Segment A: Bartlett Street Connection to Sea Trade Parking Lot

- Bikeway Shares Portion of Ricci Lumber Aisleway
- Bikeway Distinguished From Aisleway by Paint Stripe
- Pedestrian Pathway Crosses Over Storm Drainage Outfall by Wooden Footbridge.
  - > Creates Entry Feature for Joggers
  - > Eliminates Conflicts Caused by Constriction at this Location
- Vertical and Horizontal Alignment of Jogging Path Varies in Relation to Bikeway to Create Interest and to Eliminate Grade Conflicts
- Rip Rap and Vegetative Cover Provide Slope Stability. Material Selection will be Based on Context
- Pathway Alignment Constrained By Aisleway and Intertidal Zone
- Provide Pavement Change at Bartlett Street Junction to Introduce New Bikeway/Jogging Path

Segment B: Sea Trade Parking Lot

- Represents Typical Bikeway/Jogging Path Section
  - > Jogging Path Constructed @ Top of Bank to Capitalize on Views of Pond
  - > Bike Path Alignment Eliminates Conflicts Associated with Sharing Side of Service Road
- Rip Rap and Vegetative Cover Provide Slope Stability. Material Selection will be Based on Context
- Stone Filled, Gabion Retaining Walls Increase Bank Width to Allow Passage Through Tight Spots and Protect Sea Trade's Outdoor Storage Area
- Fencing and Evergreen Plantings Proposed to Screen Sea Trade's Outdoor Storage Area

Segment C: Pedestrian Railroad Park

- Bikeway and Pedestrian Paths Diverge to Frame Public Park Space
- Scalloped Arrangement of Overlooks Along Edge of Trail Provide for Slope Stability in this Higher Use Area
- Existing Turntable Restored and Outfitted with a Boxcar to Provide Shelter
- Existing Brick Railroad Building Restored and Re-used for:
  - > Railroad Museum,
  - > Community Athletic Center, or
  - > North Mill Pond Interpretive Center
- Picnic and Outdoor Recreation Areas
- Evergreen Screening Proposed Along Marine Services Property to Screen Park from Stored Materials
- Cantilevered Boardwalk Offers Views of Both Pond and Pond Edge

Segment D: Pedestrian Parkway

- Represents Typical Bikeway/Jogging Path Section
- Vertical and Horizontal Alignment of Jogging Path Varies in Relation to Bikeway to Create Interest and to Eliminate Grade Conflicts
- Alignment Occurs Between North Side of Service Road and Intertidal Edge
- Bikeway Distinguished from Existing, Gravel Service Road by Paved Surface and/or Landscape Buffer
- Realignment of Service Road By ±20 Feet Away from Pond Edge Allows for Improved Pond Edge Plantings, Pathway Alignment and User Experience
- Jogging Path Provides for Wide Open Views of Pond and 'Connection' to Newly Established Mitigation Plantings

Segment E: Granite State Minerals Frontage up to Cemetery

- Bikeway Shares R. O. W. Of Existing Gravel/Paved Service Road
- Service Road Alignment Shifted ±8 Feet Towards Railroad to Provide an Additional Buffer Between Rail Lines and Bikeway
- Jogging Path Uses ±8 Feet of Existing Granite State Minerals Pavement to Construct Pond Side Alignment
- High Fencing Re-Installed to Protect Granite State Minerals Site from Public Encroachment
- New Pathway Creates 'Connection' to North Mill Pond

Segment F: Cemetery Frontage up to Maplewood Ave

- Jogging Path Occurs as Separate Paved Path Between Existing Service Ro
- Bikeway Distinguished From Service Road by Paint Stripe
- Service Road Alignment Shifted ±8 Feet Towards Railroad to Provide an A Lines and Bikeway/Jogging Path
- Propose Construction of Lateral Jogging Path Along SW Side of Cemetery includes:
  - > New Wrought Iron Fencing, Paved Pathway and Boulder Retaining Wa
  - > Overlook Features Bench Seating, Interpretive Panel(s) and Decorative
- New Wrought Iron Fencing Installed to Separate Public from Cemetery Sp and Privacy of this Area
- Provide Pavement Change at Maplewood Avenue Junction to Introduce Us

