA	75'-4"
MIN. ENTRANCE SPACING:	50 FEET	NC	NC	NA	95'-3"
MAX BUILDING COVERAGE:	90%	19%	NC	NA	66%
MAX BUILDING FOOTPRINT:	15,000 SF	2,625 S.F.	NC	NA	*10,742 S.F.
MIN. LOT AREA:	NR	17,498 S.F.	NC	NA	NC
MIN. LOT AREA/DWELLING (LOT AREA/# OF UNITS):	NR	NC	NC	NA	NC
MIN. OPEN SPACE:	10%	14%	NC	NA	25.9%

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

LEVEL	TOTAL GROSS AREA	GARAGE/SUPPORT	OFFICE
3	9,834	0	9,834
2	10,714	0	10,714
1	10,308	0	10,308
B	11,854	8,444	3,410
TOTAL	42,710	8,444	34,266

GRAPHIC SCALE

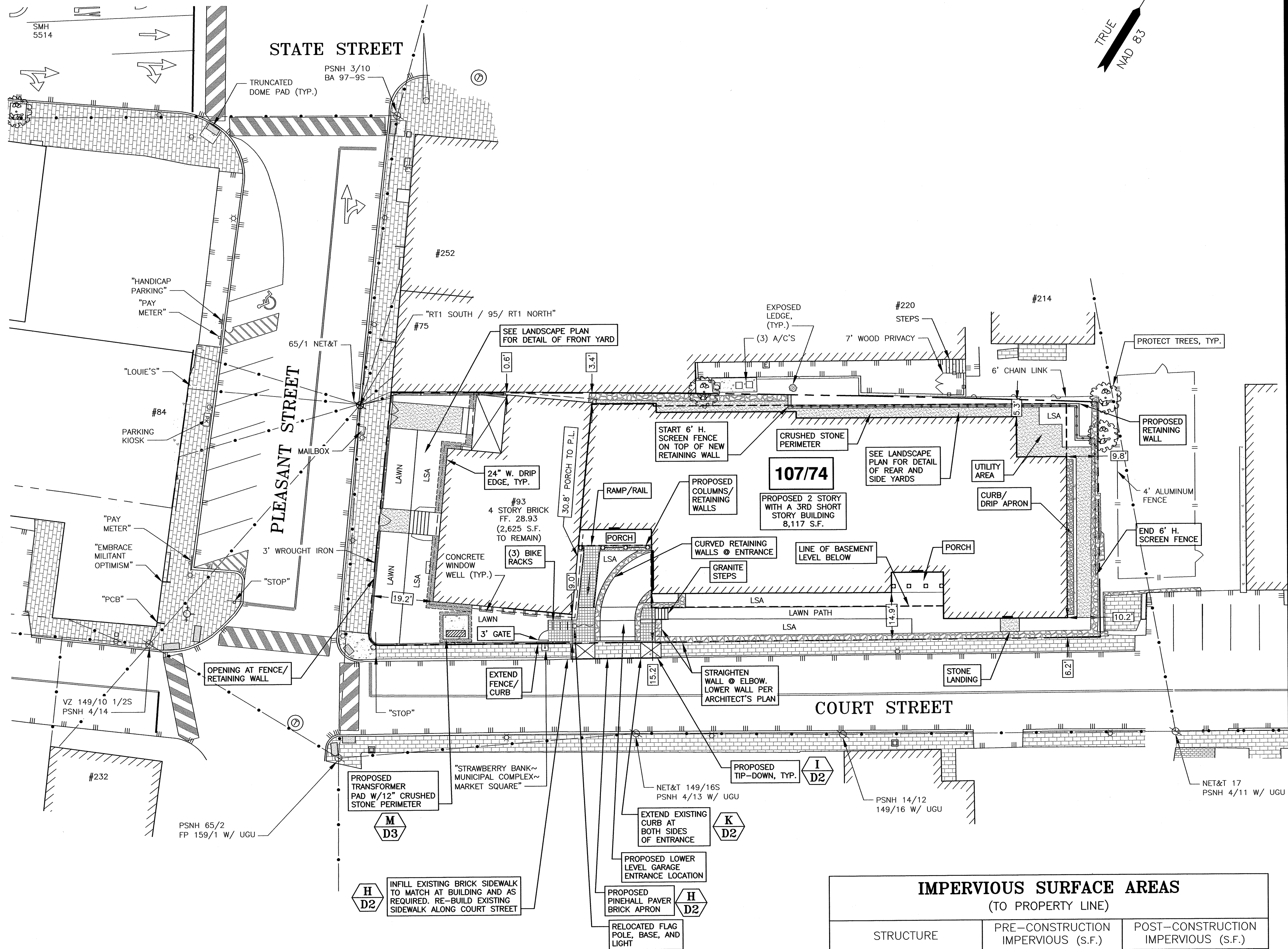


PORTSMOUTH APPROVAL CONDITIONS NOTE:  
ALL CONDITIONS ON THIS PLAN SET SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE CITY OF PORTSMOUTH SITE PLAN REVIEW REGULATIONS.

APPROVED BY THE PORTSMOUTH PLANNING BOARD

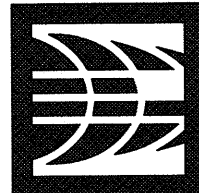
CHAIRMAN

DATE



IMPERVIOUS SURFACE AREAS (TO PROPERTY LINE)

STRUCTURE	PRE-CONSTRUCTION IMPERVIOUS (S.F.)	POST-CONSTRUCTION IMPERVIOUS (S.F.)
MAIN BUILDING	3,110	10,742
PORCH	165	384
STAIRS	101	121
WALKWAYS & RAMPS	292	544
PAVEMENT	3612	0
RETAINING WALL	584	793
GRAVEL	5308	0
CONCRETE	105	374
TOTAL	13277	12958
LOT SIZE	17,498	17,498
% LOT COVERAGE	75.9%	74.1%



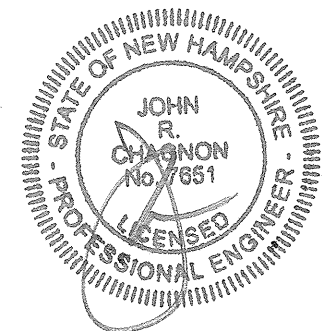
AMBIT ENGINEERING, INC.  
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200 Griffin Road - Unit 3  
Portsmouth, N.H. 03801-7114  
Tel (603) 430-9282  
Fax (603) 436-2315

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.
- 10) THE SECTION OF COURT STREET FROM PLEASANT STREET TO THE LIMIT OF WORK SHALL BE MILLED AND RE-PAVED AT THE END OF PROJECT CONSTRUCTION.
- 11) PROVIDE AN AUDIBLE PEDESTRIAN WARNING SIGNAL AT THE PROPOSED DRIVE ENTRANCE. ALSO PROVIDE A SUITABLE MIRROR ON THE NEW POLE FOR USE BY THE VEHICLES EXITING THE GARAGE.
- 12) A PORTSMOUTH CMMP IS REQUIRED FOR THIS PROJECT, TO BE COMPLETED PRIOR TO CONSTRUCTION.
- 13) PROPOSED USE: 34,266 S.F. OFFICE SPACE. NO PARKING IS REQUIRED AS THE PROJECT IS IN THE DOWNTOWN OVERLAY DISTRICT.

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

7	NOTE 13, USE	11/22/21
6	REVISED LAYOUT	11/1/21
5	ISSUED TO TAC, NOTES 10, 11, & 12	10/20/21
4	BUILDING SIZE	10/13/21
3	ISSUED FOR ZBA	9/28/21
2	SUBMIT FOR TAC	9/20/21
NO.	DESCRIPTION	DATE



SCALE: 1" = 20' DECEMBER 2020

SITE LAYOUT  
PLAN

C3



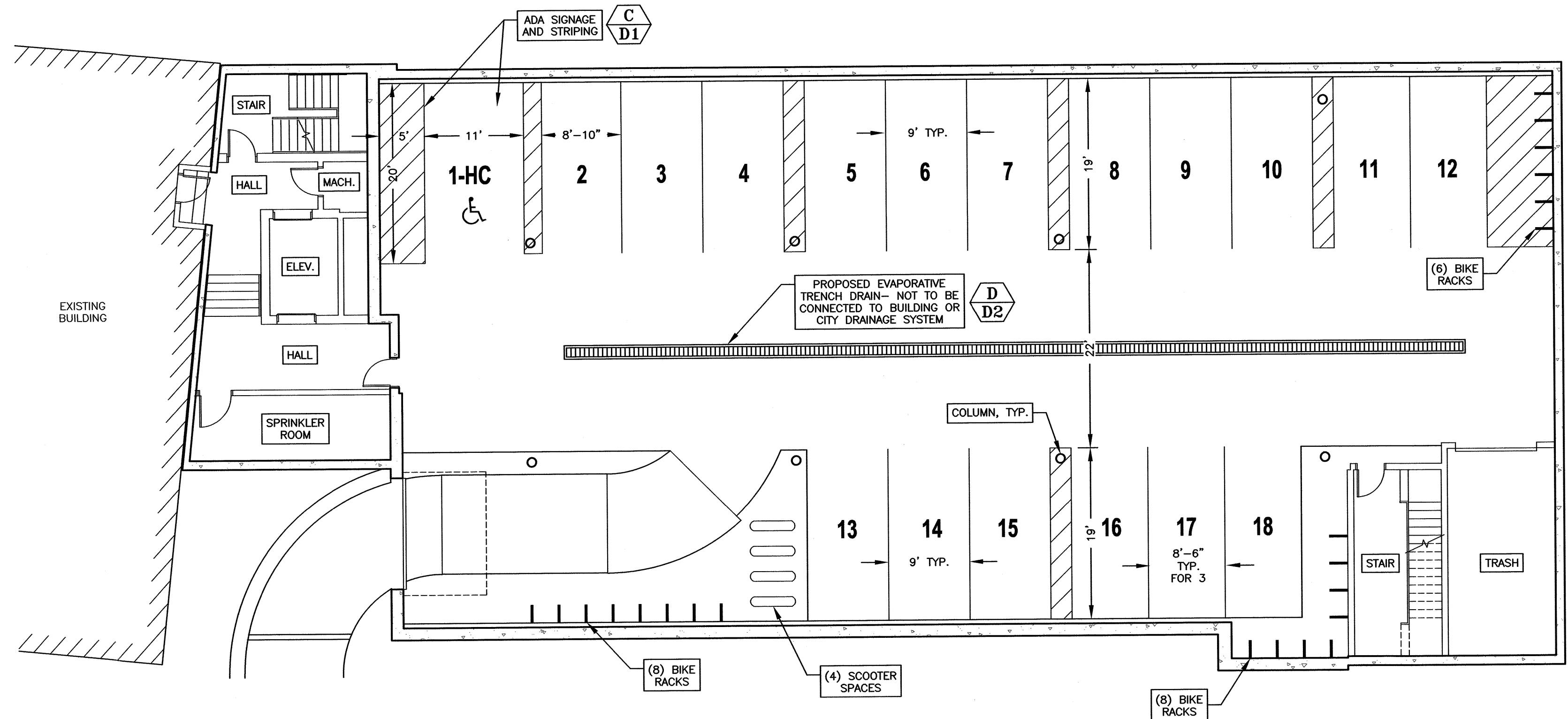
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NOTES:

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

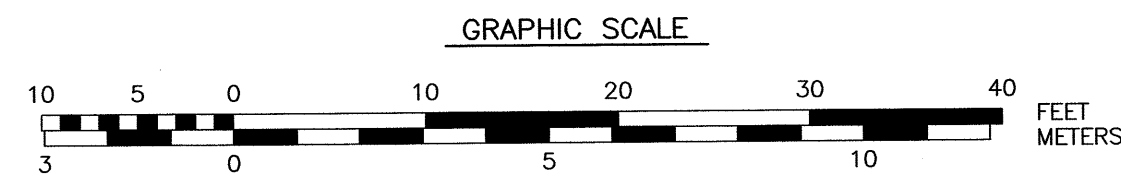


PORTSMOUTH APPROVAL CONDITIONS NOTE:  
ALL CONDITIONS ON THIS PLAN SET SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE CITY OF PORTSMOUTH SITE PLAN REVIEW REGULATIONS.

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN

DATE



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

6	ADA/BIKE RACKS	11/22/21
5	REVISED LAYOUT	11/1/21
4	BIKES AND SCOOTERS	10/20/21
3	BUILDING FOOTPRINT	10/13/21
2	ISSUED TO TAC	9/20/21
1	REVISED BUILDING LAYOUT	9/7/21
NO.	DESCRIPTION	DATE

REVISIONS

SCALE: 1" = 10'

DECEMBER 2020

PARKING LEVEL  
PLAN

C4



UTILITY NOTES:

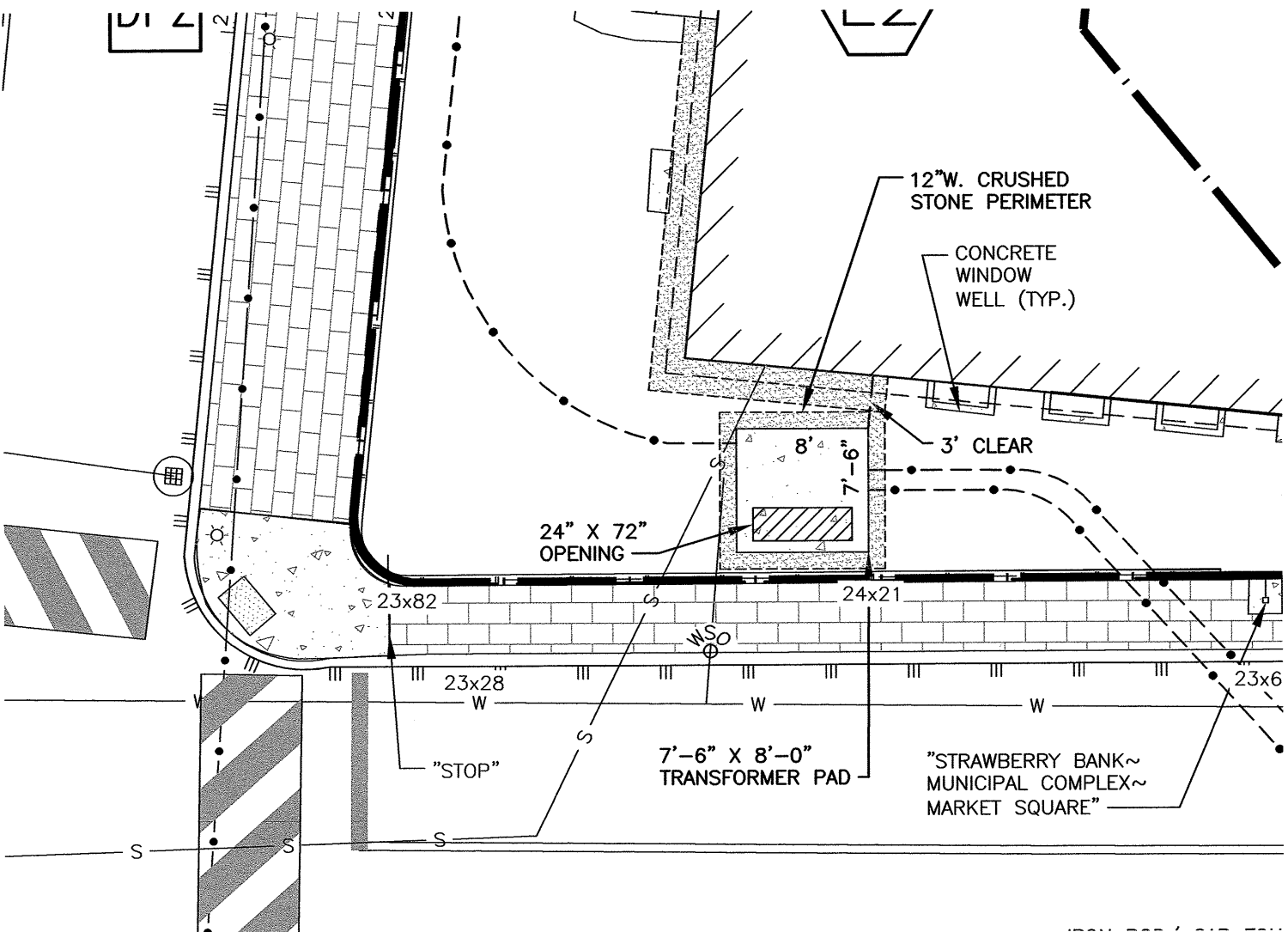
- 1) SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.
- 2) COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY.
- 3) SEE GRADING AND DRAINAGE PLAN FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
- 4) ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, POLYWRAPPED, CEMENT LINED DUCTILE IRON PIPE.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

PROPOSED SEWER CONNECTION

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

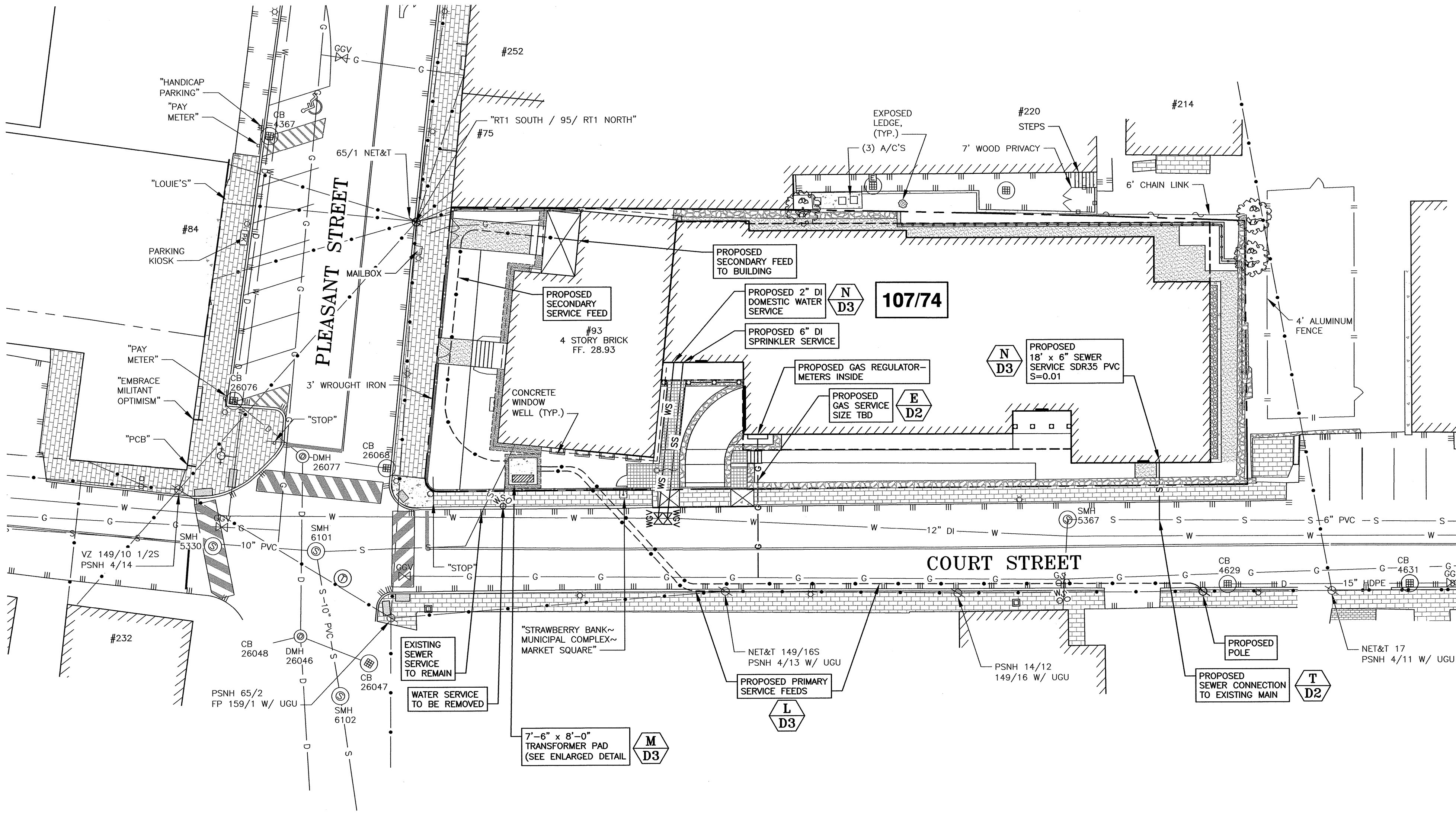
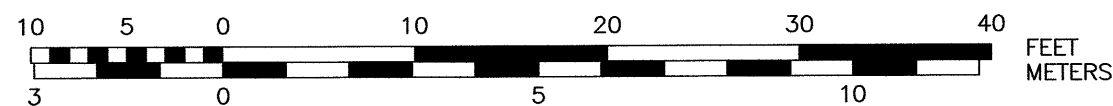
SEWER STRUCTURE TABLE

STRUCTURE	RIM ELEV.	INV. ELEV. IN INV. ELEV. OUT	DOWN STREAM STRUCTURE
PIPE	PIPE LENGTH, PIPE SLOPE		
SMH 5367	22.34	15.75	SMH 5368
		15.74	
6" PVC	L = 191',	SLOPE = 0.016 ft./ft.	
SMH 5330	23.20	15.85	SMH 6101
		15.80	
8" PVC	L = 29',	SLOPE = 0.024 ft./ft.	
SMH 6101	23.35	17.89 (E)	SMH 6102
		15.10 (W)	
		15.05 (OUT)	
8" PVC	L = 41',	SLOPE = 0.019 ft./ft.	
SMH 6102	22.78	14.28	SMH 893
		14.23	



TRANSFORMER DETAIL

GRAPHIC SCALE





DRAINAGE STRUCTURE TABLE			
STRUCTURE	RIM ELEV.	INV. ELEV. IN INV. ELEV. OUT	DOWN STREAM STRUCTURE
PIPE	PIPE LENGTH, PIPE SLOPE		
CB 4367	23.98	N/A 21.83	CB 26076
8" HDPE	L = 75', SLOPE = 0.013 ft./ft.		
CB 26076	23.77	20.82 20.82	DMH 26077
12" HDPE	L = 25', SLOPE = 0.005 ft./ft.		
CB 26068	23.35	N/A 21.90	DMH 26077
12" HDPE	L = 24', SLOPE = 0.046 ft./ft.		
CB 26047	22.79	N/A 18.69	DMH 26046
8" HDPE	L = 21', SLOPE = 0.010 ft./ft.		

DRAINAGE STRUCTURE TABLE-CONT.			
STRUCTURE	RIM ELEV.	INV. ELEV. IN INV. ELEV. OUT	DOWN STREAM STRUCTURE
PIPE	PIPE LENGTH, PIPE SLOPE		
DMH 26077	23.95	20.80 (E) 20.72 (W) 20.70 (OUT)	DMH 26046
12" HDPE	L = 50', SLOPE = 0.048 ft./ft.		
DMH 26046	22.90	19.70 (N) 18.48 (E) 18.40 (W) 18.30 (OUT)	DMH 26050
12" HDPE	L = 51', SLOPE = 0.016 ft./ft.		
CB 4629	21.19	N/A 16.94	CB 4631
15" HDPE	L = 51', SLOPE = 0.016 ft./ft.		
CB 4631	20.85	16.10 16.10	CB 4632
15" HDPE	L = 51', SLOPE = 0.016 ft./ft.		

