

AMBIT ENGINEERING, INC.

CIVIL ENGINEERS AND LAND SURVEYORS

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

6 September 2022

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

RE: Request for TC Workshop at 1 Congress Street, Proposed Site Development

Dear Mr. Stith and TAC Members:

On behalf of Mark McNabb and One Market Square, LLC we are pleased to submit the attached plan set for **TAC Workshop** review for the above-mentioned project and request that we be placed on the agenda for your **September 13, 2022** TAC Workshop Meeting. The project includes the re-use of the existing commercial buildings at 1 and 3 Congress Street, some existing building demolition, and proposed new construction of a 3 story with a Hip Top Mansard Roof (4th floor built in the attic) building to the rear of the existing buildings with the associated and required site improvements. The area behind the existing building is currently a surface parking lot. The surface parking will be lowered to below street level and be included with the new construction.

This applicant seeks design input from city staff and departments regarding the project. The project has a large off-site component. The developer is interested in working with the city to provide street improvements on High Street, Ladd Street, and Haven Court / Alley to Fleet Street. The plans show some basic building blocks to discuss and refine. Notably the plan shows the potential for the elimination of raised curbs in High Street and Ladd Street, similar to what was accomplished on Chestnut Street. The developer also recognizes that the project will require utility and drainage infrastructure improvements on High Street and the Haven Court / Alley to Fleet Street corridor. The design team looks forward to feedback on the project from the TAC Committee at the meeting; as well as working directly with DPW and the utility providers prior to the next round of design development.

The following plans are included in our submission:

On Site Development

- Cover Sheet – This shows the Development Team, Legend, Site Location, and Site Zoning.
- Standard Boundary Survey Plan – These plans show the existing property boundaries. The survey was performed before the lot merger.
- Existing Conditions Plan C1 – This plan shows the existing site conditions in detail.
- Demolition Plan C2 – This plan shows portions of the existing buildings and other site features which will be removed.
- Project Site Plan C3 – This plan shows the site development and proposed building placement.

- Architectural Plans – These are Floor Plans, Roof Plan, Building Elevations and 3D Views of the proposed building.
- Landscape Ideas – This plan shows proposed landscape features for the public spaces for review and comment.
- Pedestrian Connections – This plan shows the context of the site surroundings. This shows the potential pedestrian network connecting the McIntyre Building to the Worth Parking Lot. This exciting possibility is a part of the developer's vision for the project and will involve public / private cooperation.
- Landscape Plan – This plan shows proposed landscape features for the public private Haven Court space.
- Utility Plan C4 – This plan shows proposed site utilities.
- Grading Plan C5 – This plan shows proposed site grading. High Street is contemplated to be brought all to one surface level similar to Chestnut Street.
- Parking Level Plan C6 – This plan shows the layout of the parking level.
- Detail Sheets D1 – D4 – These plans show site details.

Off Site Improvements

- Offsite Grading Ladd Street C12 – This plan shows some thoughts on grading on Ladd Street – for discussion.
- Offsite Grading Alley C13 – This plan shows some thoughts on grading on Haven Court – for discussion.
- Offsite Utility Plan C14 – This plan shows proposed off-site utilities. The project will be coordinated with the Fleet Street improvements project.

Also please find attached a Technical Memorandum regarding Traffic Impact.

We look forward to the review of this submission and Staff / City Department input on this project.

Sincerely,

John Chagnon

John R. Chagnon, PE

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

TECHNICAL MEMORANDUM

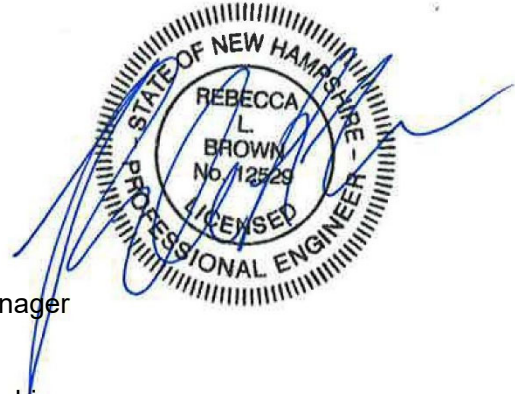
REF: NEX-2200015.00

DATE: September 6, 2022

TO: Mr. Mark A. McNabb
McNabb Properties
3 Pleasant Street, Suite 400
Portsmouth, New Hampshire 03801

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

RE: Traffic Impact Assessment
One Congress Street – Portsmouth, New Hampshire

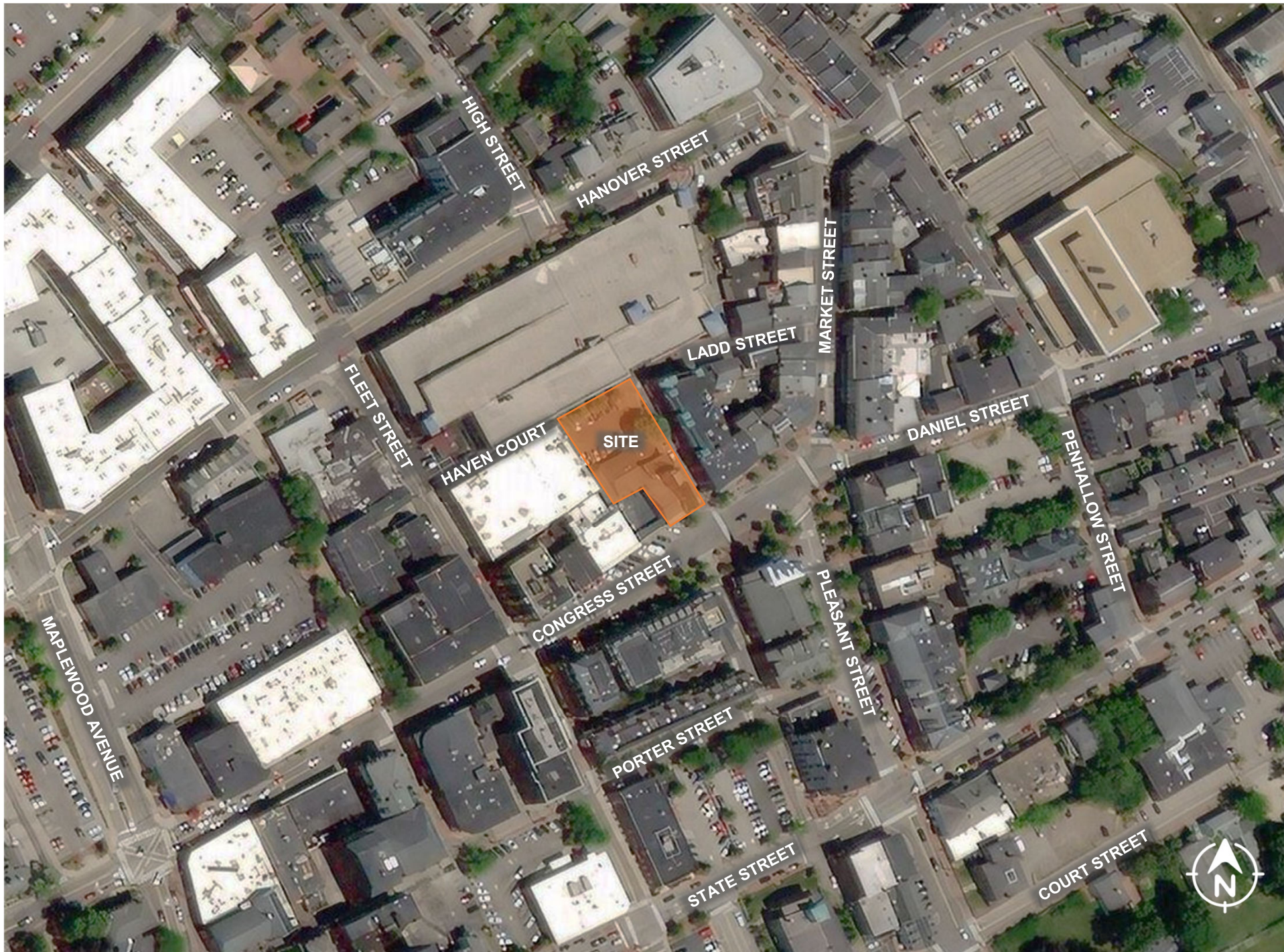


INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this *Traffic Impact Assessment* (TIA) for a proposed mixed-use redevelopment located One Congress Street in Portsmouth, New Hampshire. The site is comprised of two lots on Tax Map 117, Parcels 14 and 15. Parcel 14 currently contains a 4-story mixed-use building with retail and restaurant space on the first floor and office and apartment space on the upper floors. Parcel 15 contains a private parking lot. The project consists of renovating a portion of the existing building on Parcel 14 and constructing a 4-story addition to encompass the remainder of Parcels 14 and 15, and constructing basement-level parking. Access to the parking lot would be provided via a driveway on Haven Court to a vehicle elevator for access to the basement level. Upon completion, the Project would provide ±8,000 SF of retail / restaurant space on the first floor and a boutique-style hotel with 45 guest rooms on the upper floors.

This TIA provides a preliminary assessment of the potential vehicular traffic to be generated by the proposed redevelopment, and a review of the safety of the roadways providing access/egress for the redevelopment.

The site is bounded by Haven Court to the north, Congress Street to the south, High Street to the east, and mixed-use buildings to the west. The site location in relation to the surrounding roadways is shown on the map on Figure 1.



Greenman-Pedersen, Inc. || 181 Ballardvale Street, Suite 202, Wilmington, MA 01887
ONE MARKET SQUARE – PORTSMOUTH, NEW HAMPSHIRE

FIGURE I — SITE LOCATION MAP

COLLISIONS

Collision data for the section of Congress Street between Market Square and Fleet Street, as well as along High Street, Haven Court, and Ladd Street, were obtained from NHDOT for the latest complete three years available (2015-2017). A summary of the crashes at this intersection is provided in Table 1. The detailed crash history is provided in the Appendix.

Based on the collision data, the section of Congress Street between Market Square and Fleet Street experienced an average of 5.0 collisions per year over the three-year study period. Of the 15 crashes, three were single-vehicle crashes with a light pole and may have involved vehicles striking the light poles immediately adjacent to the angled parking spaces along the northerly side of Congress Street. Five of the collisions involved a collision with a pedestrian, three of which occurred late at night when visibility of pedestrians in the roadway may have been a factor. Only one of the pedestrian crashes occurred at the intersection with High Street and involved a pedestrian crossing outside of the crosswalk at night.

There were no collisions reported along Haven Court, High Street, or Ladd Street over the three-year study period.

TABLE 1
Collision Summary

Location	Number of Collisions		Severity ^a				Collision Type ^b					Percent During	
	Total	Average per Year	PD	PI	F	NR	VEH	PED	FO	SV	U	Commuter Peak ^c	Wet/Icy Conditions ^d
Congress Street from Market Square to Fleet Street	15	5.0	11	4	--	--	7	5	3	--	--	20%	20%
Haven Court	0	0.0	--	--	--	--	--	--	--	--	--	0%	0%
High Street	0	0.0	--	--	--	--	--	--	--	--	--	0%	0%
Ladd Street	0	0.0	--	--	--	--	--	--	--	--	--	0%	0%

Source: NHDOT (2015-2017).

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

^b VEH = collision with another motor vehicle; PED = pedestrian / bicycle; FO = fixed object; SV = single vehicle; U = unknown.

^c Percent of vehicle incidents that occurred during the weekday AM (7:00 AM-9:00 AM) and weekday PM (4:00 PM -6:00 PM) commuter peak periods.

^d Represents the percentage of only “known” collisions occurring during inclement weather conditions.

TRIP GENERATION

The site currently contains approximately 1,180 SF of retail space and 5,500 SF of restaurant space on the first floor, with an additional 2,720 SF of office space and 10 residential units on the upper floors. Upon completion, the Project will provide $\pm 8,000$ SF of retail / restaurant space and a 45-room hotel. GPI utilized trip-generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*¹ for Land Use Code (LUC) 310 (Hotel) and LUC 822 (Strip Retail Plaza <40k)) to estimate the proposed trip generation.

The Project will be located in downtown Portsmouth, in close proximity to multiple retail, restaurant, office, residential, and entertainment uses for sharing of trips between uses. As a result, many of the trips generated by the site will be walking and biking trips. In addition, the site is located in close proximity to multiple bus routes, allowing for easy access to public transportation for access to/from the site. Therefore, the trip rates for the office (LUC 310) and retail (LUC 822) uses were based on Dense Multi-Use Urban settings. The resulting trip generation estimate is summarized in Table 2, and the detailed calculations are provided in the Appendix.

TABLE 2 – Proposed Trip Generation Summary

Time Period/Direction	Hotel Trips (LUC 310) ^a	Retail Trips (LUC 822) ^b	Total Trips ^c
Weekday Daily	128	272	400
Weekday AM Peak Hour:			
<i>Enter</i>	5	7	12
<i>Exit</i>	<u>9</u>	<u>5</u>	14
<i>Total</i>	14	12	26
Weekday PM Peak Hour:			
<i>Enter</i>	4	16	20
<i>Exit</i>	<u>5</u>	<u>16</u>	21
<i>Total</i>	9	32	41
Saturday Daily	110	542	652
Saturday Midday Peak Hour:			
<i>Enter</i>	7	21	28
<i>Exit</i>	<u>3</u>	<u>21</u>	24
<i>Total</i>	10	42	52

^a ITE LUC 310 (Hotel) in Dense Multi-Use Urban setting for 45 rooms.

^b ITE LUC 822 (Strip Retail Plaza (<40K)) in Dense Multi-Use Urban setting for 8,000 SF.

^c Sum of Residential Trips, Office Trips, Retail Trips, and Restaurant Trips.

As previously noted, the site currently contains a mix of residential, office, retail, and restaurant space that is currently generating traffic. Therefore, not all of the site-generated trips will be new to the area. GPI has estimated the trips generated by the former uses on the site based on ITE trip rates for LUC 221 (Multifamily Housing (Mid-Rise)), LUC 710 (General Office), LUC 822 (Strip Retail Plaza <40k)), and LUC 931 (Fine-

¹ *Trip Generation Manual, 11th Edition*; Institute of Transportation Engineers; Washington, DC; September 2021.

Dining Restaurant). The trip rates for the office (LUC 710), retail (LUC 822) and residential (LUC 221) uses were based on Dense Multi-Use Urban settings, while the trip rates for the restaurant (LUC 931) use were based on General Urban/Suburban settings due to the lack of available trip generation data within dense multi-use urban settings for this use. The resulting trip generation estimate is summarized in Table 3, and the detailed calculations are provided in the Appendix.

TABLE 3 – Existing Trip Generation Summary

Time Period/Direction	Residential Trips (LUC 221) ^a	Office Trips (LUC 710) ^b	Retail Trips (LUC 822) ^c	Restaurant Trips (LUC 931) ^d	Total Trips ^e
Weekday Daily	26	20	40	462	548
Weekday AM Peak Hour:					
<i>Enter</i>	0	2	1	2	5
<i>Exit</i>	<u>2</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>5</u>
<i>Total</i>	2	2	2	4	10
Weekday PM Peak Hour:					
<i>Enter</i>	1	0	2	29	32
<i>Exit</i>	<u>1</u>	<u>2</u>	<u>2</u>	<u>14</u>	<u>19</u>
<i>Total</i>	2	2	4	43	51
Saturday Daily	24	4	80	496	604
Saturday Midday Peak Hour:					
<i>Enter</i>	1	1	3	35	40
<i>Exit</i>	<u>1</u>	<u>0</u>	<u>3</u>	<u>24</u>	<u>28</u>
<i>Total</i>	2	1	6	59	68

^a ITE LUC 221 (Multifamily Housing (Mid-Rise)) in Dense Multi-Use Urban setting for 10 dwelling units.

^b ITE LUC 710 (General Office Building) in Dense Multi-Use Urban setting for 1,392 SF.

^c ITE LUC 822 (Strip Retail Plaza (<40K)) in Dense Multi-Use Urban setting for 1,044 SF.

^d ITE LUC 931 (Fine-Dining Restaurant) in General Urban/Suburban setting for 5,391 SF.

^e Sum of Residential Trips, Office Trips, Retail Trips, and Restaurant Trips.

Table 4 provides a comparison of the trips generated by the proposed land uses to the trips generated by the former uses on the site.

TABLE 4 – Trip Generation Comparison

Time Period/Direction	Existing Trips ^a	Proposed Trips ^b	Net Increase in Trips ^c
Weekday Daily	548	400	-148
Weekday AM Peak Hour:			
<i>Enter</i>	5	12	7
<i>Exit</i>	<u>5</u>	<u>14</u>	<u>9</u>
<i>Total</i>	10	26	16
Weekday PM Peak Hour:			
<i>Enter</i>	32	20	-12
<i>Exit</i>	<u>19</u>	<u>21</u>	<u>2</u>
<i>Total</i>	51	41	-10
Saturday Daily	604	652	48
Saturday Midday Peak Hour:			
<i>Enter</i>	40	28	-12
<i>Exit</i>	<u>28</u>	<u>24</u>	<u>-4</u>
<i>Total</i>	68	52	-16

^a Total Existing Trips (From Table 3).

^b Total Proposed Trips (From Table 4).

^c Proposed Trips minus Existing Trips.

As shown in Table 4, the proposed redevelopment will result in a minimal increase in vehicle trips of 16 additional trips (7 entering and 9 exiting) during the weekday AM peak hour, and is anticipated to result in a net reduction in vehicle trips during the weekday PM and Saturday midday peak hours as compared to the existing uses on the site. These increases in traffic volumes represent up to one additional vehicle every four minutes on downtown roadways and are anticipated to result in negligible impacts to traffic operations downtown.

CONCLUSIONS

- The site is comprised of two lots on Tax Map 117, Parcels 14 and 15. Parcel 14 currently contains a 4-story mixed-use building with retail and restaurant space on the first floor and office and apartment space on the upper floors. Parcel 15 contains a private parking lot. The project consists of renovating a portion of the existing building on Parcel 14 and constructing a 4-story addition to encompass the remainder of Parcels 14 and 15, and constructing basement-level parking. Access to the parking lot would be provided via a driveway on Haven Court to a vehicle elevator for access to the basement level. Upon completion, the Project would provide ±8,000 SF of retail / restaurant space and a 45-room boutique hotel.
- The section of Congress Street between Market Square and Fleet Street experienced an average of 5.0 collisions per year over the three-year study period. Of the 15 crashes, three were single-vehicle crashes with a light pole and may have involved vehicles striking the light poles immediately adjacent to the angled parking spaces along the northerly side of Congress Street. Five of the collisions involved a collision with a pedestrian, three of which occurred late at night when visibility

of pedestrians in the roadway may have been a factor. Only one of the pedestrian crashes occurred at the intersection with High Street and involved a pedestrian crossing outside of the crosswalk at night. The occurrence of collisions with pedestrians at night may be an indication that the crosswalk is not adequately lit due either to poor lighting or overgrown street trees blocking existing light poles.

- There were no collisions reported along Haven Court, High Street, or Ladd Street over the three-year study period.
- The proposed redevelopment will result in a minimal increase in vehicle trips of 16 additional trips (7 entering and 9 exiting) during the weekday AM peak hour, and is anticipated to result in a net reduction in vehicle trips during the weekday PM and Saturday midday peak hours as compared to the existing uses on the site. These increases in traffic volumes represent up to one additional vehicle every four minutes on downtown roadways and are anticipated to result in negligible impacts to traffic operations downtown..

- APPENDIX

- *NHDOT Crash Data*
- *Trip Generation Calculations*

TRAFFIC IMPACT ASSESSMENT

One Congress Street – Portsmouth, New Hampshire

NHDOT CRASH DATA

FID	CRASH_DATE	ACDDAY	ACDTIME	ACDSTREET	INTERSTREE	MILESFTFR	NSEW_TO	TYPE_OF_AC	FIXED_OBJE	LOCATION_F	NUMVEHICLE	TOTALFATAL	TOTALINJUR	PEDFATALS	SEVERITY	ROAD_ALIGN	ROAD_CONDI	SURFACE_CO	LIGHTING_D	WEATHER_DE	TRAFFIC_CO
417934	6/22/2015	MON	1558	151 HIGH ST	HIGH ST AND DEER ST	150	E	Other Motor Vehicle		Along the Road	2	0	0	0	No Apparent Injury	Straight and Level	Normal	Dry	Daylight	Clear	Lane Control
434430	8/13/2015	THU	933	75 CONGRESS ST	FLEET ST	10	S	Fixed Object	Light Pole	Along the Road	1	0	0	0	Unknown	Straight and Level	Normal	Dry	Daylight	Clear	Visible Road Markings
455142	11/4/2015	WED	1443	1 DANIEL ST	1 MARKET SQ	0	AT	Pedestrian		At Intersection	1	0	1	0	No Apparent Injury	Other	Normal	Dry	Daylight	Clear	Stop Sign
466467	5/17/2016	TUE	1242	5 MARKET SQ	CONGRESS ST	10	N	Other Motor Vehicle		Along the Road	2	0	0	0	No Apparent Injury	Straight and Level	Normal	Dry	Daylight	Clear	Lane Control
488867	6/16/2016	TUE	2302	5 MARKET SQ	PLEASANT ST	0	AT	Pedestrian		Intersection Related	3	0	2	0	Non_Incapacitating	Straight and Level	Normal	Dry	Dark-Street Light On	Clear	Visible Road Markings
481938	7/17/2016	SUN	1444	62 CONGRESS ST	FLEET ST	20	W	Other Motor Vehicle		Unknown	2	0	0	0	No Apparent Injury	Unknown	Normal	Dry	Daylight	Clear	None
482191	7/19/2016	TUE	1356	10 PLEASANT ST	14 MARKET SQ	0	AT	Other Motor Vehicle		Along the Road	2	0	0	0	No Apparent Injury	Straight and Level	Normal	Dry	Daylight	Clear	None
482892	10/25/2016	TUE	1638	29 CONGRESS ST		0		Other Motor Vehicle		Unknown	2	0	0	0	Non_Incapacitating	Unknown	Normal	Dry	Daylight	Clear	Yield Sign
469157	11/8/2016	TUE	1934	14 MARKET SQ		0		Other Motor Vehicle		Along the Road	2	0	0	0	No Apparent Injury	Straight and Level	Normal	Dry	Daylight	Clear	Lane Control
499903	11/20/2016	SUN	1251	75 CONGRESS ST	FLEET ST	40	W	Pedestrian		Intersection Related	2	0	1	0	Non_Incapacitating	Straight and Level	Normal	Dry	Daylight	Clear	Traffic Signals
481331	12/8/2016	THU	2018	5 CONGRESS ST	HIGH ST	0	AT	Pedestrian		At Intersection	2	0	0	0	No Apparent Injury	Straight and Level	Normal	Dry	Dark-Street Light On	Clear	Visible Road Markings
469809	12/12/2016	MON	1612	40 PLEASANT ST		0		Other Motor Vehicle		Unknown	2	0	0	0	No Apparent Injury	Unknown	Normal	Dry	Dusk	Clear	None
479143	12/22/2016	THU	1426	8 CONGRESS ST		0		Fixed Object	Light Pole	At Intersection	1	0	0	0	No Apparent Injury	Unknown	Normal	Wet	Daylight	Snow	None
484255	12/24/2016	SAT	1	5 MARKET SQ	1 PLEASANT ST	0	AT	Pedestrian		Intersection Related	2	0	1	0	Possible	Straight and Level	Normal	Wet	Dark-Street Light On	Cloudy	Stop Sign
477050	3/28/2017	TUE	833	6 CONGRESS ST	1 CHURCH ST	0	AT	Fixed Object	Light Pole	Along the Road	1	0	0	0	Unknown	Straight and Level	Normal	Wet	Unknown	Cloudy	None

TRIP-GENERATION CALCULATIONS

Proposed Use	Size	Variable
Residential (LUC 221)	0	Units
Hotel (310)	45	Rooms
Retail (LUC 822)	8000	SF
Restaurant (LUC 930)	0	SF

Existing Uses	Size	Variable
Residential (LUC 221)	10	Units
Office (LUC 710)	2720	SF
Retail (LUC 822)	1180	SF
Restaurant (LUC 931)	5500	SF

Time Period / Direction	Proposed Trips					First Floor Office					Net Change in Trips
	Hotel LUC 310	Residential LUC 221	Retail LUC 822	Restaurant LUC 930	Total Trips	Office LUC 710	Residential LUC 221	Retail LUC 822	Restaurant LUC 930	Total Trips	
Weekday Daily	128	0	272	0	400	20	26	40	462	548	-148
Weekday AM Peak Hour											
Enter	5	0	7	0	12	2	0	1	2	5	7
Exit	<u>9</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>14</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>5</u>	<u>9</u>
Total	14	0	12	0	26	2	2	2	4	10	16
Weekday PM Peak Hour											
Enter	4	0	16	0	20	0	1	2	29	32	-12
Exit	<u>5</u>	<u>0</u>	<u>16</u>	<u>0</u>	<u>21</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>14</u>	<u>19</u>	<u>2</u>
Total	9	0	32	0	41	2	2	4	43	51	-10
Saturday Daily	110	0	542	0	652	4	24	80	496	604	48
Saturday Midday Peak Hour											
Enter	7	0	21	0	28	1	1	3	35	40	-12
Exit	<u>3</u>	<u>0</u>	<u>21</u>	<u>0</u>	<u>24</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>24</u>	<u>28</u>	<u>-4</u>
Total	10	0	42	0	52	1	2	6	59	68	-16

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 310 - Hotel

Dense Multi-Use Urban

Average Vehicle Trips Ends vs: Rooms

Independent Variable (X): 45

AVERAGE WEEKDAY DAILY

$$\frac{\text{ITE LUC 310 (General Urban/Suburban) Weekday Daily Trip Rate}}{\text{ITE LUC 310 (General Urban/Suburban) Weekday PM Trip Rate}} = \frac{\text{ITE LUC 310 (Dense Multi-Use Urban) Weekday Daily Trip Rate}}{\text{ITE LUC 310 (Dense Multi-Use Urban) Weekday PM Trip Rate}}$$

$$\frac{7.99}{0.59} = \frac{(Y)}{0.21} \quad Y = 2.84$$

$$T = Y * 45$$

$$T = 127.98$$

T = 128 vehicle trips
with 50% (64 vpd) entering and 50% (64 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.31 * (X)$$

$$T = 0.31 * 45$$

$$T = 13.95$$

T = 14 vehicle trips
with 39% (5 vph) entering and 61% (9 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.21 * (X)$$

$$T = 0.21 * 45$$

$$T = 9.45$$

T = 9 vehicle trips
with 44% (4 vph) entering and 56% (5 vph) exiting.