North Mill Pond Feasibility Study

Portsmouth, New Hampshire

'The Clambake & Chardonnay' Concept

November 13, 1996

In Collaboration with:
Appledore Engineering, Inc.
Civil Engineers Transportation Planners
Portsmouth New Hampshire

Prepared by:
Sherman Greiner Halle' Ltd.
Architects Landscape Architects Planners
Concord New Hampshire

Scale: 1" = 40'

Lot

Create Interest and to

Based on Context

gging Path

Segment B: Sea Trade Parking Lot

- Represents Typical Bikeway/Jogging Path Section
  - > Jogging Path Constructed @ Top of Bank to Capitalize on Views of Pond
  - > Bike Path Alignment Eliminates Conflicts Associated with Sharing Side of Service Road
- Rip Rap and Vegetative Cover Provide Slope Stability. Material Selection will be Based on Context
- Stone Filled, Gabion Retaining Walls Increase Bank Width to Allow Passage Through Tight Spots and Protect Sea Trade's Outdoor Storage Area
- Fencing and Evergreen Plantings Proposed to Screen Sea Trade's Outdoor Storage Area

Segment C: Pedestrian Railroad Park

- Bikeway and Pedestrian Paths Diverge to Frame Public Park Space
- Scalloped Arrangement of Overlooks Along Edge of Trail Provide for Slope Stability in this Higher Use Area
- Existing Turntable Restored and Outfitted with a Boxcar to Provide Shelter
- Existing Brick Railroad Building Restored and Re-used for:
  - > Railroad Museum,
  - > Community Athletic Center, or
  - > North Mill Pond Interpretive Center
- Picnic and Outdoor Recreation Areas
- Evergreen Screening Proposed Along Marine Services Property to Screen Park from Stored Materials
- Cantilevered Boardwalk Offers Views of Both Pond and Pond Edge

Segment D: Pedestrian Parkway

- Represents Typical Bikeway/Jogging Path Section
- Vertical and Horizontal Alignment of Jogging Path Varies in Relation to Bikeway to Create Interest and to Eliminate Grade Conflicts
- Alignment Occurs Between North Side of Service Road and Intertidal Edge
- Bikeway Distinguished from Existing, Gravel Service Road by Paved Surface and/or Landscape Buffer
- Realignment of Service Road By ±20 Feet Away from Pond Edge Allows for Improved Pond Edge Plantings, Pathway Alignment and User Experience
- Jogging Path Provides for Wide Open Views of Pond and 'Connection' to Newly Established Mitigation Plantings

Segment E: Granite State Minerals Frontage up to Cemetery

- Bikeway Shares R. O. W. Of Existing Gravel/Paved Service Road
- Service Road Alignment Shifted ±8 Feet Towards Railroad to Provide an Additional Buffer Between Rail Lines and Bikeway
- Jogging Path Uses ±8 Feet of Existing Granite State Minerals Pavement to Construct Pond Side Alignment
- High Fencing Re-Installed to Protect Granite State Minerals Site from Public Encroachment
- New Pathway Creates 'Connection' to North Mill Pond

Segment F: Cemetery Frontage up to Maplewood Avenue

- Jogging Path Occurs as Separate Paved Path Between Existing Service Road and Cemetery
- Bikeway Distinguished From Service Road by Paint Stripe
- Service Road Alignment Shifted ±8 Feet Towards Railroad to Provide an Additional Buffer Between Rail Lines and Bikeway/Jogging Path
- Propose Construction of Lateral Jogging Path Along SW Side of Cemetery to New Overlook Feature which includes:
  - > New Wrought Iron Fencing, Paved Pathway and Boulder Retaining Wall
  - > Overlook Features Bench Seating, Interpretive Panel(s) and Decorative Paved Surface.
- New Wrought Iron Fencing Installed to Separate Public from Cemetery Space to Re-establish Respect For and Privacy of this Area
- Provide Pavement Change at Maplewood Avenue Junction to Introduce Users to New Bikeway/Jogging Path