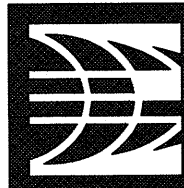
DRAINAGE STRUCTURE SCHEDULE					
STRUCTURE	PROP/EX	RIM	PIPE SIZE	INVERT	DIRECTION
DMH 1	PROP	30.0	12"	17.24	IN
DMH 1	PROP	30.0	4" UD	26.0	IN
DMH 1	PROP	30.0	6" RD	24.0	IN
DMH 1	PROP	30.0	12"	17.14	OUT
OCS 1	PROP	29.5	8"	23.50	IN
OCS 1	PROP	29.5	12"	17.44	OUT

PIPE SCHEDULE			
PIPE #	PIPE SIZE	LENGTH	SLOPE
P1	12"	30'	0.0034
P2	12"	46'	0.0034
P3	8"	20'	0.0165
P4	8"	32'	0.015
P5	8"	4'	0.020
P6	8"	7'	0.02

\*ALL PIPE TO BE HDPE

R-TANK SYSTEM "A"	
MODULE TYPE	PEDESTRIAN
TRAFFIC LOAD	10
# OF TANKS	
TANK STORAGE	
STONE STORAGE	
TOTAL STORAGE	
TOP OF COVER STONE	
TOP OF R-TANK	
TANK INVERT	
TANK OUTLET	
BOTTOM OF TANK	
STONE BASE INVERT	
SYSTEM IS 2.62' WIDE BY 11.7' LONG	

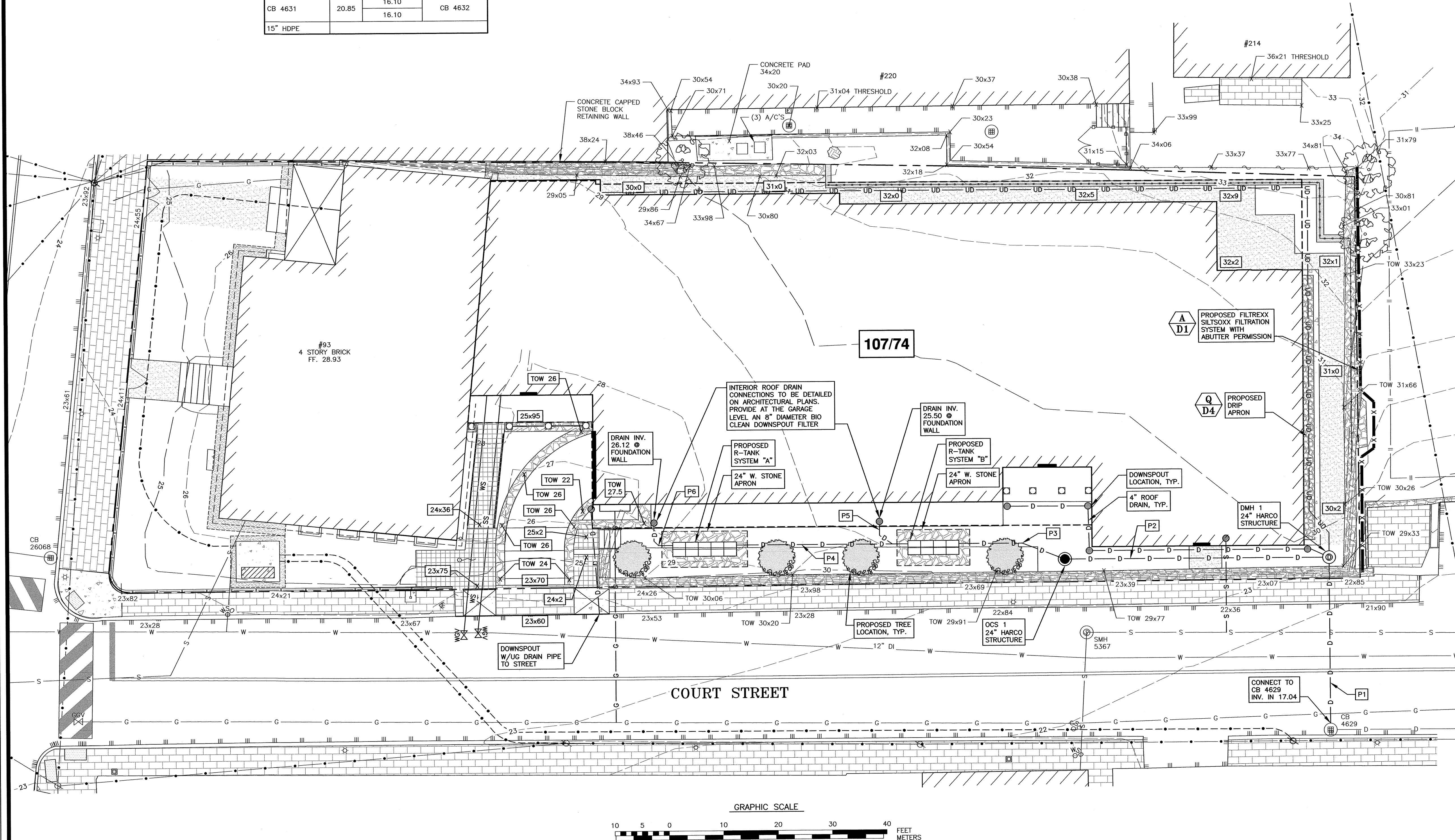
R-TANK SYSTEM "B"	
MODULE TYPE	PEDESTRIAN
TRAFFIC LOAD	8
# OF TANKS	
TANK STORAGE	
STONE STORAGE	
TOTAL STORAGE	
TOP OF COVER STONE	
TOP OF R-TANK	
TANK INVERT	
TANK OUTLET	
BOTTOM OF TANK	
STONE BASE INVERT	
SYSTEM IS 2.62' WIDE BY 9.4' LONG	



**AMBIT ENGINEERING, INC.**  
Civil Engineers & Land Surveyors  
200 Griffin Road - Unit 3  
Portsmouth, N.H. 03801-7114  
Tel (603) 430-9202  
Fax (603) 436-2316

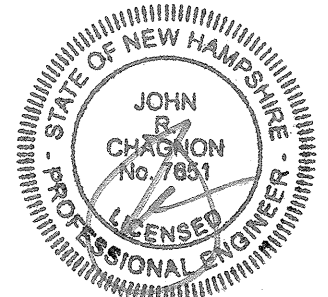
#### NOTES:

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



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

NO.	DESCRIPTION	DATE
2	DRAIN SYSTEM	11/22/21
1	ISSUED FOR APPROVAL	10/20/21
0	ISSUED FOR COMMENT	4/2/21



SCALE: 1" = 10' DECEMBER 2020

**GRADING & EROSION  
CONTROL PLAN**

**C6**







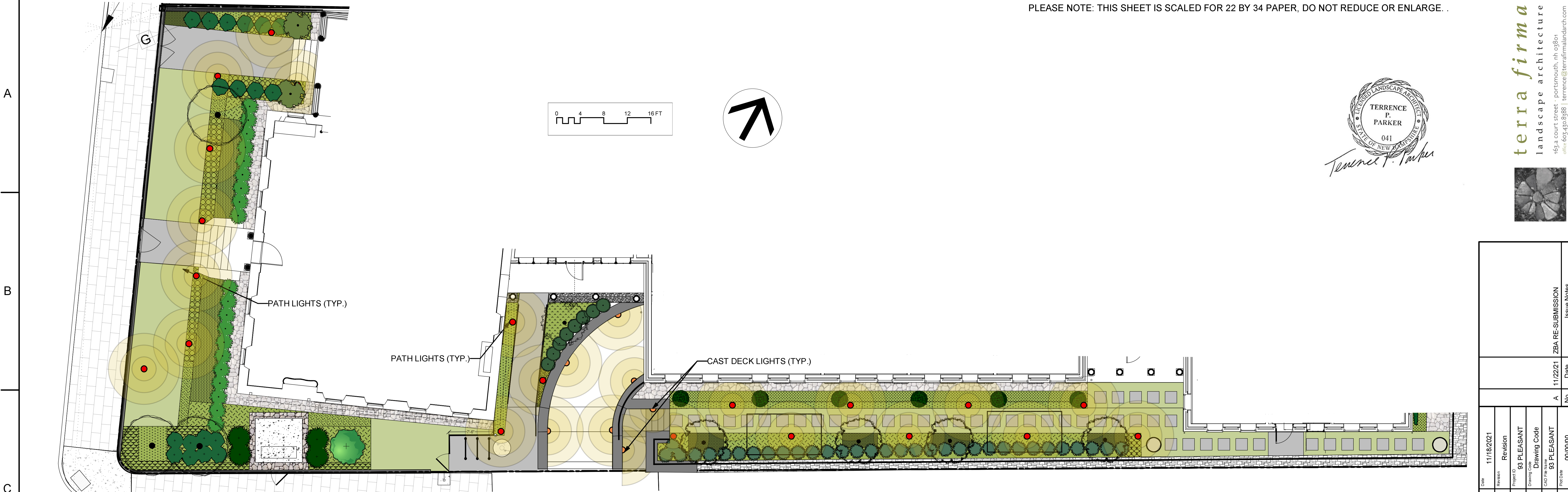
A

B

C

D

E



terra firma  
landscape architecture



A

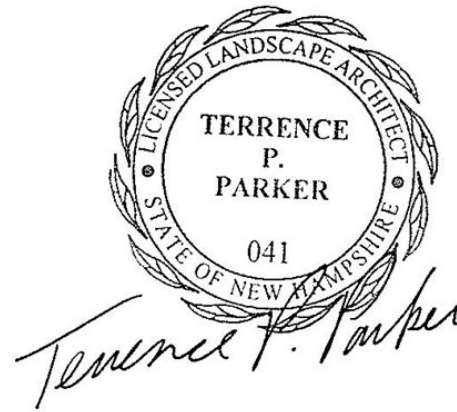
B

C

D

E

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**CAST LANDSCAPE** Old world craftsmanship...tomorrow's technology

**CAST Classic Deck Light (CDL1CB, CDL1LED1, CDL1LED1A)**  
Product Information

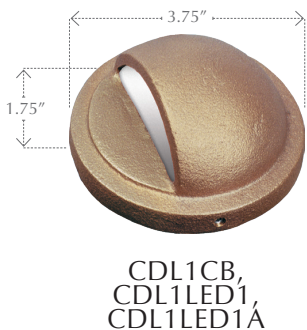
**CAST Solid Bronze Deck Light - Rugged, Ideal for Walls, Decks, and Docks**



**Dimensions:**  
3.75" diameter x 1.75" height

**Construction:**  
Solid bronze hood and base; borosilicate lens; 25' tin-coated #18-2 No-Ox<sup>®</sup> marine-grade wire.

**Specifications:**  
CDL1CB: High Temp. T-5 socket, Lamp: Includes 2.5W, 9-15 volt operating range, T5 LED Lamp (SL921T5200L).  
Halogen Option: 12 Volt, 18W T5 xenogen - 18W max. (CWB921X).  
CDL1LED1: Power: 10-24V, .27 Amps, 2.82W, .88 pf, 3.20VA; L70 hrs 60,500, CRI 81, Color Temp. 2,759, Fixture Lumens: 49  
CDL1LED1A: Input Voltage: 8v-18v AC or DC; Input Power: 3.0 Watts; 0.8 pf; LED Light output: Amber: 70 lm Fixture output: Amber: 35 lm  
**FWC Cert# 2015-013**



**Lighting Specification Sheet**  
Classic Deck Light (CDL1CB, CDL1LED1, CDL1LED1A)

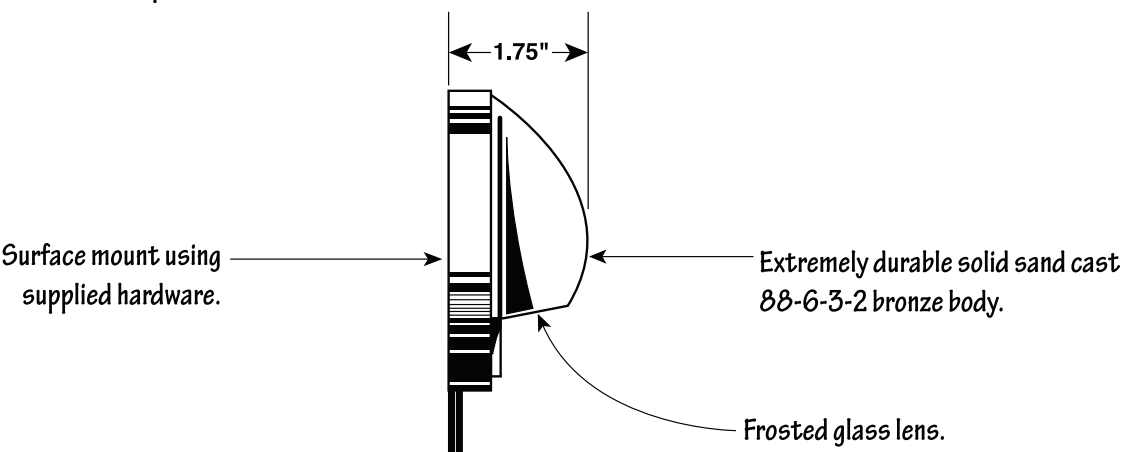
**CAST LANDSCAPE**  
Old world craftsmanship...tomorrow's technology

Project: \_\_\_\_\_ Date: \_\_\_\_\_  
Fixture Type: \_\_\_\_\_ Quantity: \_\_\_\_\_  
Specifier: \_\_\_\_\_

Drawing not to scale

CDL1CB: Must operate lamp between 9 to 20 volts. Check voltage with digital multi-meter.

CDL1LED1: Operates between 10V to 24V AC or DC.



CDL1CB: Includes 2.5W T5 LED Lamp (SL921T5200L).  
CDL1LED1: Input power: 3.0W  
Power Factor: 0.8W (Size wire and power supply for 3.75W)

Two 8-32 302 stainless steel hex head set screws.

#18-2 @ 25' Tin coated

**Notes**  
• CDL1CB Includes 2.5W T5 LED Lamp (SL921T5200L)  
• Typical spacing 6' to 10'  
• Downward and horizontal orientation allowed

Refer to product installation sheet prior to installation

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**CAST LANDSCAPE** Old world craftsmanship...tomorrow's technology

**CAST Large Mushroom Path Light (CMU2CB)**  
Product Information

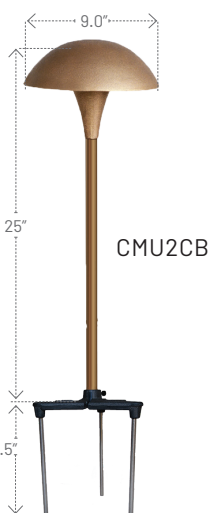
**CAST Classic Large Mushroom Area/Path Light - Beautiful, Glare Free Illumination**



**Construction:**  
Solid bronze hat and vase; Eurometal stake; heavy-gauge copper stem; 35' tin-coated #16-2 No-Ox<sup>®</sup> marine-grade wire.

**Dimensions:**  
25" tall x 9" wide  
Stake: 8.5"

**Lamp Specifications:**  
CMU2CB: 12v Wedge Base Krypton (35w max.) (not included).  
LED Conversion: CALED2 LED Module  
**Listing:**  
UL 1838 Listed Low Voltage Luminaire for wet locations  
LED Versions: UL listed.  
All Versions: RoHS, FCC Class B Conducted and Radiated



www.cast-lighting.com 800.914.CAST  
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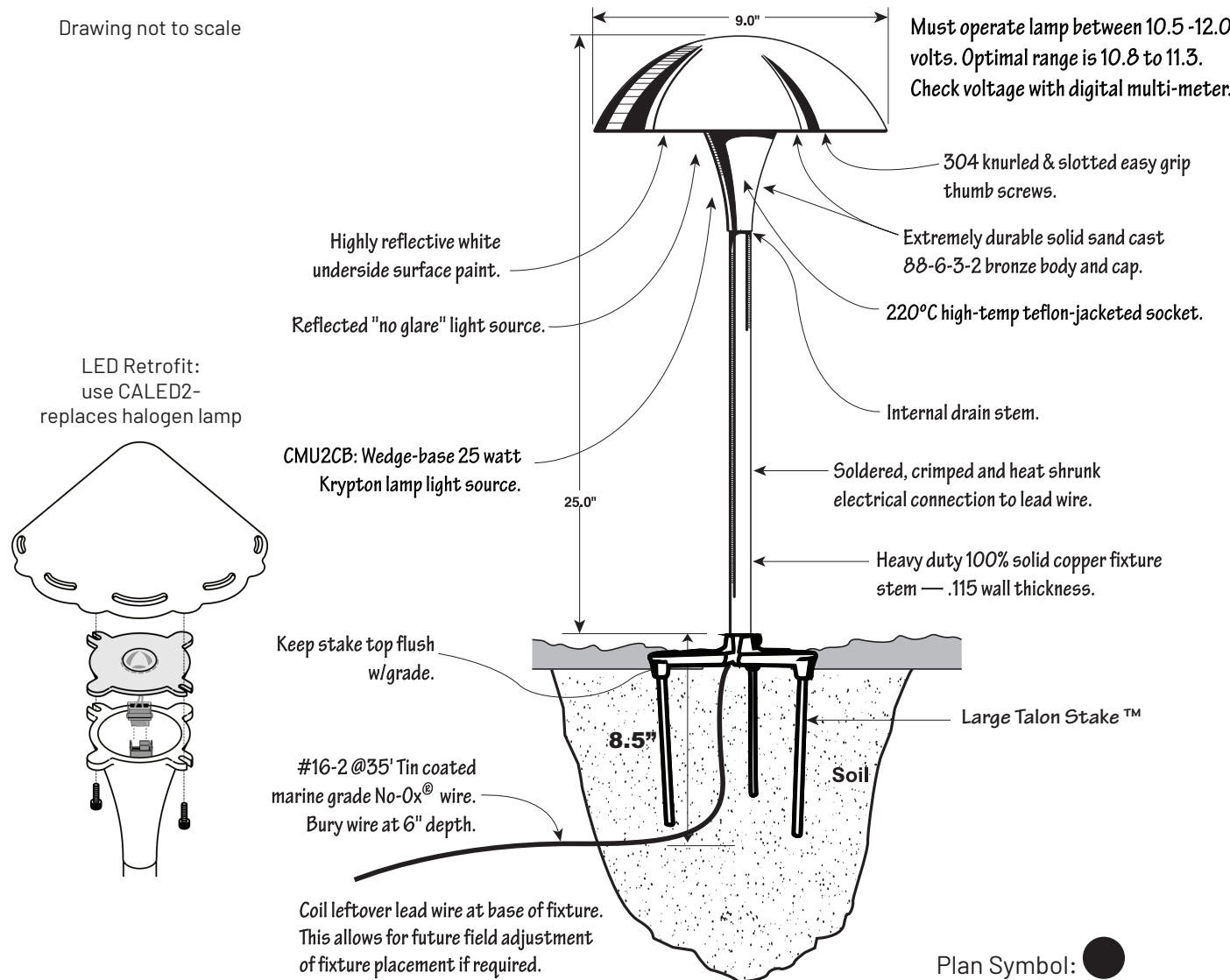
Revised December 2018

**Lighting Specification Sheet**  
Classic Large Mushroom Area/Path Light (CMU2CB)

**CAST LANDSCAPE**  
Old world craftsmanship...tomorrow's technology

Project: \_\_\_\_\_ Date: \_\_\_\_\_  
Fixture Type: \_\_\_\_\_ Quantity: \_\_\_\_\_  
Specifier: \_\_\_\_\_

Drawing not to scale



**Notes**  
• CMU2CB: Requires SB Wedge Base Lamp (incl. 25w) Max. lamp rating 35 watts  
• Typical spacing 10' to 15'  
• Refer to product installation sheet prior to installation

**OPTIONS**  
☐ Mounting Canopy - Unthreaded (CFM1CB) ture, purchase adapter (XCBP1TLTA).  
☐ Standard Mounting Stake (CMS1EM)  
☒ Large Talon Stake (CSTL1)(incl.)  
☐ Long Mounting Stake (CMS1EM)  
☐ Heavy Duty Mounting Stake (CHMS1CB)  
\*NOTE: This is a threaded stake. To use with this fix-

**Unthreaded Stems:**  
☐ Replacement Stem (XCBPSTEMS\_\_\_\_\_)  
☐ Telescopic Stem (CWTRS\_\_\_\_\_)

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DECK LIGHT SPECIFICATION

PATH LIGHT SPECIFICATION

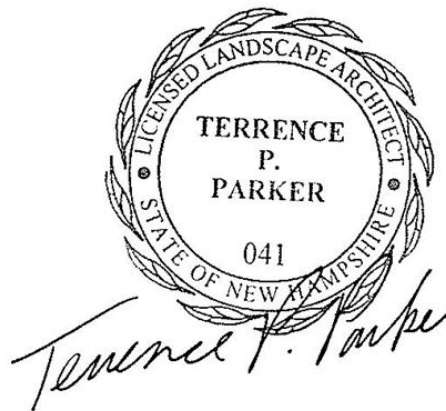
terra firma landscape architecture  
163.a Court Street  
Portsmouth, NH