SATURDAY DAILY

$$\frac{\text{ITE LUC 310 (General Urban/Suburban) Saturday Daily Trip Rate}}{\text{ITE LUC 310 (General Urban/Suburban) Saturday Midday Trip Rate}} = \frac{\text{ITE LUC 310 (Dense Multi-Use Urban) Saturday Daily Trip Rate}}{\text{ITE LUC 310 (Dense Multi-Use Urban) Saturday Midday Trip Rate}}$$

$$\frac{8.07}{0.72} = \frac{(Y)}{0.22} \quad Y = 2.47$$

$$T = Y * 45$$

$$T = 110.96$$

T = 110 vehicle trips
with 50% (55 vpd) entering and 50% (55 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$T = 0.22 * (X)$$

$$T = 0.22 * 45$$

$$T = 9.90$$

T = 10 vehicle trips
with 67% (7 vph) entering and 33% (3 vph) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 822 - Strip Retail Plaza (<40k)

General Urban/Suburban

Average Vehicle Trips Ends vs: 1000 Sq. Ft. Gross Floor Area
Independent Variable (X): 8.000

AVERAGE WEEKDAY DAILY

$$\frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Weekday PM Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Weekday PM Trip Rate}} = \frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Weekday Daily Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Weekday Daily Trip Rate}}$$

$$\frac{4.10}{6.59} = \frac{(Y)}{54.45} \quad Y = 33.88$$

$$T = Y * 8.000$$

$$T = 271.04$$

$$T = 272 \text{ vehicle trips}$$

$$\text{with 500\% (136 vpd) entering and 50\% (136 vpd) exiting.}$$

(same distribution split as ITE LUC 822 (General Urban/Suburban) during the Weekday Daily)

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Weekday PM Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Weekday PM Trip Rate}} = \frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Weekday AM Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Weekday AM Trip Rate}}$$

$$\frac{4.10}{6.59} = \frac{(Y)}{2.36} \quad Y = 1.47$$

$$T = Y * 8.000$$

$$T = 11.76$$

$$T = 12 \text{ vehicle trips}$$

$$\text{with 60\% (7 vpd) entering and 40\% (5 vpd) exiting.}$$

(same distribution split as ITE LUC 822 (General Urban/Suburban) during the Weekday AM)

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\frac{\text{ITE LUC 821 (Dense Multi-Use Urban) Weekday PM Trip Rate}}{\text{ITE LUC 821 (General Urban/Suburban) Weekday PM Trip Rate}} = \frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Weekday PM Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Weekday PM Trip Rate}}$$

$$\frac{3.23}{5.19} = \frac{(Y)}{6.59} \quad Y = 4.10$$

$$T = Y * 8.000$$

$$T = 32.80$$

$$T = 32 \text{ vehicle trips}$$

$$\text{with 50\% (16 vpd) entering and 50\% (16 vpd) exiting.}$$

(same distribution split as ITE LUC 822 (General Urban/Suburban) during the Weekday PM)

SATURDAY DAILY

$$\frac{\text{ITE LUC 821 (General Urban/Suburban) Saturday Daily Trip Rate}}{\text{ITE LUC 821 (General Urban/Suburban) Saturday Peak Hour Trip Rate}} = \frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Saturday Daily Trip Rate}}{\text{ITE LUC 822 (Dense Multi-Use Urban) Saturday Peak Hour Trip Rate}}$$

$$\frac{81.07}{6.22} = \frac{(Y)}{5.20} \quad Y = 67.78$$

$$T = Y * 8.000$$

$$T = 542.24$$

$$T = 542 \text{ vehicle trips}$$

$$\text{with 50\% (271 vpd) entering and 50\% (271 vpd) exiting.}$$

(same distribution split as ITE LUC 821 during the Saturday Daily)

SATURDAY PEAK HOUR OF GENERATOR

$$\frac{\text{ITE LUC 821 (Dense Multi-Use Urban) Saturday Midday Trip Rate}}{\text{ITE LUC 821 (General Urban/Suburban) Saturday Midday Trip Rate}} = \frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Saturday Midday Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Saturday Midday Trip Rate}}$$

$$\frac{4.92}{6.22} = \frac{(Y)}{6.57} \quad Y = 5.20$$

$$T = Y * 8.000$$

$$T = 41.60$$

$$T = 42 \text{ vehicle trips}$$

$$\text{with 51\% (21 vpd) entering and 49\% (21 vpd) exiting.}$$

(same distribution split as ITE LUC 822 (General Urban/Suburban) during the Saturday Midday)

Institute of Transportation Engineers (ITE)

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

Dense Multi-Use Urban

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 10

AVERAGE WEEKDAY DAILY

$$\begin{aligned}T &= 2.59 * (X) \\T &= 2.59 * 10 \\T &= 25.90 \\T &= 26 \text{ vehicle trips} \\&\text{with 50\% (13 vpd) entering and 50\% (13 vpd) exiting.}\end{aligned}$$

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\begin{aligned}T &= 0.20 * (X) \\T &= 0.20 * 10 \\T &= 2.00 \\T &= 2 \text{ vehicle trips} \\&\text{with 12\% (0 vph) entering and 88\% (2 vph) exiting.}\end{aligned}$$

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\begin{aligned}T &= 0.18 * (X) \\T &= 0.18 * 10 \\T &= 1.80 \\T &= 2 \text{ vehicle trips} \\&\text{with 72\% (1 vph) entering and 28\% (1 vph) exiting.}\end{aligned}$$

SATURDAY DAILY

$$\frac{\text{ITE LUC 221 Saturday Daily Trip Rate (General Urban/Suburban)}}{\text{ITE LUC 221 Weekday Daily Trip Rate (General Urban/Suburban)}} = \frac{\text{ITE LUC 221 Saturday Daily Trip Rate (Dense Multi-Use Urban)}}{\text{ITE LUC 221 Weekday Daily Trip Rate (Dense Multi-Use Urban)}}$$

$$\begin{aligned}&\frac{4.91}{5.44} = \frac{(Y)}{2.59} \quad Y = 2.34 \\T &= Y * 10.000 \\T &= 23.377 \\T &= 24 \text{ vehicle trips} \\&\text{with 50\% (12 vpd) entering and 50\% (12 vpd) exiting.} \\&\text{(same distribution split as ITE LUC 221 General Urban/Suburban during the Saturday Daily period)}\end{aligned}$$

SATURDAY PEAK HOUR OF GENERATOR

$$\frac{\text{ITE LUC 221 Saturday Peak Trip Rate (General Urban/Suburban)}}{\text{ITE LUC 221 Weekday Evening Peak Trip Rate (General Urban/Suburban)}} = \frac{\text{ITE LUC 221 Saturday Peak Trip Rate (Dense Multi-Use Urban)}}{\text{ITE LUC 221 Weekday Evening Peak Trip Rate (Dense Multi-Use Urban)}}$$

$$\begin{aligned}&\frac{0.44}{0.44} = \frac{(Y)}{0.18} \quad Y = 0.18 \\T &= Y * 10.000 \\T &= 1.8 \\T &= 2 \text{ vehicle trips} \\&\text{with 49\% (1 vpd) entering and 51\% (1 vpd) exiting.} \\&\text{(same distribution split as ITE LUC 221 General Urban/Suburban during the Saturday Peak period)}\end{aligned}$$

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): 2.720

AVERAGE WEEKDAY DAILY

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

$$T = Y \quad * \quad 2.720$$

$$T = 20.04$$

$$T = 20 \quad \text{vehicle trips}$$

with 50% (10 vpd) entering and 50% (10 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.83 * (X)$$

$$T = 0.83 \quad * \quad 2.720$$

$$T = 2.26$$

$$T = 2 \quad \text{vehicle trips}$$

with 86% (2 vph) entering and 14% (0 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.87 * (X)$$

$$T = 0.87 \quad * \quad 2.720$$

$$T = 2.37$$

$$T = 2 \quad \text{vehicle trips}$$

with 17% (0 vph) entering and 83% (2 vph) exiting.

SATURDAY DAILY

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

$$T = Y \quad * \quad 2.720$$

$$T = 1.67 \quad * \quad 2.720$$

$$T = 4.55$$

$$T = 4 \quad \text{vehicle trips}$$

with 50% (2 vpd) entering and 32% (2 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

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

$$T = Y \quad * \quad 2.720$$

$$T = 1.09$$

$$T = 1 \quad \text{vehicle trips}$$

with 54% (1 vph) entering and 46% (0 vph) exiting.

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

Institute of Transportation Engineers (ITE)**Land Use Code (LUC) 822 - Strip Retail Plaza (<40k)****General Urban/Suburban**

Average Vehicle Trips Ends vs: 1000 Sq. Ft. Gross Floor Area
Independent Variable (X): 1.180

AVERAGE WEEKDAY DAILY

$$\frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Weekday PM Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Weekday PM Trip Rate}} = \frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Weekday Daily Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Weekday Daily Trip Rate}}$$

$$\frac{4.10}{6.59} = \frac{(Y)}{54.45} \quad Y = 33.88$$

$$T = Y * 1.180$$

$$T = 39.98$$

$$T = 40 \text{ vehicle trips}$$

with 500% (20 vpd) entering and 50% (20 vpd) exiting.

(same distribution split as ITE LUC 822 (General Urban/Suburban) during the Weekday Daily)

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Weekday PM Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Weekday PM Trip Rate}} = \frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Weekday AM Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Weekday AM Trip Rate}}$$

$$\frac{4.10}{6.59} = \frac{(Y)}{2.36} \quad Y = 1.47$$

$$T = Y * 1.180$$

$$T = 1.73$$

$$T = 2 \text{ vehicle trips}$$

with 60% (1 vpd) entering and 40% (1 vpd) exiting.

(same distribution split as ITE LUC 822 (General Urban/Suburban) during the Weekday AM)

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\frac{\text{ITE LUC 821 (Dense Multi-Use Urban) Weekday PM Trip Rate}}{\text{ITE LUC 821 (General Urban/Suburban) Weekday PM Trip Rate}} = \frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Weekday PM Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Weekday PM Trip Rate}}$$

$$\frac{3.23}{5.19} = \frac{(Y)}{6.59} \quad Y = 4.10$$

$$T = Y * 1.180$$

$$T = 4.84$$

$$T = 4 \text{ vehicle trips}$$

with 50% (2 vpd) entering and 50% (2 vpd) exiting.

(same distribution split as ITE LUC 822 (General Urban/Suburban) during the Weekday PM)

SATURDAY DAILY

$$\frac{\text{ITE LUC 821 (General Urban/Suburban) Saturday Daily Trip Rate}}{\text{ITE LUC 821 (General Urban/Suburban) Saturday Peak Hour Trip Rate}} = \frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Saturday Daily Trip Rate}}{\text{ITE LUC 822 (Dense Multi-Use Urban) Saturday Peak Hour Trip Rate}}$$

$$\frac{81.07}{6.22} = \frac{(Y)}{5.20} \quad Y = 67.78$$

$$T = Y * 1.180$$

$$T = 79.98$$

$$T = 80 \text{ vehicle trips}$$

with 50% (40 vpd) entering and 50% (40 vpd) exiting.

(same distribution split as ITE LUC 821 during the Saturday Daily)

SATURDAY PEAK HOUR OF GENERATOR

$$\frac{\text{ITE LUC 821 (Dense Multi-Use Urban) Saturday Midday Trip Rate}}{\text{ITE LUC 821 (General Urban/Suburban) Saturday Midday Trip Rate}} = \frac{\text{ITE LUC 822 (Dense Multi-Use Urban) Saturday Midday Trip Rate}}{\text{ITE LUC 822 (General Urban/Suburban) Saturday Midday Trip Rate}}$$

$$\frac{4.92}{6.22} = \frac{(Y)}{6.57} \quad Y = 5.20$$

$$T = Y * 1.180$$

$$T = 6.14$$

$$T = 6 \text{ vehicle trips}$$

with 51% (3 vpd) entering and 49% (3 vpd) exiting.

(same distribution split as ITE LUC 822 (General Urban/Suburban) during the Saturday Midday)

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 931 - Fine Dining Restaurant

General Urban/Suburban

Average Vehicle Trips Ends vs: 1,000 Sq. Ft. Gross Floor Area

Independent Variable (X): 5.500

AVERAGE WEEKDAY DAILY

$$T = 83.84 * (X)$$

$$T = 83.84 * 5.500$$

$$T = 461.12$$

$$T = 462 \text{ vehicle trips}$$

with 50% (231 vpd) entering and 50% (231 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.73 * (X)$$

$$T = 0.73 * 5.500$$

$$T = 4.02$$

$$T = 4 \text{ vehicle trips}$$

with 55% (2 vph) entering and 45% (2 vph) exiting.

(same distribution split as ITE LUC 932 during the Weekday AM)

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 7.80 * (X)$$

$$T = 7.8 * 5.500$$

$$T = 42.90$$

$$T = 43 \text{ vehicle trips}$$

with 67% (29 vph) entering and 33% (14 vph) exiting.

SATURDAY DAILY

$$T = 90.04 * (X)$$

$$T = 90.04 * 5.500$$

$$T = 495.22$$

$$T = 496 \text{ vehicle trips}$$

with 50% (248 vpd) entering and 50% (248 vpd) exiting.

SATURDAY PEAK HOUR OF GENERATOR

$$T = 10.68 * (X)$$

$$T = 10.68 * 5.500$$

$$T = 58.74$$

$$T = 59 \text{ vehicle trips}$$

with 59% (35 vph) entering and 41% (24 vph) exiting.

COMMERCIAL DEVELOPMENT

1 CONGRESS STREET PORTSMOUTH, NEW HAMPSHIRE SITE PERMIT PLANS

PERMIT LIST:
NHDES SEWER DISCHARGE PERMIT: TO BE SUBMITTED
PORTSMOUTH HDC: TO BE PENDING
PORTSMOUTH SITE PLAN: PENDING

OWNER:
ONE MARKET SQUARE LLC
3 PLEASANT STREET
SUITE #400
PORTSMOUTH, NH 03801
TEL. (603) 427-0725

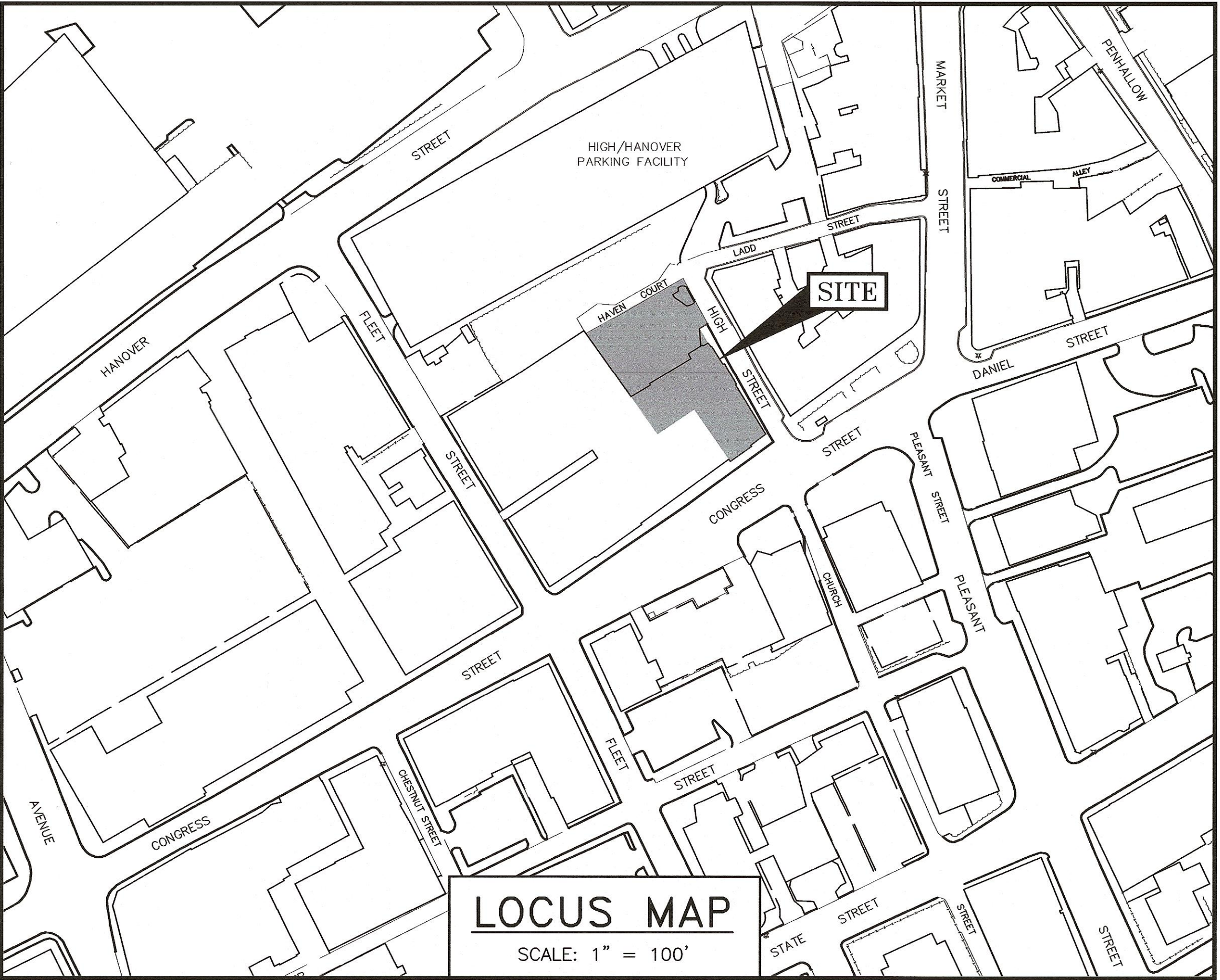
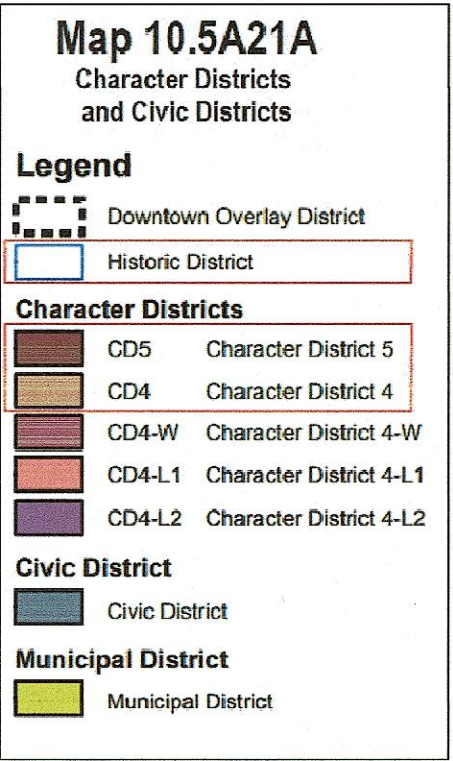
LANDSCAPE ARCHITECT:
TERRA FIRMA LANDSCAPE
ARCHITECTURE
163A COURT STREET
PORTSMOUTH, NH 03801
TEL. (603) 430-8388

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

GEOTECHNICAL:
GEOTECHNICAL SERVICES INC.
18 COTE AVENUE, UNIT 11
GOFFSTOWN, N.H. 03045
Tel. (603) 624-2722

ARCHITECT:
ARCOVE LLC
3 CONGRESS STREET
SUITE 1
PORTSMOUTH, NH 03801
TEL. (603) 731-5187

LAND USE ATTORNEY:
BRUTON & BERUBE, PLLC
601 CENTRAL AVENUE
DOVER, N.H. 03820
Tel. (603) 749-4529



LEGEND:

EXISTING	PROPOSED	
---	---	PROPERTY LINE
S	S	SETBACK
SL	SL	SEWER PIPE
G	G	SEWER LATERAL
D	D	GAS LINE
W	W	STORM DRAIN
WS	WS	WATER LINE
UGE	UGE	WATER SERVICE
OHW	OHW	UNDERGROUND ELECTRIC
UD	UD	OVERHEAD ELECTRIC/WIRES
		FOUNDATION DRAIN
		EDGE OF PAVEMENT (EP)
		CONTOUR
		SPOT ELEVATION
		UTILITY POLE
		WALL MOUNTED EXTERIOR LIGHTS
		TRANSFORMER ON CONCRETE PAD
		ELECTRIC HANDHOLD
		SHUT OFFS (WATER/GAS)
		GATE VALVE
		HYDRANT
		CATCH BASIN
		SEWER MANHOLE
		DRAIN MANHOLE
		TELEPHONE MANHOLE
		PARKING SPACE COUNT
		PARKING METER
		LANDSCAPED AREA
		TO BE DETERMINED
		CAST IRON PIPE
		COPPER PIPE
		DUCTILE IRON PIPE
		POLYVINYL CHLORIDE PIPE
		REINFORCED CONCRETE PIPE
		ASBESTOS CEMENT PIPE
		VITRIFIED CLAY PIPE
		EDGE OF PAVEMENT
		ELEVATION
		FINISHED FLOOR
		INVERT
		SLOPE FT/FT
		TEMPORARY BENCH MARK
		TYPICAL



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

INDEX OF SHEETS

ON SITE DEVELOPMENT

—	BOUNDARY PLAN
C1	EXISTING CONDITIONS PLAN
C2	DEMOLITION PLAN
C3	PROJECT SITE PLAN
—	ARCHITECTURAL PLANS
—	LANDSCAPE PLANS
C4	UTILITY PLAN
C5	GRADING PLAN
C6	PARKING LEVEL PLAN
D1-D4	DETAILS

OFF SITE IMPROVEMENTS

C12	GRADING— LADD STREET
C13	GRADING— ALLEY
C14	UTILITY— ALLEY

UTILITY CONTACTS

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

SEWER & WATER:
PORTSMOUTH DEPARTMENT OF PUBLIC WORKS
680 PEVERLY HILL ROAD
PORTSMOUTH, N.H. 03801
Tel. (603) 427-1530
ATTN: JIM TOW

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

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

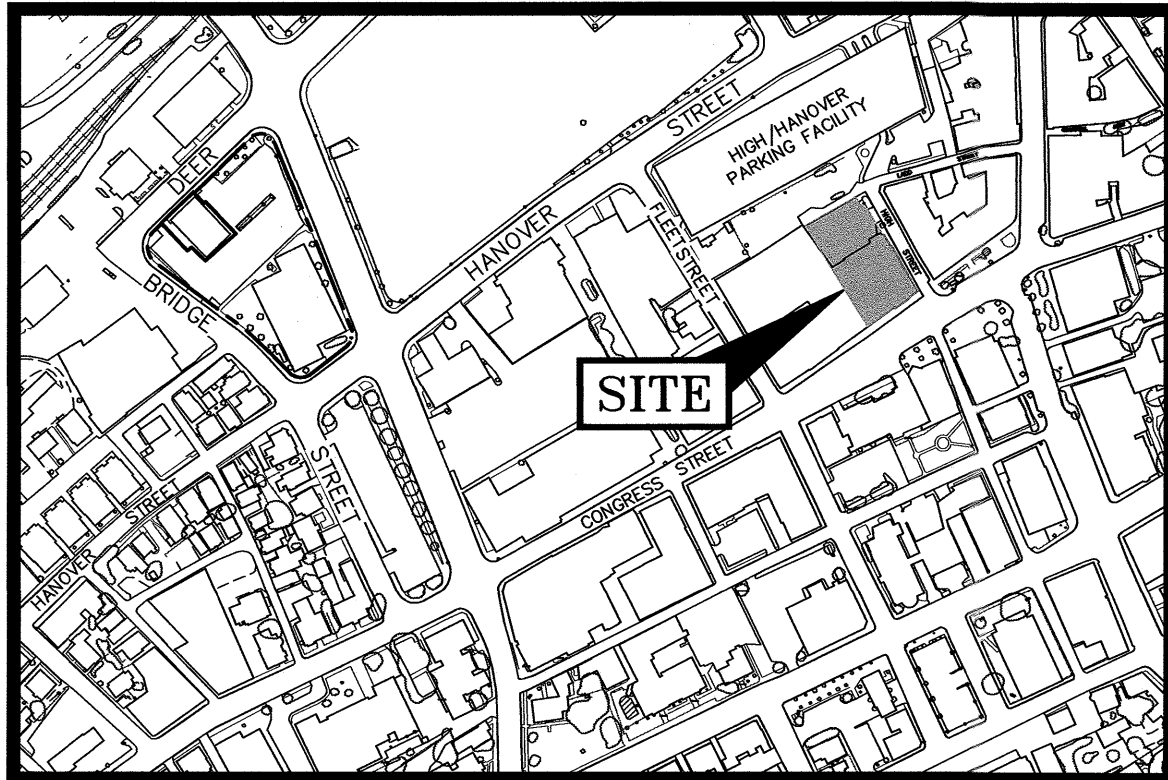
CABLE:
COMCAST
155 COMMERCE WAY
PORTSMOUTH, N.H. 03801
Tel. (603) 679-5695 (X1037)
ATTN: MIKE COLLINS