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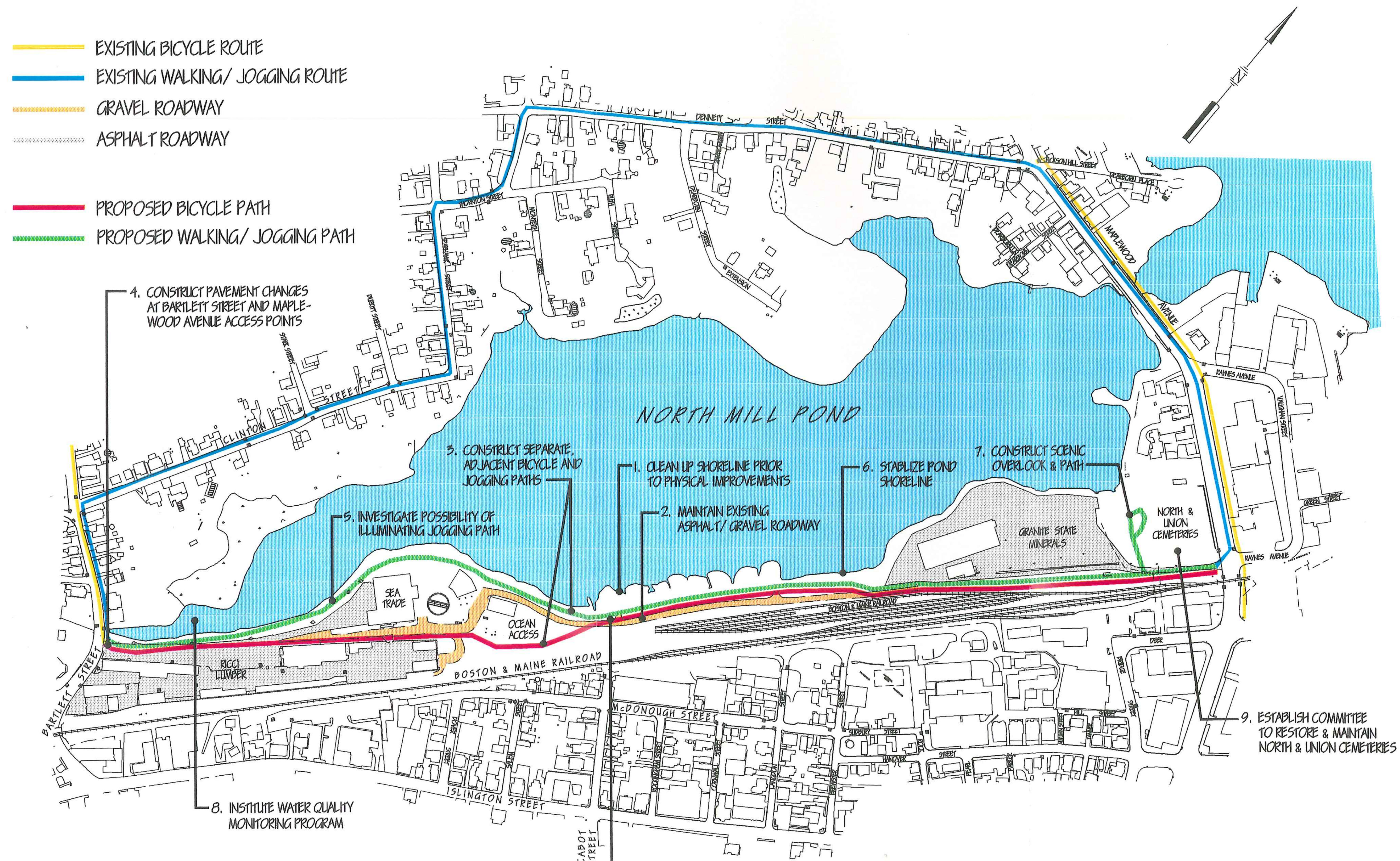

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)

AEI
Appledore Engineering, Inc.

Sherman Greiner Halle' Ltd.
ARCHITECTS LANDSCAPE ARCHITECTS PLANNERS

CITY OF PORTSMOUTH
ROCKINGHAM COUNTY, NEW HAMPSHIRE

PREFERRED CONCEPT
FISH HEAD STEW
NORTH MILL POND STUDY

MAY 1997

FIGURE 4