93 PLEASANT STREET  
93 PLEASANT STREET

L-2

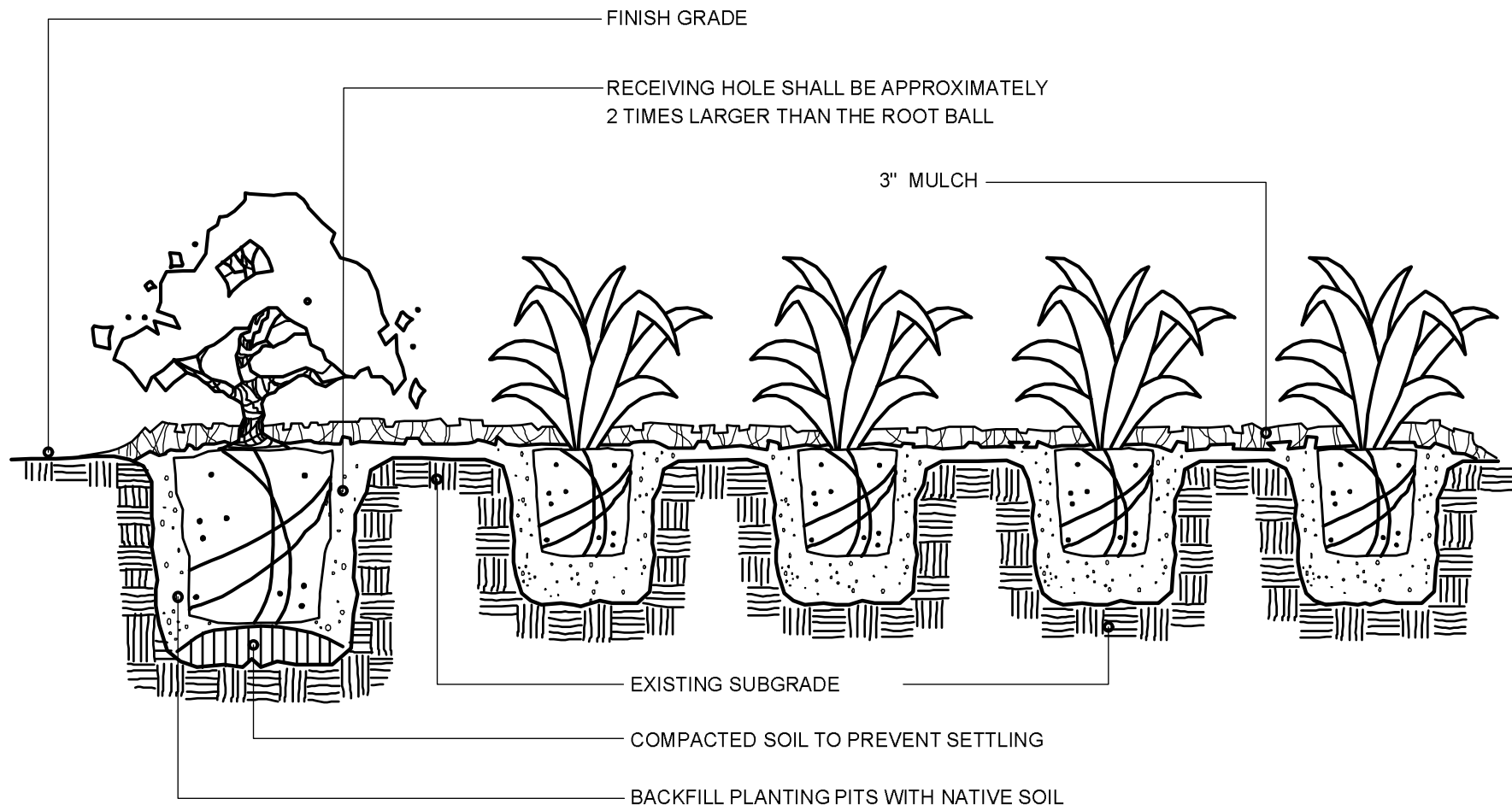
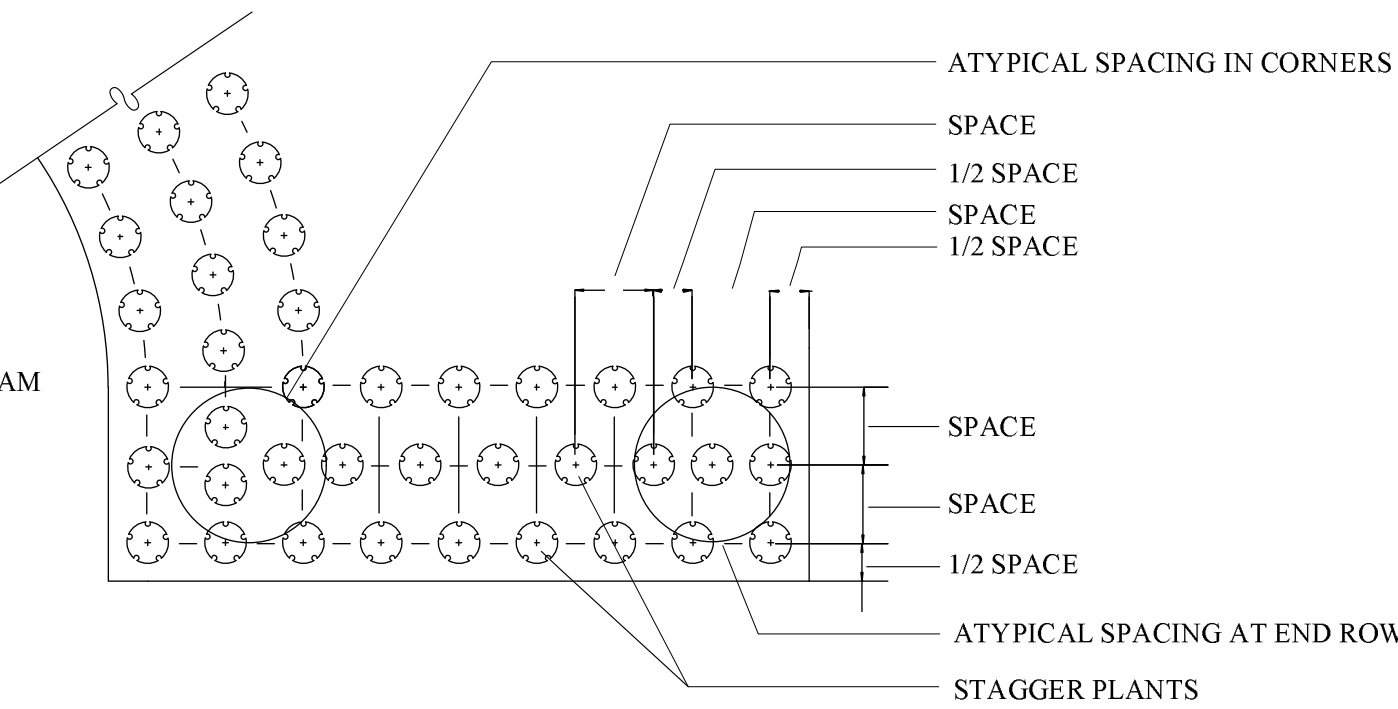
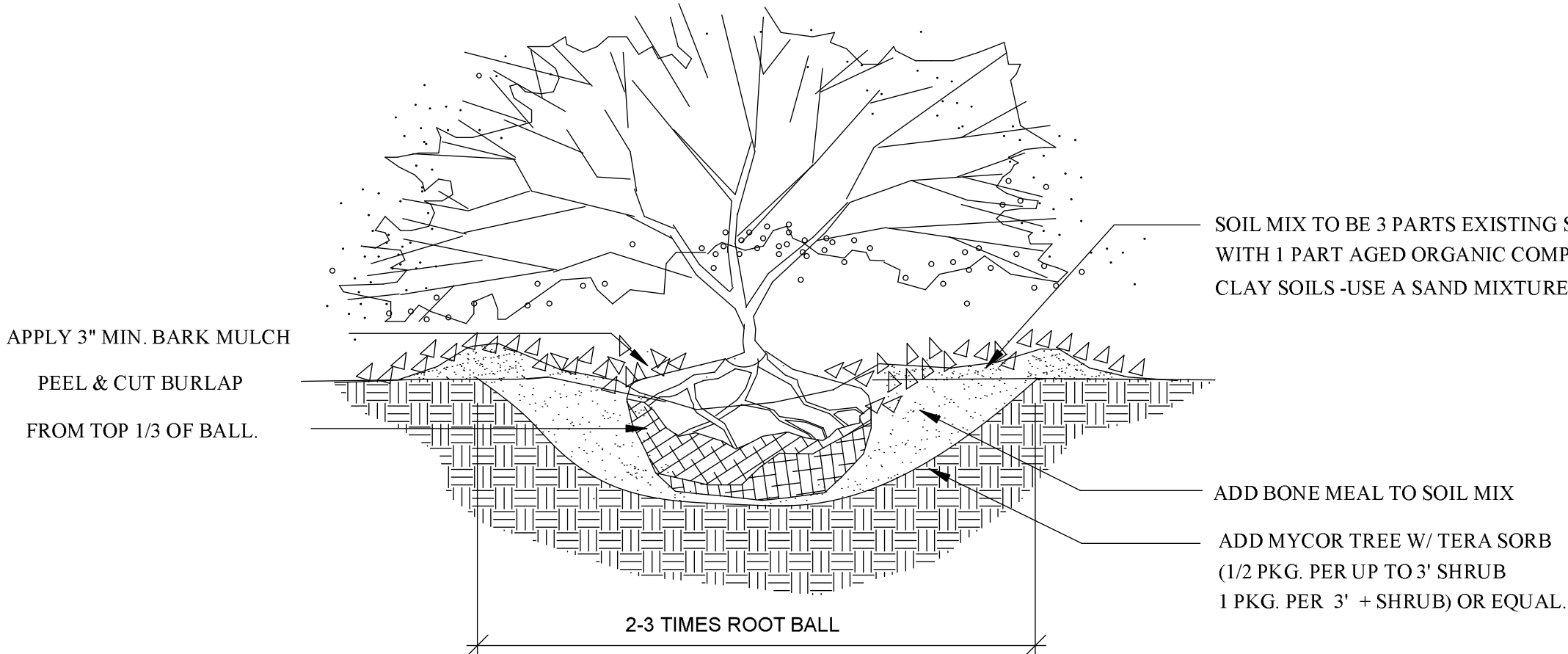
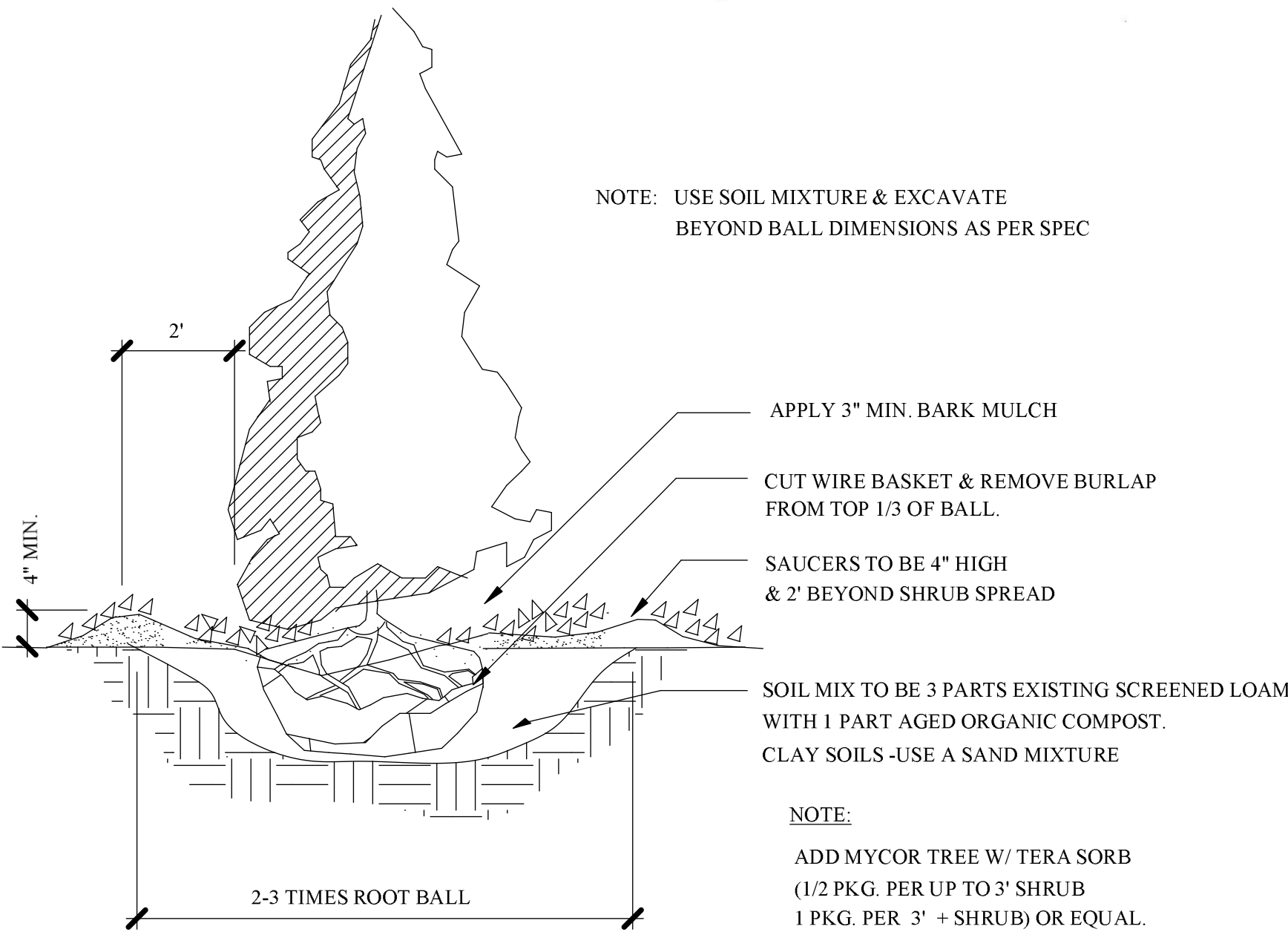
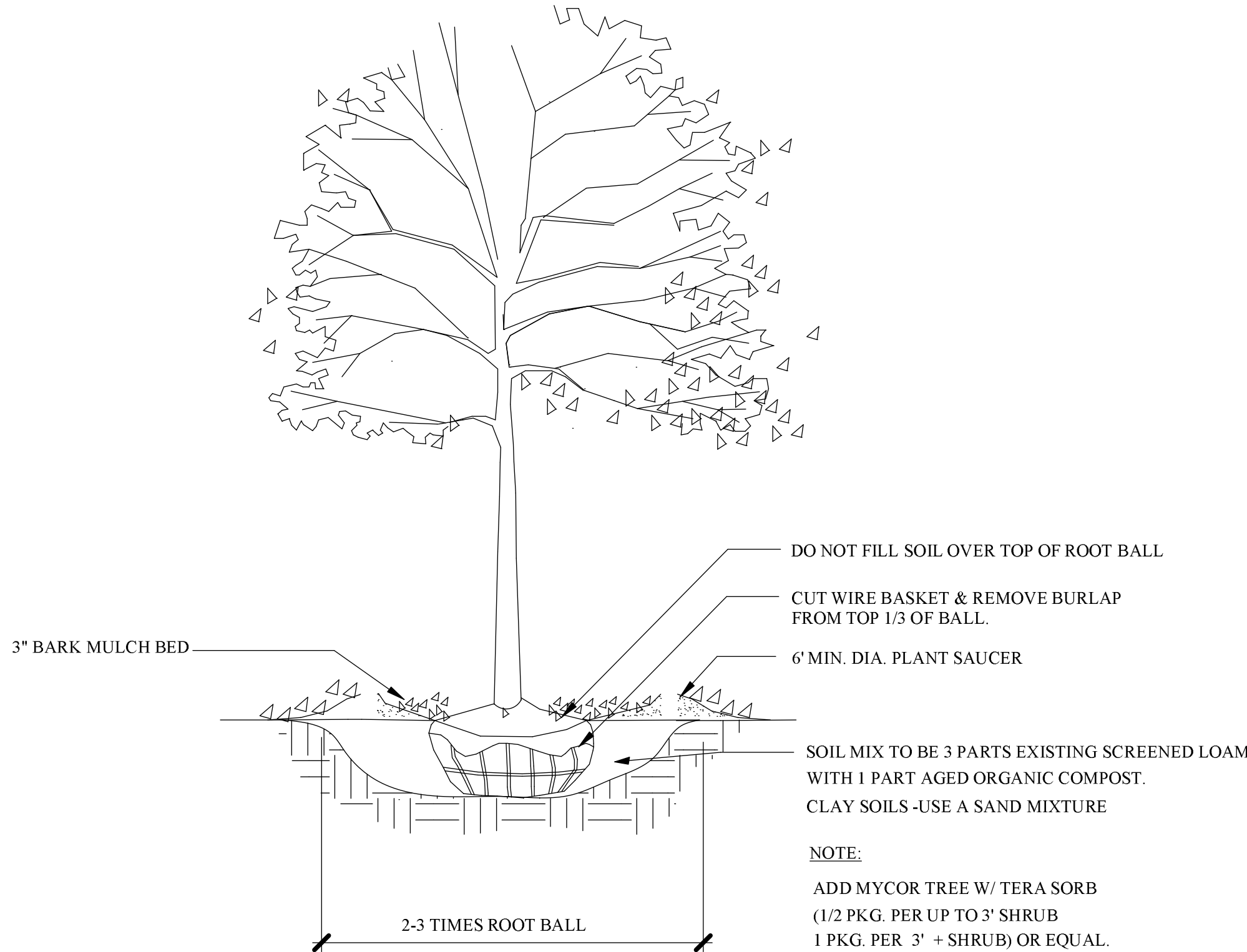
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LANDSCAPE NOTES:

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



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

5  
L-3

SHRUB/GROUND COVER PLANTING DETAIL  
SCALE: NTS

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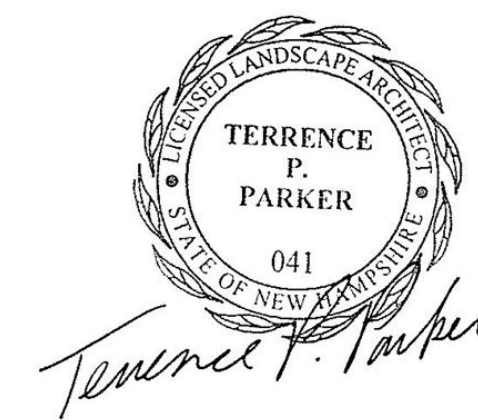
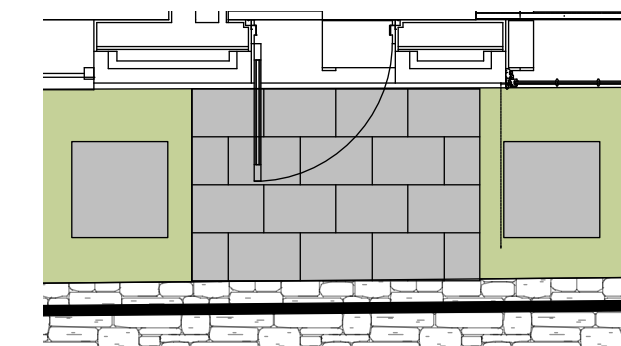
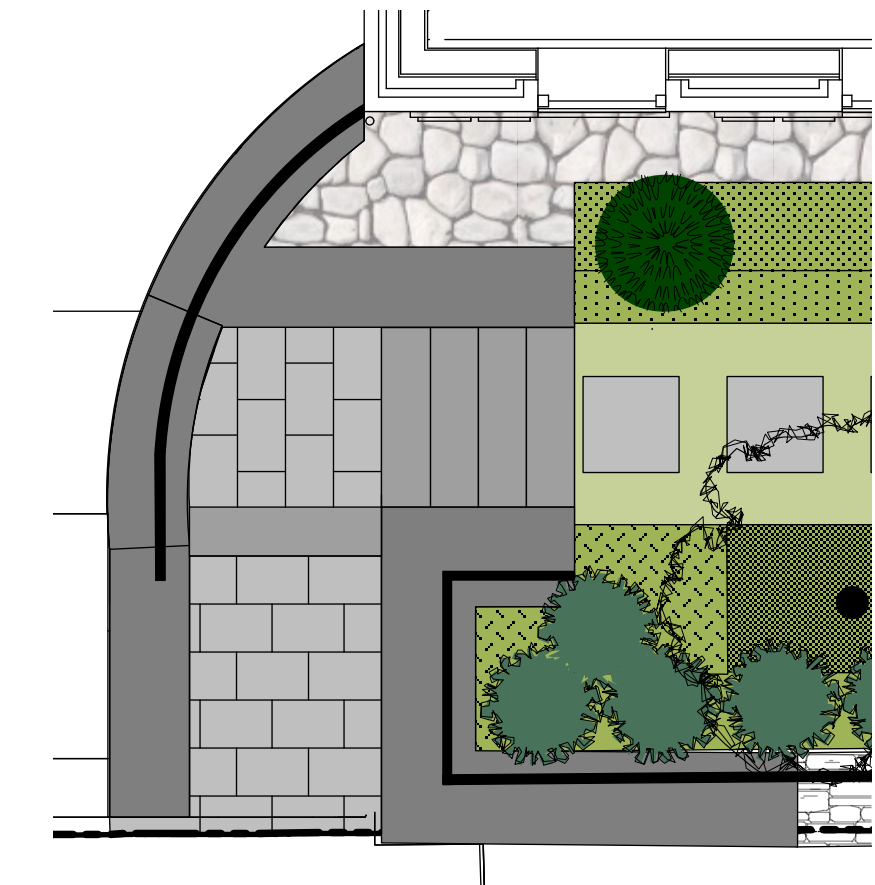
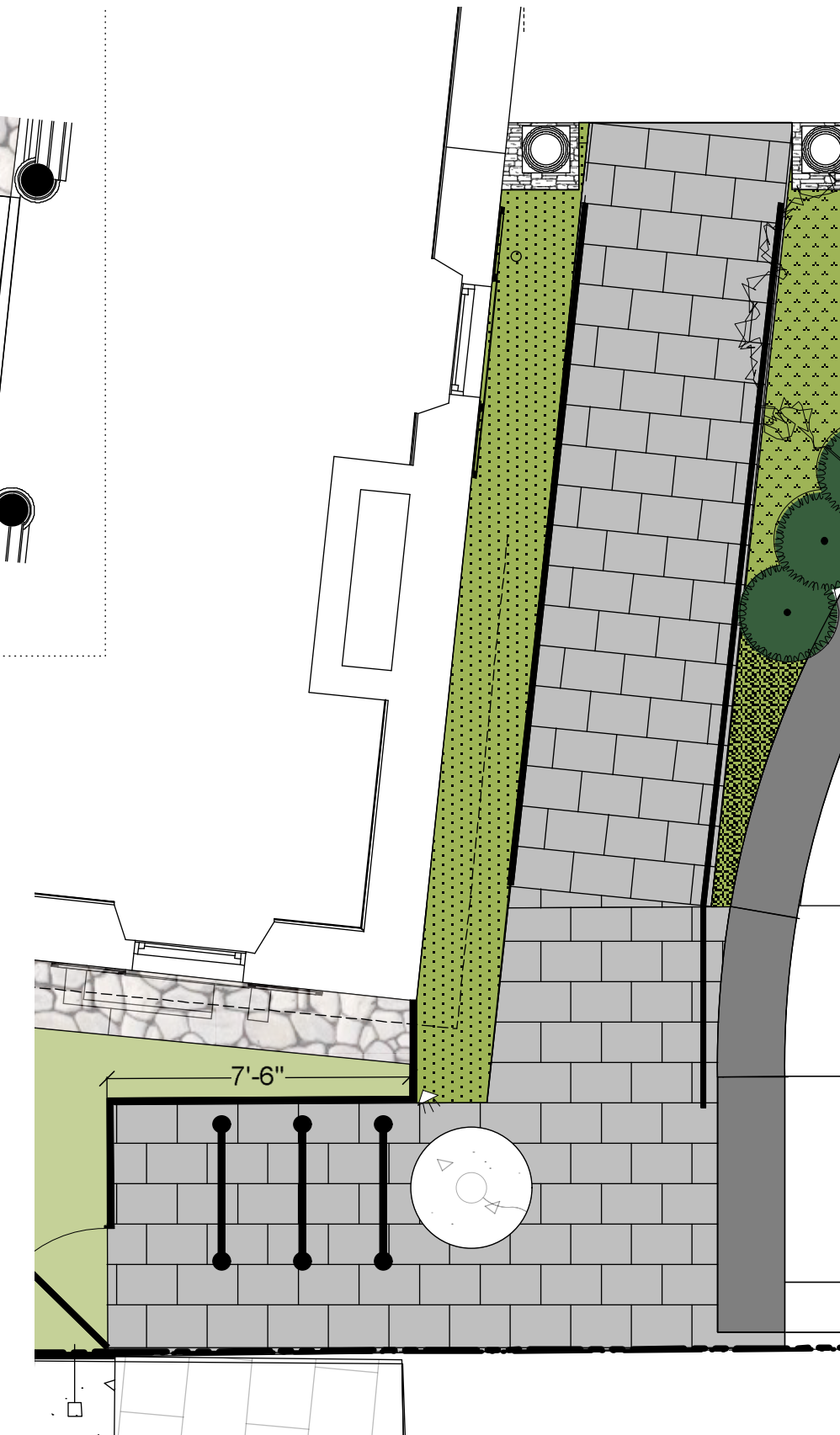
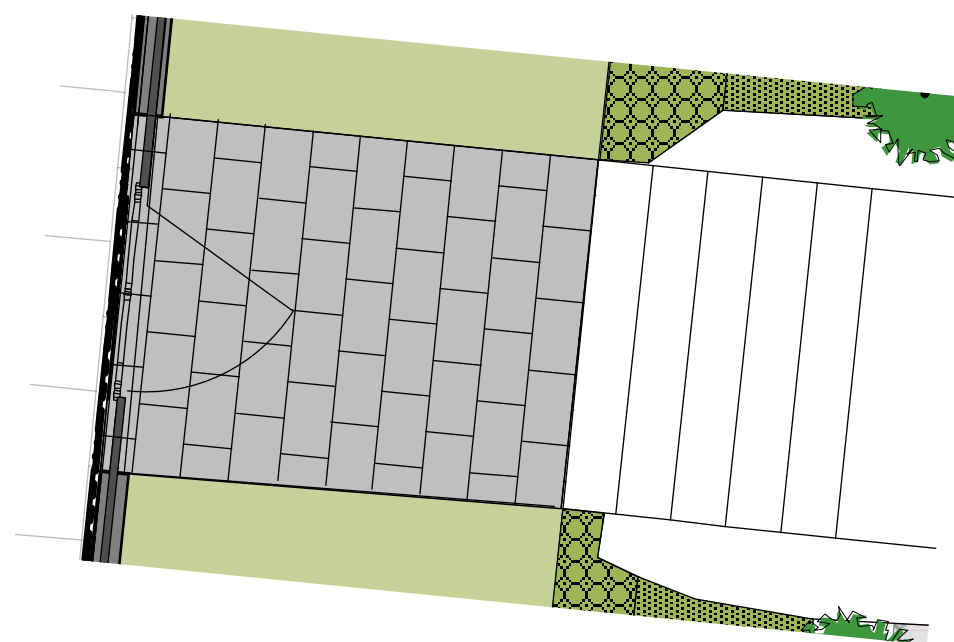
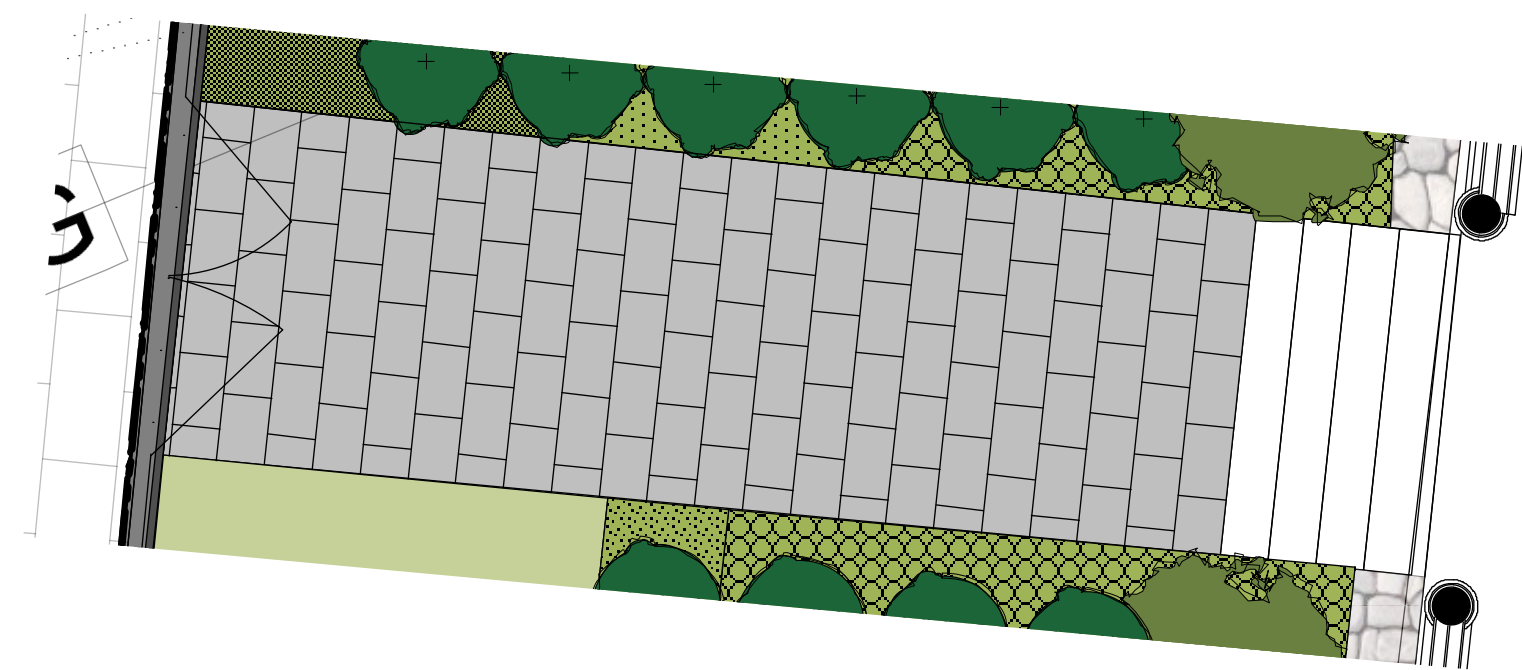
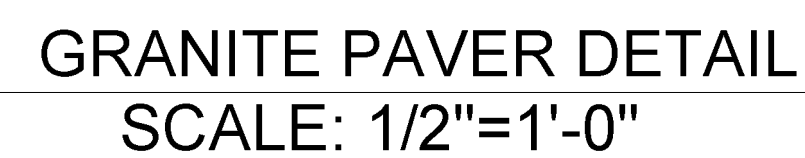
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93 PLEASANT STREET		L-3		SEE DETAILS		1 of			
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terra firma landscape architecture				Drawn By		TC		10/25/2021	
163 a Court Street				Checked By				Revision	
Portsmouth, NH				Reviewed By		TP		Project ID	
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				Submitted By		TP		Drawing Code	
				Project Manager		TP		CAD File Name	
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								Plot Date	
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								Date	
								Issue Notes	



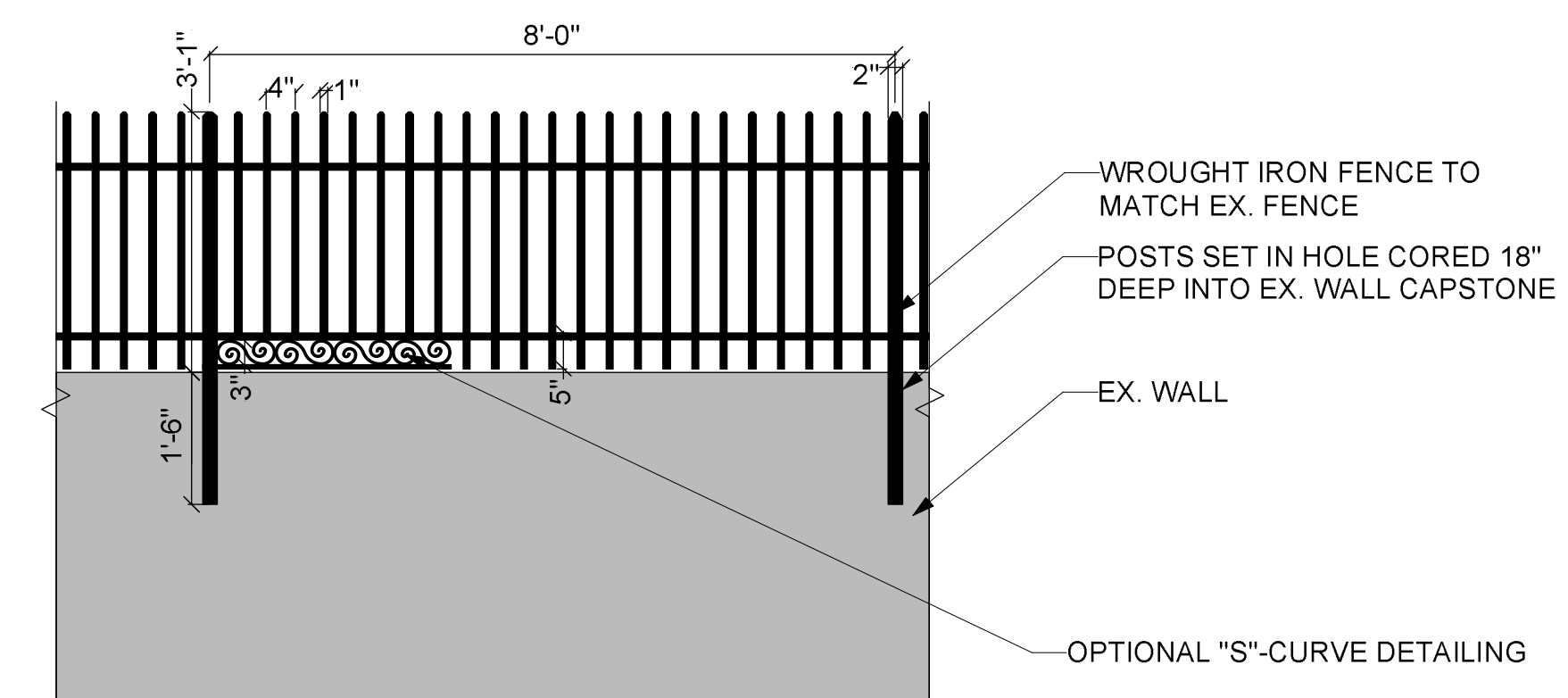
ADA WELDED TWO LINE PIPE RAIL BY AMERICAN RAILING  
SYSTEMS INC. OR EQUAL

1  
L-4

HANDRAIL  
SCALE: 1/2"=1'-0"



5 37" IRON FENCE (AND 4' GATE) DETAIL  
L-4 SCALE: NTS



5 37" IRON FENCE ON EX. WALL DETAIL  
L-4 SCALE: 1/2"=1'-0"

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terra firma  
landscape architecture  
163-a court street · portsmouth, nh 03801  
office: 603.430.8388 | [terrence@terrafirmalandarch.com](mailto:terrence@terrafirmalandarch.com)

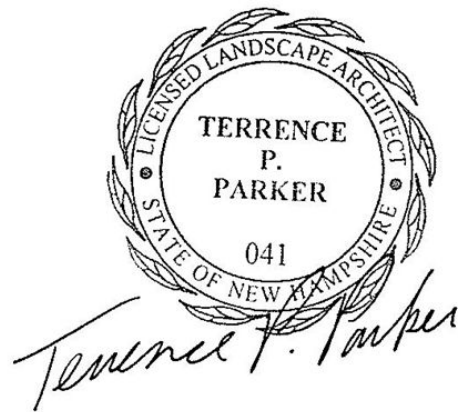


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		Checked By	TP	Project ID	93 PLEASANT			
		Reviewed By		Drawing Code				
		Submitted By	TP	Drawing Code				
				CAD File Name	93 PLEASANT			
				Plot Date	00/00/00			
<div>Sheet Title</div> <div>LANDSCAPE DETAILS</div>						No.	Date	Issue Notes





Chilmark Tongue and Groove Cedar Fence (Painted Green)  
by Walpole Outdoors OR EQUAL  
100 River Ridge Drive, Suite 302  
Norwood, MA 02062  
(866) 253-3108  
<https://walpoleoutdoors.com/>



terra firma  
landscape architecture

163 a court street · portsmouth, nh 03801  
office 603.430.8368 | [terrence@terralfirmalandarch.com](mailto:terrence@terralfirmalandarch.com)



1  
L-5

6' TONGUE AND GROOVE FENCE  
SCALE: NTS



TRIO™ BIKE RACK  
PRODUCT DATA



FORMS+SURFACES®



TRIO™ BIKE RACK

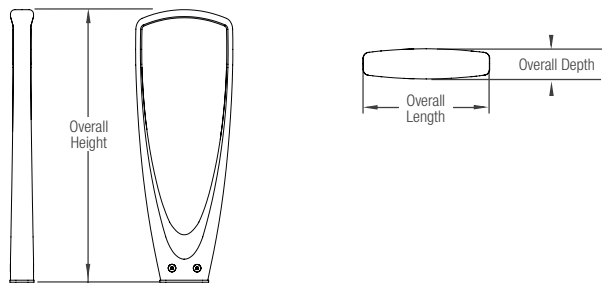
PRODUCT DATA

The **Trio Bike Rack** is the perfect complement to our Trio product line. Providing an excellent opportunity for design continuity, the Trio Bike Rack draws on the same triangular shape and exaggerated void seen in both our Trio Bench and Trio Lighting. Contemporary in design, its simple yet sculptural form allows it to be integrated into a myriad of settings.