**SITE PERMIT PLANS
COMMERCIAL DEVELOPMENT
1 CONGRESS STREET
PORTSMOUTH, N.H.**



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

PLAN SET SUBMITTAL DATE: 6 SEPTEMBER 2022



LOCATION MAP

SCALE: 1" = 300'

LEGEND:

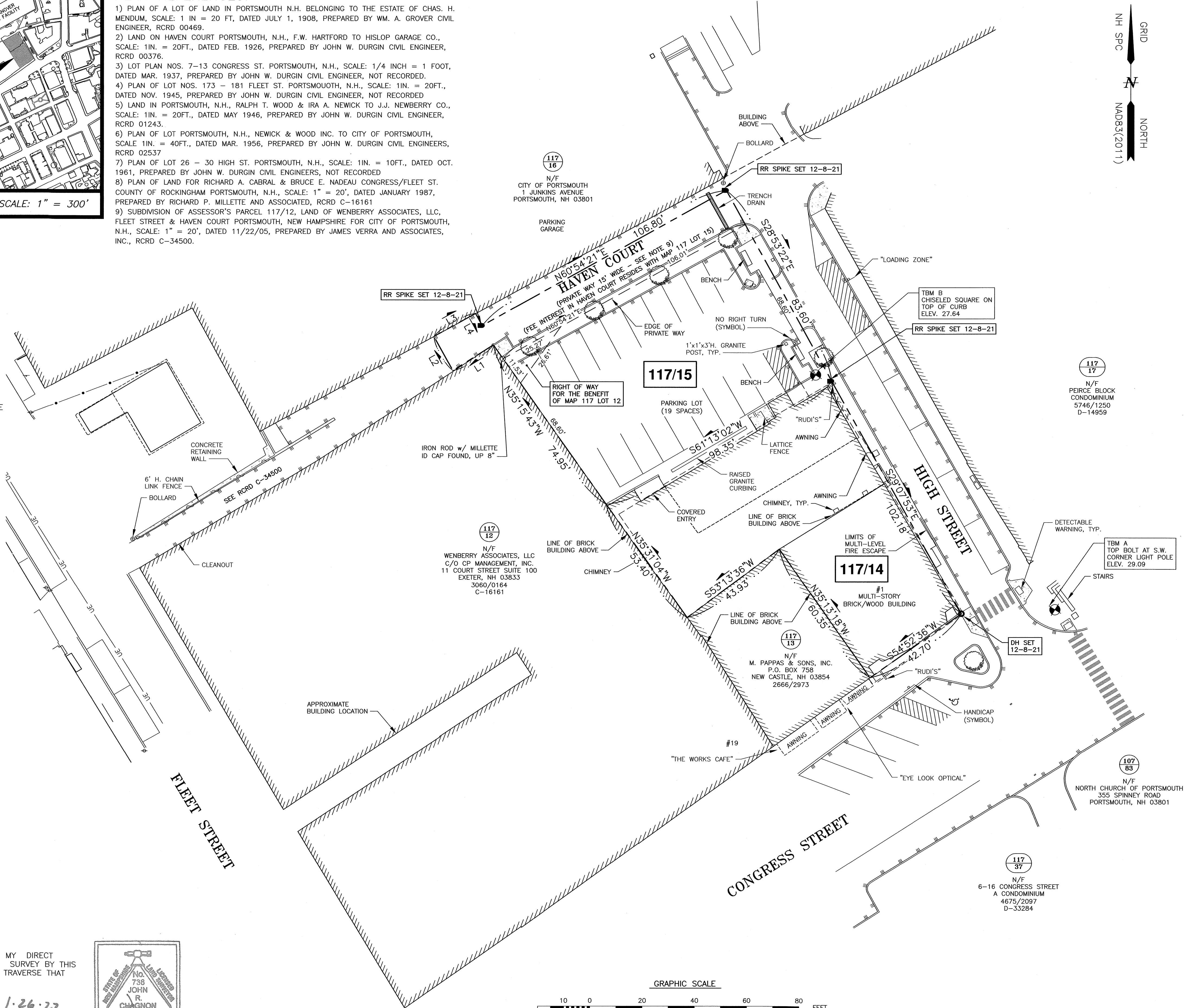
N/F	NOW OR FORMERLY
RP	RECORD OF PROBATE
RCRD	ROCKINGHAM COUNTY
	REGISTRY OF DEEDS
RR SPK	RAILROAD SPIKE
11 21	MAP 11/LOT 21
○ IR FND	IRON ROD FOUND
○ IP FND	IRON PIPE FOUND
● IR SET	IRON ROD SET
● DH SET	DRILL HOLE SET
● DH SET	DRILL HOLE SET
■ NHHB	NH DOT BOUND FOUND
■ TB	TOWN BOUND
■ BND w/DH	BOUND WITH DRILL HOLE
■ ST BND w/DH	STONE BOUND WITH DRILL HOLE

LENGTH TABLE

LINE	BEARING	DISTANCE
L1	S57°27'42"W	18.36'
L2	N28°53'22"W	15.00'
L3	N61°07'46"E	18.19'
L4	S29°05'39"E	5.28'

PLAN REFERENCES:

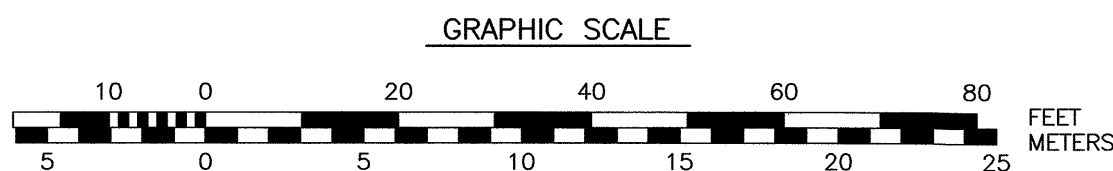
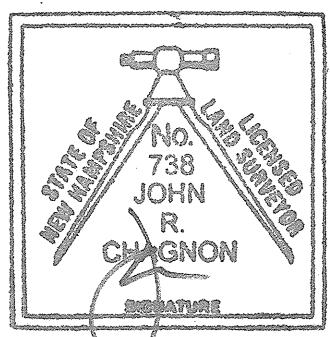
- 1) PLAN OF A LOT OF LAND IN PORTSMOUTH N.H. BELONGING TO THE ESTATE OF CHAS. H. MENDUM, SCALE: 1 IN. = 20 FT., DATED JULY 1, 1908, PREPARED BY WM. A. GROVER CIVIL ENGINEER, RCRD 00469.
- 2) LAND ON HAVEN COURT PORTSMOUTH, N.H., F.W. HARTFORD TO HISLOP GARAGE CO., SCALE: 1 IN. = 20 FT., DATED FEB. 1926, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 00376.
- 3) LOT PLAN NOS. 7-13 CONGRESS ST. PORTSMOUTH, N.H., SCALE: 1/4 INCH = 1 FOOT, DATED MAR. 1937, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED.
- 4) PLAN OF LOT NOS. 173 - 181 FLEET ST. PORTSMOUTH, N.H., SCALE: 1 IN. = 20 FT., DATED NOV. 1945, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED.
- 5) LAND IN PORTSMOUTH, N.H., RALPH T. WOOD & IRA A. NEWICK TO J.J. NEWBERRY CO., SCALE: 1 IN. = 20 FT., DATED MAY 1946, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 01243.
- 6) PLAN OF LOT PORTSMOUTH, N.H., NEWICK & WOOD INC. TO CITY OF PORTSMOUTH, SCALE 1 IN. = 40 FT., DATED MAR. 1956, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, RCRD 02537.
- 7) PLAN OF LOT 26 - 30 HIGH ST. PORTSMOUTH, N.H., SCALE: 1 IN. = 10 FT., DATED OCT. 1961, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, NOT RECORDED.
- 8) PLAN OF LAND FOR RICHARD A. CABRAL & BRUCE E. NADEAU CONGRESS/FLEET ST. COUNTY OF ROCKINGHAM PORTSMOUTH, N.H., SCALE: 1" = 20', DATED JANUARY 1987, PREPARED BY RICHARD P. MILLETTE AND ASSOCIATED, RCRD C-16161.
- 9) SUBDIVISION OF ASSESSOR'S PARCEL 117/12, LAND OF WENBERRY ASSOCIATES, LLC, FLEET STREET & HAVEN COURT PORTSMOUTH, NEW HAMPSHIRE FOR CITY OF PORTSMOUTH, N.H., SCALE: 1" = 20', DATED 11/22/05, PREPARED BY JAMES VERRA AND ASSOCIATES, INC., RCRD C-34500.



I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000.

JOHN R. CHAGNON, LLS 738

1-26-22
DATE



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) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 117 AS LOTS 14 AND 15.
- 2) OWNER OF RECORD:
ONE MARKET SQUARE, LLC
3 PLEASANT STREET, SUITE 400
PORTSMOUTH, NH 03801
6363/31 PARCEL 1 & PARCEL 2
- 3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 AND CHARACTER DISTRICT 5.
- 4) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.
- 5) LOT AREAS: MAP 117 LOT 14 7,266 S.F. 0.1668 ACRES
MAP 117 LOT 15 8,840 S.F. 0.2029 ACRES
COMBINED LOT AREA: 16,106 S.F. 0.3697 ACRES
- 6) PARCELS ARE NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F, EFFECTIVE JANUARY 29, 2021
- 7) THE PURPOSE OF THIS PLAN IS TO SHOW THE RESULTS OF A STANDARD BOUNDARY SURVEY ON TAX MAP 117, LOTS 14 AND 15 IN PORTSMOUTH, NH.
- 8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBS.
- 9) HAVEN COURT IS A PRIVATE WAY 15 FEET WIDE. ALL RIGHTS, TITLE AND INTEREST UNTO SAID HAVEN COURT WERE CONVEYED WITH ASSESSOR'S MAP 117 LOT 15, AS DESCRIBED IN RCRD 983/179, SUBJECT TO RIGHTS OF OTHERS (OTHERS NOT DEFINED ON THIS SURVEY).

NO.	DESCRIPTION	DATE
1	NEW OWNER	1/26/22
0	ISSUED FOR RECORDING	12/8/21

REVISIONS

STANDARD BOUNDARY SURVEY
TAX MAP 117
LOTS 14 & 15

OWNER OF RECORD:
ONE MARKET SQUARE, LLC

PROPERTY LOCATED AT:
**1 CONGRESS STREET & HIGH STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE**

SCALE: 1" = 20'

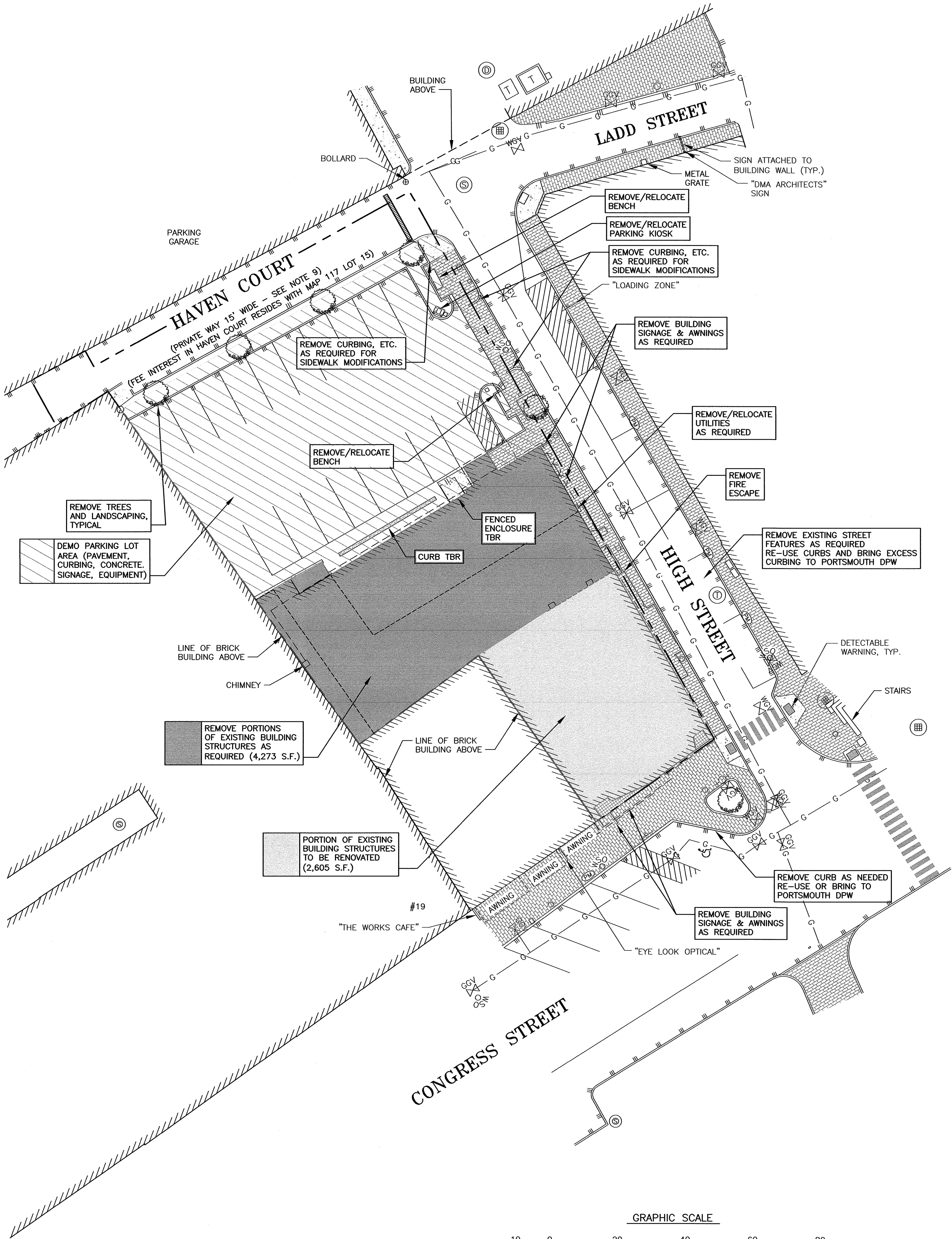
NOVEMBER 2021

FB 309 PG 15

3406

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 SAFETY 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



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

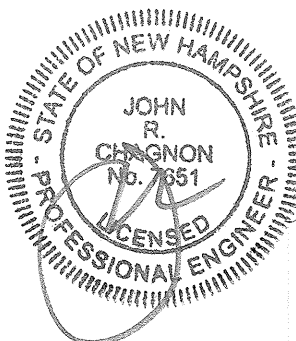
NOTES:

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

COMMERCIAL
DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.

0	ISSUED FOR COMMENT	9/6/22
NO.	DESCRIPTION	DATE

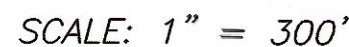
REVISIONS



SCALE 1" = 20' SEPTEMBER 2022

DEMOLITION
PLAN

C2



1 Congress Street			
One Market Square LLC			
Schematic Area Summary			
8/9/2022			
new construction	sq ft total new	existing	proposed
4th floor	7,812	n/a	hotel
3rd floor	9,355	n/a	hotel
2nd floor (footprint)	9,355	n/a	hotel
1st floor	7,639	n/a	restaurant/support
basement	9,581	n/a	parking & support
total new	43,742		
existing to remain and be renovated		existing	proposed
4th floor - 18.3 Congress St	2,422	residential	hotel
3rd floor - 18.3 Congress St	2,725	residential	hotel
2nd floor - 18.3 Congress St	2,725	office	hotel
1st floor - 18.3 Congress St (footprint)	2,725	restaurant	restaurant
basement - 18.3 Congress	2,725	storage/mech	storage/support
total renovation	13,322		
TOTAL FOOTPRINT new + reno	57,064		
TOTAL BUILDINGS new + reno	57,064		
drive-under drop off	1,456		
road decks	889		

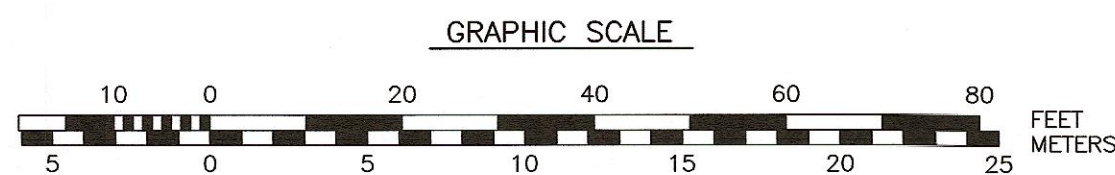
STANDARD BOUNDARY SURVEY, TAX MAP 117, LOTS 14 & 15, FOR
PETER H. JARVIS & SONS, LLC. 1 CONGRESS STREET & HIGH
STREET, CITY OF PORTSMOUTH, COUNTY OF ROCKINGHAM, STATE OF
NEW HAMPSHIRE. PREPARED BY AMBIT ENGINEERING, INC. DATED
NOVEMBER 2021, ISSUED FOR RECORDING 12/8/21. R.C.R.D. PLAN
D-43095.

BUILDING DATA:
PROPOSED BUILDING:
12,271 S.F. FOOTPRINT

LOT	REQUIRED HEIGHT & STORIES	PROPOSED HEIGHT & STORIES
14	2-3 STORIES WITH SHORT 4TH=45'	44'-11" / 3 STORY WITH 4TH SHORT
15	2 STORIES WITH SHORT 3RD=35'	44'-11" / 3 STORY WITH 4TH SHORT

ZONING DEVELOPMENT STANDARD			
CM (CM-0, CM-0.5, CM-1)	CHARACTER DISTRICT 4		
	RESIDENTIAL	EXISTING	PROPOSED
Height	1 stories with max height by 2'	n/a	10'-12'
Perchatures	may exceed 6'6" height by 2'	n/a	n/a
Roof appearance	may exceed 6'6" height by 2'	n/a	n/a
Building Types	shopfront	n/a	yes
Facade Types	commercial, (low work, mixed use, fixa space community,	n/a	commercial (hotel/restaurant)
	10.04.02.30.1 each may be increased above the max permitted for nonresidential offices or other substantive existing buildings, alleys, vehicular accessways, increased sidewalk width or community spaces.		
Setbacks (ft) *			0'-0'
Front (setback)	10	n/a	0
Side	15	n/a	2'-6"
Side	10'	n/a	0'
Rear, min	half 1/2 from rear line or 3/8' from 1/2	n/a	11' 2"
Front lotline building	5/6' min	n/a	100.00%
Lot area (sf)	10	n/a	8,640
GC area per dwelling	100	n/a	100
Coverage, maximum	100%	n/a	65.0%
Footcandle**	15.000	n/a	5.722
10.04.01.41 increase for outdoor parking if 50% of lot for parking & 30% lot in community space	20,000 ground (20,000 upper)		0
Ground floor area per use, max	15,000		3,470
Open space, minimum	10%		6.5%
Permitted uses (add & delete)	multifamily, (the work, office, retail, restaurant +5000sq)	surface parking lot	commercial retail
Block length, max (ft)	100	n/a	168' 4 5/8"
Parcel configuration	10	n/a	10
Length, max (ft)	80	n/a	72'-0"
Frontage opening, max (ft)	10	n/a	48'-0 1/2"
1/2 floor height above sidewalk, max	30'	n/a	8"
Ground floor height, min	12'	n/a	12'-11"
Second floor height, min	10'	n/a	11'-0"
Gleazing, shopfront, min	25%	n/a	min 20%
Gleazing, other	20% 50%	n/a	20%-50%
Roof appearance(s)	flat, gable 12-12-12, hip 9-12, gambrel (maximum 12-12-12)	n/a	flat, mansard, hip
	when >20 spaces, min spaces = 100% min required, 10.112.01 mixed used, some shared space allowed, UNIT=5000' - 5 space/unit, 20,000=1 space/unit, 20,000=1 space/unit, 1 = 1 visitor space/3 units)		
Parking, off-street, 200'	10	n/a	37
Professional (dentists/ lawyers)	n/a	n/a	n/a
Professional office	flat to 1000'		

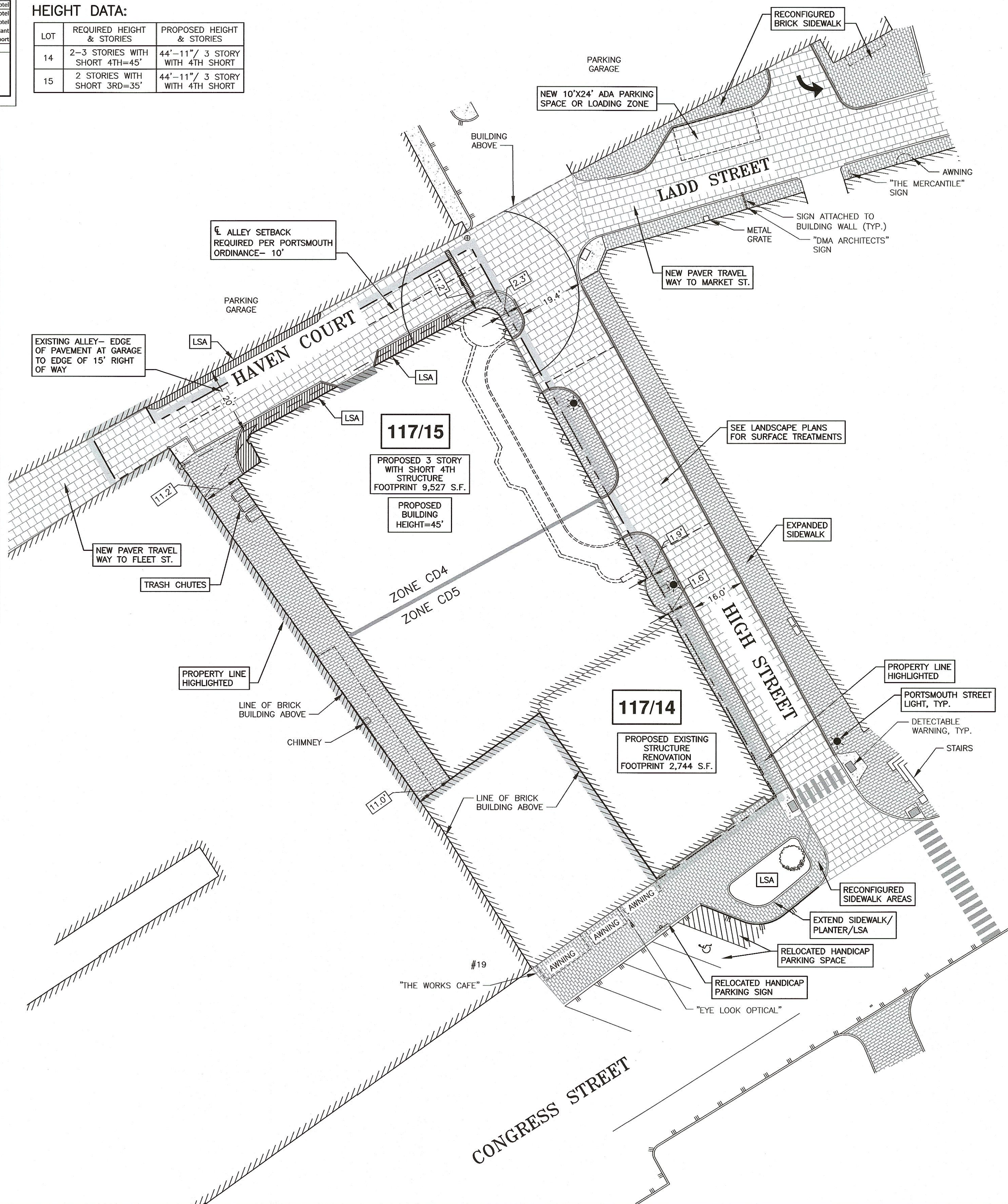
ZONING DEVELOPMENT STANDARD			
CDD (CDD-3, DDD, HCC)	CHARACTER DISTRICT S	DISTINGS	PROVIDED
Height	RECEIVED 2-3 stories with short 4th - 6th may exceed 35' height by Z	45'-0"	45'-0"
Protrusions	may exceed 35' height by Z	n/a	n/a
Roof appearance	flat, gabled, or mansard with 35'	that < 35' 0"	that < 35' 0"
Facade types	shop front	yes	yes
Building Types	commercial, live-work, mixed use, flex space & community	commercial, mixed use & community	commercial
	* 10-54.2 Z 12-4s may be increased above the max permitted for transitional centers or other subordinate mixing techniques, alley's, vehicular accessways, increased sidewalk width or community spaces.		
Setbacks (ft) *			
Front (setbacks) max	5	0'-0"	0'-0"
Front (secondary) max	5	0'-0"	5'-0"
Side	5	0'-0"	N/A
Rear, min	not 5' from rear line or 35' from d	0'-0"	0'-0"
Front setback	80% min	100%	100%
Front setback	80% min	100%	100%
Lot area (sq ft)	200	7,500	8,800
Setback (maximum)	100	100	100
Frontage, max	25%	85.61%	89.1%
10.54.2b-4d	50,000	6,367	6,641
112.54.2d-4d increase for indoor parking < 50% for open parking & 30% for to community space	50,000 (ground) (30,000 upper)	0	0
Ground floor area per min, min	15,000	6,367	6,641
Open space, minimum	0%	13.37%	10.9%
Permitted uses (CDD & other)	commercial, live/work, mixed use, flex space, community, office, retail, restaurant < 5000sq	commercial, mixed use, office, retail & restaurant	COMMERCIAL (retail, restaurant, hotel lobby)
Block length, max (ft)	200	300.39	307.3
Frontage spacing, max (ft)	100	300.39	76' 6.33"
Frontage spacing, max (ft)	100	50'-0"	63' 9.16"
Front height above sidewalk, min	30'	8'-0"	8'-0"
Second floor height, min	12'	13'-0"	13'-0"
Second floor height, min	10'	11'-0"	11'-0"
Cladding, storefront, min	20%		min 20%
Cladding, other	20%-50%		20%-50%
Roof type(s) (min)	flat, gable (6-12-12-12), hipped-3-12, gambrel/mansard (6-12-30-30)	mansard and gable	flat, mansard, hip
Parking, off-street (CDD)	when > 200 spaces, max spaces = 120% min required. 30-112.54.2d (mixed use, some shared spaces allowed). UNIT < 5000 < 5 spaces/UNIT. 500-7500 < 1 space/acre. > 7500 < 1.3 space/UNIT. (1 visitor space/2500)		0
Residential (dwelling) (CDD)		5	N/A
Professional office	N/A in CDD		



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 _____



AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors

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

1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 117 AS LOTS 14 AND 15.

2) OWNER OF RECORD:
ONE MARKET SQUARE, LLC
3 PLEASANT STREET, SUITE 400
PORTSMOUTH, NH 03801
6363/31 PARCEL 1 & PARCEL

3) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 4 AND CHARACTER DISTRICT 5. SEE TABLES THIS SHEET.

4) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.

5) LOT AREAS: <u>MAP 117 LOT 14</u>	<u>MAP 117 LOT 15</u>
7,266 S.F.	8,840 S.F.
0.1668 ACRES	0.2029 ACRES

COMBINED LOT AREA:
16,106 S.F.
0.3697 ACRES

6) PARCELS ARE NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F, EFFECTIVE JANUARY 29, 2021

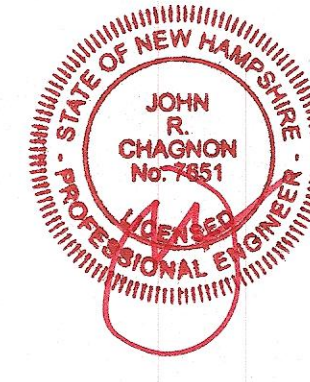
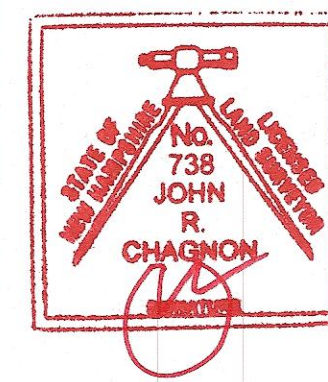
7) THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED DEVELOPMENT ON TAX MAP 117, LOTS 14 AND 15 IN PORTSMOUTH, NH.

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

9) HAVEN COURT IS A PRIVATE WAY 15 FEET WIDE. ALL RIGHTS, TITLE AND INTEREST UNTO SAID HAVEN COURT WERE CONVEYED WITH ASSESSOR'S MAP 117 LOT 15, AS DESCRIBED IN RCRD 983/179, SUBJECT TO RIGHTS OF OTHERS (OTHERS NOT DEFINED ON THIS PLAN).

COMMERCIAL
DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.

0	ISSUED FOR COMMENT		9/6/22
NO.	DESCRIPTION		DATE
REVISIONS			



SCALE 1" = 20' SEPTEMBER 2022

PROJECT SITE PLAN

C3



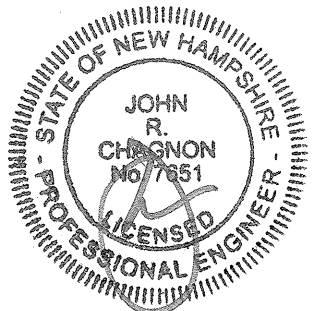
AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

NOTES:

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

**COMMERCIAL DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.**

REVISIONS	
NO.	DESCRIPTION
0	ISSUED FOR COMMENT
9/6/22	DATE



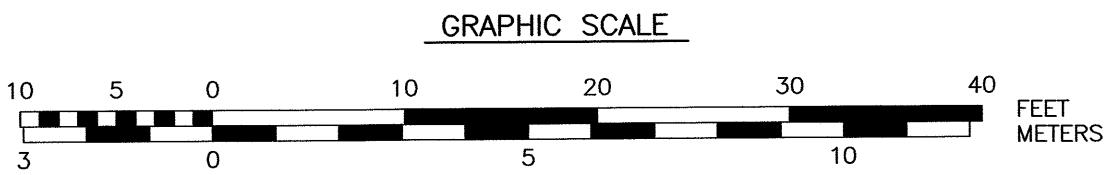
SCALE 1" = 10' SEPTEMBER 2022

UTILITY
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 ADJUTING 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 ADJUTING PROPERTIES. CONTRACTOR SHALL COORDINATE TEMPORARY SERVICES TO ADJUTERS WITH UTILITY COMPANY AND AFFECTED ADJUTER.



CONCEPT



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.

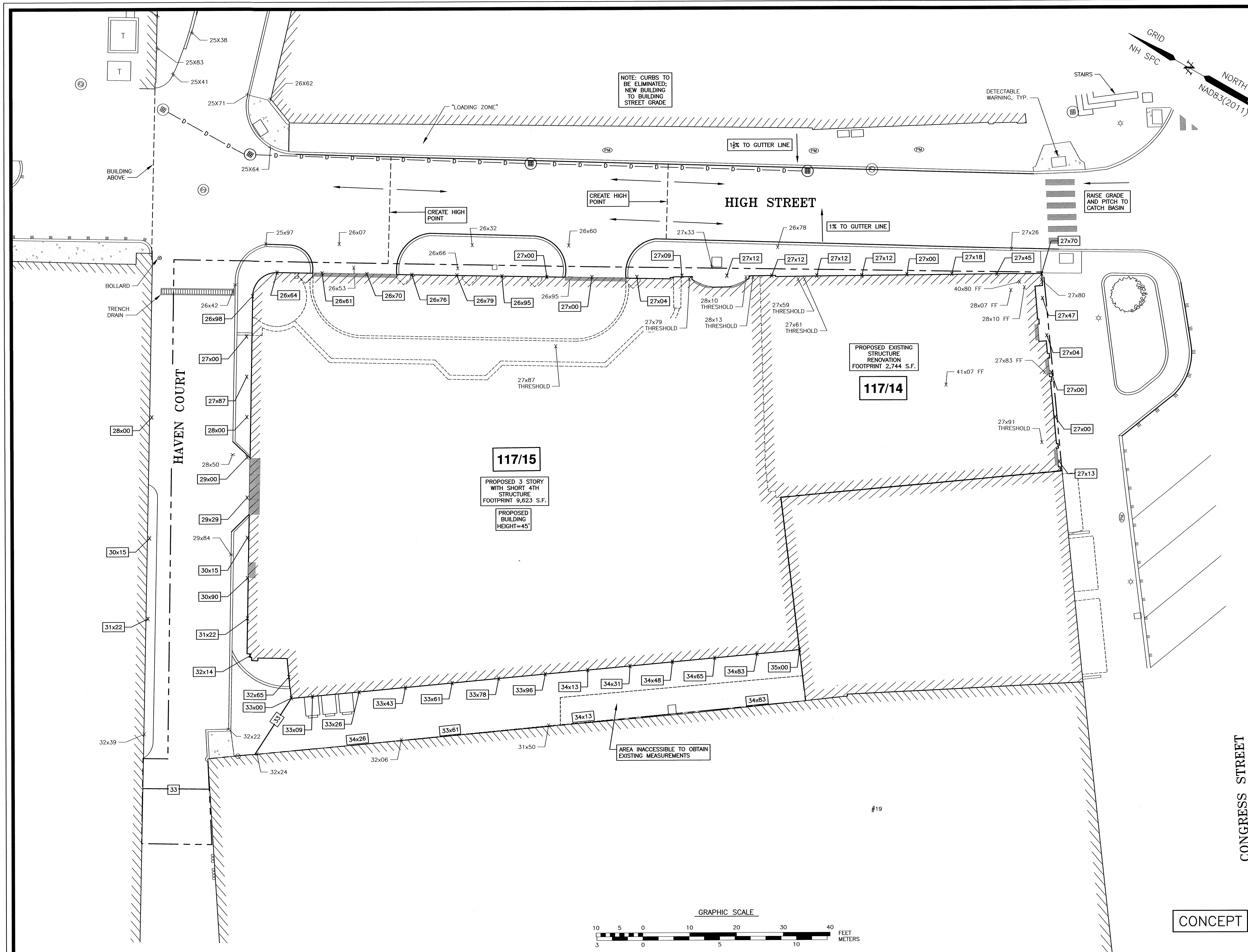
3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

0	ISSUED FOR COMMENT	9/6/22
NO.	DESCRIPTION	DATE

100

C5

3406



CONCEPT



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

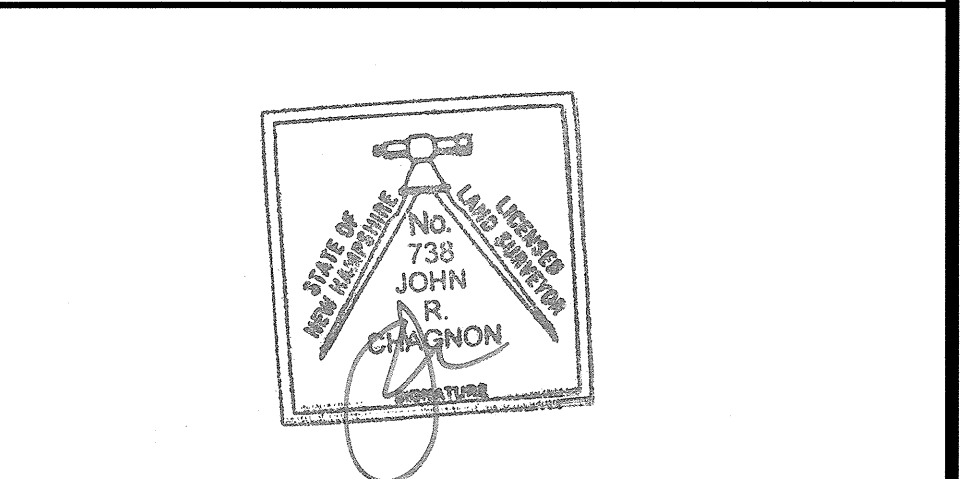
NOTES:

- 1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 117 AS LOTS 14 AND 15.
- 2) OWNER OF RECORD:
ONE MARKET SQUARE, LLC
3 PLEASANT STREET, SUITE 400
PORTSMOUTH, NH 03801
6363/31 PARCEL 1 & PARCEL 2
- 3) THE PURPOSE OF THIS PLAN IS TO SHOW THE PARKING FOR THE PROPOSED SITE DEVELOPMENT ON ASSESSORS MAP 117 AS LOTS 14 AND 15. IN THE CITY OF PORTSMOUTH.
- 4) REQUIRED PARKING:
PROPOSED USE: RETAIL, RESTAURANT, COFFEE SHOP, HOTEL.
FIRST FLOOR: EXEMPT FROM REQUIREMENT.
UPPER FLOORS:
45 GUEST ROOMS: 45 X .75/ROOM = 34 REQUIRED.
TOTAL REQUIRED: 34
TOTAL PROVIDED: 18 STACKED SPACES = 36
1 ADA = 1
TOTAL = 37
- 5) PARKING IS VALET ONLY FOR HOTEL USE.

**COMMERCIAL
DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.**

0	ISSUED FOR COMMENT	9/6/22
NO.	DESCRIPTION	DATE

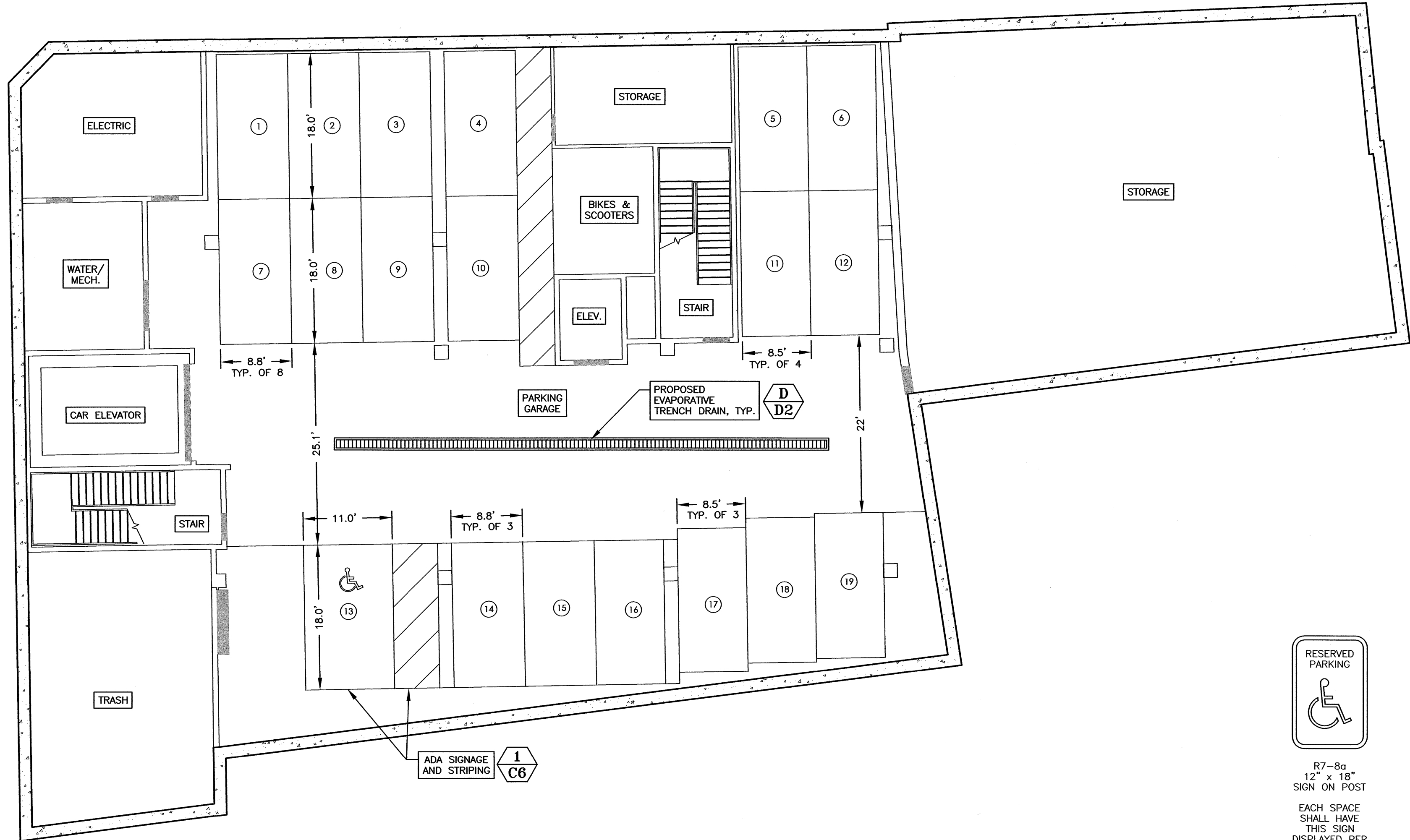
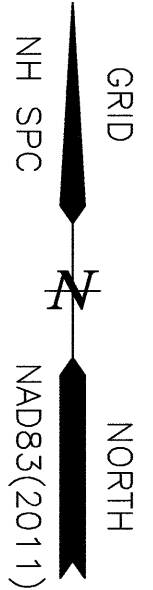
REVISIONS



SCALE 1" = 10' SEPTEMBER 2022

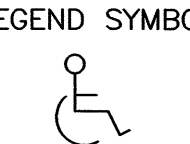
**PARKING LEVEL
PLAN**

C6

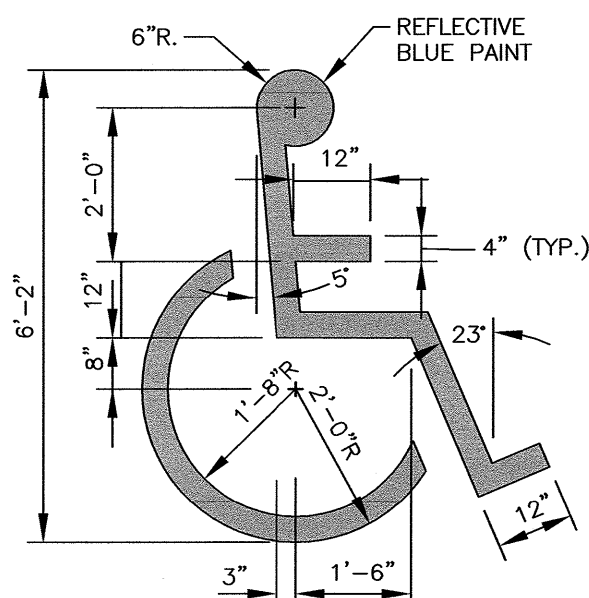


R7-Ba
12" x 18"
SIGN ON POST
EACH SPACE
SHALL HAVE
THIS SIGN
DISPLAYED PER
ADA CODE

SIGNAGE



LEGEND SYMBOL



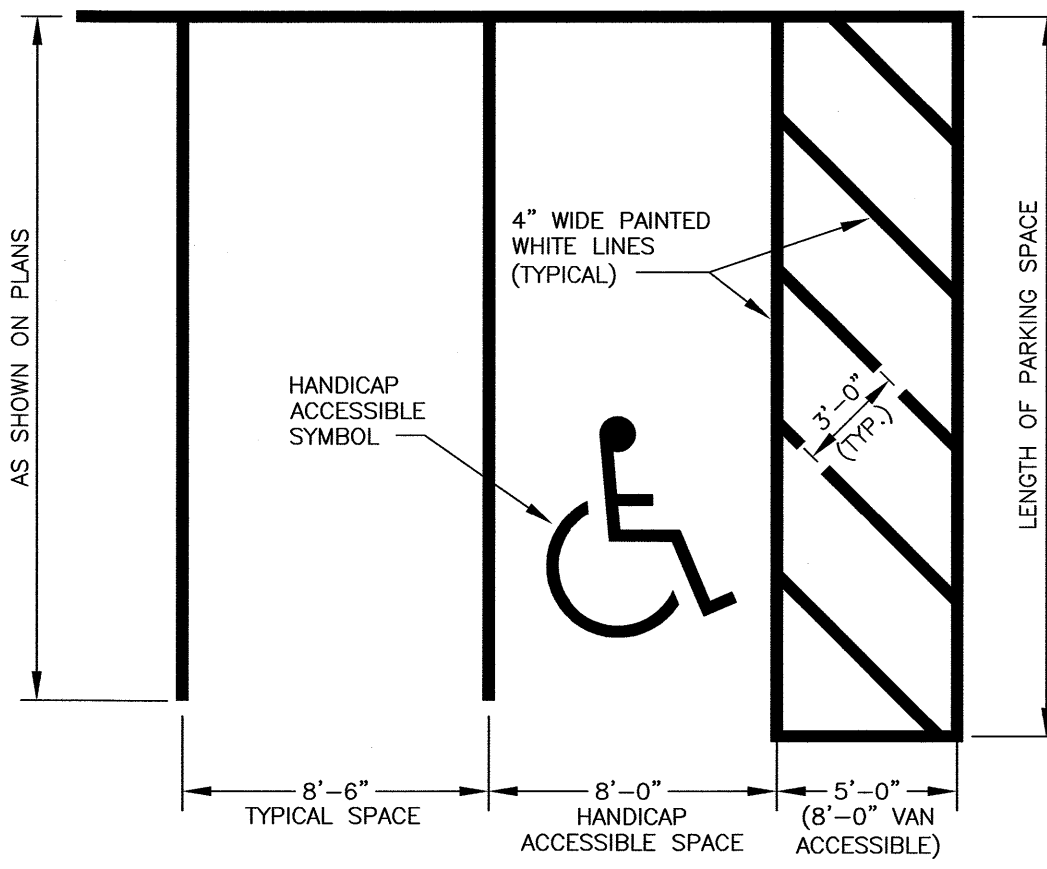
HANDICAP ACCESSIBLE SYMBOL



K-4438
12" x 18"
SIGN ON POST

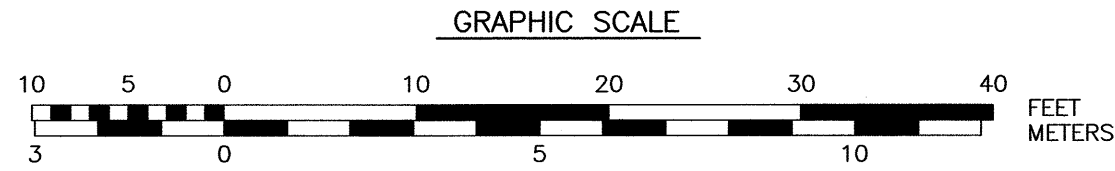
SIGNAGE

PROVIDE SIGN (PER ADA CODE) AT EACH HANDICAP ACCESSIBLE SPACE
HANDICAP ACCESS AISLE NO PARKING SIGN



NOTES:

- 1) SYMBOL TO BE PAINTED IN ALL HANDICAPPED SPACES.
- 2) SYMBOL, PAINT AND SIGNAGE TO CONFORM TO AMERICANS WITH DISABILITIES ACT (ADA).
- 3) ALL VAN ACCESSIBLE SPACES SHALL HAVE "VAN ACCESSIBLE" PLATE INSTALLED ON SIGN POST BELOW HANDICAP SIGN.



APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

EROSION CONTROL NOTES

CONSTRUCTION SEQUENCE

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

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

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

PLACE FODS AS NEEDED.

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

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 HIGH & LADD STREETS 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 RESEEDED, AND ALL NOXIOUS WEEDS REMOVED.

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

GENERAL COVER	PROPORTION	SEEDING RATE
CREEPING RED FESCUE	50%	100 LBS/ACRE
KENTUCKY BLUEGRASS	50%	
SLOPE SEED (USED ON ALL SLOPES GREATER THAN OR EQUAL TO 3:1)		
CREEPING RED FESCUE	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 RESEEDED BY THE CONTRACTOR AT HIS EXPENSE AS MANY TIMES AS NECESSARY TO SECURE GOOD GROWTH. THE ENTIRE AREA SHALL BE MAINTAINED, WATERED AND CUT UNTIL ACCEPTANCE OF THE LAWN BY THE OWNER'S REPRESENTATIVE.