MATERIAL & FINISHES

MATERIAL	FINISHES	GUIDELINES & SECURITY	INSTALLATION	MAINTENANCE
• Body is made of corrosion-resistant cast aluminum with powdercoat finish.	• See the Forms+Surfaces Powdercoat Chart for details. Custom RAL colors are available for an upcharge. • Due to the inherent nature of metal castings, gloss powdercoats are not offered for cast components.	• Meets Association of Pedestrian and Bicycle Professionals (APBP) guidelines. • A locking point detail and mounting configurations that meet APBP guidelines can be found on pages 1 and 2 of this document.	• Trio Bike Racks must be surface mounted with embedded anchors. Stainless steel anchors and tamper-resistant stainless steel screws are included.	• Metal surfaces can be cleaned as needed using a soft cloth or brush with warm water and a mild detergent. Avoid abrasive cleaners.

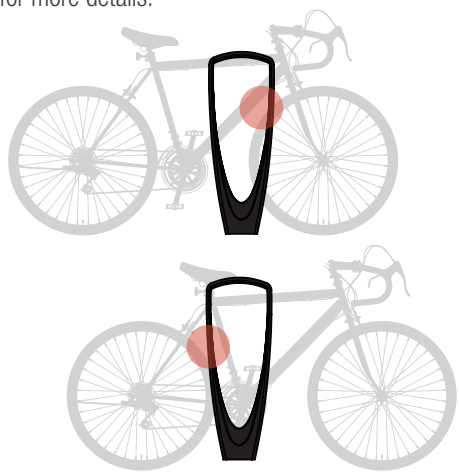
NOMINAL DIMENSIONS



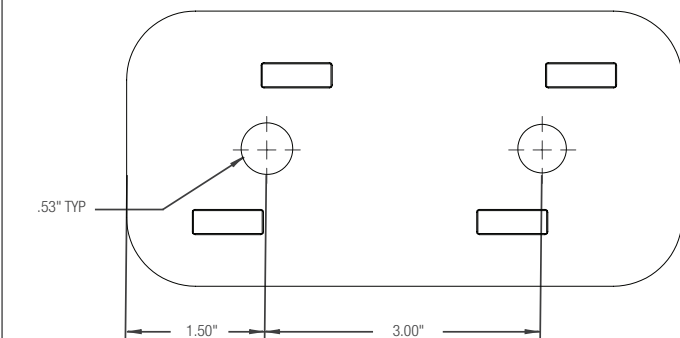
OVERALL LENGTH	OVERALL DEPTH	OVERALL HEIGHT	WEIGHT
12" (305 mm)	2.75" (70 mm)	33.5" (851 mm)	25 lbs (11.3 kg)

LOCKING POINT AND CONFIGURATION EXAMPLES

The Trio Bike Rack was designed to allow for a multitude of locking point and configuration options to meet your individual needs. Please note that for optimal performance, Forms+Surfaces recommends a 36" center-to-center placement. See diagrams below and the separate installation instructions document for more details.



A standard U-lock can be locked at this location to meet APBP guidelines for security and functionality.



MOUNTING / HARDWARE DETAIL

LOCKING POINT EXAMPLE

T 800.451.0410 | [www.forms-surfaces.com](http://www.forms-surfaces.com)

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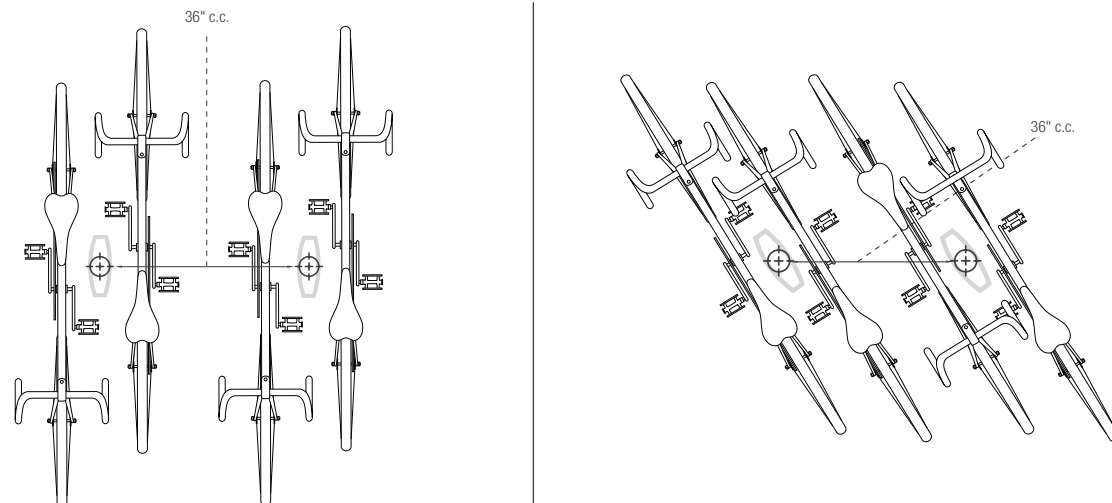
page 1 of 2 | Rev. 11-17-17



TRIO™ BIKE RACK

PRODUCT DATA

LOCKING POINT AND CONFIGURATION EXAMPLES (Continued)



CONFIGURATION EXAMPLE A

CONFIGURATION EXAMPLE B

ENVIRONMENTAL CONSIDERATIONS

- Please refer to the Trio Bike Rack Environmental Data Sheet for detailed environmental impact information.
- Trio aluminum casting has up to 95% recycled content and is fully recyclable.
- Standard powdercoat finishes are no-VOC; non-standard powdercoat finishes are no- or low-VOC, depending on color.
- Low maintenance.

MODEL NUMBER AND DESCRIPTION

MODEL	DESCRIPTION
SKTRQ	Trio Bike Rack

PRODUCT OPTIONS

The following options are available for an upcharge

Premium Texture Colors from Forms+Surfaces Powdercoat Chart
Custom RAL powdercoat color

**LEAD TIME:** 4 weeks. Shorter lead times may be available upon request. Please contact us to discuss your specific timing requirements.

**PRICING:** Please contact us at **800.451.0410** or **[sales@forms-surfaces.com](mailto:sales@forms-surfaces.com)**. At Forms+Surfaces, we design, manufacture and sell our products directly to you. Our sales team is available to assist you with questions about our products, requests for quotes, and orders. Territory Managers are located worldwide to assist with the front-end specification and quoting process, and our in-house Project Sales Coordinators follow your project through from the time you place an order to shipment.

**TO ORDER SPECIFY:** Quantity, model and powdercoat color for body casting. Quote/Order Forms are available on our website to lead you through the specification process in a simple checkbox format.

T 800.451.0410 | [www.forms-surfaces.com](http://www.forms-surfaces.com)

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FORMS + SURFACES TRIO BIKE RACK OR EQUAL

2

L-5

BIKE RACK DETAIL  
SCALE: NTS

PLEASE NOTE: THIS SHEET IS SCALED FOR 22 BY 34 PAPER, DO NOT REDUCE OR ENLARGE. .

Date	11/21/2021
Revision	Revision
Project ID	93 PLEASANT
Drawing Code	Drawing Code
CAD File Name	93 PLEASANT
Plot Date	00/00/00

Designed By	TP
Drawn By	TC
Checked By	TP
Reviewed By	TP
Submitted By	TP
Project Manager	

Design Firm	terra firma landscape architecture 163 a Court Street Portsmouth, NH
Consultant	

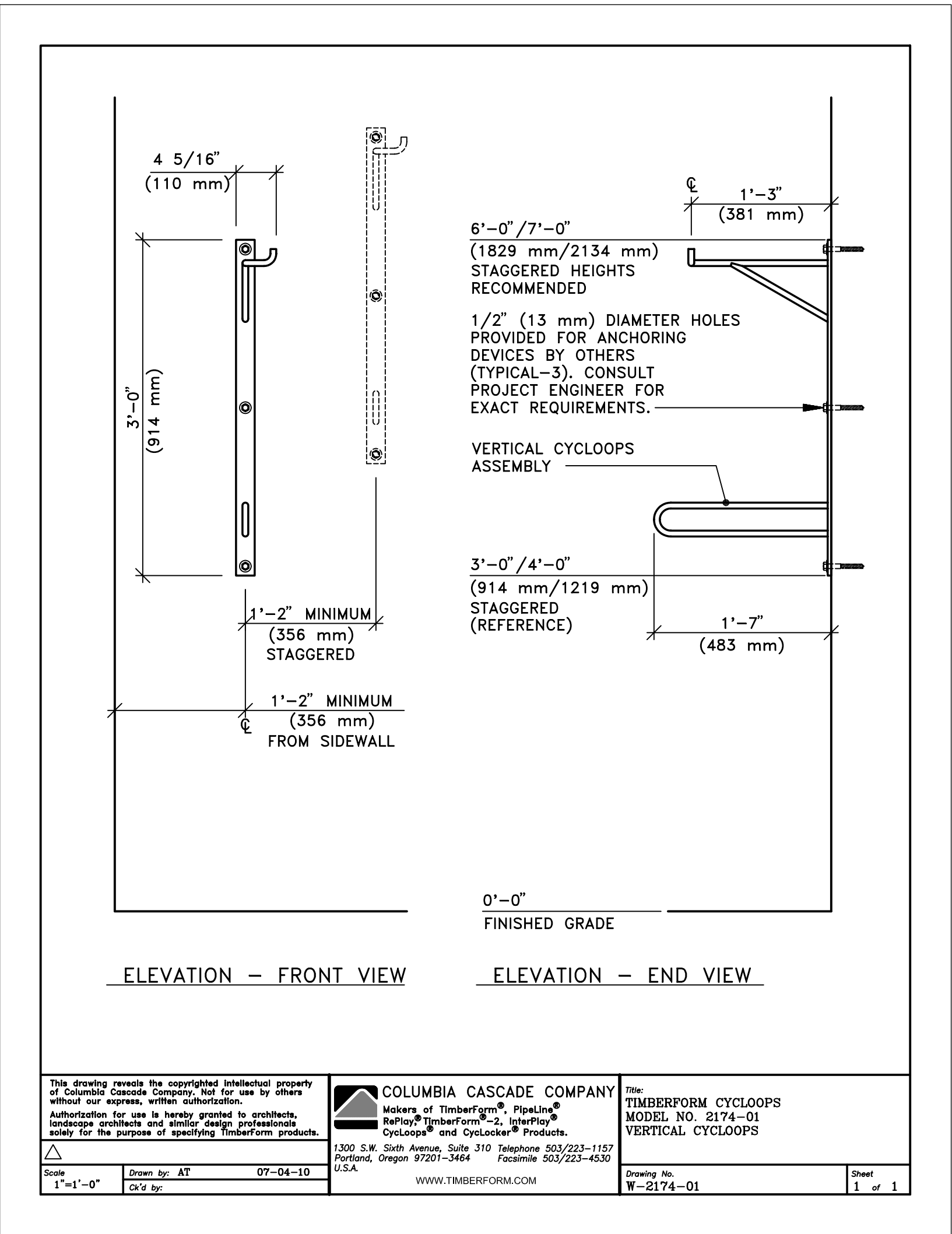
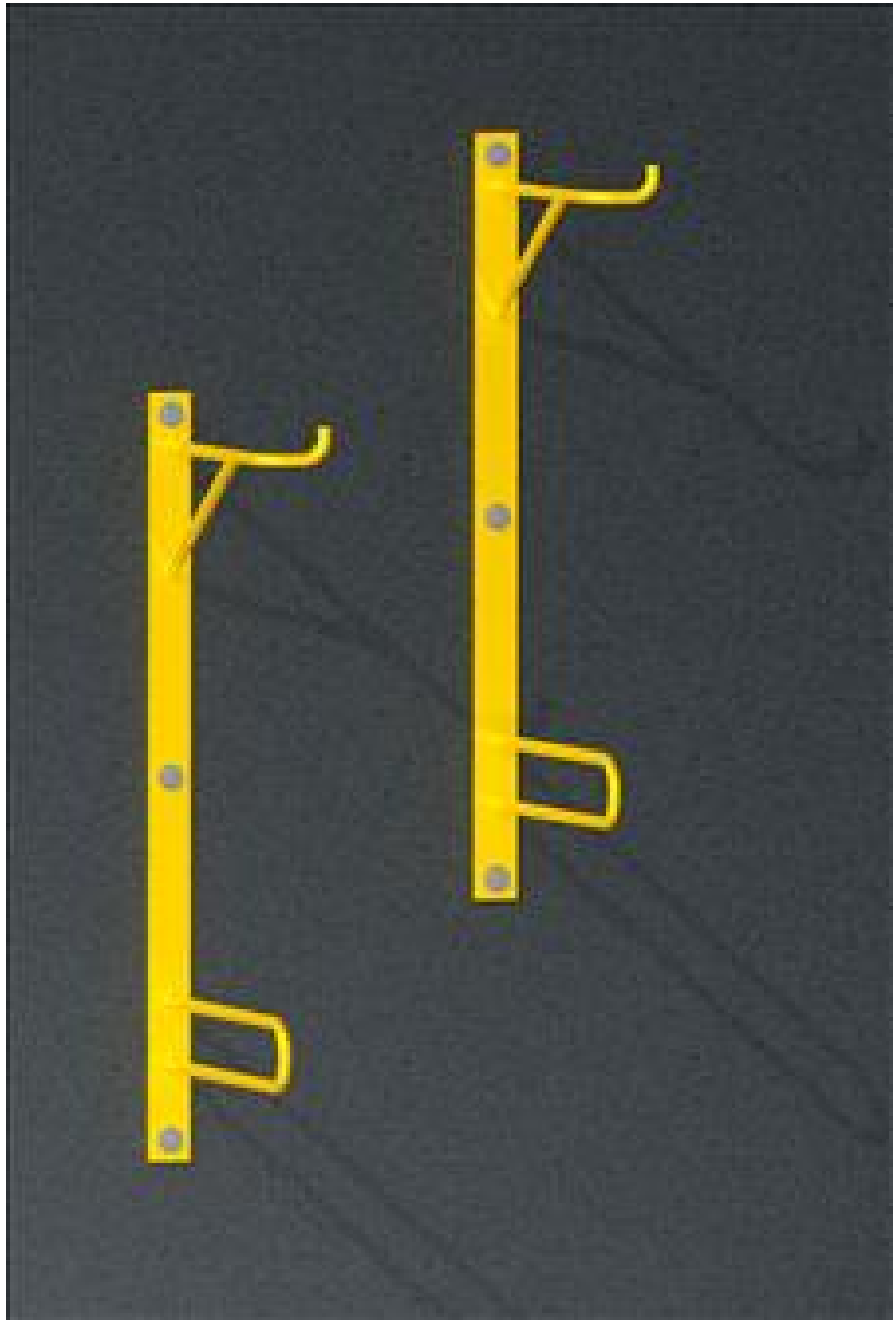
Project Title  
93 PLEASANT STREET

Scale  
SEE DETAILS

Sheet No.  
L-5  
of  
1

Issue Notes  
Date  
No.





TimberForm® WALL CYCLOOPS 2174-01 VERTICAL HANGING BIKE RACK OR EQUAL

1 GARAGE VERTICAL BIKE RACK DETAIL  
L-6 SCALE: NTS

No. 2174 Wall CycLoops Bicycle Rack

Bicycle Rack shall be TimberForm® Wall CycLoops™ model No. 2174, to accommodate one bicycle, in color or finish selected by the owner's representative and in the quantity shown on the bill of materials or the project drawings. Manufacturer, Columbia Cascade Company, 1300 SW Sixth Avenue, Suite 310, Portland OR 97201-3464 U.S.A.

1. Materials

Bicycle Rack shall be single loop of 1 inch i.d. schedule 40 mild steel seamless pipe with a minimum wall thickness of .133 inch. Easily vandalized thin wall tubing is not allowed. Loop shall include a pre-drilled flange permanently welded to ends which will accommodate two half inch diameter wall anchor bolts (contractor supplied).

2. Construction

Bicycle Rack shall be a single unit. Bicycle Rack shall be deburred and ground smooth after fabrication.

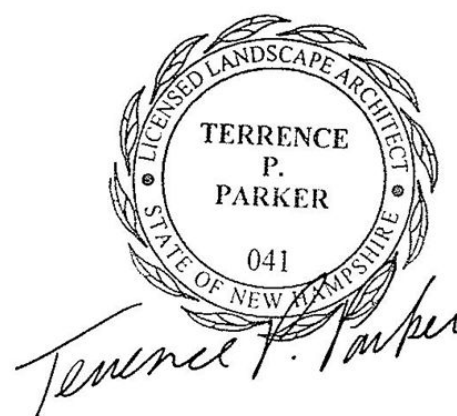
3. Finishes

Steel and cast iron parts shall be coated with CASPAX-7, a tough, opaque, UV resistant exterior grade polyester powder coating applied to a minimum thickness of 6 mils. Liquid, epoxy or lead-containing powder coatings are not acceptable.

Preparation of the mild steel substrate shall incorporate the phosphate system. Substrate preparation shall consist first of mechanical cleaning to remove heavy mill scale, rust, varnish, grease, etc., with surfaces uniformly abraded to promote quality of finish coating. Chemical cleaning in accordance with TT-C-490C, Methods I and III shall remove impurities from the surfaces.

After the two-step cleaning process, the metal substrate shall receive a corrosion-inhibiting iron phosphate pre-coating in accordance with TT-C-490C, Type II, prior to the application of the powder color coat. The color coating shall be applied by the electrostatic method and then oven-cured at 400 degrees Fahrenheit to chemically bond the coating to the substrate and to render the coated metal resistant to abrasion, impact, chipping, weathering, and rusting.

-OR-  
Mild steel (-G) bicycle rack shall be hot-dipped galvanized per ASTM 123 after complete fabrication.  
-OR-  
Stainless steel (-S) bicycle rack shall have No. 4 polish finish.





PLEASE NOTE: THIS SHEET IS SCALED FOR 22 BY 34 PAPER, DO NOT REDUCE OR ENLARGE. .

Design Firm	terra firma landscape architecture 163.a Court Street Portsmouth, NH	Project Title	93 PLEASANT STREET	Scale	SEE DETAILS	Sheet No.	L-6 of 1
Designed By	TP	Date	11/21/2021	Revision	Revision	No.	Date
Drawn By	TC	Project ID	93 PLEASANT	Drawing Code	93 PLEASANT	Issue Notes	
Checked By	TP	Drawing Code	93 PLEASANT	CAD File Name	93 PLEASANT		
Reviewed By	TP	Project Manager	TP	Post Date	00/00/00		

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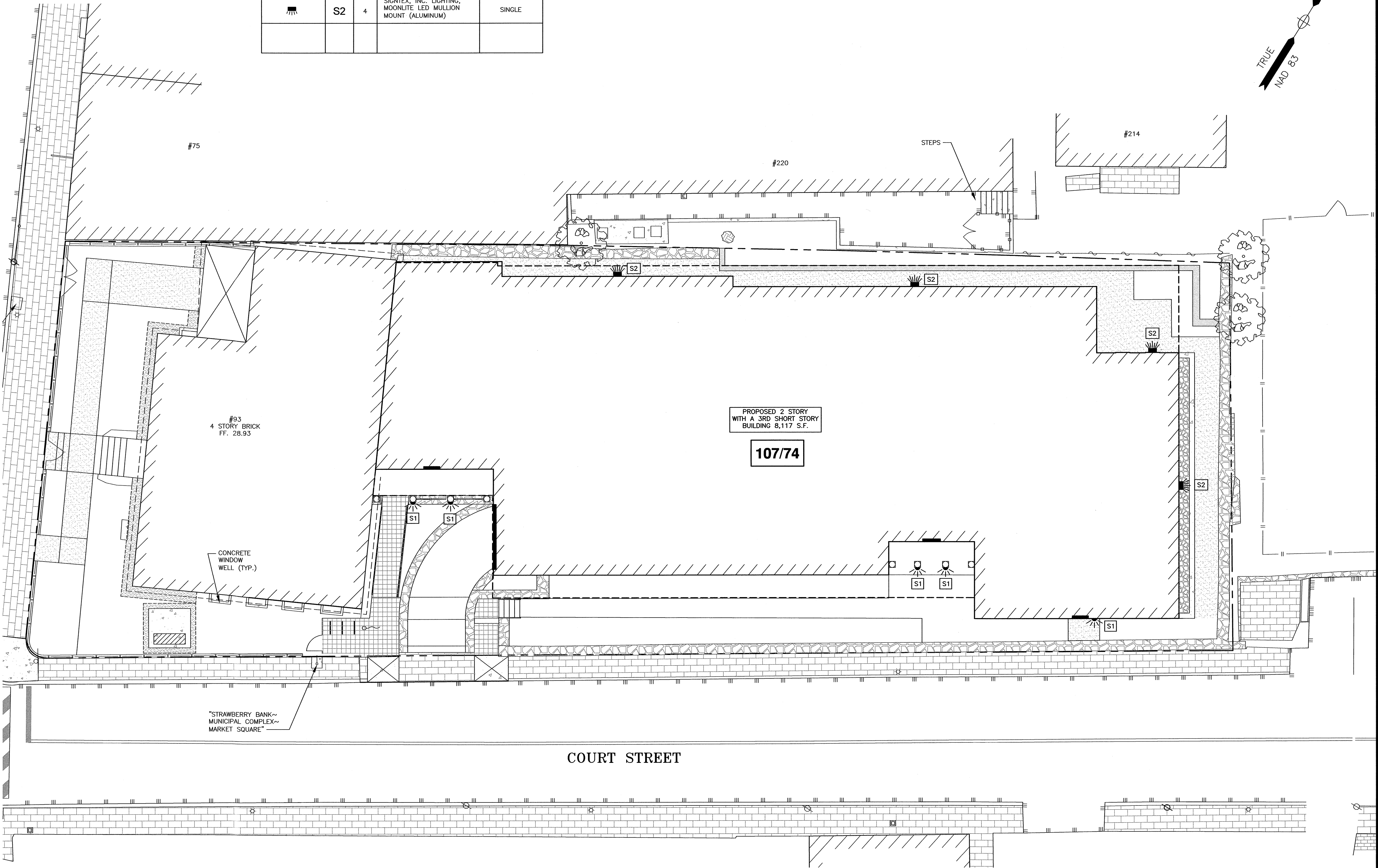
LUMINAIRE SCHEDULE				
SYMBOL	LABEL	QTY.	DESCRIPTION	ARRANGMENT
	S1	5	SEAGULL, CAPE MAY 88241-12 (ALUMINUM)	SINGLE
	S2	4	SIGNTEX, INC. LIGHTING, MOONLITE LED MULLION MOUNT (ALUMINUM)	SINGLE



**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) THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED LIGHTING ON THE PROPOSED BUILDING ON ASSESSOR'S MAP 107 LOT 74 IN THE CITY OF PORTSMOUTH.
- 4) SEE LANDSCAPE PLAN L2 FOR SITE LIGHTING.



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

REVISIONS		
NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	11/22/21

SCALE: 1" = 10'	
DECEMBER 2020	

LIGHTING PLAN	LT1
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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 ~~NPD~~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.

ROUGH GRADE SITE.

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.

CONSTRUCT SIDEWALKS.

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 SPECIES.

DURING CONSTRUCTION AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED. THE SMALLEST PRACTICAL AREA OF LAND SHOULD BE EXPOSED AT ANY ONE TIME DURING DEVELOPMENT. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED FOR MORE THAN 45 DAYS.

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

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 PARKING AREAS.

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 APPROVED FACILITY.

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 ACHIEVING FINISHED GRADE.

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

NOTE: THAT COURT STREET SHALL BE SWEEPED DAILY DURING THE EXCAVATION PHASE OF THE BUILDING CONSTRUCTION.