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

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

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

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

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

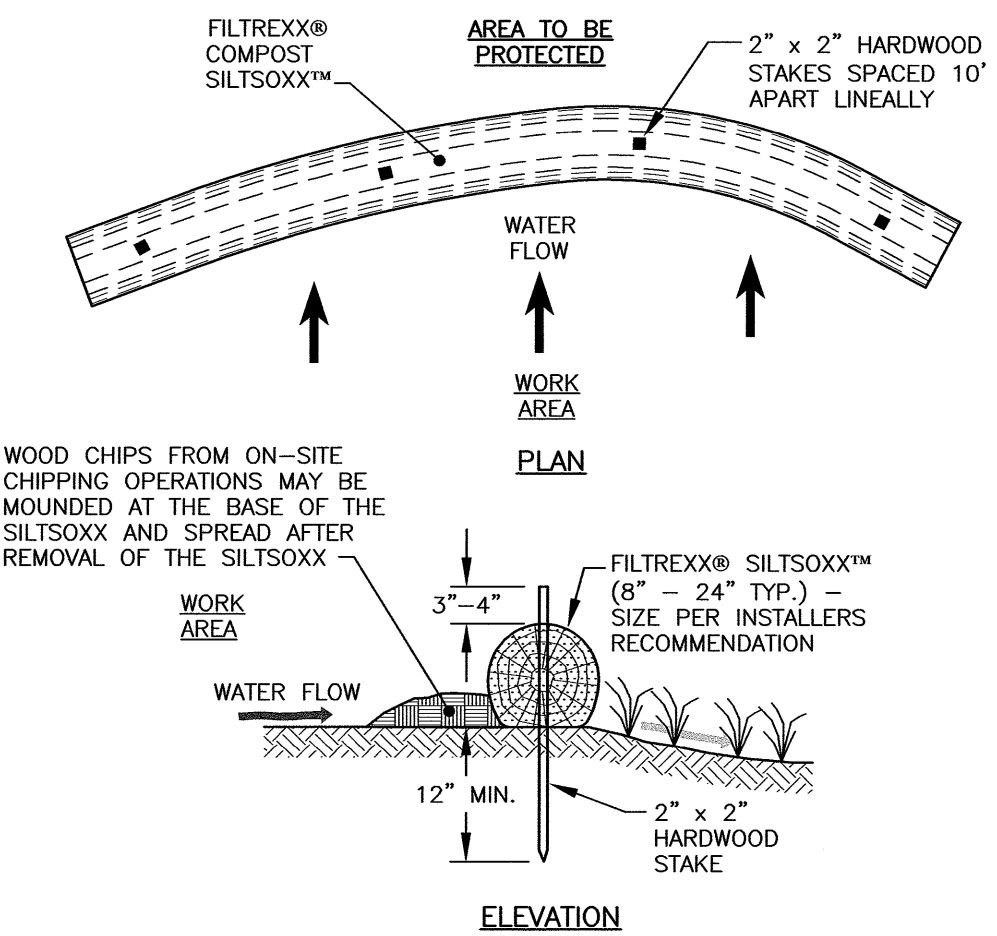
SILT FENCING AND SILTSOXX SHALL BE REMOVED ONCE VEGETATION IS ESTABLISHED, AND DISTURBED AREAS RESULTING FROM SILT FENCE AND SILTSOXX REMOVAL SHALL BE PERMANENTLY SEEDED.

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
(AS NEEDED)

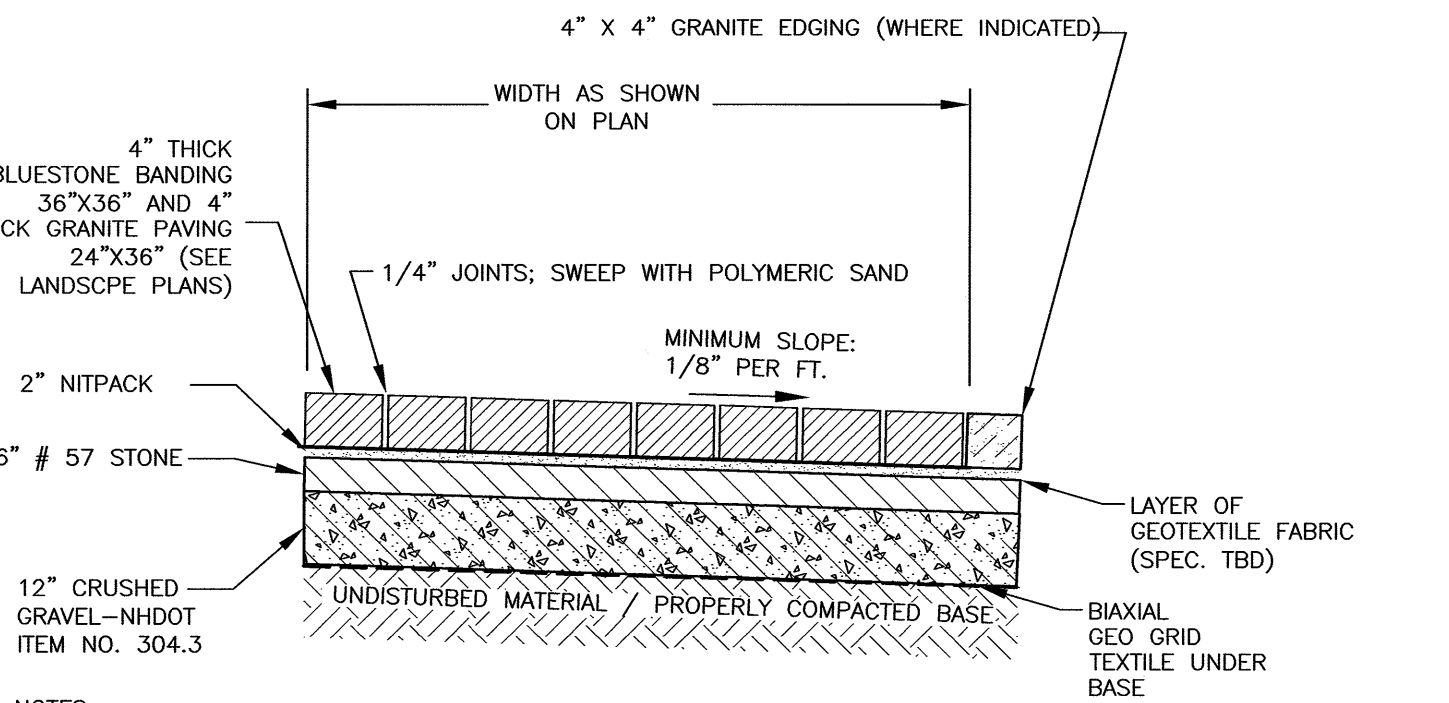
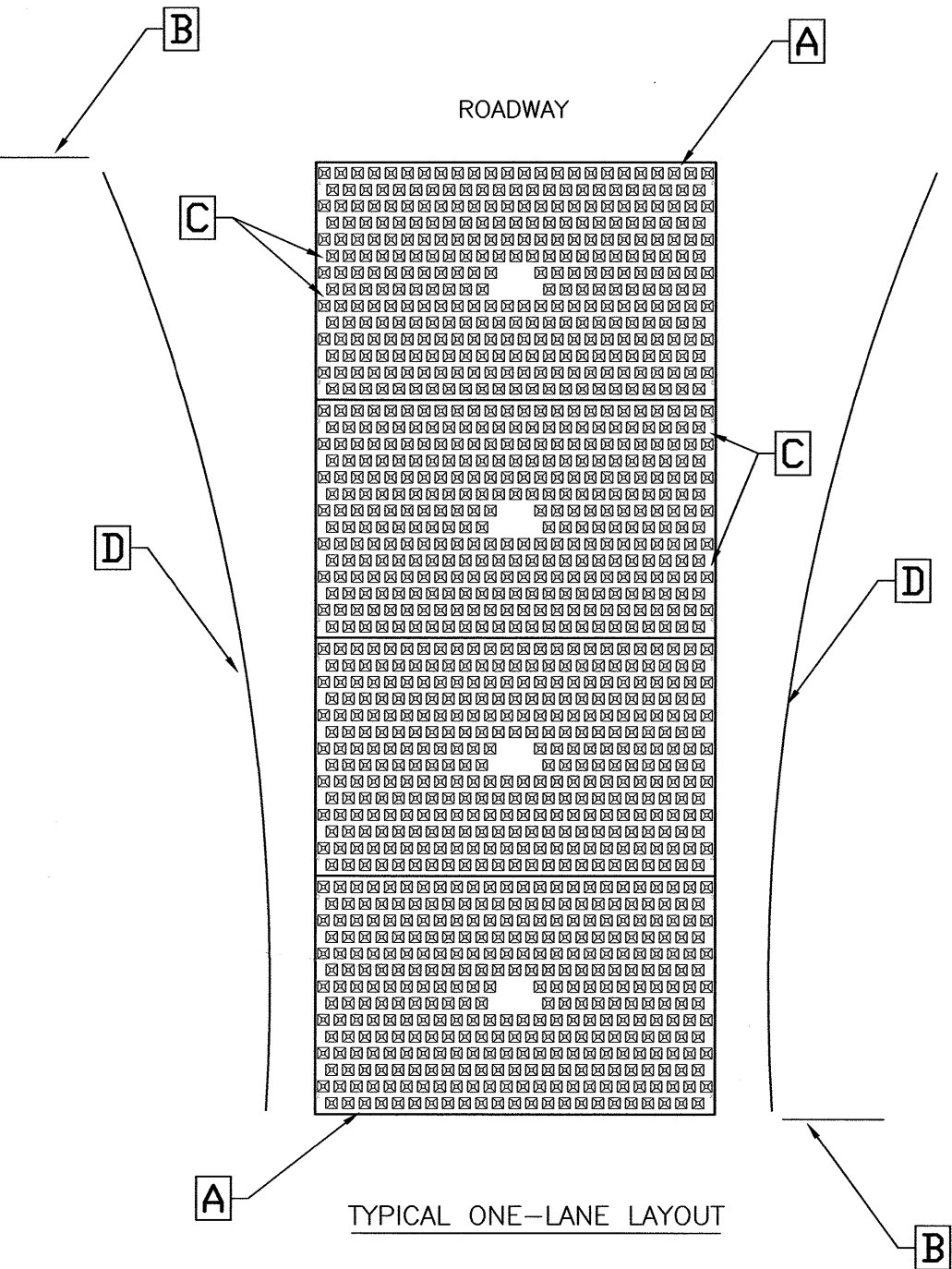
FODS TRACKOUT CONTROL SYSTEM

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.



- NOTES:
- 1) ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE CITY ORDINANCES & SPECIFICATIONS.

C
C3
GRANITE / BLUESTONE DETAIL (DRIVEABLE)
NTS

INSTALLATION:

1. THE SITE WHERE THE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED SHOULD CORRESPOND TO BEST MANAGEMENT PRACTICES AS MUCH AS POSSIBLE. THE SITE WHERE FODS TRACKOUT CONTROL SYSTEM IS PLACED SHOULD ALSO MEET OR EXCEED THE LOCAL JURISDICTION OR STORM WATER POLLUTION PREVENTION PLAN (SWPPP) REQUIREMENTS.
2. CALL FOR UTILITY LOCATES 3 BUSINESS DAYS IN ADVANCE OF THE OF FODS TRACKOUT CONTROL SYSTEM INSTALLATION FOR THE MARKING OF UNDERGROUND UTILITIES. CALL THE UTILITY NOTIFICATION CENTER AT 811.
3. ONCE THE SITE IS ESTABLISHED WHERE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED, ANY EXCESSIVE UNEVEN TERRAIN SHOULD BE LEVELED OUT OR REMOVED SUCH AS LARGE ROCKS, LANDSCAPING MATERIALS, OR SUDDEN ABRUPT CHANGES IN ELEVATION.
4. THE INDIVIDUAL MATS CAN START TO BE PLACED INTO POSITION. THE FIRST MAT SHOULD BE PLACED NEXT TO THE CLOSEST POINT OF EGRESS. THIS WILL ENSURE THAT THE VEHICLE WILL EXIT STRAIGHT FROM THE SITE ONTO THE PAVED SURFACE.
5. AFTER THE FIRST MAT IS PLACED DOWN IN THE PROPER LOCATION, MATS SHOULD BE ANCHORED TO PREVENT THE POTENTIAL MOVEMENT WHILE THE ADJOINING MATS ARE INSTALLED. ANCHORS SHOULD BE PLACED AT EVERY ANCHOR POINT (IF FEASIBLE) TO HELP MAINTAIN THE MAT IN ITS CURRENT POSITION.
6. AFTER THE FIRST MAT IS ANCHORED IN ITS PROPER PLACE, AN H BRACKET SHOULD BE PLACED AT THE END OF THE FIRST MAT BEFORE ANOTHER MAT IS PLACED ADJACENT TO THE FIRST MAT.
7. ONCE THE SECOND MAT IS PLACED ADJACENT TO THE FIRST MAT, MAKE SURE THE H BRACKET IS CORRECTLY SITUATED BETWEEN THE TWO MATS, AND SLIDE MATS TOGETHER.
8. NEXT THE CONNECTOR STRAPS SHOULD BE INSTALLED TO CONNECT THE TWO MATS TOGETHER.
9. UPON PLACEMENT OF EACH NEW MAT IN THE SYSTEM, THAT MAT SHOULD BE ANCHORED AT EVERY ANCHOR POINT TO HELP STABILIZE THE MAT AND ENSURE THE SYSTEM IS CONTINUOUS WITH NO GAPS IN BETWEEN THE MATS.
10. SUCCESSIVE MATS CAN THEN BE PLACED TO CREATE THE FODS TRACKOUT CONTROL SYSTEM REPEATING THE ABOVE STEPS.

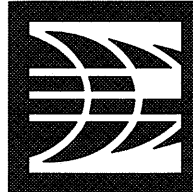
USE AND MAINTENANCE

1. VEHICLES SHOULD TRAVEL DOWN THE LENGTH OF THE TRACKOUT CONTROL SYSTEM AND NOT CUT ACROSS THE MATS.
2. DRIVERS SHOULD TURN THE WHEEL OF THEIR VEHICLES SUCH THAT THE VEHICLE WILL MAKE A SHALLOW S-TURN ROUTE DOWN THE LENGTH OF THE FODS TRACKOUT CONTROL SYSTEM.
3. MATS SHOULD BE CLEANED ONCE THE VOIDS BETWEEN THE PYRAMIDS BECOME FULL OF SEDIMENT. TYPICALLY THIS WILL NEED TO BE PERFORMED WITHIN TWO WEEKS AFTER A STORM EVENT. BRUSHING IS THE PREFERRED METHOD OF CLEANING, EITHER MANUALLY OR MECHANICALLY.
4. THE USE OF ICE MELT, ROCK SALT, SNOW MELT, DE-ICER, ETC. SHOULD BE UTILIZED AS NECESSARY DURING THE WINTER MONTHS AND AFTER A SNOW EVENT TO PREVENT ICE BUILDUP.

REMOVAL

1. REMOVAL OF FODS TRACKOUT CONTROL SYSTEM IS REVERSE ORDER OF INSTALLATION.
2. STARTING WITH THE LAST MAT, THE MAT THAT IS PLACED AT THE INNERMOST POINT OF THE SITE OR THE MAT FURTHEST FROM THE EXIT OR PAVED SURFACE SHOULD BE REMOVED FIRST.
3. THE ANCHORS SHOULD BE REMOVED.
4. THE CONNECTOR STRAPS SHOULD BE UNBOLTED AT ALL LOCATIONS IN THE FODS TRACKOUT CONTROL SYSTEM.
5. STARTING WITH THE LAST MAT IN THE SYSTEM, EACH SUCCESSIVE MAT SHOULD THEN BE MOVED AND STACKED FOR LOADING BY FORKLIFT OR EXCAVATOR ONTO A TRUCK FOR REMOVAL FROM THE SITE.

B
C5
FODS (USE AS REQUIRED)
NTS



AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors

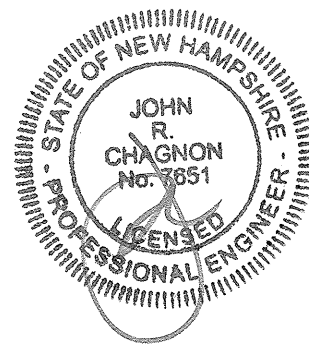
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2316

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.
- 2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.
- 3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).
- 4) HIGH AND LADD STREETS SHALL BE SWEEPED DAILY DURING EXCAVATION PHASE OF THE BUILDING CONSTRUCTION.

COMMERCIAL
DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.