VEGETATIVE PRACTICE

FOR PERMANENT MEASURES AND PLANTINGS:

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

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

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

THE SURFACE SHALL BE WATERED AND KEPT MOIST WITH A FINE SPRAY AS REQUIRED, WITHOUT WASHING AWAY THE SOIL, UNTIL THE GRASS IS WELL ESTABLISHED. ANY AREAS WHICH ARE NOT SATISFACTORILY COVERED SHALL BE RESEDED, 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	42%	
TALL FESCUE	42%	48 LBS/ACRE
BIRDSFOOT TREFOIL	16%	

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

FOR TEMPORARY PROTECTION OF DISTURBED AREAS:  
MULCHING AND SEEDING SHALL BE APPLIED AT THE FOLLOWING RATES:  
PERENNIAL RYE: 0.7 LBS/1,000 S.F.  
MULCH: 1.5 TONS/ACRE

MAINTENANCE AND PROTECTION

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 RESEDED 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 RESEDED 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.

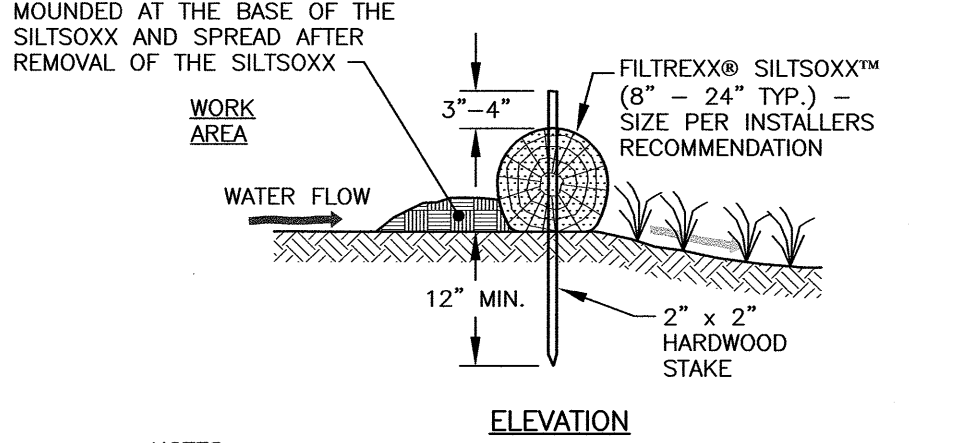
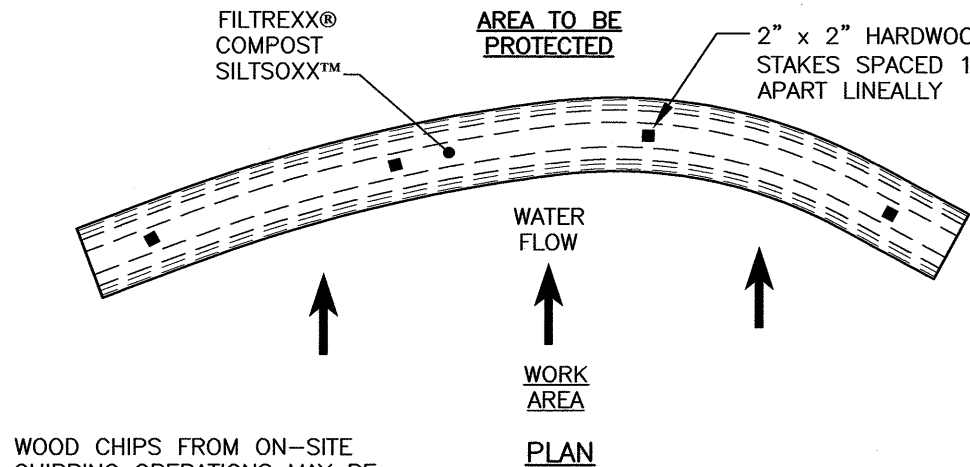
SILT FENCING AND SILTSOXX SHALL BE REMOVED ONCE VEGETATION IS ESTABLISHED, AND DISTURBED AREAS RESULTING FROM SILT FENCE AND SILTSOXX REMOVAL SHALL BE PERMANENTLY SEEDED.

WINTER NOTES

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

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

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



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

**FILTREXX®**  
**SILTSOXX™ FILTRATION SYSTEM**  
A C6 (AS NEEDED) NTS

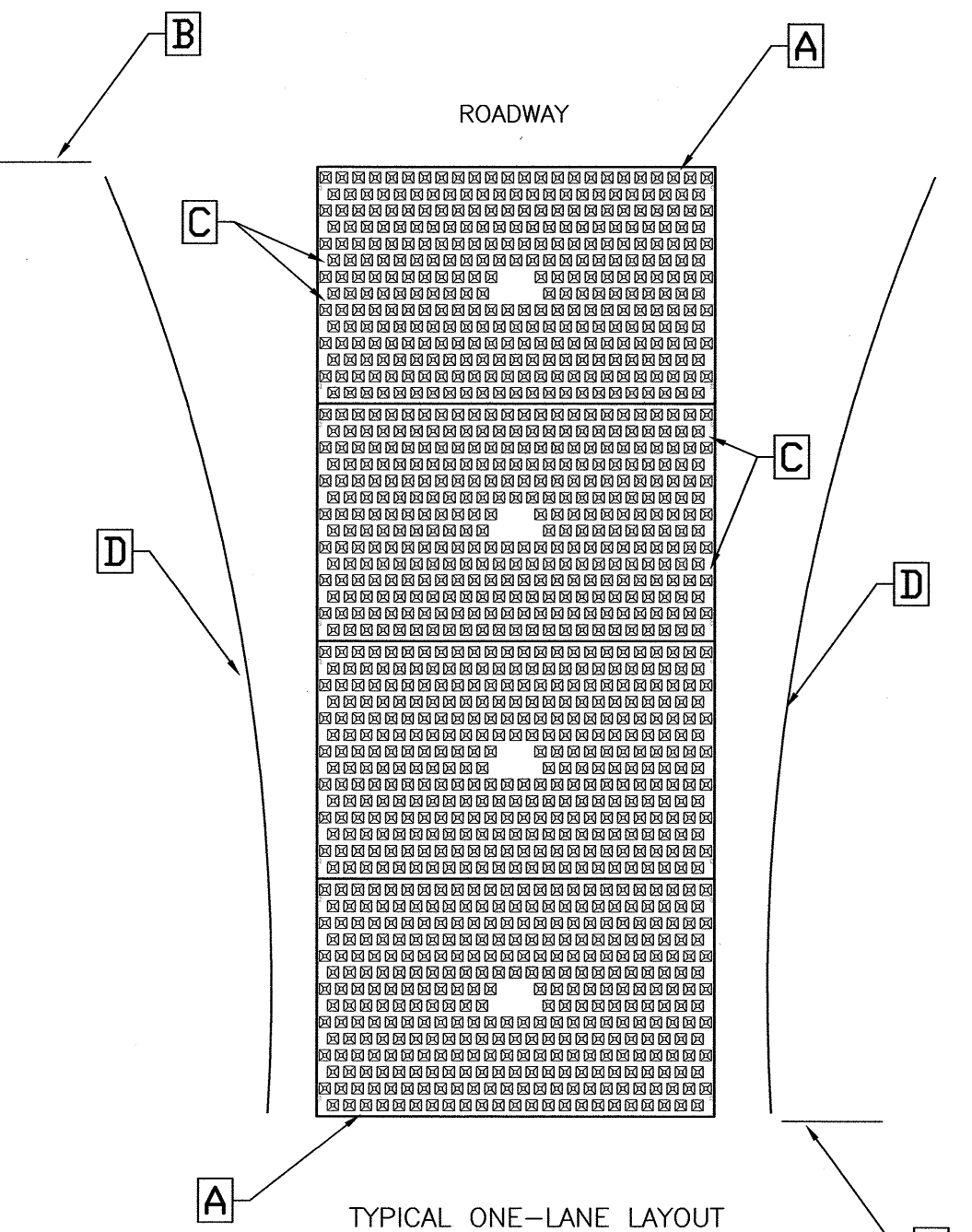
FODS TRACKOUT CONTROL SYSTEM

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. THIS IS A GUIDELINE. ULTIMATELY THE FODS TRACKOUT CONTROL SYSTEM SHOULD BE INSTALLED SAFELY WITH PROPER ANCHORING AND SIGNS PLACED AT THE ENTRANCE AND EXIT TO CAUTION USERS AND OTHERS.

KEY NOTES:

- A. FODS TRACKOUT CONTROL SYSTEM MAT.
- B. FODS SAFETY SIGN.
- C. ANCHOR POINT.
- D. SILT OR ORANGE CONSTRUCTION FENCE.



R7-8a  
12" x 18"  
SIGN ON POST  
EACH SPACE  
SHALL HAVE  
THIS SIGN  
DISPLAYED PER  
ADA CODE

SIGNAGE

LEGEND SYMBOL



AS SHOWN ON PLANS

HANDICAP ACCESSIBLE SYMBOL

PROVIDE SIGN (PER ADA CODE) AT EACH HANDICAP ACCESSIBLE SPACE

4" WIDE PAINTED WHITE LINES (TYPICAL)

5'-0" (TYP.)

8'-6" TYPICAL SPACE

8'-0" HANDICAP ACCESSIBLE SPACE

5'-0" (8'-0" VAN ACCESSIBLE)

C6 HANDICAP PARKING DETAIL

NTS

LEGEND SYMBOL

AS SHOWN ON PLANS

HANDICAP ACCESSIBLE SYMBOL

PROVIDE SIGN (PER ADA CODE) AT EACH HANDICAP ACCESSIBLE SPACE

4" WIDE PAINTED WHITE LINES (TYPICAL)

5'-0" (TYP.)

8'-6" TYPICAL SPACE

8'-0" HANDICAP ACCESSIBLE SPACE

5'-0" (8'-0" VAN ACCESSIBLE)

C6 HANDICAP PARKING DETAIL

NTS

LEGEND SYMBOL

AS SHOWN ON PLANS

HANDICAP ACCESSIBLE SYMBOL

PROVIDE SIGN (PER ADA CODE) AT EACH HANDICAP ACCESSIBLE SPACE

4" WIDE PAINTED WHITE LINES (TYPICAL)

5'-0" (TYP.)

8'-6" TYPICAL SPACE

8'-0" HANDICAP ACCESSIBLE SPACE

5'-0" (8'-0" VAN ACCESSIBLE)

C6 HANDICAP PARKING DETAIL

NTS

LEGEND SYMBOL

AS SHOWN ON PLANS

HANDICAP ACCESSIBLE SYMBOL

PROVIDE SIGN (PER ADA CODE) AT EACH HANDICAP ACCESSIBLE SPACE

4" WIDE PAINTED WHITE LINES (TYPICAL)

5'-0" (TYP.)

8'-6" TYPICAL SPACE

8'-0" HANDICAP ACCESSIBLE SPACE

5'-0" (8'-0" VAN ACCESSIBLE)

C6 HANDICAP PARKING DETAIL

NTS

LEGEND SYMBOL

AS SHOWN ON PLANS

HANDICAP ACCESSIBLE SYMBOL

PROVIDE SIGN (PER ADA CODE) AT EACH HANDICAP ACCESSIBLE SPACE

4" WIDE PAINTED WHITE LINES (TYPICAL)

5'-0" (TYP.)

8'-6" TYPICAL SPACE

8'-0" HANDICAP ACCESSIBLE SPACE

5'-0" (8'-0" VAN ACCESSIBLE)

C6 HANDICAP PARKING DETAIL

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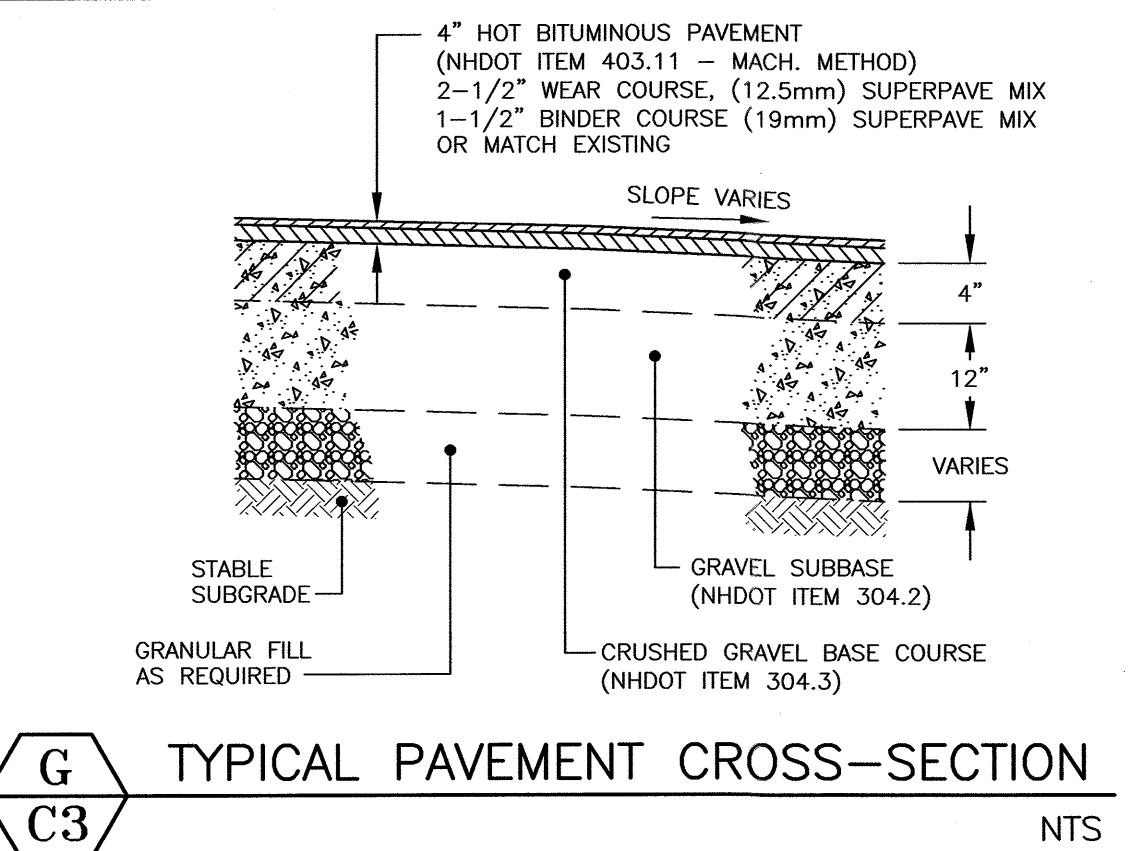
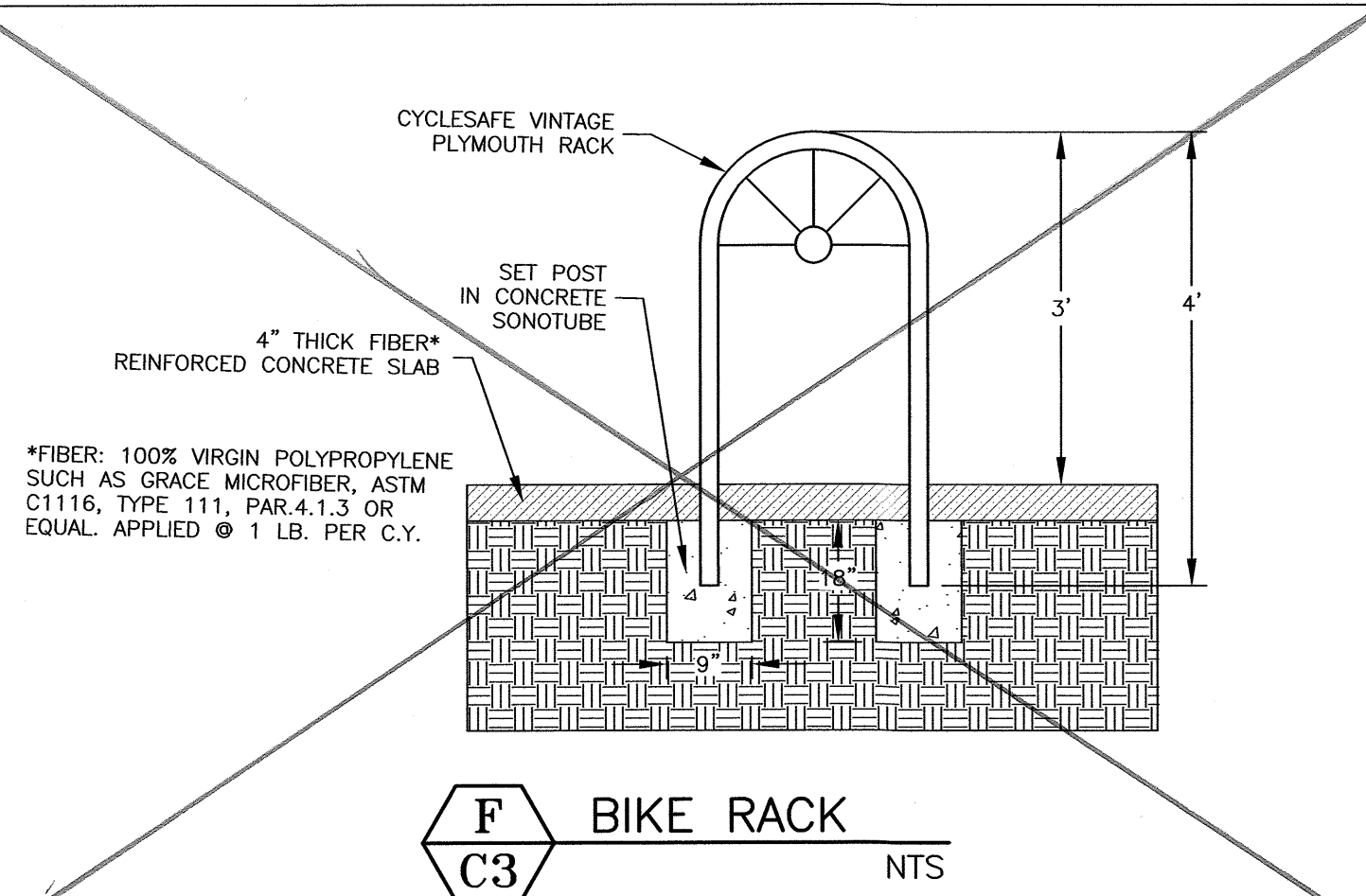
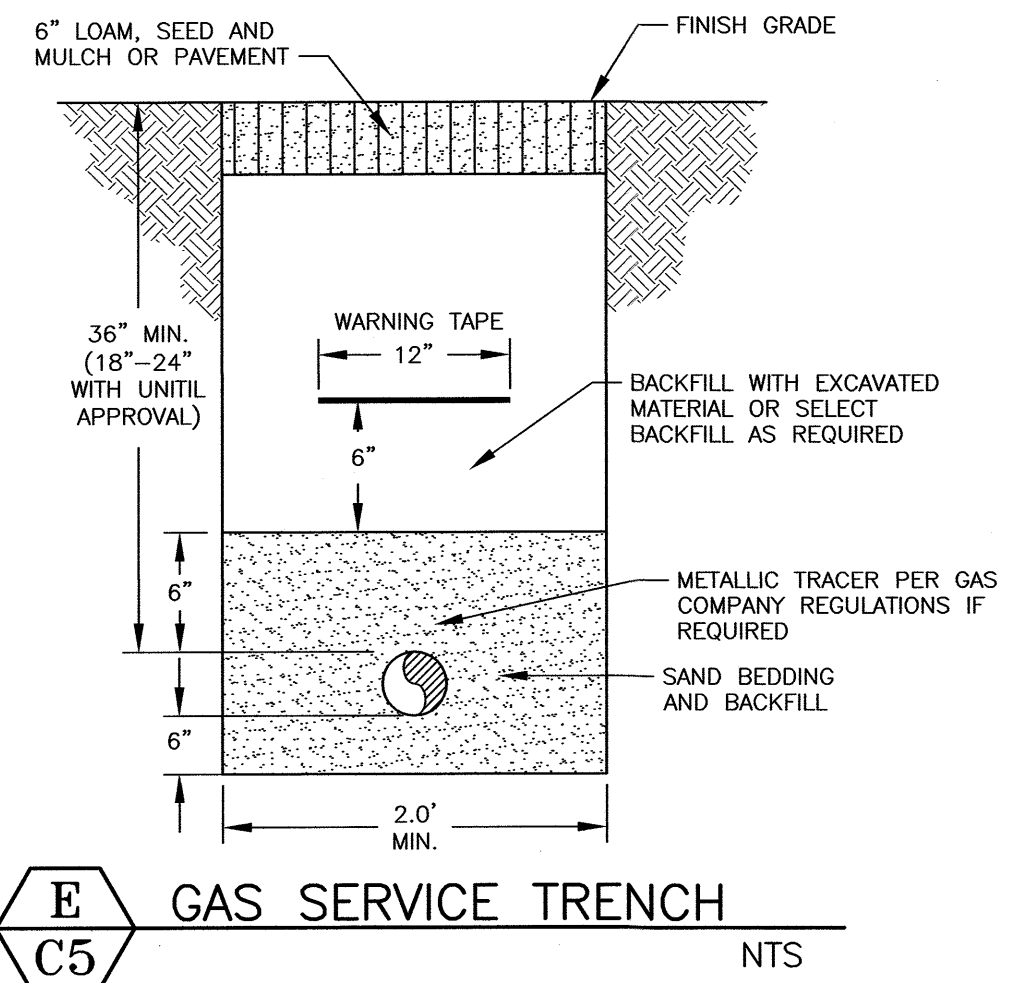
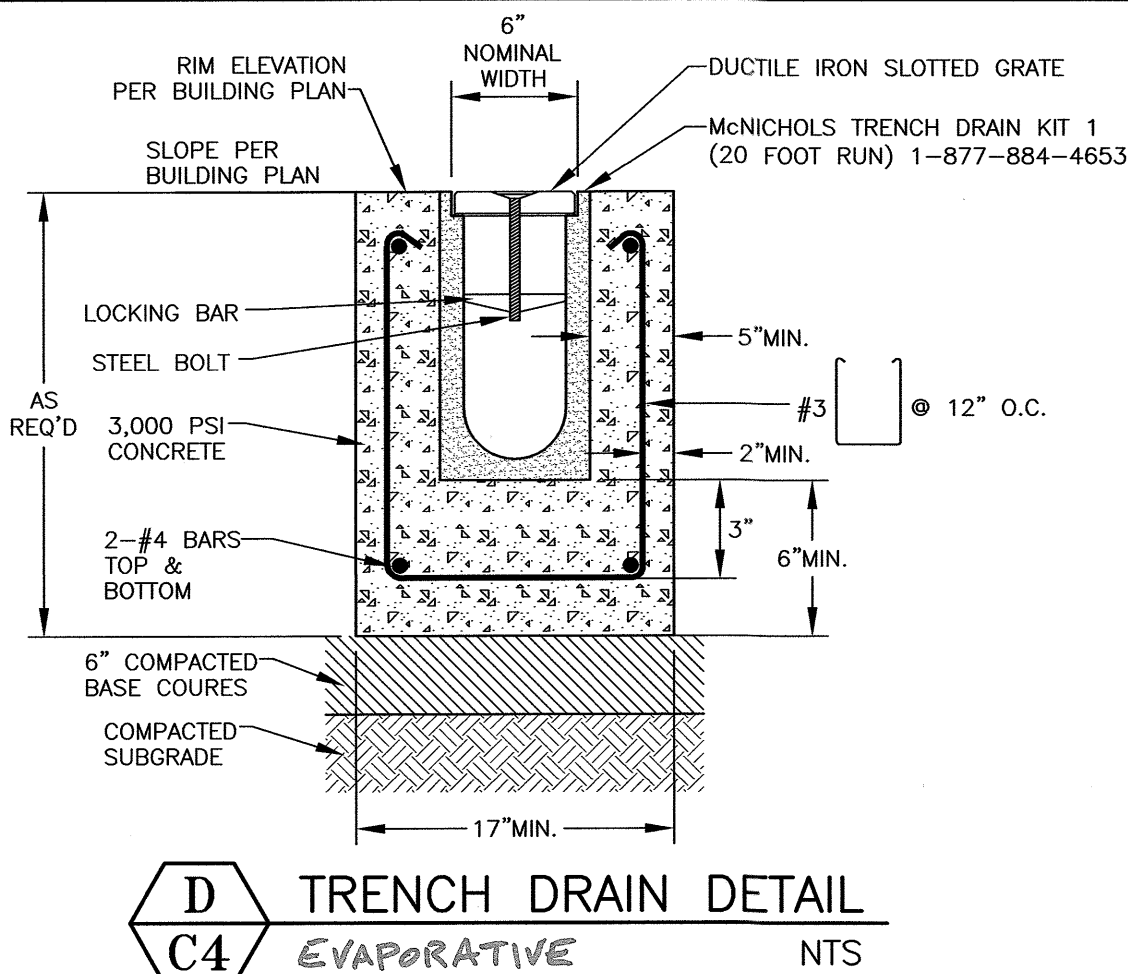




**AMBIT ENGINEERING, INC.**  
Civil Engineers & Land Surveyors  
200 Griffin Road - Unit 3  
Portsmouth, N.H. 03801-7114  
Tel (603) 430-9282  
Fax (603) 436-2315

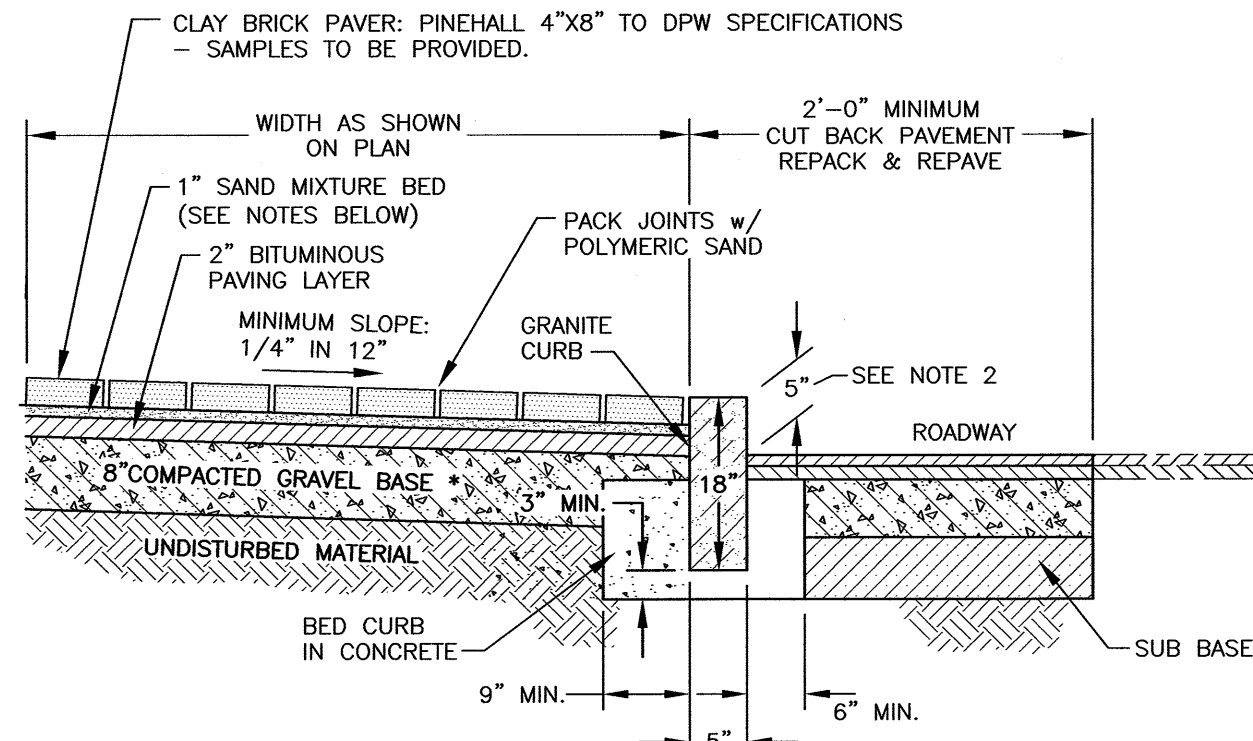
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#### CONSTRUCTION NOTE:

EXISTING GRANITE CURB DISTURBED BY CONSTRUCTION SHALL BE REUSED AND ANY MISSING CURB SHALL BE REPLACED WITH NEW CURB MATCHING EXISTING CURB SIZE. NO CURB LESS THAN 3' IN LENGTH WILL BE ALLOWED.