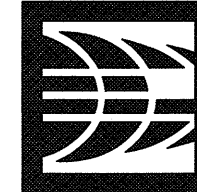
0	ISSUED FOR COMMENT	9/6/22
NO.	DESCRIPTION	DATE
REVISIONS		



SCALE: AS SHOWN SEPTEMBER 2022

EROSION PROTECTION
NOTES AND DETAILS

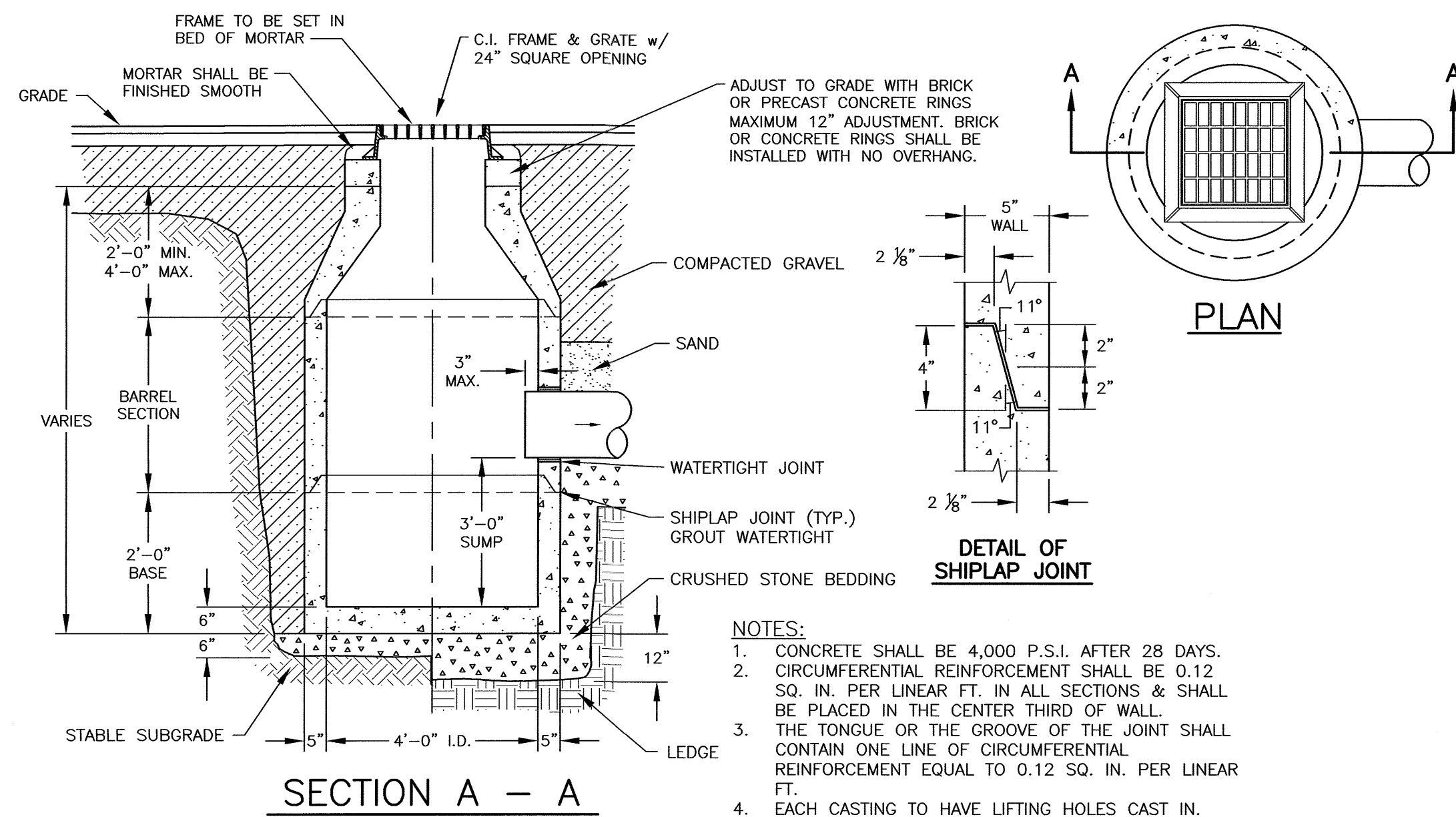
D1



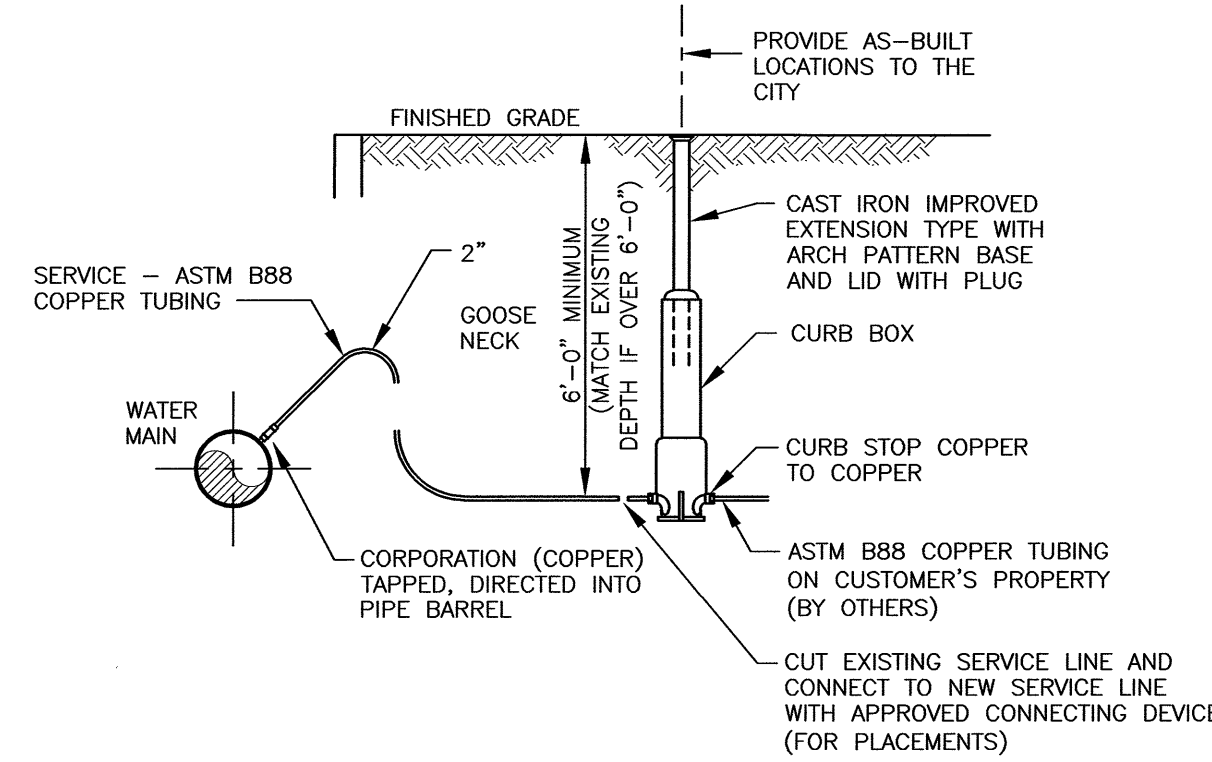
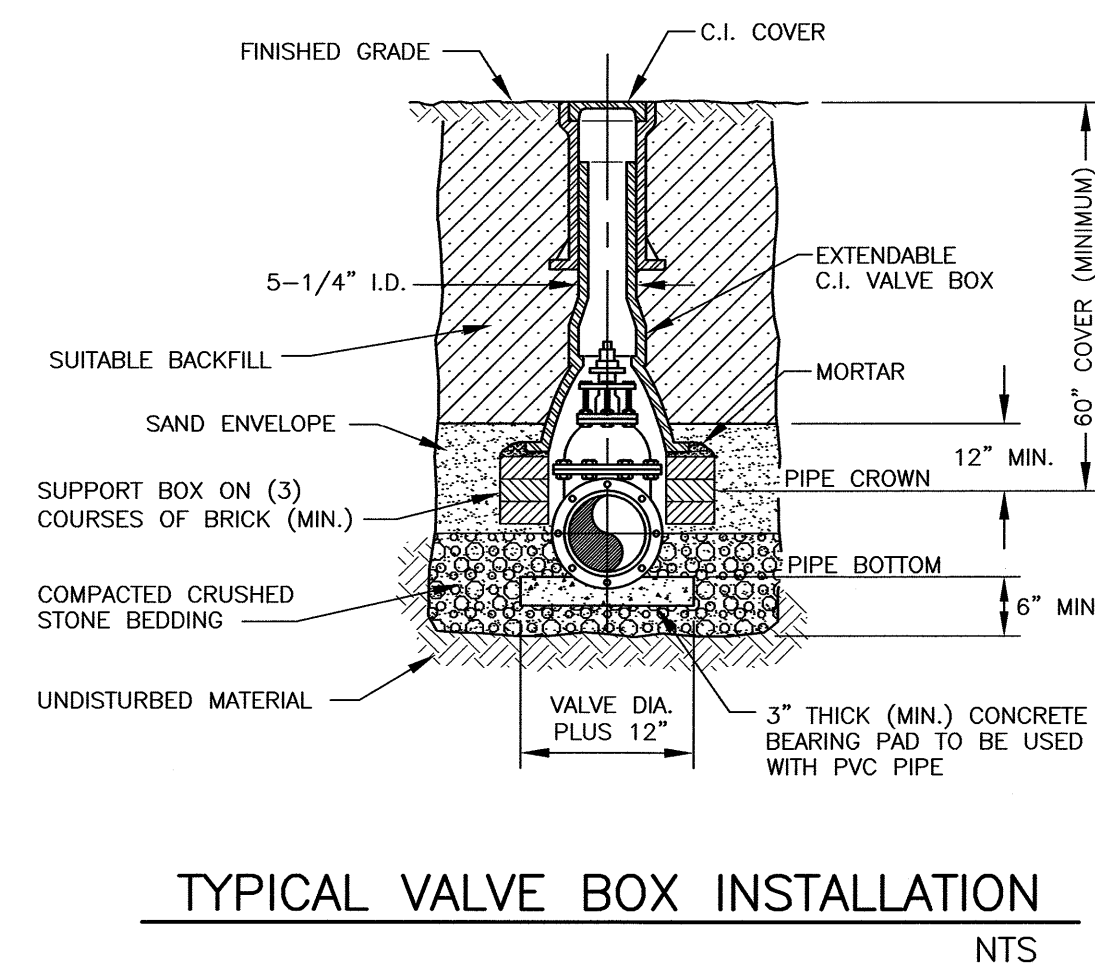
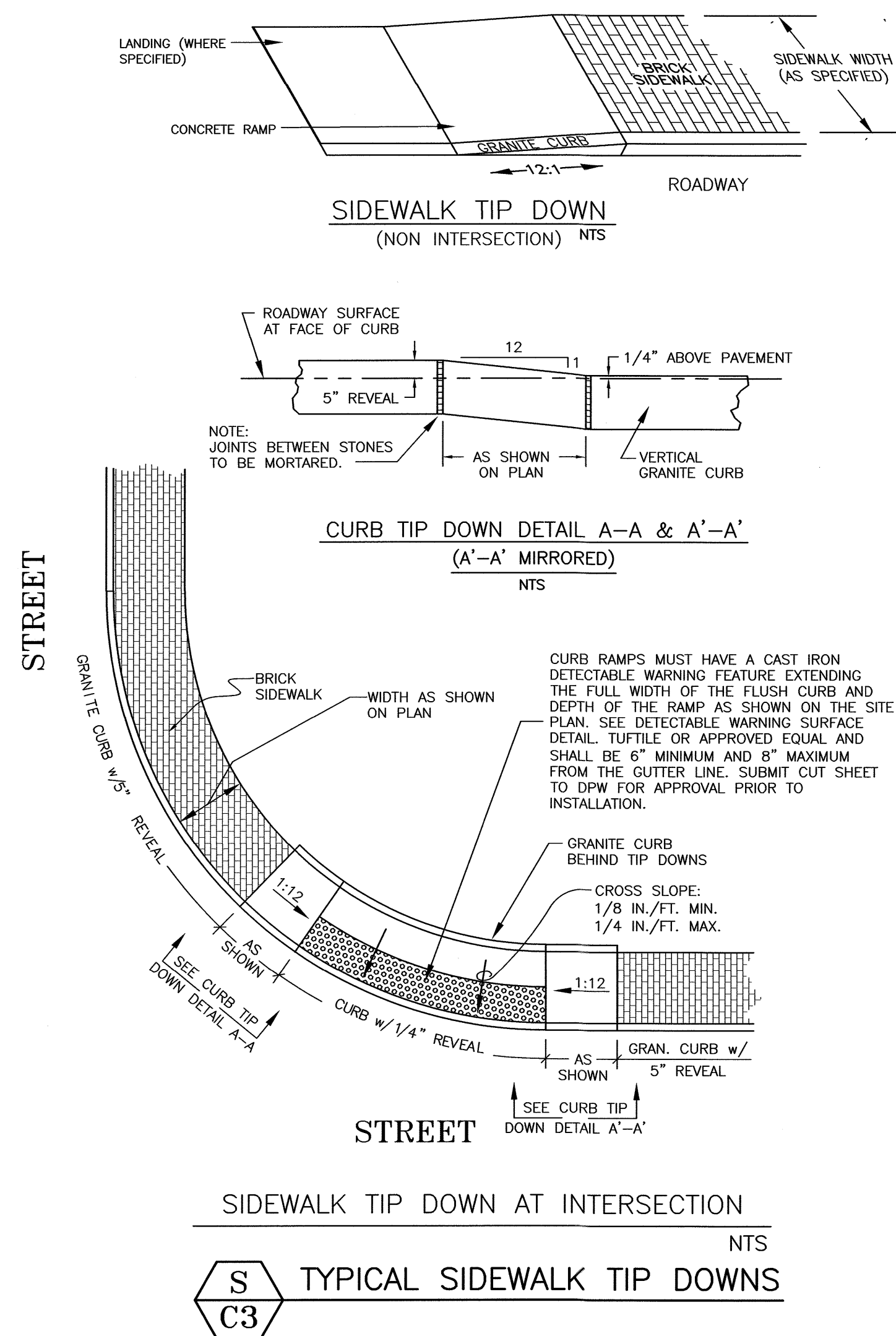
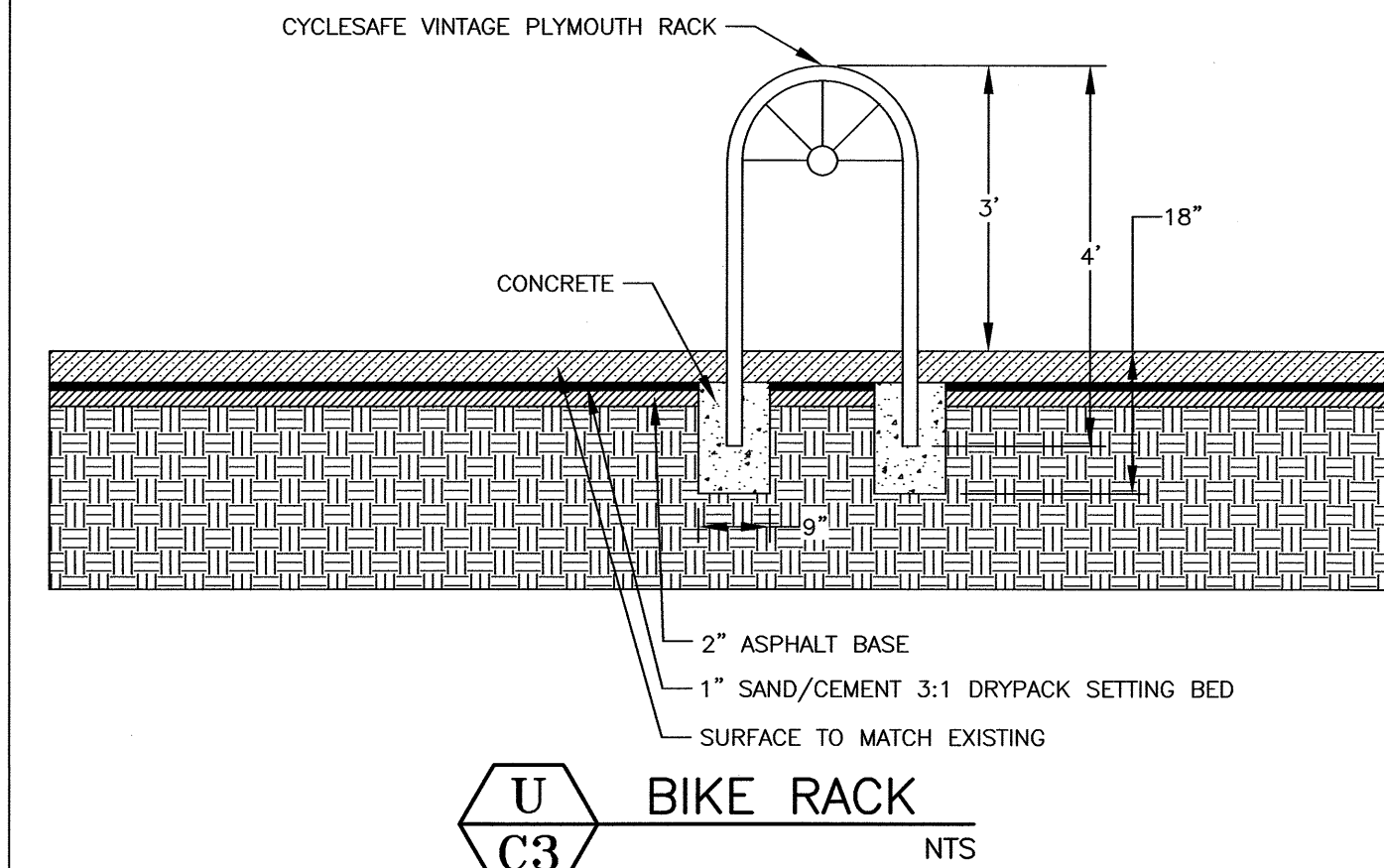
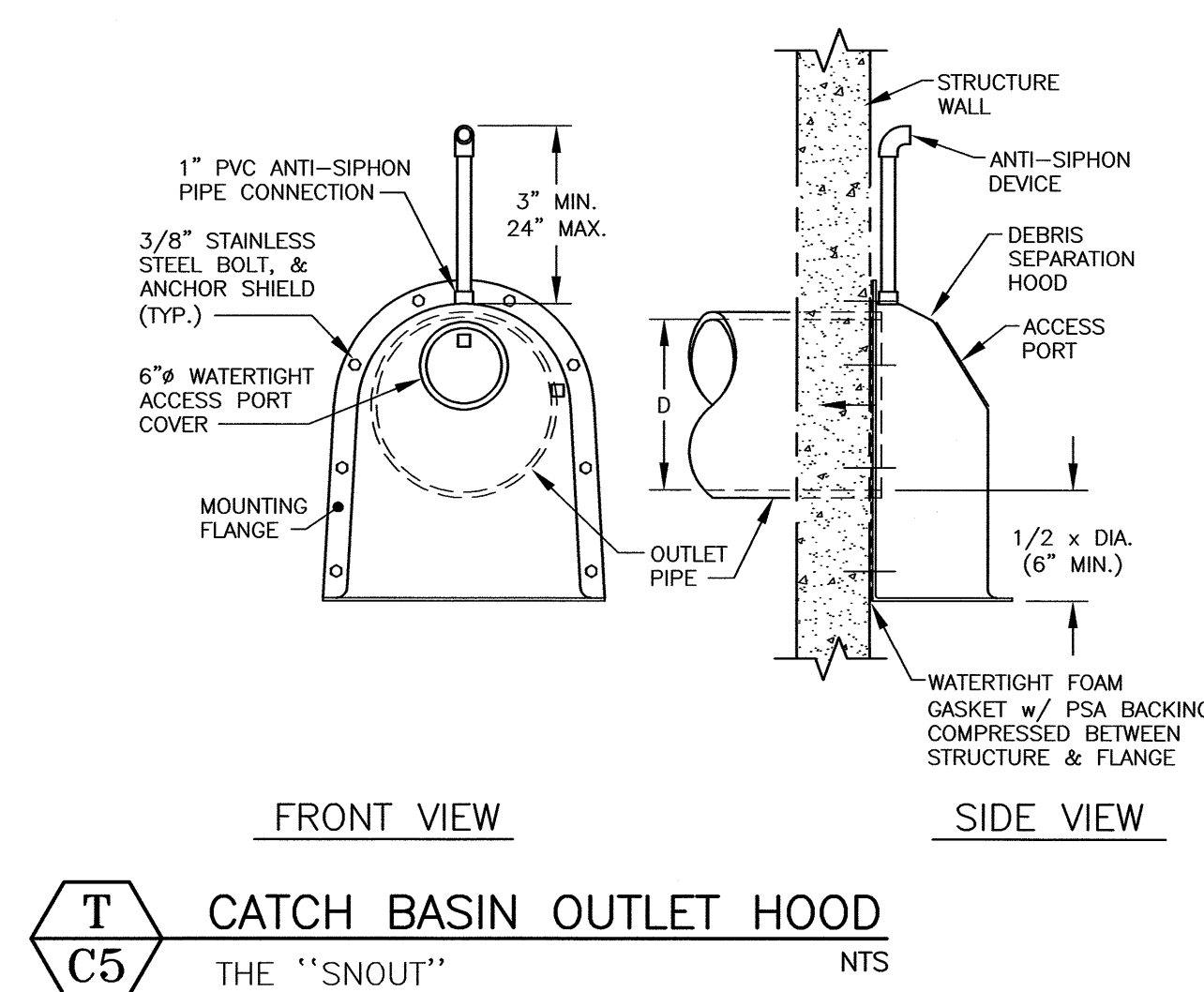
AMBIT ENGINEERING, INC.
Civil Engineers & Land Surveyors
200 Griffin Road - Unit 3
Portsmouth, N.H. 03801-7114
Tel (603) 430-9282
Fax (603) 436-2315

NOTES:

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



R
C5 CATCH BASIN DETAIL
NTS



V
C4 WATER MAIN & SERVICE CONNECTION

HORIZONTAL ANCHOR DIMENSIONS FOR PIPE INSTALLATION IN ROCK												
UP TO 150 P.S.I. WORKING PRESSURE												
PIPE SIZE	TEE OR TAP SLEEVE			90° BEND			45° BEND			22 1/2° BEND		
	H	L	H	L	H	L	H	L	H	L	H	L
4"	0'-9"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"
6"	0'-9"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"
8"	1'-2"	1'-2"	1'-2"	1'-2"	1'-0"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"
10"	1'-4"	1'-4"	1'-4"	1'-4"	1'-0"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"	0'-9"	1'-0"
12"	1'-8"	1'-8"	1'-8"	1'-8"	1'-3"	1'-3"	1'-0"	1'-0"	1'-0"	0'-9"	1'-0"	1'-0"

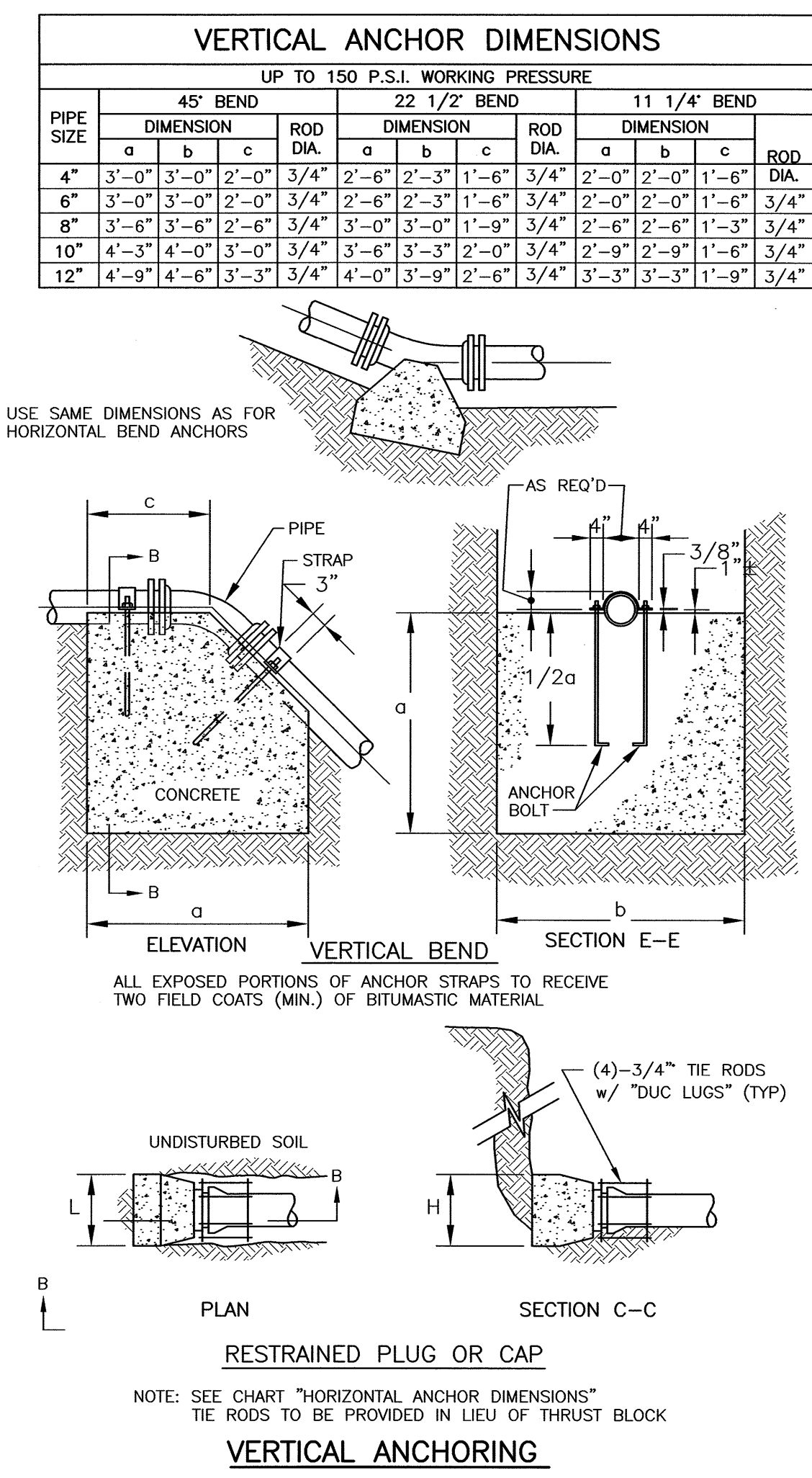
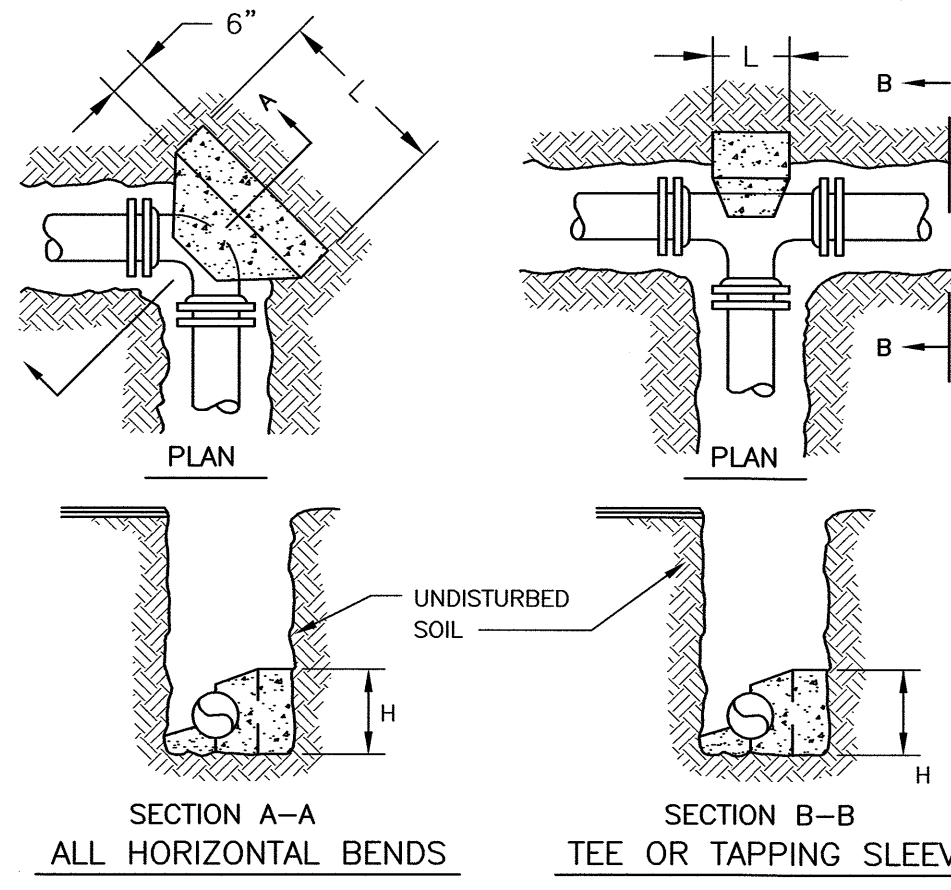
* - FOR 3" AND SMALLER PIPES

HORIZONTAL ANCHOR DIMENSIONS FOR AVERAGE SOIL CONDITIONS												
UP TO 150 P.S.I. WORKING PRESSURE												
PIPE SIZE	TEE OR TAP SLEEVE			90° BEND			45° BEND			22 1/2° BEND		
	H	L	H	L	H	L	H	L	H	L	H	L
4"	1'-0"	2'-0"	1'-0"	2'-0"	1'-0"	1'-4"	0'-9"	1'-0"	0'-6"	1'-0"	1'-0"	1'-0"
6"	1'-0"	2'-0"	1'-0"	2'-0"	1'-0"	1'-4"	0'-9"	1'-0"	0'-6"	1'-0"	1'-0"	1'-0"
8"	1'-4"	2'-8"	1'-4"	2'-8"	1'-4"	1'-6"	1'-0"	1'-0"	0'-9"	1'-0"	1'-0"	1'-0"
10"	1'-8"	3'-4"	1'-8"	3'-4"	1'-8"	2'-0"	1'-3"	1'-3"	1'-0"	1'-0"	1'-0"	1'-0"
12"	2'-0"	4'-0"	2'-0"	4'-0"	2'-0"	2'-2"	1'-6"	1'-6"	1'-3"	1'-3"	1'-3"	1'-3"

* - FOR 3" AND SMALLER PIPES

NOTES:

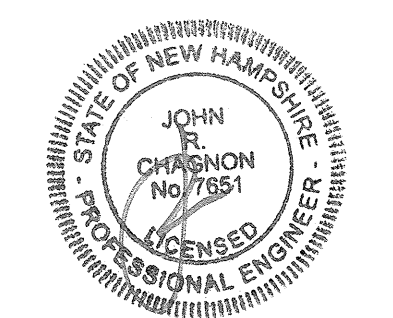
- 1) TABLES ARE BASED ON AN ALLOWABLE SOIL PRESSURE OF 3000 PSF ON UNDISTURBED EARTH BEHIND THE ANCHOR BLOCK. WHERE SOIL HAS BEEN DISTURBED BY ADJACENT EXCAVATIONS OR WHERE SOIL CANNOT WITHSTAND SUCH A PRESSURE, THE TABLE DOES NOT APPLY.
- 2) WHERE ENTIRE DEPTH OF PIPE IS BELOW THE TOP SURFACE OF SOUND ROCK, USE "HORIZONTAL ANCHOR DIMENSIONS FOR PIPE INSTALLATION IN ROCK" TABLE.



PRESSURE PIPE ANCHORING DETAILS
INSTALL PER PORTSMOUTH REQUIREMENTS
NTS

COMMERCIAL DEVELOPMENT ONE CONGRESS STREET PORTSMOUTH, N.H.

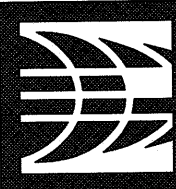
0	ISSUED FOR COMMENT	9/6/22
NO.	DESCRIPTION	DATE
REVISIONS		



SCALE: AS SHOWN
SEPTEMBER 2022

DETAILS

D4



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

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

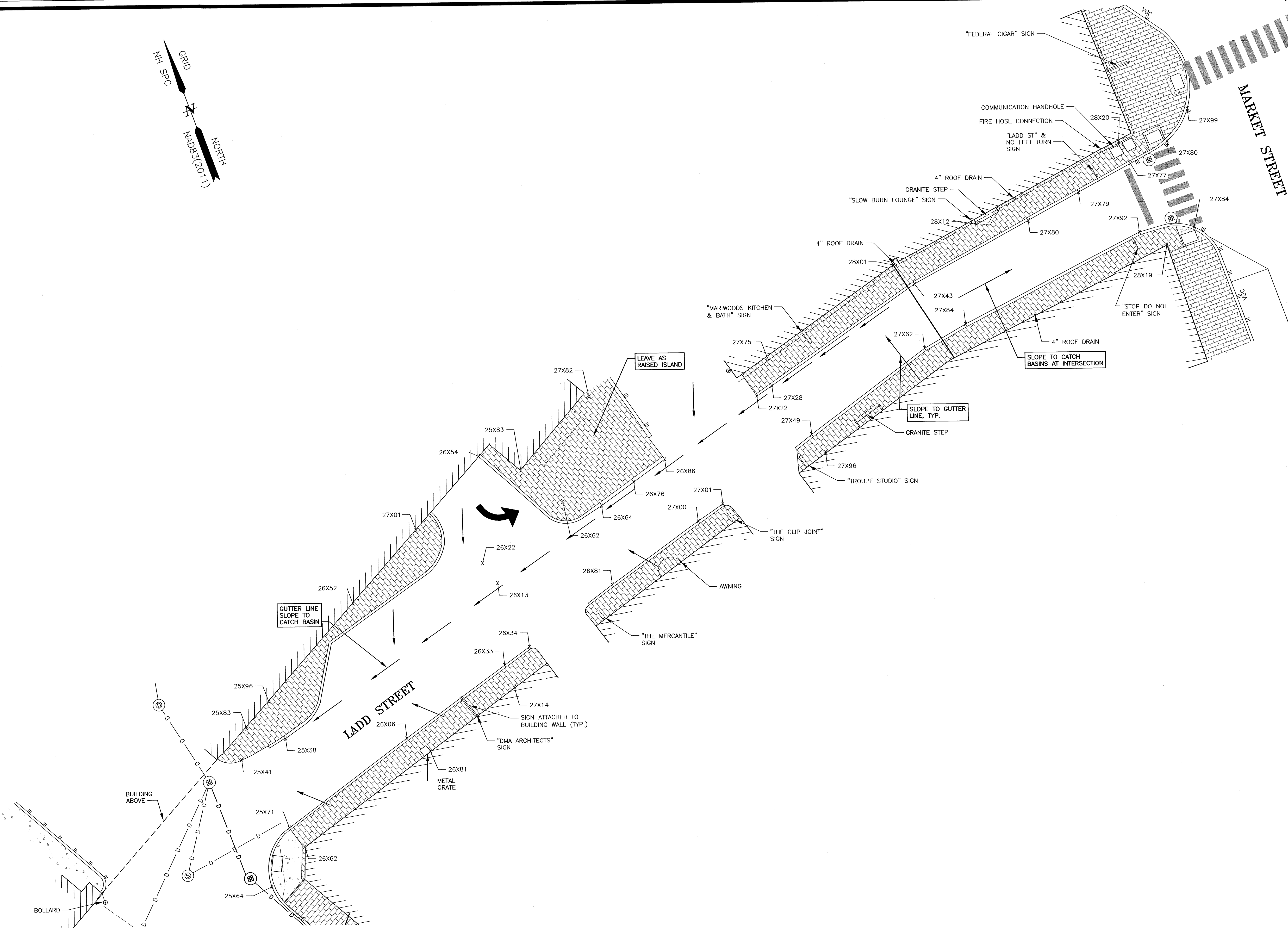
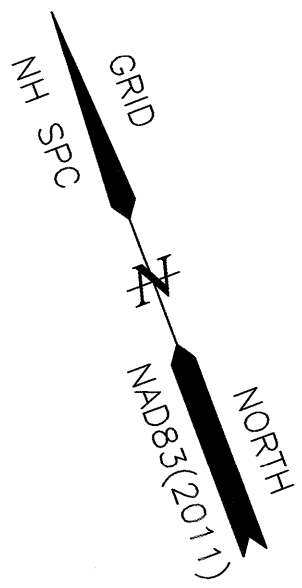
**COMMERCIAL
DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.**

0	ISSUED FOR COMMENT	9/6/22
NO.	DESCRIPTION	DATE
REVISIONS		

SCALE 1" = 10' SEPTEMBER 2022

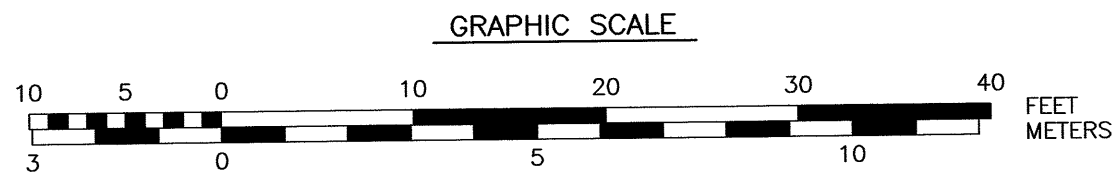
OFFSITE GRADING
LADD STREET

C12

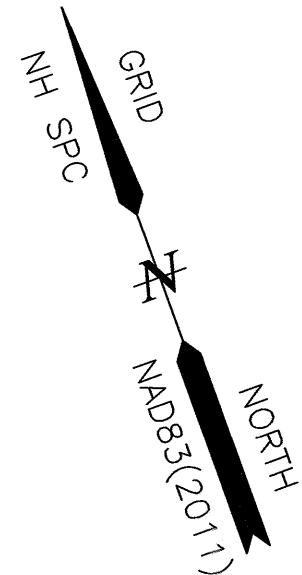


APPROVED BY THE PORTSMOUTH PLANNING BOARD

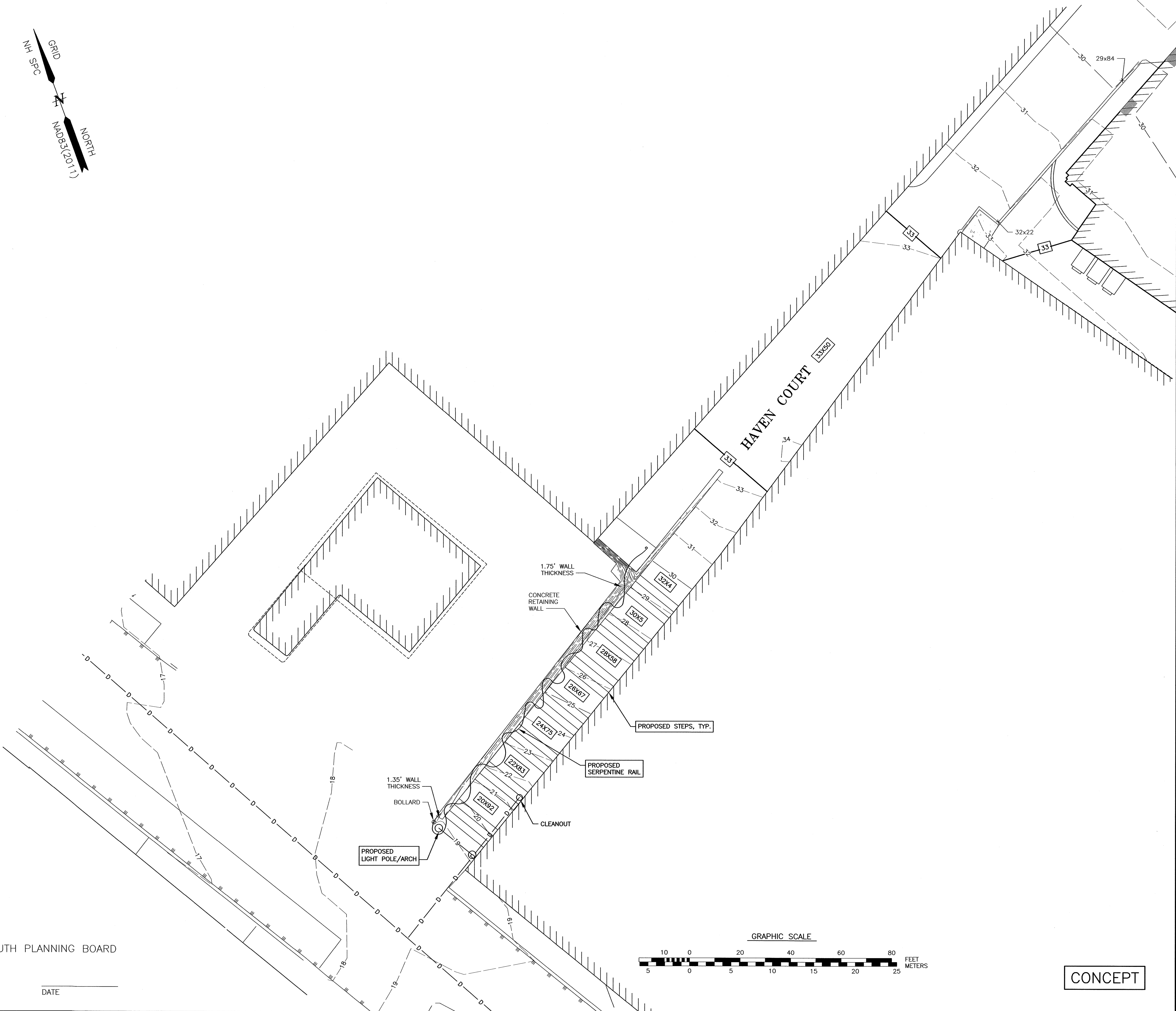
CHAIRMAN _____ DATE _____



CONCEPT



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



APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

CONCEPT

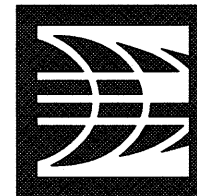
**COMMERCIAL
DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.**

0	ISSUED FOR COMMENT	9/6/22
NO.	DESCRIPTION	DATE
REVISIONS		

SCALE 1" = 10' SEPTEMBER 2022

OFFSITE GRADING
ALLEY

C13



AMBIT ENGINEERING, INC.

Civil Engineers & Land Surveyors

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

NOTES:

- 1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY.
- 2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.
- 3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).
- 4) INSTALL CATCH BASIN INLET PROTECTION ON ALL EXISTING AND PROPOSED CATCH BASINS UNTIL CONSTRUCTION IS COMPLETED AND THE SITE IS STABILIZED.
- 5) ALL WATER MAIN AND SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE NEW HAMPSHIRE STATE PLUMBING CODE AND CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS.
- 6) UTILITY AS-BUILTS SHALL BE SUBMITTED TO THE CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS UPON COMPLETION OF THE PROJECT.
- 7) EVERSOURCE WORK ORDER #7706719

COMMERCIAL
DEVELOPMENT
ONE CONGRESS STREET
PORTSMOUTH, N.H.

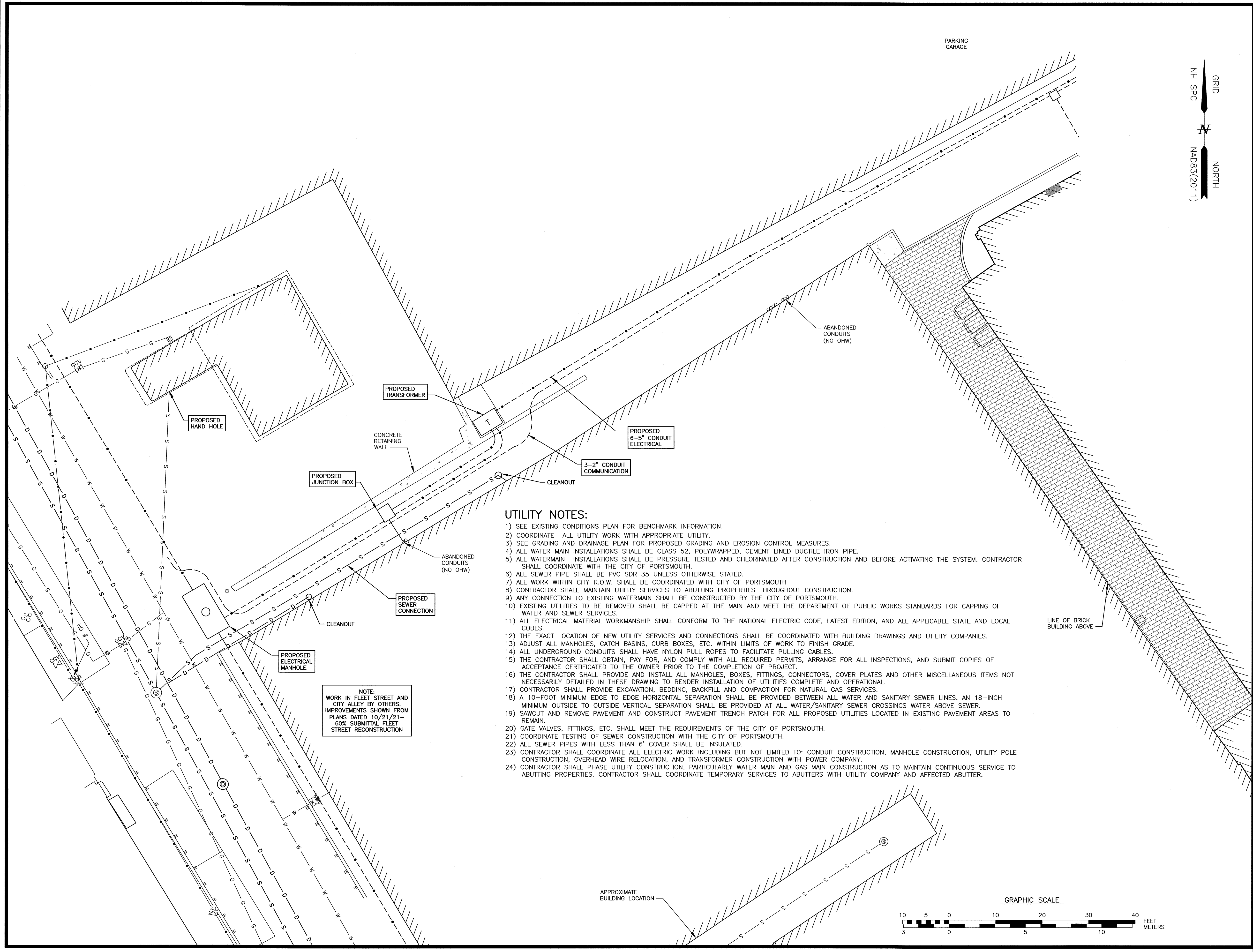
0	ISSUED FOR COMMENT	9/6/22
NO.	DESCRIPTION	DATE

REVISIONS

SCALE 1" = 10' SEPTEMBER 2022

OFFSITE UTILITY
ALLEY

C14



UTILITY NOTES:

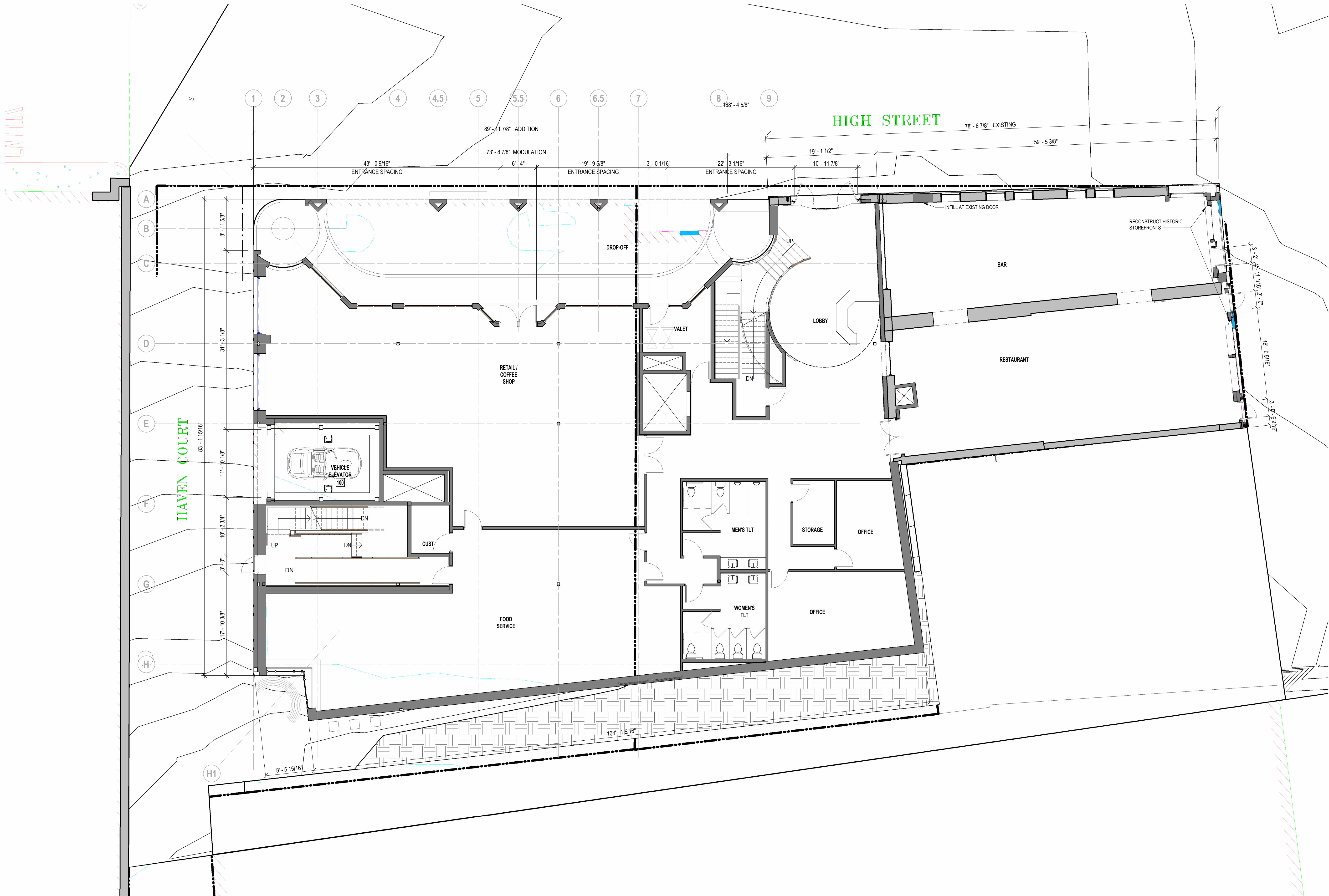
- 1) SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.
- 2) COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY.
- 3) SEE GRADING AND DRAINAGE PLAN FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
- 4) ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, POLYWRAPPED, CEMENT LINED DUCTILE IRON PIPE.
- 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 ADJUTING 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 ADJUTING PROPERTIES. CONTRACTOR SHALL COORDINATE TEMPORARY SERVICES TO ADJUTERS WITH UTILITY COMPANY AND AFFECTED ADJUTER.

NOTE:
WORK IN FLEET STREET AND
CITY ALLEY BY OTHERS.
IMPROVEMENTS SHOWN FROM
PLANS DATED 10/21/21-
60% SUBMITTAL FLEET
STREET RECONSTRUCTION

GRAPHIC SCALE



9/6/2022 12:41:54 PM E:\Users\Tracy.kozak\Documents\evit LOCAL FILES\1MS central 2022-06-16_Tracy.kozak.rvt



3 Congress St, Ste 1
Portsmouth, NH 03801
T 603.731.5187
arcove.com

Ambit Engineering Inc
Civil Engineering
200 Griffin Rd Unit 3
Portsmouth NH 03801
(603) 430-9282
ambitengineering.com

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

1 CONGRESS STREET

PORTSMOUTH, NH

ONE MARKET SQUARE
LLC

Scale: 1/8" = 1'-0"
Date: 9/06/2022
Project Number: 1002

REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN REVIEW

FIRST FLOOR
PLAN

PB.A1

COPYRIGHT © 2022



3 Congress St, Ste 1
Portsmouth, NH 03801
T 603.731.5187
arcove.com

Ambit Engineering Inc
Civil Engineering
200 Griffin Rd Unit 3
Portsmouth NH 03801
(603) 430-9282
ambitengineering.com

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

1 CONGRESS STREET

PORTSMOUTH, NH

ONE MARKET SQUARE
LLC

Scale: 1/8" = 1'-0"
Date: 9/06/2022
Project Number: 1002

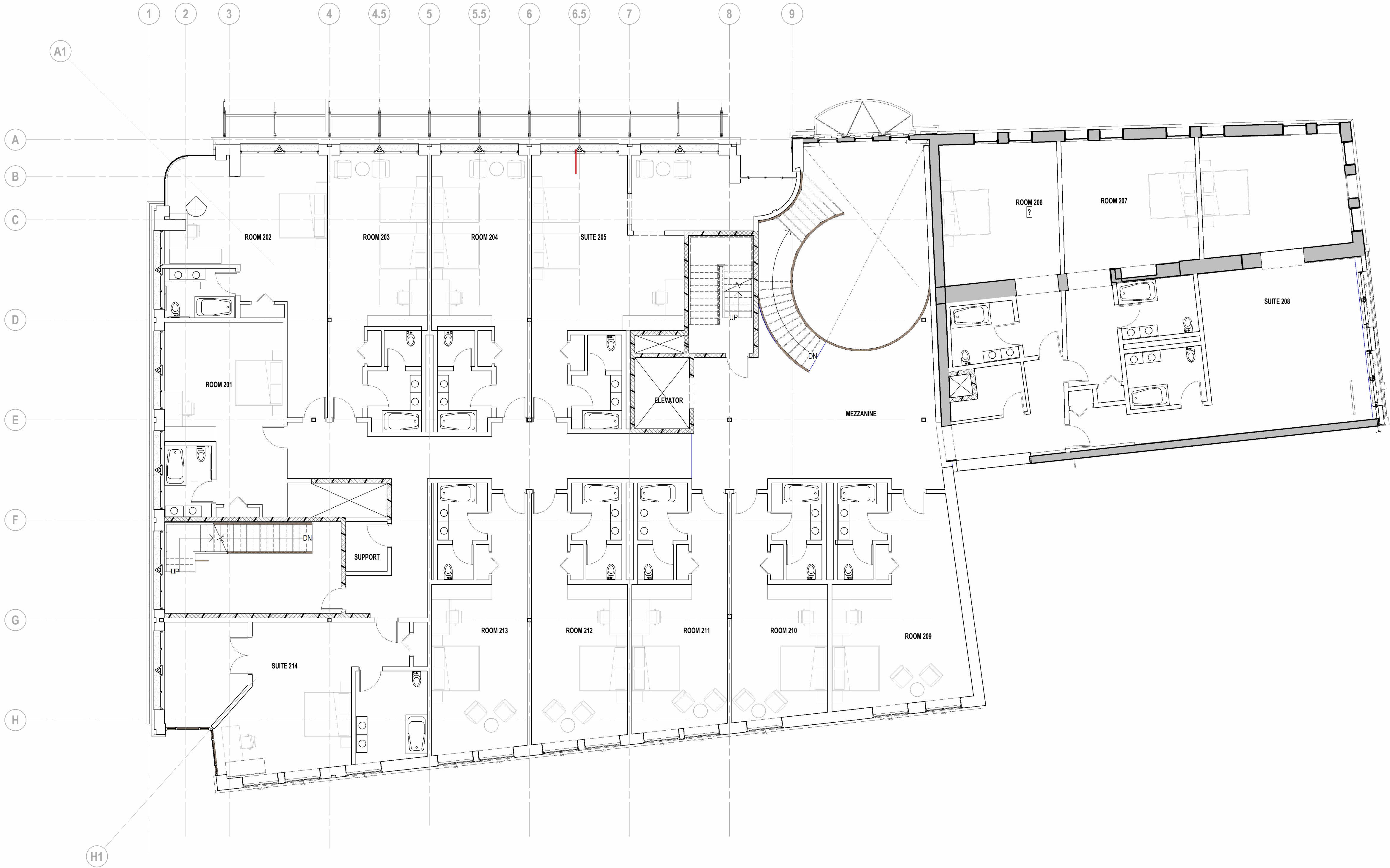
REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN REVIEW

SECOND FLOOR
PLAN

PB.A2

COPYRIGHT © 2022





3 Congress St, Ste 1
Portsmouth, NH 03801
T 603.731.5187
arcove.com

Ambit Engineering Inc
Civil Engineering
200 Griffin Rd Unit 3
Portsmouth NH 03801
(603) 430-9282
ambitengineering.com

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

1 CONGRESS STREET

PORTSMOUTH, NH

ONE MARKET SQUARE
LLC

Scale: 1/8" = 1'-0"
Date: 9/06/2022
Project Number: 1002

REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN REVIEW

THIRD FLOOR
PLAN

PB.A3

COPYRIGHT © 2022





3 Congress St, Ste 1
Portsmouth, NH 03801
T 603.731.5187
arcove.com

Ambit Engineering Inc
Civil Engineering
200 Griffin Rd Unit 3
Portsmouth NH 03801
(603) 430-9282
ambitengineering.com

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

1 CONGRESS STREET

PORTSMOUTH, NH

ONE MARKET SQUARE
LLC

Scale: 1/8" = 1'-0"
Date: 9/06/2022
Project Number: 1002

REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN REVIEW

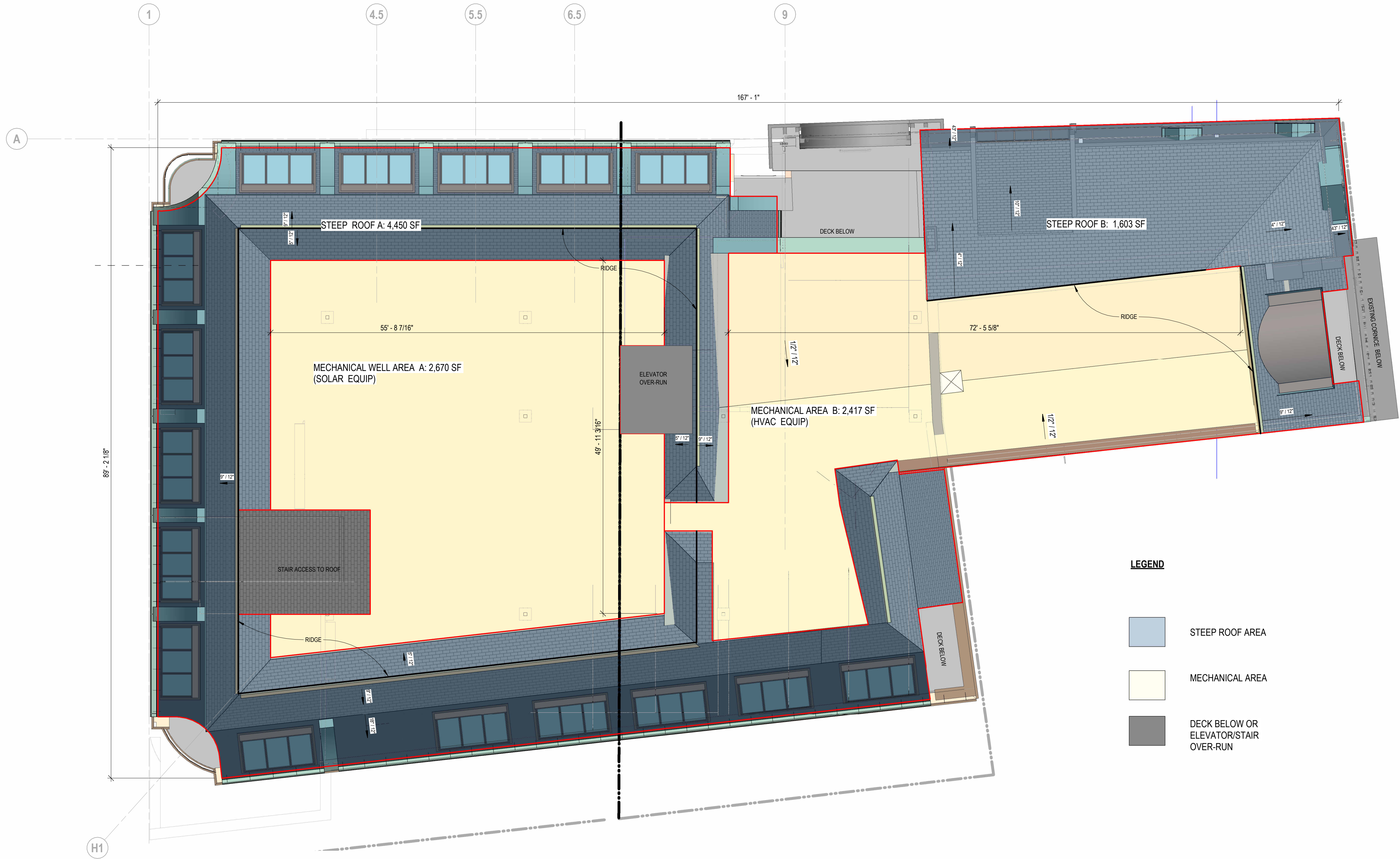
FOURTH FLOOR
PLAN

PB.A4

COPYRIGHT © 2022



9/6/2022 12:41:13 PM E:\Users\Tracy.kozak\Documents\evit LOCAL FILES\1MS central 2022-06-16_Tracy.kozak.rvt