#### BRICK PAVEMENT NOTES

##### SCOPE OF WORK:

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

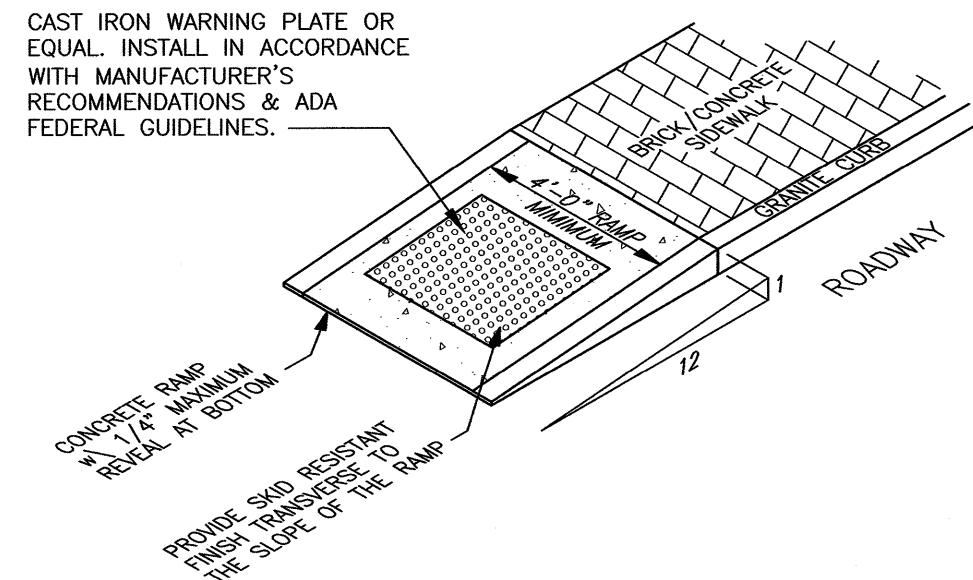
##### METHODS OF CONSTRUCTION:

- 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.

#### H BRICK SIDEWALK w/ VERTICAL GRANITE CURB

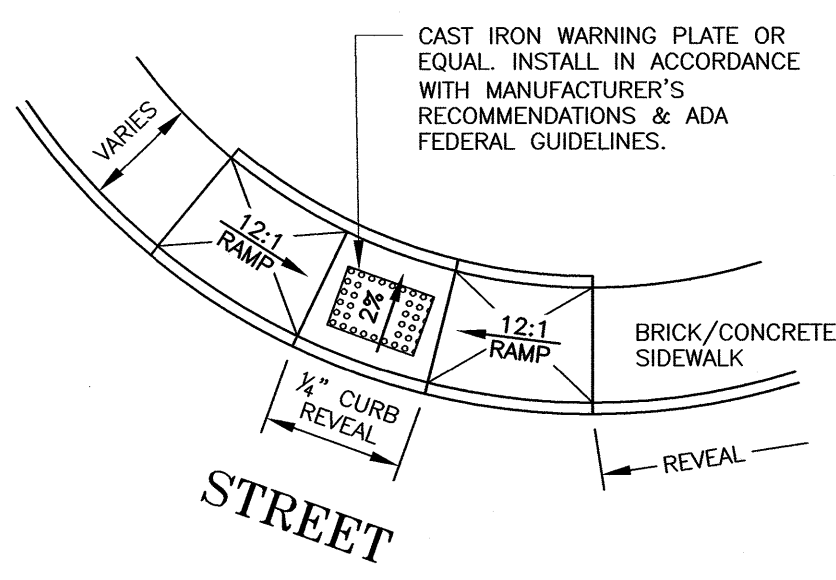
(STONE DUST BEDDING OVER BITUMINOUS PAVING)

NTS



#### I TYPICAL SIDEWALK TIP DOWNS

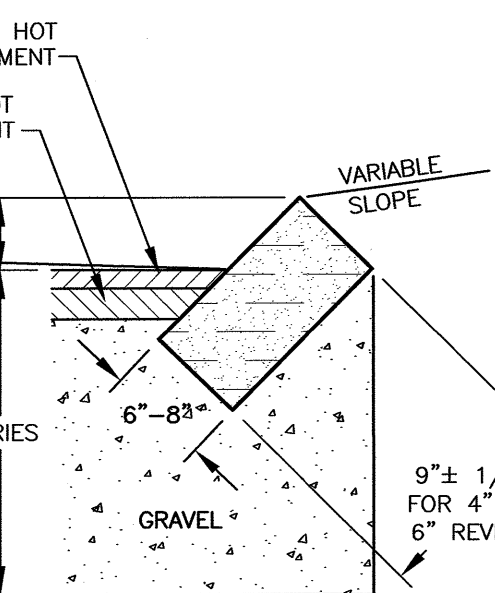
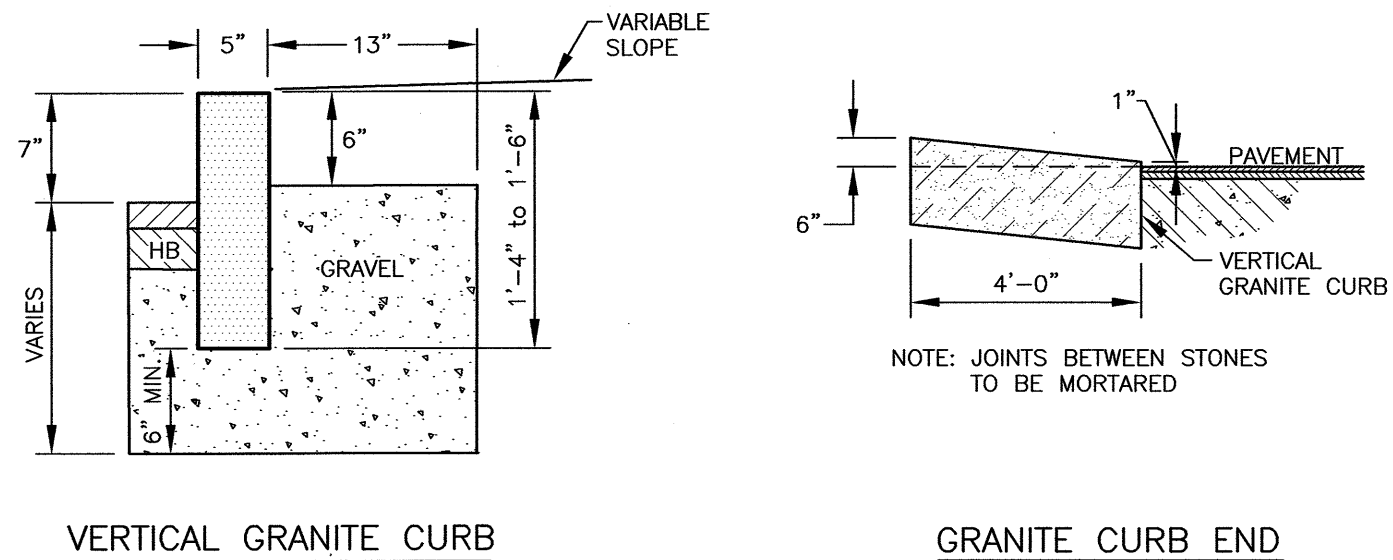
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#### J POROUS CONCRETE WALK

NTS

Radius	Max. length
22' - 21'	3'
29' - 35'	4'
36' - 42'	5'
43' - 49'	6'
50' - 56'	7'
57' - 60'	8'
over 60'	10'



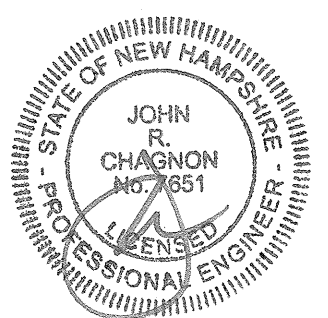
MIN. LENGTH OF STRAIGHT CURB STONES: 18"  
MAX. LENGTH OF STRAIGHT CURB STONES: 8FT.  
MAX. LENGTH OF STRAIGHT STRAIGHT CURB STONES LAID ON CURVE: SEE CHART

Radius for stones with square joints	Maximum length
16' - 28'	6" - 1'
29' - 41'	2'
42' - 55'	3'
56' - 68'	4'
69' - 82'	5'
83' - 96'	6'
97' - 110'	7'
over 110'	8'

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

NO.	DESCRIPTION	DATE
1	DETAIL E	10/20/21
0	ISSUED FOR COMMENT	4/2/21

#### REVISIONS



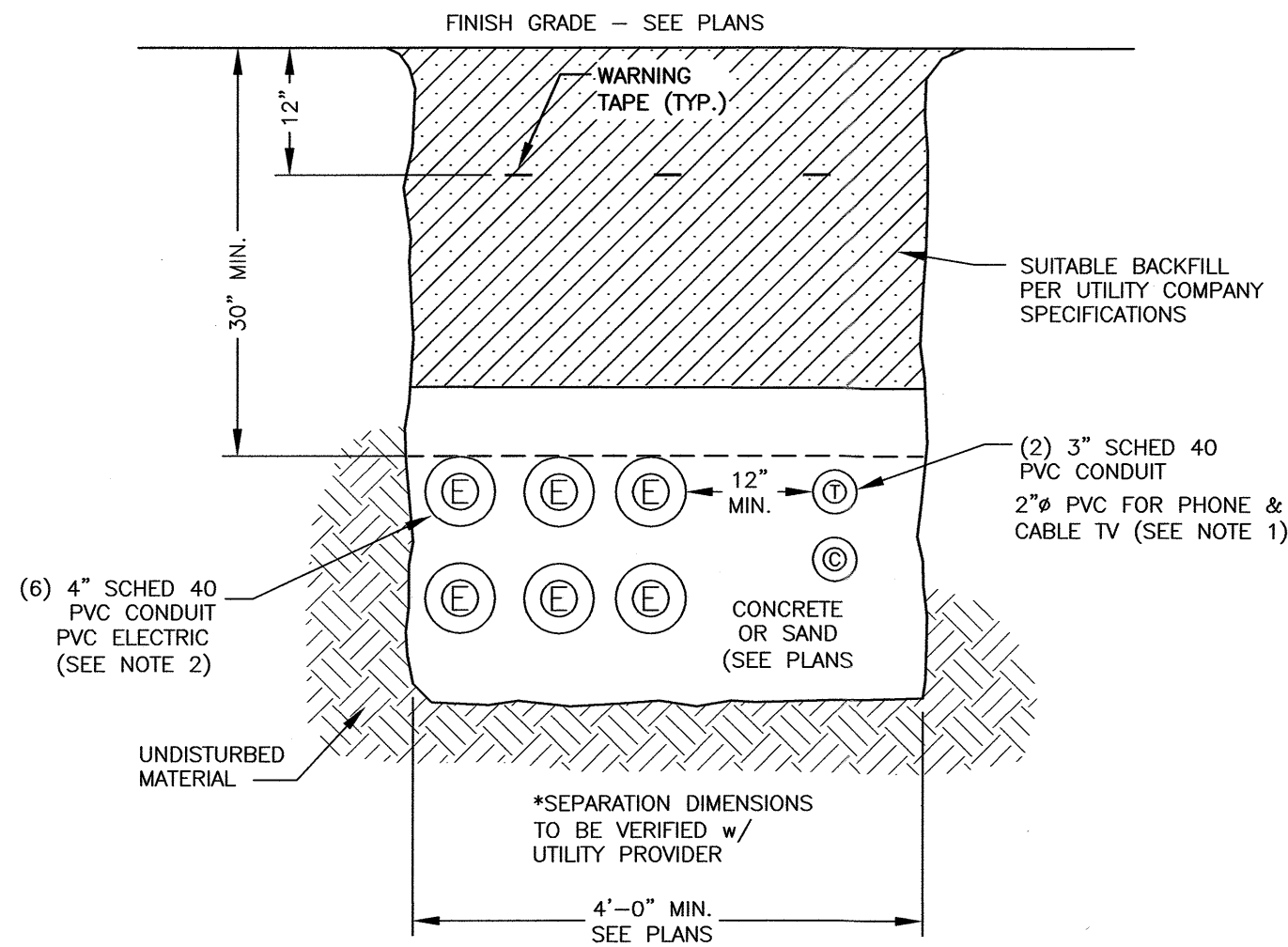
SCALE: AS SHOWN DECEMBER 2020

DETAILS

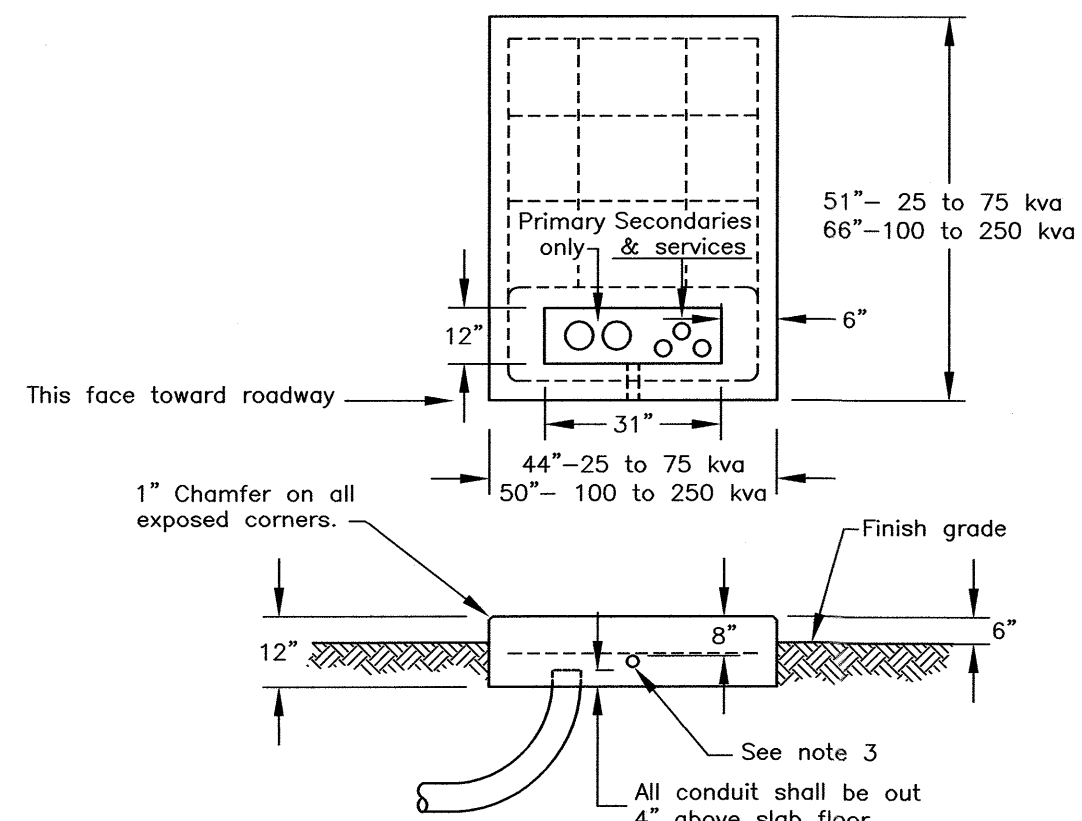
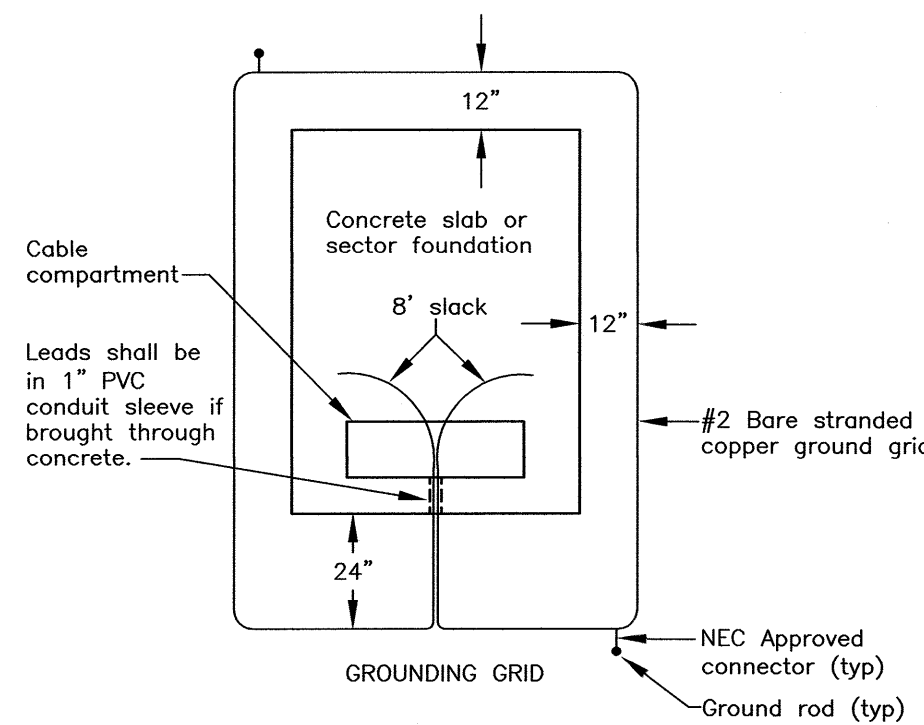
D2



- NOTES:
- 1) ALL CONDUIT TO BE U.L. LISTED, SCH. 80 UNDER ALL TRAVEL WAYS, & SCHED. 40 FOR THE REMAINDER.
  - 2) NORMAL CONDUIT SIZES FOR PSNH ARE 3 INCH FOR SINGLE PHASE PRIMARY AND SECONDARY VOLTAGE CABLES, 4 INCH FOR THREE PHASE SECONDARY, AND 5 INCH FOR THREE PHASE PRIMARY.
  - 3) ALL WORK TO CONFORM TO THE NATIONAL ELECTRICAL CODE (LATEST REVISION)
  - 4) INSTALL A 200# PULL ROPE FOR EACH CONDUIT
  - 5) VERIFY ALL CONDUIT SPECIFICATIONS WITH UTILITY COMPANY'S PRIOR TO ANY CONSTRUCTION.

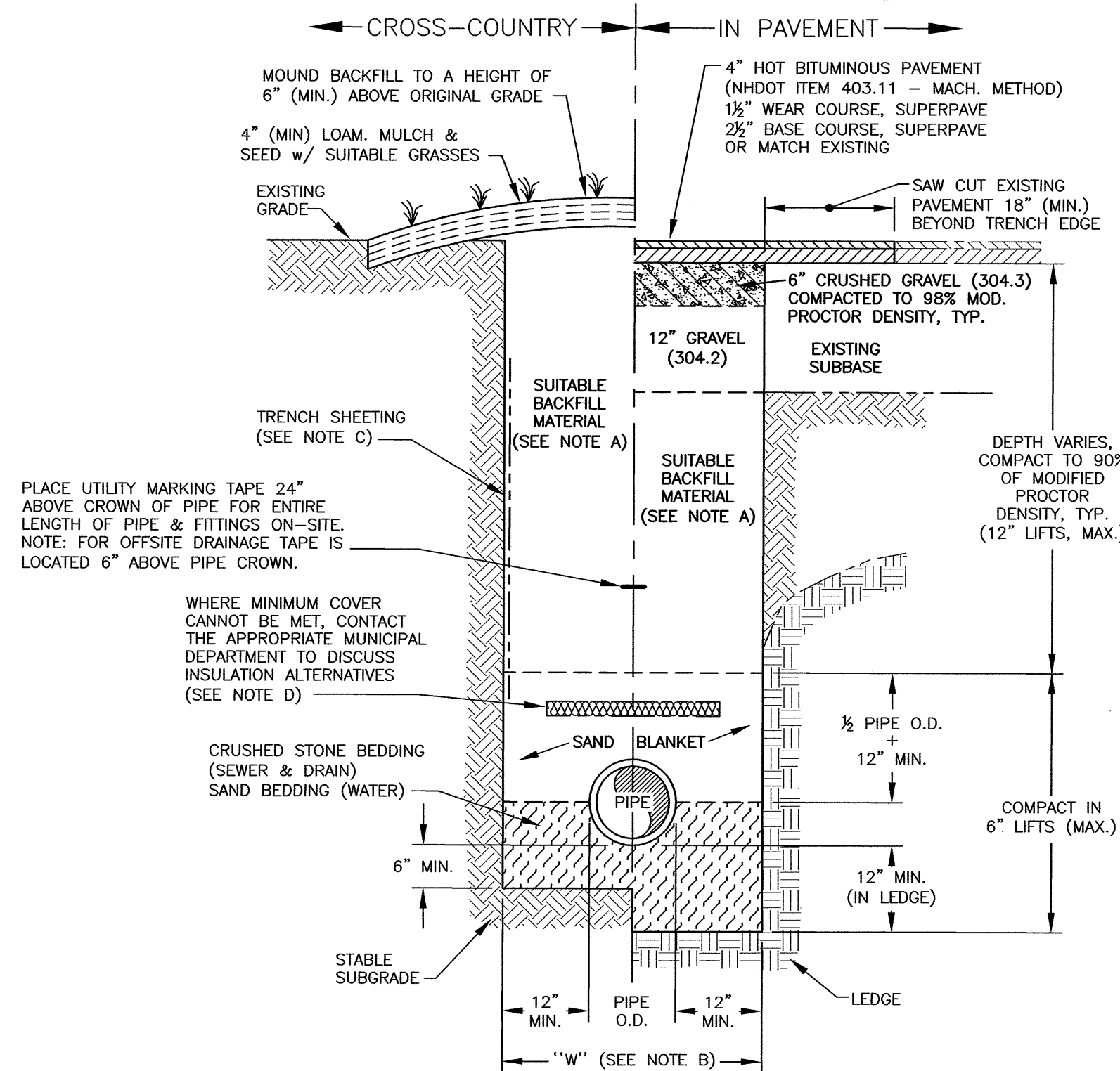


**L**  
C5  
BURIED ELEC/COMM CABLE  
NTS



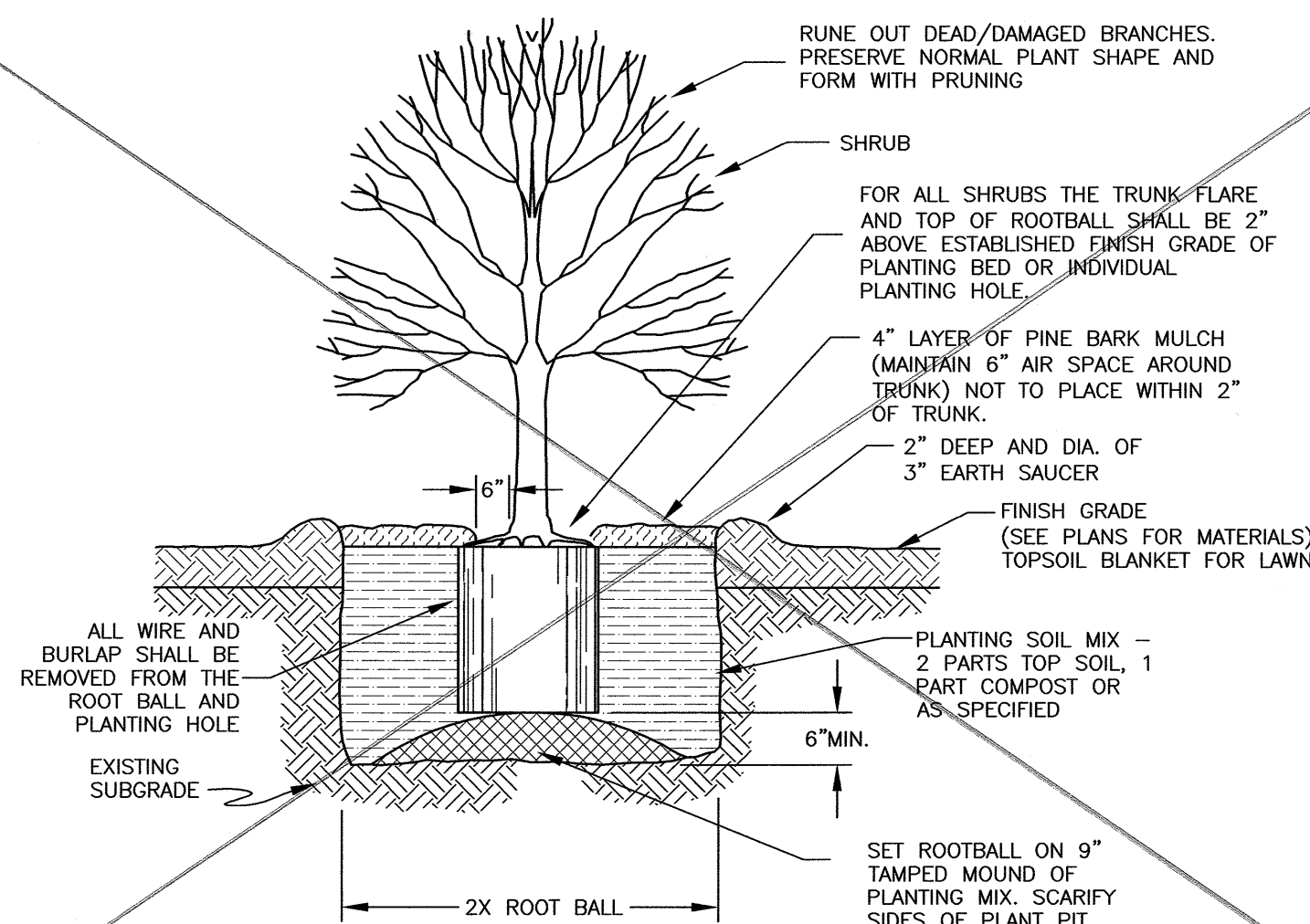
- NOTES:
1. See sheet "Requirements for Padmounted Transformer Slab Details".
  2. All reinforcing to be #6 bars.
  3. 1" PVC conduit sleeve for ground grid leads.
  4. The ground grid shall be supplied and installed by the customer and is to be buried at least 12" below grade. Eight feet of extra wire for each ground grid leg shall be left exposed in the cable compartment to allow for the connection to the transformer. The two 8" ground rods may be either galvanized steel or copperweld and they shall be connected to the grid with NEC approved connectors.

**M**  
C5  
TRANSFORMER PAD  
PSNH  
NTS

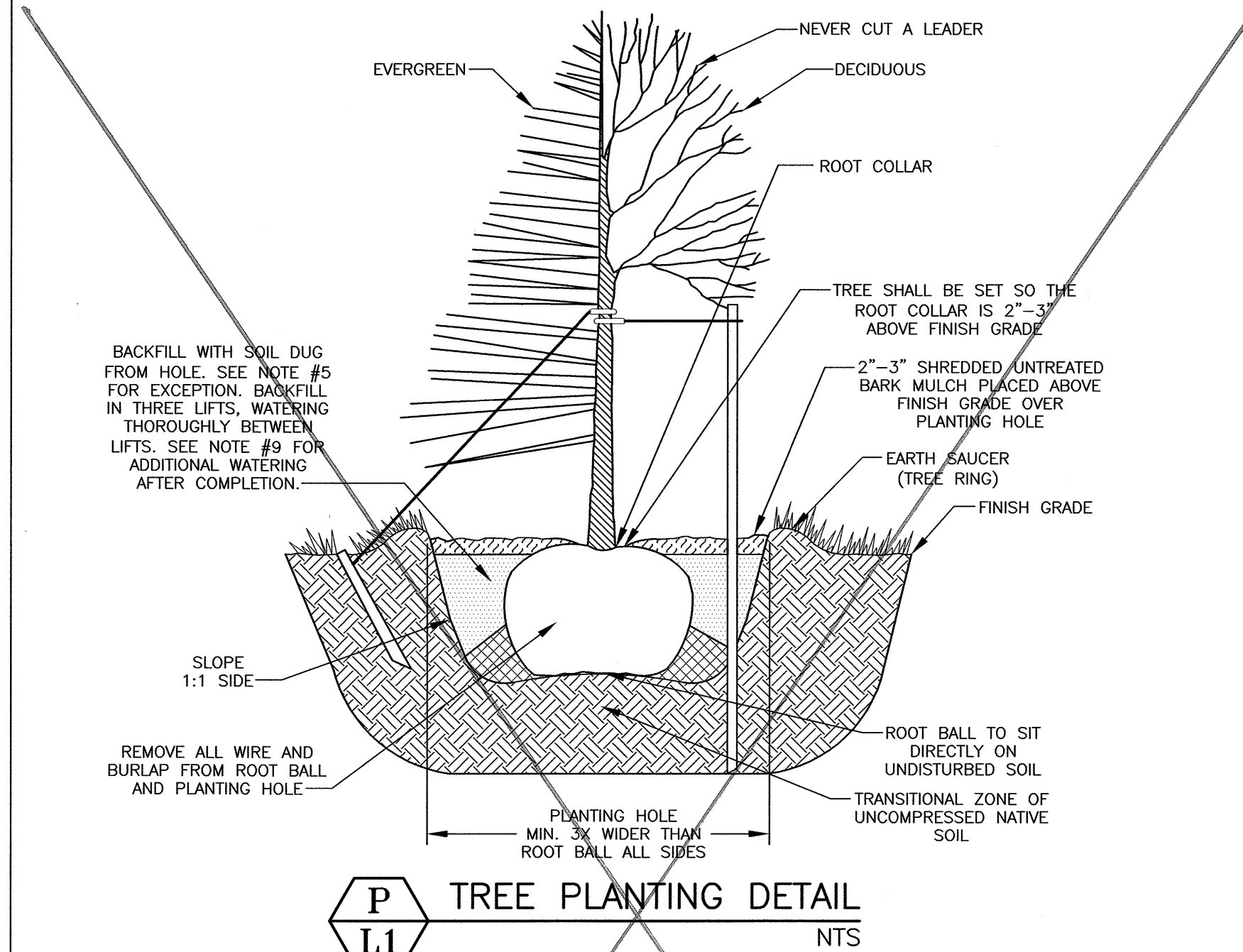


- TRENCH NOTES:
- A) TRENCH BACKFILL:  
- IN PAVED AREAS, SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE THE NATURAL MATERIAL EXCAVATED DURING CONSTRUCTION, BUT SHALL EXCLUDE DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, ALL WET OR SOFT MUCK, PEAT OR CLAY, ALL EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN LARGEST DIMENSION, OR ANY MATERIALS DEEMED TO BE UNACCEPTABLE BY THE ENGINEER.
  - IN CROSS-COUNTRY CONSTRUCTION, SUITABLE MATERIAL SHALL BE AS DESCRIBED ABOVE, EXCEPT THAT THE ENGINEER MAY PERMIT THE USE OF TOP SOIL, LOAM, MUCK OR PEAT, IF HE IS SATISFIED THAT THE COMPLETED CONSTRUCTION WILL BE ENTIRELY STABLE.
  - B) "W" = MAXIMUM ALLOWABLE TRENCH WIDTH TO A PLANE 12 INCHES ABOVE THE PIPE. FOR PIPES 15 INCHES NOMINAL DIAMETER OR LESS, W SHALL BE NO MORE THAN 36 INCHES. FOR PIPES GREATER THAN 15 INCHES NOMINAL DIAMETER, W SHALL BE 24 INCHES PLUS PIPE O.D..
  - C) TRENCH SHEETING:  
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.

**N**  
C5  
TYPICAL PIPE TRENCH  
NTS



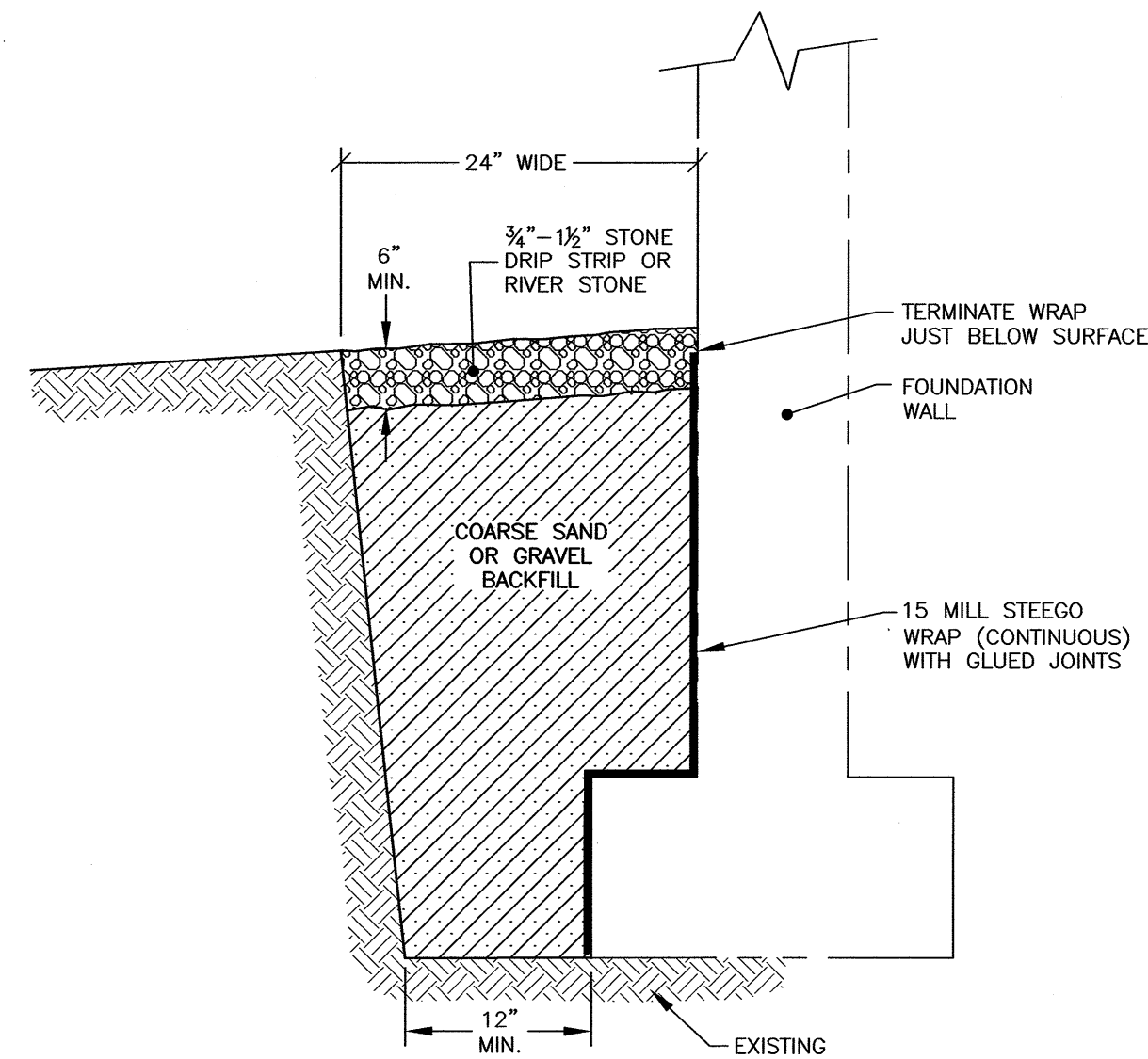
**O**  
L1  
SHRUB PLANTING DETAIL  
NTS



### 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 PART 6.

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.



**Q**  
C5  
STONE DRIP APRON  
(UNDER BUILDING DRIP LINE)  
NTS

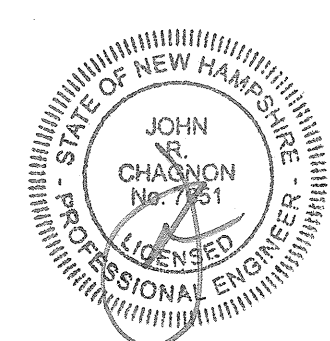
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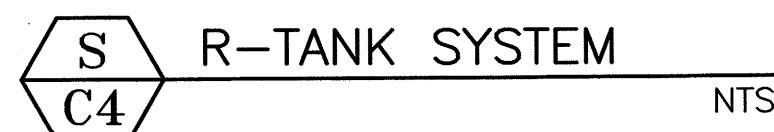
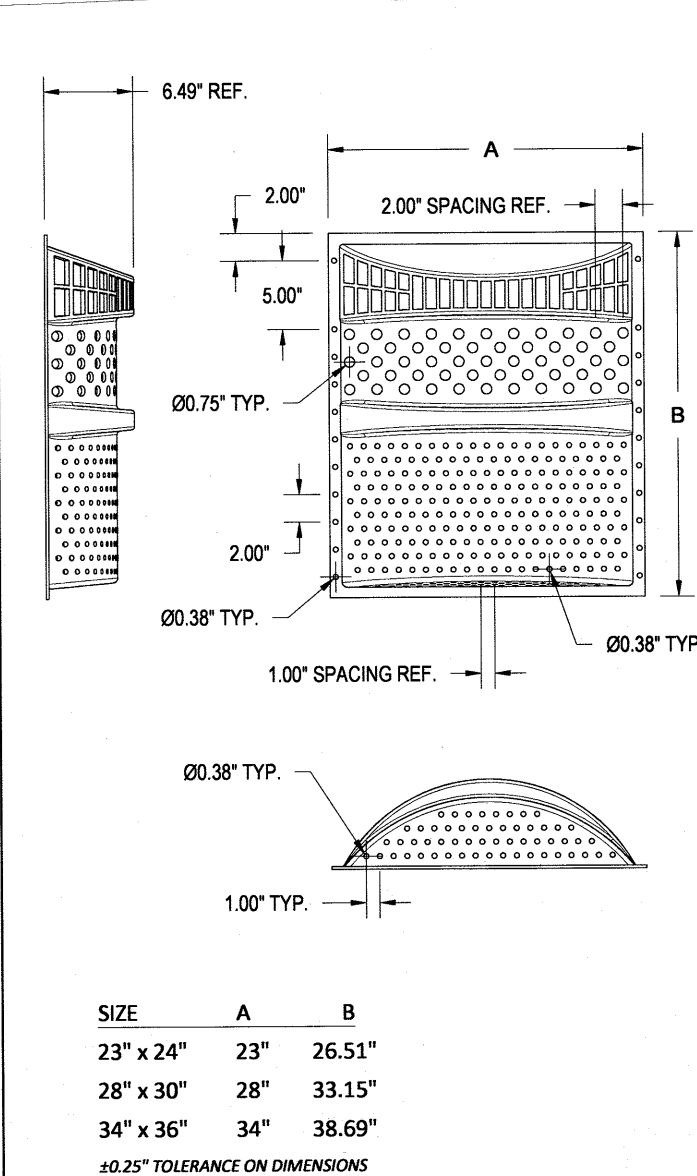
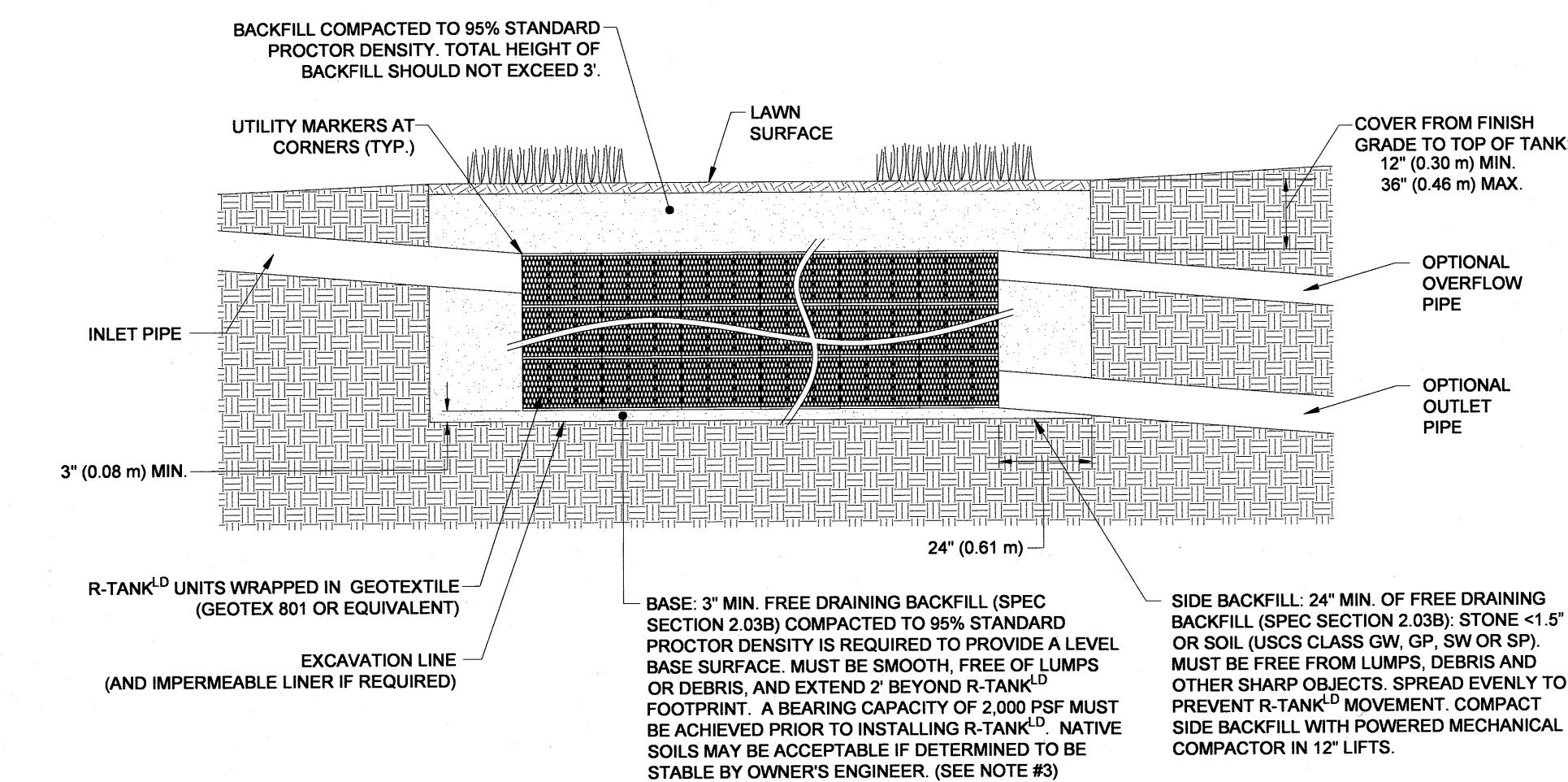
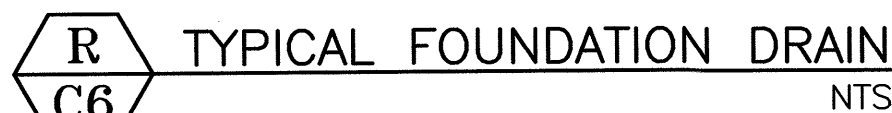
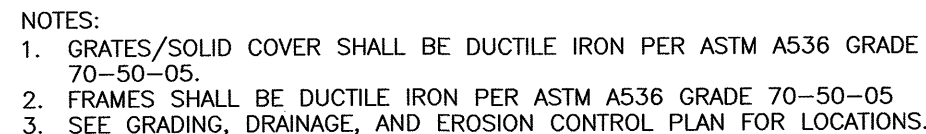


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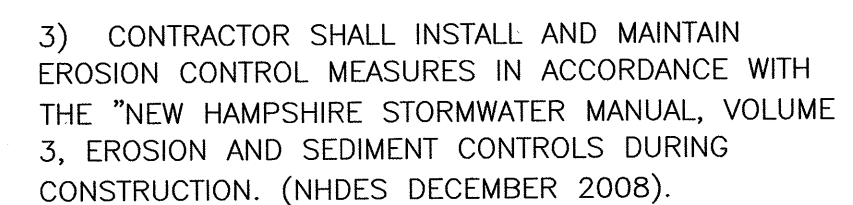
D3





- 3) DAMAGED PIPE SHALL BE REJECTED AND REMOVED FROM THE JOB SITE.
- 4) JOINTS SHALL BE DEPENDENT UPON A NEOPRENE OR ELASTOMERIC GASKET FOR WATER TIGHTNESS. ALL JOINTS SHALL BE PROPERLY MATCHED WITH THE PIPE MATERIALS USED. WHERE DIFFERING MATERIALS ARE TO BE CONNECTED, AS AT THE STREET SEWER WYE OR AT THE FOUNDATION WALL, APPROPRIATE MANUFACTURED ADAPTERS SHALL BE USED.
- 5) TEES AND WYES: WHERE A TEE OR WYE IS NOT AVAILABLE IN THE EXISTING STREET SEWER, AN APPROPRIATE CONNECTION SHALL BE MADE DEPENDING ON THE PIPE ENCOUNTERED, FOR PVC PIPE, USE V-P SADDLES OR INSERT-A-TEE, OR CUT IN A SANITARY TEE. FOR CLAY PIPE, USE INSERT-A-TEE OR CUT IN A SANITARY TEE. ALL WORK TO BE APPROVED BY GOVERNING BODY.
- 6) HOUSE SEWER INSTALLATION: THE PIPE SHALL BE HANDLED, PLACED AND JOINTED IN ACCORDANCE WITH INSTALLATION GUIDES OF THE APPROPRIATE MANUFACTURER. IT SHALL BE CAREFULLY BEDDED ON A 4 INCH LAYER OF GRUSHED STONE AND/OR GRAVEL AS SPECIFIED IN NOTE 10. BEDDING AND REFILL FOR DEPTH OF 12 INCHES ABOVE THE TOP OF THE PIPE SHALL BE CAREFULLY AND THOROUGHLY TAMPED BY HAND OR WITH APPROPRIATE MECHANICAL DEVICES.
- 7) THE PIPE SHALL BE LAID AT A CONTINUOUS AND CONSTANT GRADE FROM THE STREET SEWER CONNECTION TO THE FOUNDATION AT A GRADE OF NOT LESS THAN 1/4 INCH PER FOOT. PIPE JOINTS MUST BE MADE UNDER DRY CONDITIONS. IF WATER IS PRESENT, ALL NECESSARY STEPS SHALL BE TAKEN TO DEWATER THE TRENCH.
- 7) TESTING: WHEN REQUIRED BY THE GOVERNING AUTHORITY, TESTING SHALL CONFORM TO ENW-WQ 704.07.
- 8) ILLEGAL CONNECTIONS: NOTHING BUT SANITARY WASTE FLOW FROM DWELLING TOILETS, SINKS, LAUNDRY ETC. SHALL BE PERMITTED. ROOF LEADERS, FOOTING DRAINS, SUMP PUMPS OR OTHER SIMILAR CONNECTIONS CARRYING RAIN WATER, DRAINAGE OR GROUND WATER SHALL NOT BE PERMITTED.
- 9) WATER SERVICE SHALL NOT BE LAID IN SAME TRENCH AS SEWER SERVICE, UNLESS IT IS ON A SHELF 12" HIGHER, AND 18" APART.

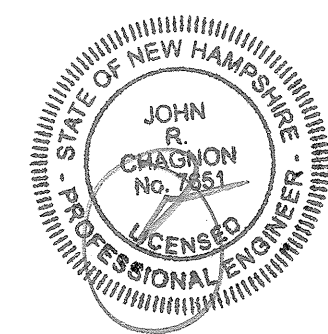
- 15) THE CONTRACTOR IS SOLELY RESPONSIBLE FOR JOB-SITE SAFETY AND COMPLIANCE WITH GOVERNING REGULATIONS.
- 16) ORDERED EXCAVATION OF UNSUITABLE MATERIAL BELOW GRADE. REFILL WITH BEDDING MATERIAL. FOR TRENCH WIDTH SEE TRENCH DETAIL.
- 17) SAND BLANKET. CLEAN SAND, FREE FROM ORGANIC MATTER, SO GRADED THAT 90% - 100% PASSES A 1/2" INCH SIEVE AND NOT MORE THAN 15% WILL PASS A #200 SIEVE. BLANKET MAY BE OMITTED FOR DUCTILE IRON AND REINFORCED CONCRETE PIPE PROVIDED THAT NO STONE LARGER THAN 2 INCHES IS IN CONTACT WITH THE PIPE.
- 18) BASE COURSE GRAVEL, IF ORDERED BY THE ENGINEER, SHALL MEET THE REQUIREMENTS OF SECTION 300 OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE OF NEW HAMPSHIRE, DEPARTMENT OF TRANSPORTATION.
- 19) FOR CROSS COUNTRY CONSTRUCTION, BACKFILL OR FILL SHALL BE MOUND TO A HEIGHT OF 6 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
- 20) IF FULL ENCASEMENT IS UTILIZED, DEPTH OF CONCRETE BELOW PIPE SHALL BE 1/4" I.D. (4" MIN.) BLOCK SUPPORT SHALL BE SOLID CONCRETE BLOCKS.
- 21) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DOCUMENT 2008).
- 22) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION.
- 23) THE PURPOSE OF THESE NOTES IS TO DETAIL STANDARDS FOR SEWER CONSTRUCTION.
- 24) ALL WORK SHALL BE IN COMPLIANCE WITH NHDES CODE OF ADMINISTRATIVE RULES PART ENV-WQ 204 DESIGN OF SEWERS.