3 Congress St, Ste 1
Portsmouth, NH 03801
T 603.731.5187
arcove.com

Ambit Engineering Inc
Civil Engineering
200 Griffin Rd Unit 3
Portsmouth NH 03801
(603) 430-9282
ambitengineering.com

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

1 CONGRESS STREET

PORTSMOUTH, NH

ONE MARKET SQUARE
LLC

Scale: 1/8" = 1'-0"
Date: 9/06/2022
Project Number: 1002

REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN REVIEW

ROOF PLAN

PB.A5

COPYRIGHT © 2022

1 CONGRESS STREET

PORTSMOUTH, NH

ONE MARKET SQUARE
LLC

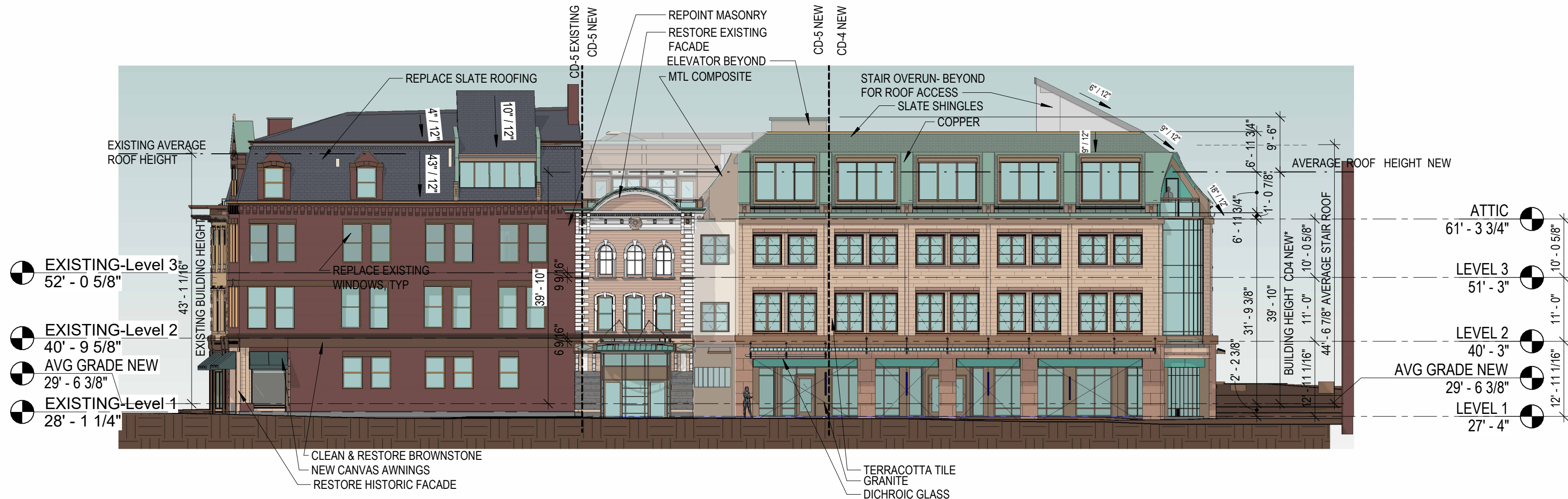
Scale: 1/16" = 1'-0"
Date: 9/06/2022
Project Number: 1002

REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN REVIEW

ELEVATIONS

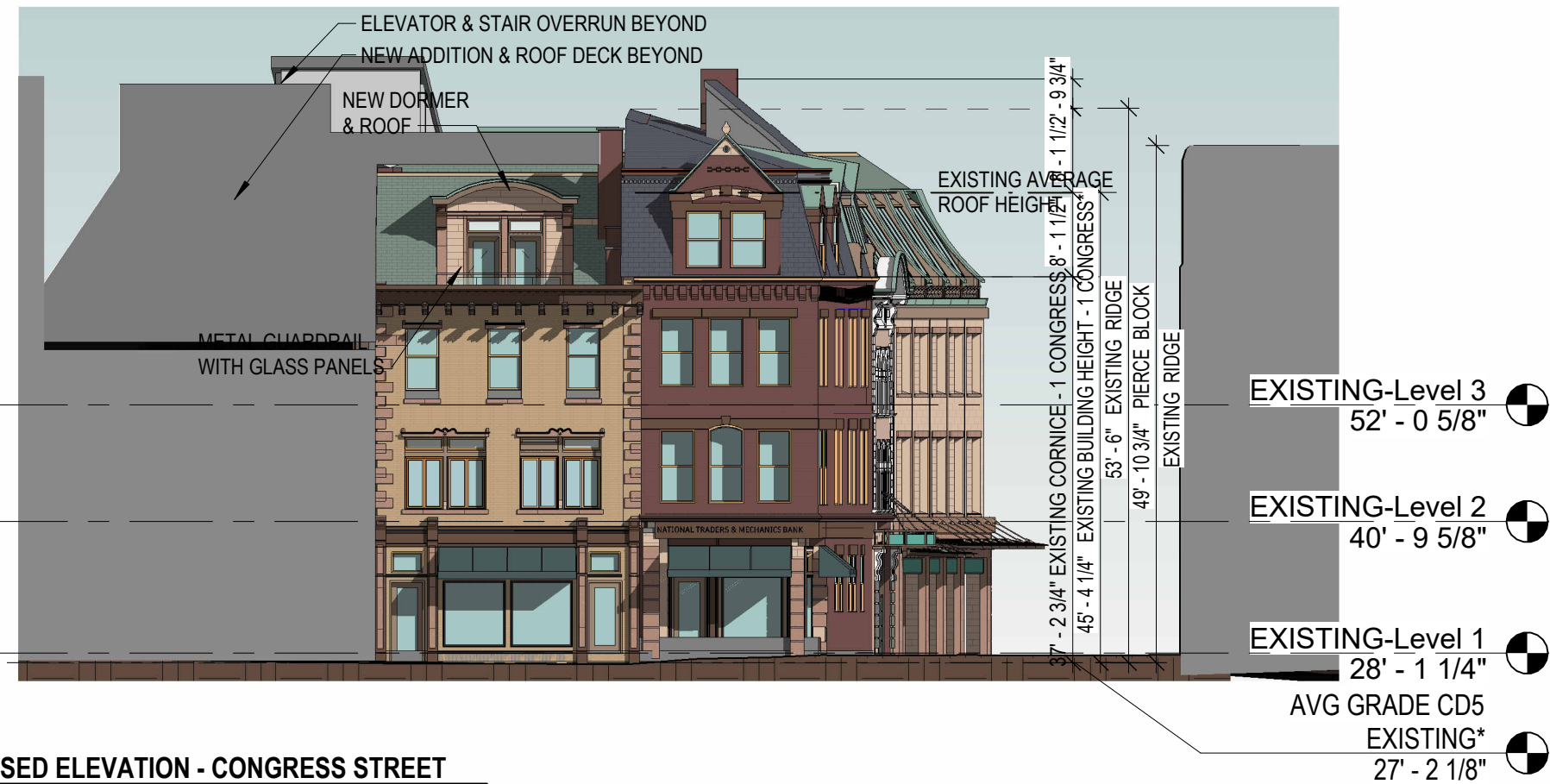
PB.A6



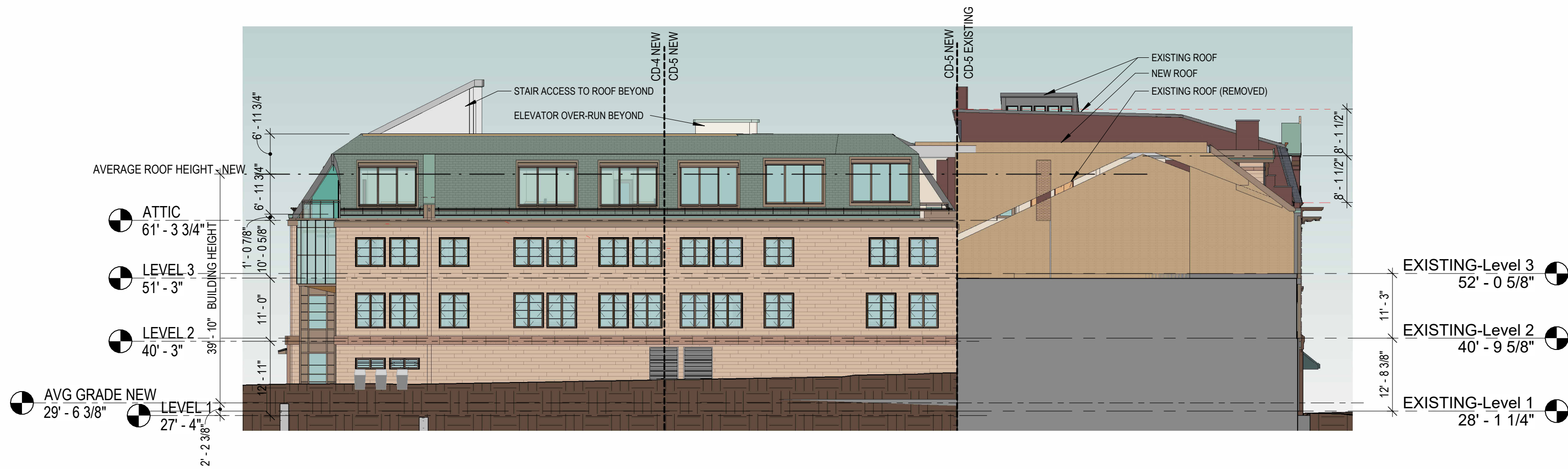
1 PROPOSED ELEVATION - NE - HIGH STREET
1/16" = 1'-0"



2 PROPOSED ELEVATION - NW HAVEN COURT
1/16" = 1'-0"



4 PROPOSED ELEVATION - CONGRESS STREET
1/16" = 1'-0"



3 SW ELEVATION - REAR ALLEY PB2
1/16" = 1'-0"

9/6/2022 12:40:35 PM E:\Users\Tracy.kozak\Documents\revit LOCAL FILES\1MS central 2022-06-16_Tracy.kozak.rvt



3 Congress St. Ste 1
Portsmouth, NH 03801
T 603.731.5187
arcove.com

Ambit Engineering Inc
Civil Engineering
200 Griffin Rd Unit 3
Portsmouth NH 03801
(603) 430-9282
ambitengineering.com

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

1 CONGRESS STREET

PORTSMOUTH, NH

ONE MARKET SQUARE
LLC

Scale:
Date: 9/06/2022
Project Number: 1002

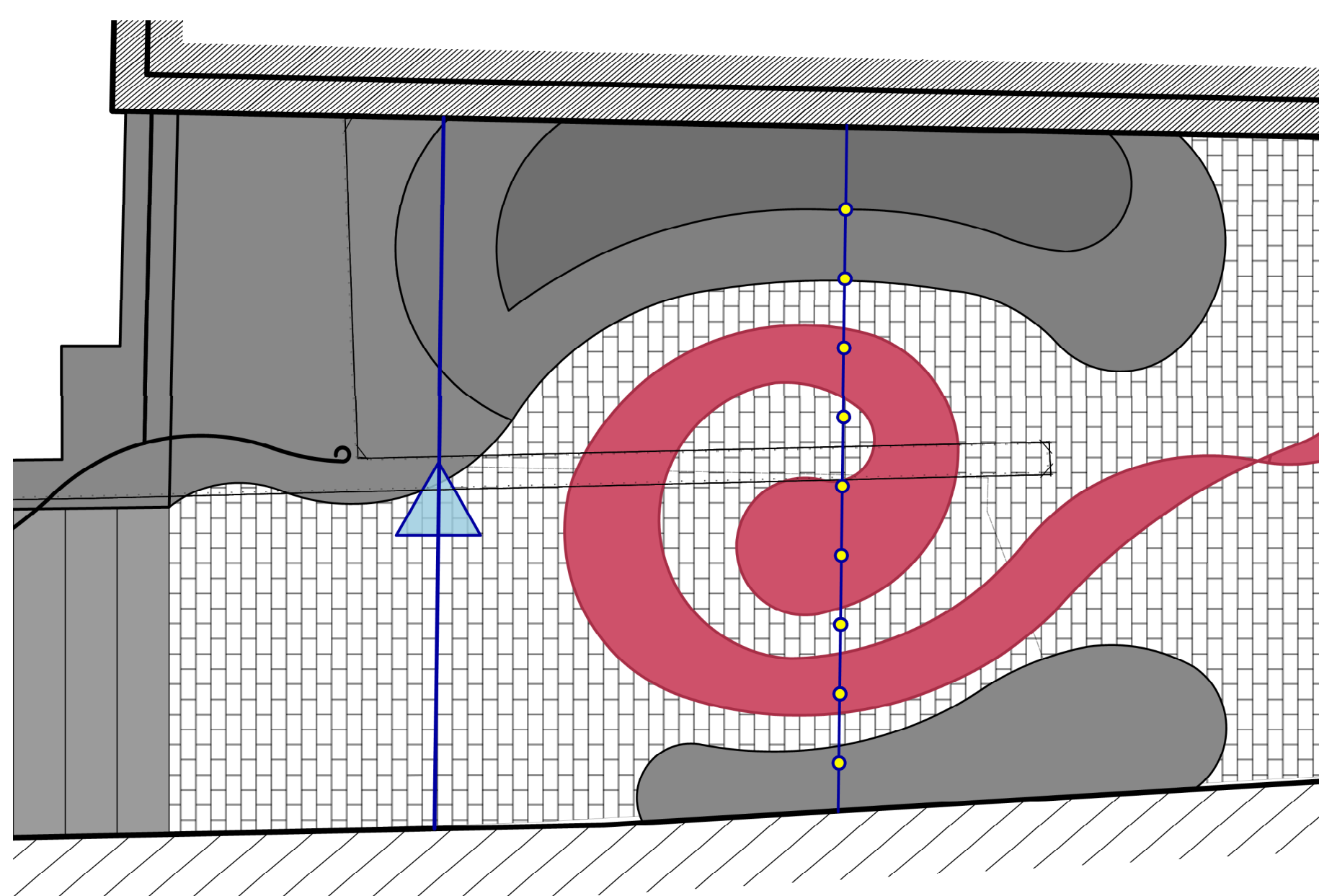
REVISIONS		
NO.	DESCRIPTION	DATE

SITE PLAN REVIEW

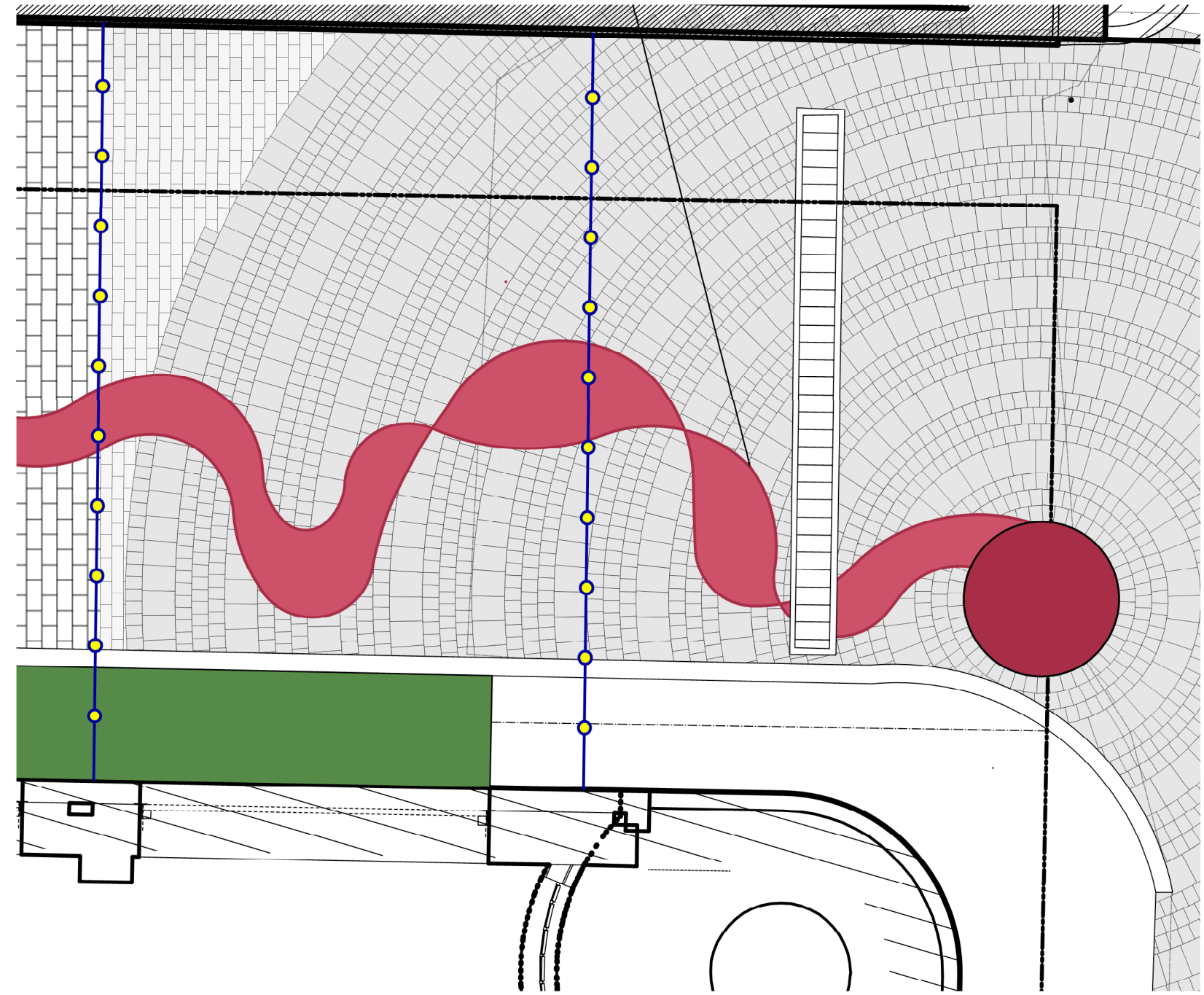
3D VIEWS

PB.A7

COPYRIGHT © 2022



AMPHITHEATER DETAIL WITH SERPENTINE END



SERPENTINE BEGINNING DETAIL



CATENARY LIGHTING



STONE SEATING



STONE SEATING



LABYRINTH INSPIRES + INFORMS THE SERPENTINE PAVING



PRISM TOWER



LIGHT FIXTURE



FLEET STREET PERSPECTIVE

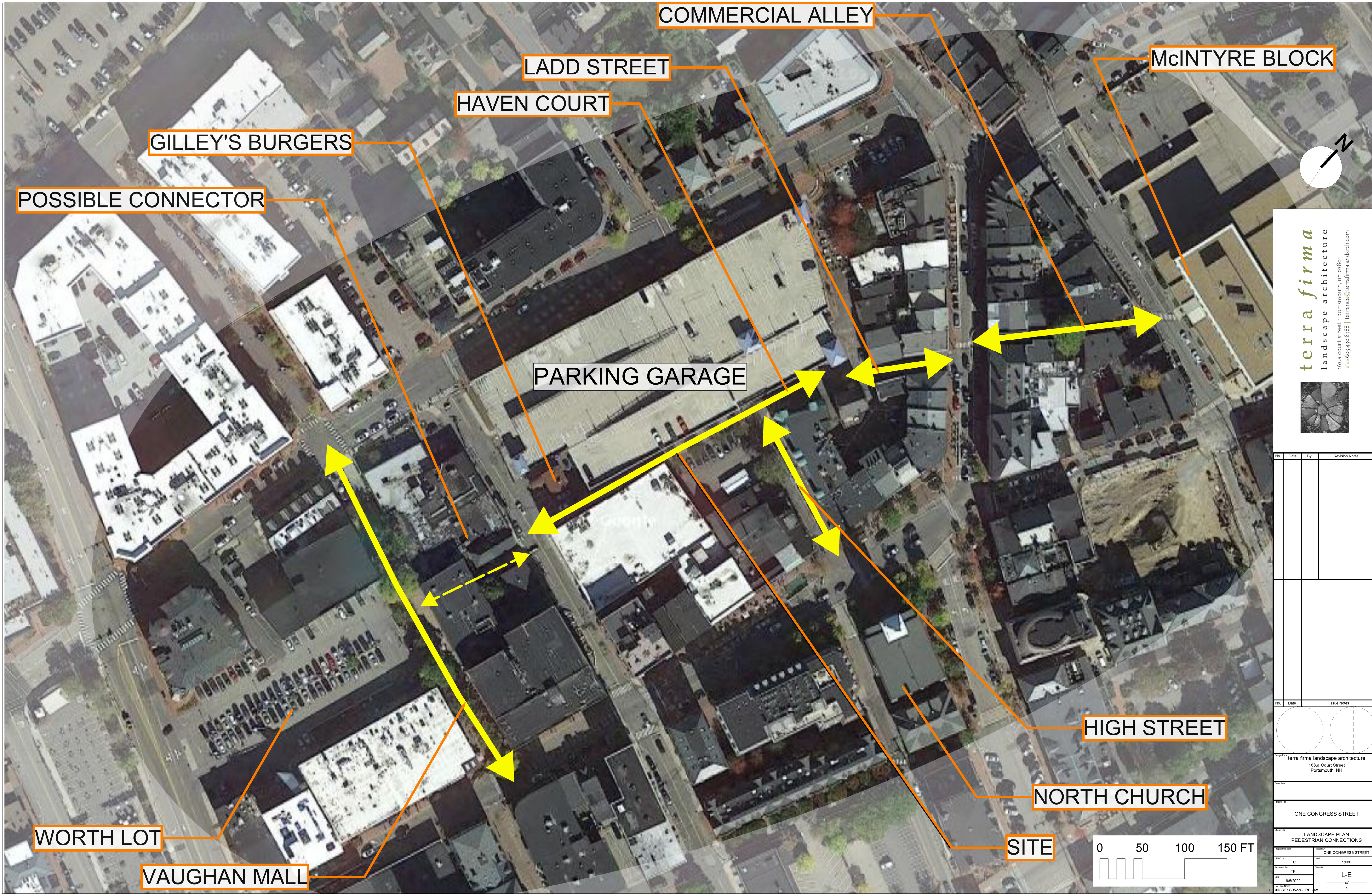
LANDSCAPE IDEAS

1 CONGRESS STREET



terra firma
landscape architecture

163 a court street - portsmouth, nh 02801
office 603.430.8388 | terrence@terrafirmalandarch.com



terra firma
landscape architecture
163 a court street · portsmouth, nh 03801
office: 603.430.8388 | terrence@terrafirmalandarch.com

No.	Date	By	Revision Notes

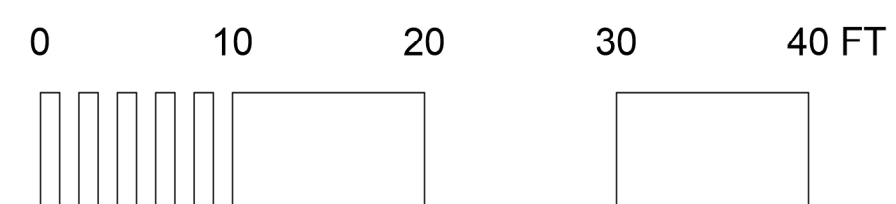
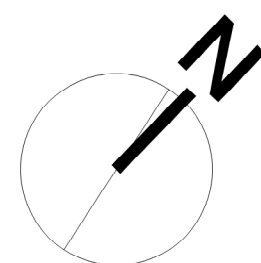
--	--

No.	Date	Issue Notes

terra firma landscape architecture
163 a Court Street
Portsmouth, NH

ONE CONGRESS STREET

LANDSCAPE PLAN PEDESTRIAN CONNECTIONS	
Project Name: ONE CONGRESS STREET	Scale: 1:800
Drawn By: TC	
Reviewed By: TP	L-E
Date: 9/5/2022	
Sheet No: 10CONGRESS922CURB	2

[illegible]