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

1	DETAIL S	11/22/2
0	ISSUED FOR COMMENT	10/20/2
NO.	DESCRIPTION	DATE

## REVISIONS



SCALE: AS SHOWN DECEMBER 2020

## DETAILS

D4



DESIGN

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93 PLEASANT STREET

93 PLEASANT STREET  
PORTSMOUTH, NH

Dagny Taggart, LLC  
McNabb Properties

Scale: 1/8" = 1'-0"  
Date: 11/22/2021  
Project Number: P150.00

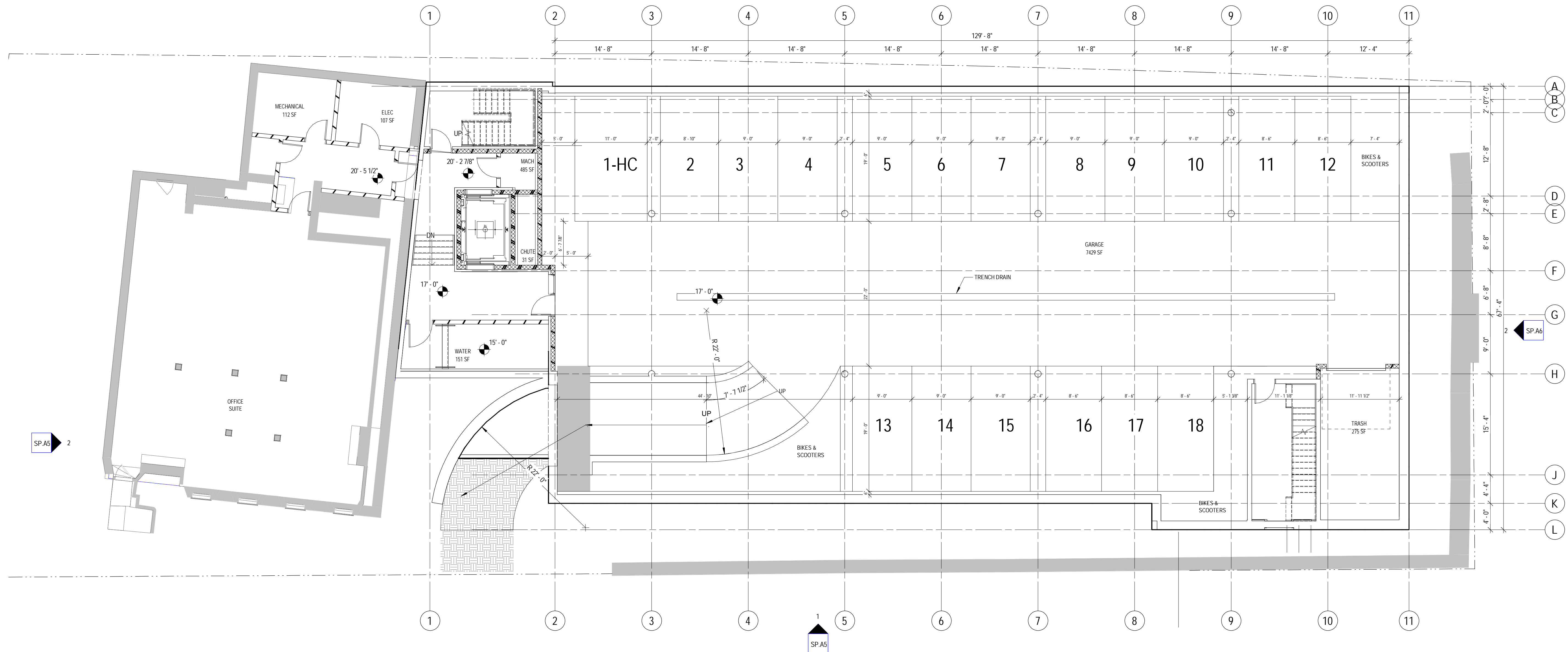
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## SITE PLAN REVIEW

## BASEMENT FLOOR PLAN

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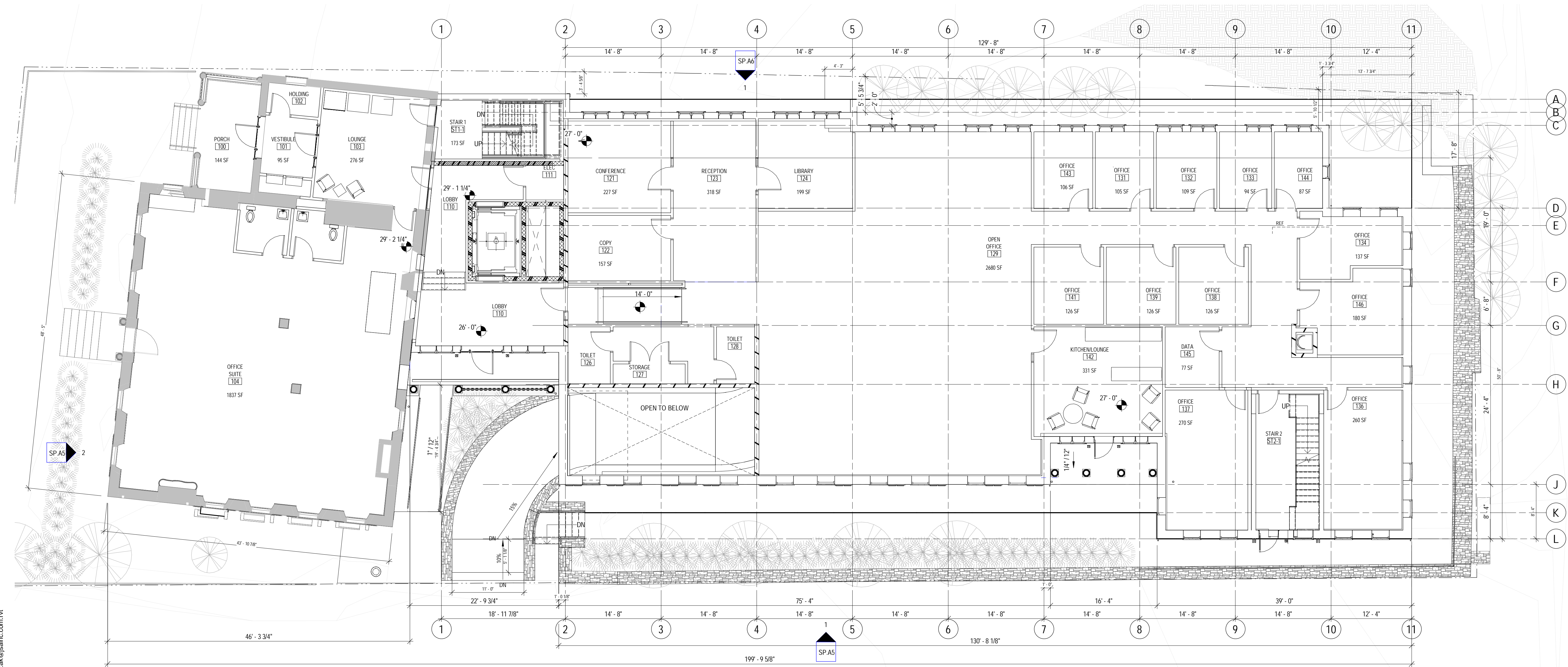
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SITE PLAN REVIEW

FIRST FLOOR  
PLAN

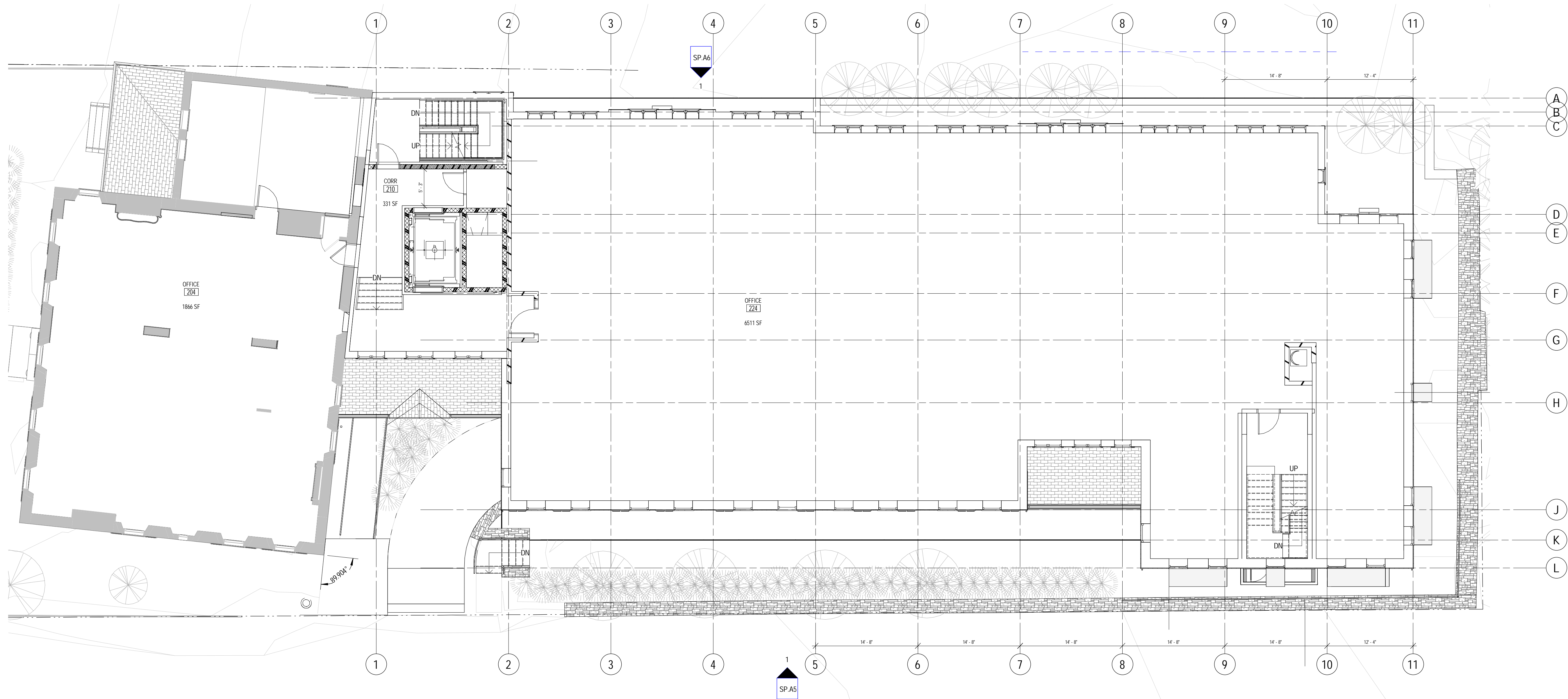
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93 PLEASANT STREET  
PORTSMOUTH, NH

Dagny Taggart, LLC  
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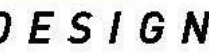
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## SITE PLAN REVIEW

## SECOND FLOOR PLAN

# SP.A2

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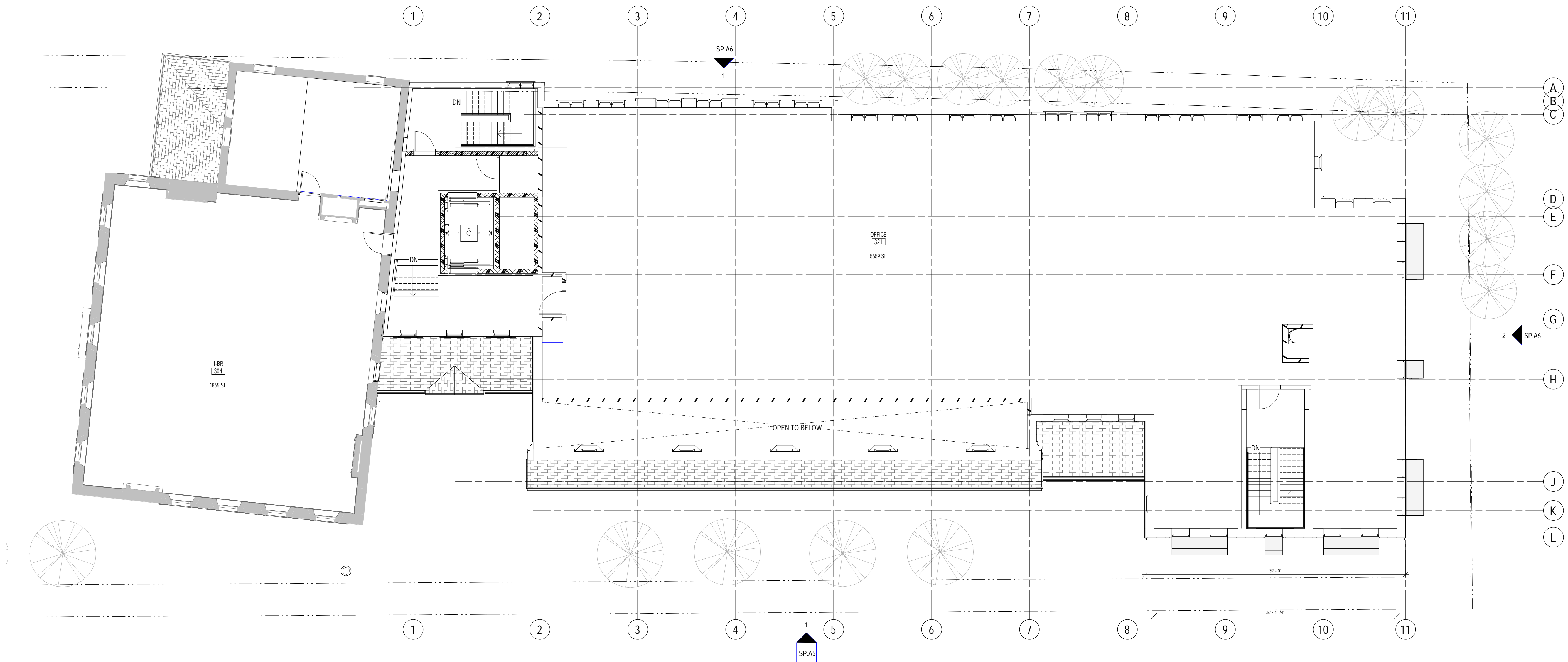
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THIRD FLOOR  
PLAN

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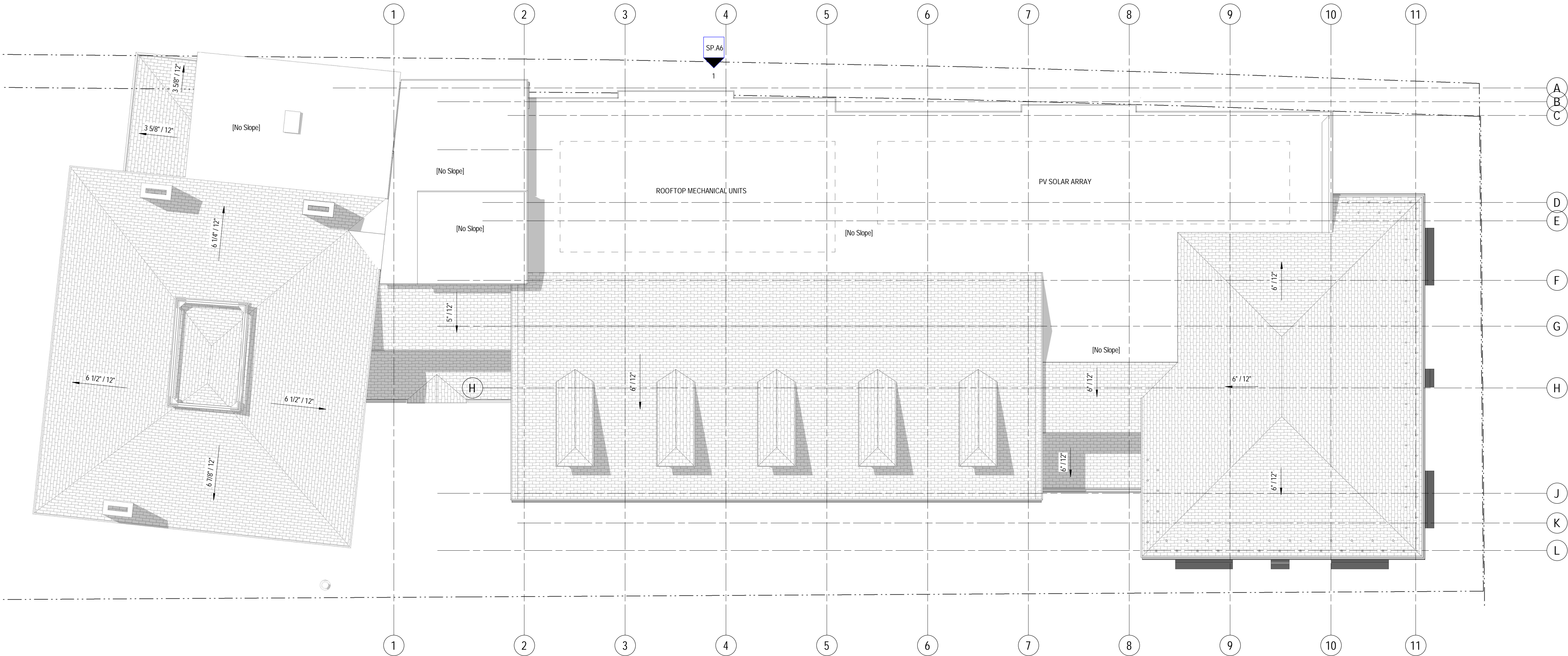
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SITE PLAN REVIEW

ROOF FLOOR  
PLAN

SP.A4







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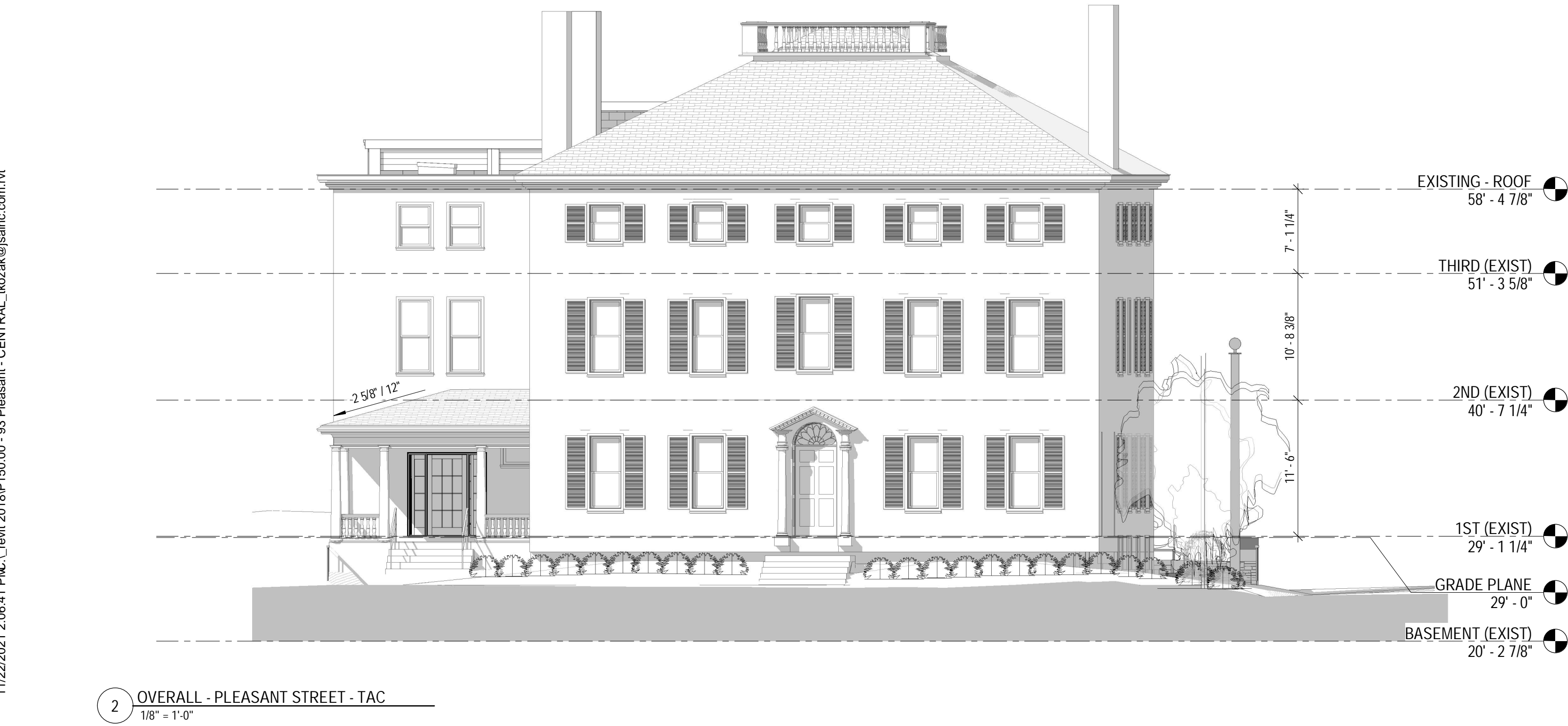
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SITE PLAN REVIEW  
ELEVATIONS

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



2 OVERALL - EAST ELEVATION - TAC  
1/8" = 1'-0"



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## 93 PLEASANT STREET

93 PLEASANT STREET  
PORTSMOUTH, NH

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McNabb Properties

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## ELEVATIONS

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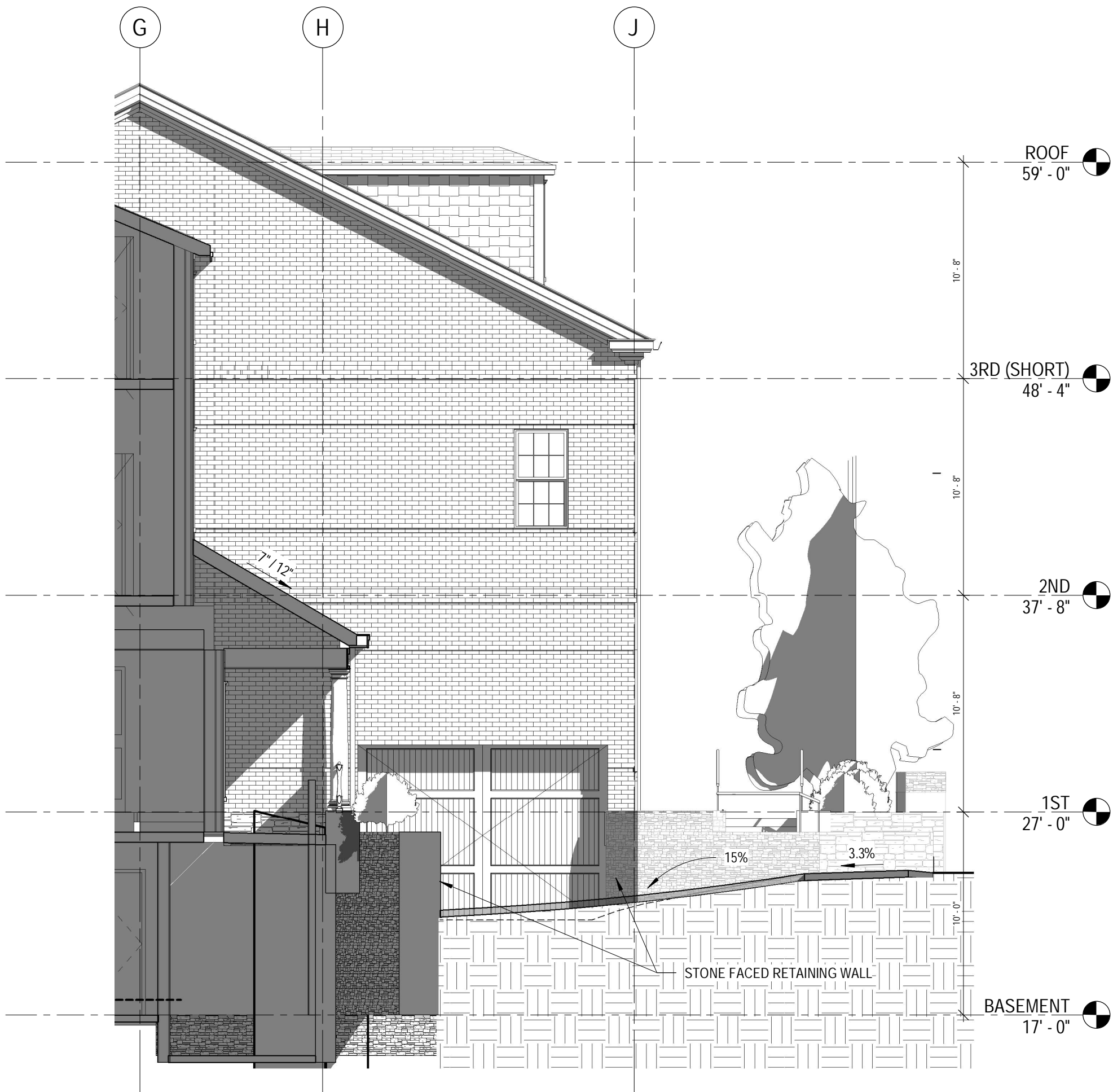
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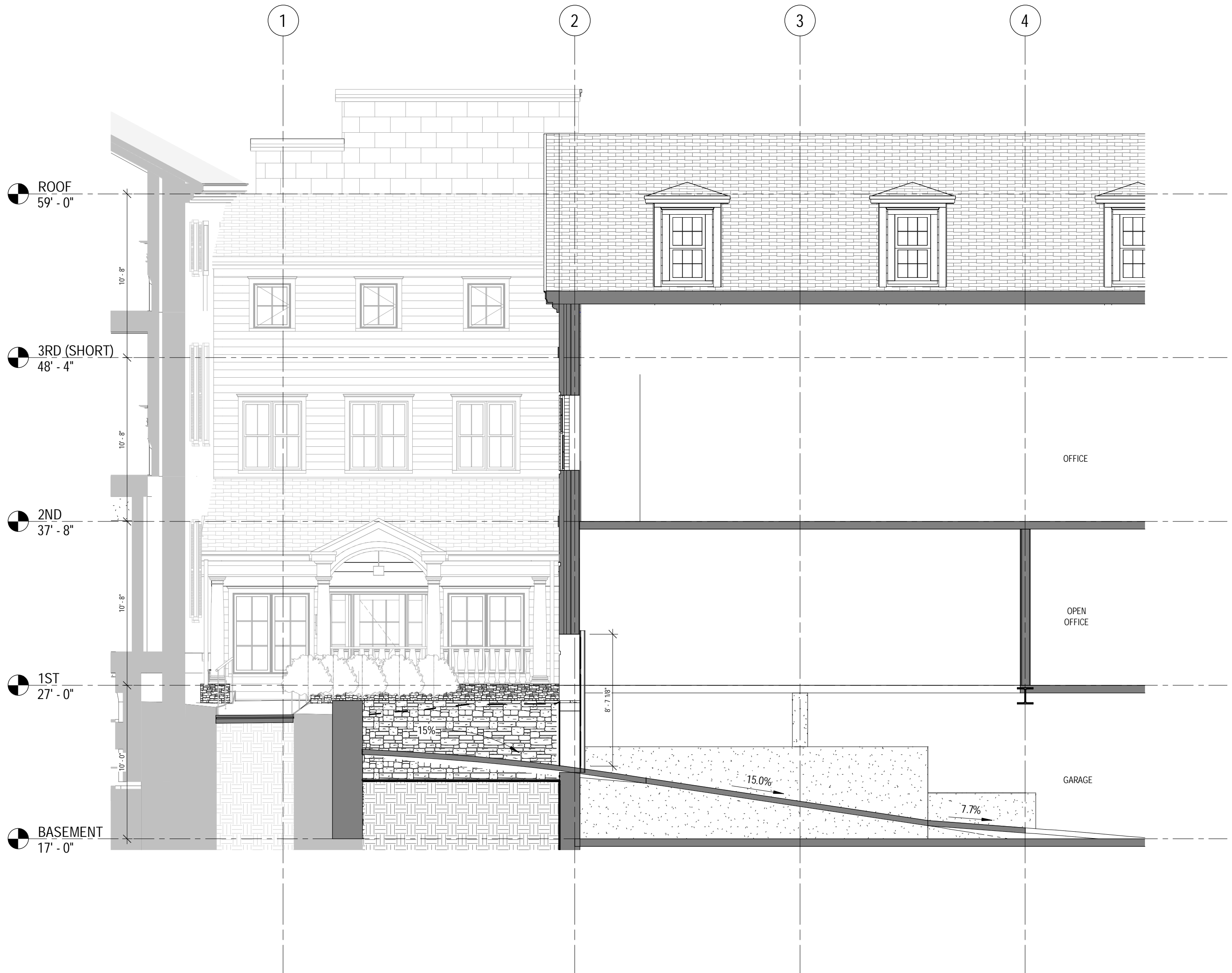
RAMP SECTIONS

SP.A7

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1 TAC Section - ramp 1  
3/16" = 1'-0"



2 TAC Section - ramp 2  
3/16" = 1'-0"





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SITE PLAN REVIEW

3d VIEWS

SP.A8